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MOTOR

The Pulsating Automobile e-Magazine **VIKATAN**



Car of the Year 2024
HYUNDAI EXTER

Bike of the Year 2024
ROYAL ENFIELD HIMALAYAN 450

MOTOR VIKATAN AWARDS 2024

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AWARDS 2024 CARS



For film enthusiasts Oscar and Cannes awards are the biggest carnival, similarly for the car and bike enthusiasts every January is a festive season. Every year readers and all the manufacturers await the announcement of the 'Car of the Year', 'Bike of the Year', and other awards. If the car or bike that we own gets awarded it feels as if we won an award. As usual this year too, many cars/ bikes/ scooters have competed. As a reader, you have also done your part, and finally, 18 vehicles have won the awards. Now it's time to check out which is the Best Car/ Bike of the Year and in various categories.

COMPILED BY BHARGAV SRIDHARAN

CAR OF THE YEAR 2024

Hyundai Exter



If you want to earn a 'Car of the Year', it can be in any segment be it an SUV, MPV, sedan, crossover, hatchback, electric car, or even a premium luxury car. So, as usual, many confusions this time and many deliberations. To finalise the winner of this category readers preferences also helped in a big way. Toyota Innova Hycross, the new Hyundai Verna, Citroen C3 Aircross, Honda Elevate, MG Comet, and Mahindra XUV 400 were in the list of contenders. One car that has overcome this list of amazing cars and won the Car of the Year 2024 award is a sub-compact SUV, the Hyundai Exter.



At the time of Exter's launch, Hyundai had priced it at Rs 6.99 lakh. That means at a starting price of Rs 7 lakh, you get a sub-compact SUV, and that too in a premium variant that went viral. Exter became the talk of the town the day it was launched. As far as Hyundai is concerned, their cars normally come with great features at a price, same with Exter as well. Its top-end features include LED lighting, a sunroof, climate control, a wireless charger, rear AC vents, a dashboard camera, etc. With an on-road price of 7.45 lakhs to Rs 12.9 lakhs for the 1.2-litre petrol and CNG variants, the Exter wins this award for being a car that can be afforded by everyone in the middle class.

If you have Rs 10 lakhs, you can buy an Exter CNG version and travel economically within the city with a mileage of 20 km. The Exter, which combines comfort, practicality, mileage, and premium style, has won Motor Vikatan's Car of the Year 2024 award, also the sub-compact SUV award.

MIDSIZE SUV 2024

Honda Elevate



This is a very important segment in SUVs, this is called the B segment. It has been an unforgettable year for Honda. Team Honda was very happy when they launched the Elevate in New Delhi. Yes, winning in this area with giants like Creta, Seltos, Grand Vitara, and Urban Cruiser Hyrider is no mean feat. Elevate's success was confirmed with 20,000 bookings within 100 days of its launch in September. Even now 5,000 cars are being booked every month.

The Elevate is available in 4 trims namely SV, V, VX, and ZX. Knowing that boxy design is not liked by everyone, we like Honda for boldly dropping the Elevate in this box-type SUV design. 17-inch wheels, best-in-class ground clearance of 220mm, 458-litre boot space, 2,650mm long wheelbase (there is plenty of room for rear passenger seating), 10.25 inch-touch screen system, wireless Android Auto/ Apple Car Play, everything elevates from other cars. In addition, ADAS features such as lane keep assist, adaptive cruise control (this feature automatically holds the brake and automatically steps on the accelerator), collision mitigation braking system and lane departure warning also elevate the car features. Along with Elevate, only Seltos and Aster have these ADAS functions.

The gearbox options, a 6-speed manual and a 7-step CVT automatic gearbox which is very smooth. The 1.5-litre 4-cylinder petrol engine produces 121bhp and 145Nm of torque. After elevating the features, now people have started asking when it will arrive in hybrid form. You can buy this mid-size SUV from Rs 11-16 lakhs. Indeed, the Honda Elevate won't make customers feel bad about why they chose it.



MID-SIZE SEDAN 2024

Hyundai Verna



A task for you – let's say you have never seen the latest Verna. A quick look at the photo of the Verna would make you think it's a Tesla model or a foreign premium car. It is mainly because of the complete change of the front fascia. On the front side, the entire length of the bonnet is enough for the LED strip. A digital artist has done a light bodywork rendering and made it look like a BMW M3 range. This style won't suit everyone! Hyundai produces amazing designs not only on the exterior but also inside. Note that the 10.25-inch dual-touch screen on the Ionic 5 spanned the entire car. The red accents are even more striking for the Turbo model. Its interior can be set with a total of 64 ambient lighting. We say this because it is so premium.



Wireless charging, connected technology, drive modes, auto headlamps, engine start/stop, sunroof, ABS, EBD, ESC, TCS, TPMS, hill start assist, and electronic parking brake are a long list of equipment! As far as safety is concerned, Verna comes with ADAS level, four-wheel disc brakes, and six airbags. Suddenly, one day in the Global NCAP crash test, Verna scored a 5-star rating, Verna's customers themselves did not expect this. Rear headroom and legroom are a bit cramped in the old Verna. In this, it has been addressed and has enough headroom.

Engine options for the Verna include a 1.5-litre MPi petrol engine with a 6-speed manual and an 8-step CVT automatic, a 1.5-litre turbo engine with a 6-speed manual and a 7-speed DSG automatic gearbox. Customers generally say that it gives mileage on par with the hybrid engine City in this segment. It gives a mileage of 15 kmpl in the city. Despite the non-availability of hybrid and diesel engines, the Verna is the best mid-size sedan of the year in all areas.

LIFESTYLE OFF ROADER 2024

Maruti Suzuki Jimny



Jimny is a 2023s vintage 4X4 off-road car that looks a little like a sports car. Its water wading is 300 mm. Well, even in a recent Chennai flood, a Jimny alongside the Thar easily navigated in the water and that video went viral. Its ride quality on broken roads and big potholes is on another level. No one would have expected such an off-roader from Maruti. Small tyres and a clumsy manual gearbox are some of the downsides. Beyond that, its body-on-frame construction, riding characteristics, compact size for city commuting, off-road ability, peppy petrol engine, easy-to-get-in-practical seats, 6 airbags, decent mileage (about 15 kmpl) has made it not only an off-road car but also a lifestyle car among customers. Therefore, this year's Off-roader and Lifestyle Car of the Year goes to Jimny.

PREMIUM SUV / MPV 2024

Toyota Innova Hycross



This is the first Innova to come with a petrol engine, also, this is Toyota's first monocoque platform product. The Innova Hycross is premium in space, hybrid features, price and in all areas. If you own an Innova Hycross, that automatically brings you premium status. The plus of Hycross is that it is not only the choice of high-class people but also the choice of middle-class people. Its smooth petrol hybrid engine offers a different level of driving experience. Its 186bhp, e-Drive transmission gearbox is even smoother. Amazingly, it can run like an electric car for a long distance, so a mileage of 20 kmpl can be easily achieved.

Its stability at high speed is even more amazing! Also, its electronic power steering makes it easy to get in and out of the city. This is Toyota's magic. If it's a big family, the Innova Hycross carries the whole family, the fact that it is luxury adds to its status. It can be said that there is no history of an Innova car ever breaking down on any road. Hycross also joins that list. With an on-road price ranging from Rs 22 Lakh to Rs 34 Lakh, the Innova HyCross is the best premium MPV of the year.

ENTRY LUXURY CAR 2024

BMW X1



If you want to describe a car brand in one word as an all-rounder, it is the one and only BMW. And that goes for this X1, to this degree. This year it's got an even bigger, better, more spacious, and premium cabin. There will always be a downside to BMW's diesel engine due to its noise during high acceleration. The new 2nd-gen X1 gets a smoother diesel engine. A move away from the old rear-wheel drive, 40:20:40 split rear seats, kick-open boot, a move to Mini's front-wheel-drive platform, and transverse engine placement provide more space and practical luxury car.

Its floating armrest, curved display screen, M Sport steering wheel, and vertical phone charging pad are not only innovative; everything is high quality and luxurious. The Reverse Assistant option will park the car without your help even in tight spaces. The new X1 eliminates the bumpy ride, which means it does not throw around the passengers. Despite being down on power (150bhp), the 2.0-litre diesel BMW X1 is the best entry-level luxury car of the year, offering a luxurious ride.

BEST ELECTRIC CAR 2024

Tata Nexon.ev



Starting from 2020 when the Nexon was born, we have driven all the facelift models and we know one thing – why the Tata Nexon EV is the top-selling electric car! When we first saw the Nexon. EV this September, we were blown away. It was like seeing a big premium car in such a premium, futuristic design. The Nexon EV draws design inspiration from Tata's Curvv concept. Up front, the nose is completely new, featuring a split-headlamp setup with Daytime Running Lamps (DRLs) on top and the main headlamp cluster lower down – which is now full-LED.

Flat bottom twin-spoke steering wheel, 12.3-inch touch screen, 10.25-inch instrument cluster, 360-degree camera with 4 radar cameras, front ventilated seats for 2 people, two charging ports where there was a 15W charger, now 45W charging ports, enjoying OTT sites/playing games on the screen while the car is parked, lag-free navigation system like never before, Alexa/Siri voice command system, wireless charging facility, 9-speaker JBL surround system, tiny single pane sunroof etc. What else one could ask for? The favourite thing about this is that they have provided a V2L (Vehicle to Load) facility so that when going on outings, you can take electricity from the Nexon and cook in it, if you have a kettle, you can make coffee. It also has a V2V (Vehicle to Vehicle) facility to charge from this Nexon.

Nexon.EV comes in two versions, the 40.5 kWh Long Range version and the 30 kWh Medium Range version. And a maximum range of 465 km for the long-range version and 325 km for the medium-range version. For some reference, the previous version was rated at 453 km in the Max variant (long range), and up to 312 km in the Prime (medium range). The Long Range comes with a 7.2kW AC charger and supports DC fast charging up to 30kW, which is quite slow by modern EV standards. The Medium Range has a smaller 30kWh battery pack. It is a good choice for those who don't need so much power, range, and price. We recommend the Nexon as the safest car ever; Now Motor Vikatan nominates the Nexon.EV as Future Tech Loaded Safety Electric Car and Car of the Year.



BEST FACELIFT 2024

Tata Safari



There is a word called 'road presence'. Any Tata car can be an example of that. If you want, you can say it like this; If you want the word 'road presence', you can say Safari. What majesty! It got even bigger with the facelift that arrived this year. Not just majesty; it's beautiful. When Tata facelifts its cars, it is not for nothing. Just go down and analyse. In that respect, the Safari facelift has a lot of changes. This new Safari has removed the argument that 'Harrier's 7-seater is Safari'. Tata has completely changed the Safari with a new look, a completely refreshed interior, and modern technology to match the times and mechanical changes.

On the exterior, the Safari has been upgraded with LED DRL, sequential indicator, parametric grille, bumper, black housing for LED fog lamps, and faux metallic scuff plate. The wheels are available in 3 options namely 17, 18, and 19-inches. They have also worked on aerodynamics to reduce drag. Inside, there is a dual-tone interior, a 4-spoke flat-bottom steering wheel on the Harrier, and various terrain modes. There is a memory option for the seats. Unlike other car's front ventilated seats, the new Safari's rear also offers ventilated seats.

As far as the engine is concerned, it is the same 2.0-litre diesel. But Tata has updated it as per BS-6.2 norms. Damping and refinement are amazing! Compared to the manual, its 6-speed torque converter gearbox is smoother. Electric Power Steering (EPS) is fun to turn such a big car. ADAS technology is different for security. The autonomous braking system worked well. Even the 5-star rating is different! Coming in a total of 10 variants in 7 professional colours and priced between Rs 16.20 lakh to Rs 27.34 lakh ex-showroom, the Tata Safari is the best facelift of the year.





AWARDS 2024 BIKES



As the Motor Vikatan Awards 2024 has crowned these exceptional two-wheelers, it became clear that the year had been marked by innovation, affordability, and a commitment to providing riders with diverse and outstanding options for their biking needs. Each winner in various categories represents a unique blend of innovation, style, and practicality, making them the true stars of the Motor Vikatan Awards 2024.

COMPILED BY THULASIDHARAN TJ

BIKE OF THE YEAR 2024

Royal Enfield Himalayan 450



In a surprising turn of events, the Royal Enfield Himalayan 450 emerged victorious, leaving behind strong contenders such as the Harley Davidson X440, Hero Karisma XMR, and others. The Himalayan 450 stood out for its remarkable balance of performance, quality, and affordability, making it the people's choice. It's not just about speed and power; it's about practicality and affordability. The TFT console, 17-litre tank, and advanced features like ride-by-wire system and slip-and-assist clutch solidified its position. Priced at around 3.24 lakhs on-road, the Himalayan packs a punch with its 452cc liquid-cooled engine, delivering 40bhp of power and 40Nm of torque, this adventure bike stole the spotlight as the Bike of the Year 2024.

BEST COMMUTER BIKE 2024

Honda Shine 100



For the daily commuter, the Honda Shine 100 stands out as a smart choice. Priced under 85,000, it combines affordability with a respectable mileage of around 66 kmpl. The 99.7cc air-cooled engine, despite being slightly underpowered, ensures a smooth ride. Add to that its ease of maintenance and fuel efficiency, and the Honda Shine 100 shines brightly as the Best Commuter Bike of 2024.

BEST PREMIUM BIKE 2024

Royal Enfield Himalayan 450



Not only did the Royal Enfield Himalayan 450 secure the Bike of the Year title, but it also won the Best Premium Bike category. Beyond its adventurous spirit, coupled with premium features like ride-by-wire technology, slipper clutch, a 4-inch TFT instrument console, and Royal Enfield's commitment to offering extra adventure accessories at an affordable price made the Himalayan a standout choice as the best premium package. With a price tag that doesn't break the bank, it's a testament to Royal Enfield's commitment to delivering quality and class.

BEST PREMIUM COMMUTER 2024

Bajaj Pulsar N150



In the premium commuter category, the Bajaj Pulsar N150 takes the lead. Sporting a 149.6cc single-cylinder air-cooled engine, it produces 14.6bhp of power and 13.5Nm of torque. The N150's semi-naked design, LED projector headlight, and a price tag of Rs 1.19 lakh ex-showroom make it the go-to choice for city cruising and for those seeking a premium commuter experience.

BEST FACELIFT 2024

Hero Xtreme 160R 4V



For riders seeking an upgrade from 100cc to 160cc, the Hero Xtreme 160R 4V is the embodiment of a seamless shift. Boasting a sharp design, go-anywhere 17-inch wheels, and enhanced features, this facelift brings freshness to the table. With a 163.2cc air-oil cooled engine producing 16.9bhp and 14.6Nm of torque, and increased power the Hero Xtreme 160R 4V became the go-to choice for those craving a faster, more stylish ride.

BEST ENTRY SPORTS BIKE 2024

KTM 390 Duke



Catering to the young and adventurous, the KTM 390 Duke snagged the title of Best Entry Sports Bike. A new aggressive design, a new compact LC4C engine that produces 44bhp power and 39Nm torque makes it excellent in performance and versatility. With more features like adjustable suspension, a 5-inch TFT display and innovative features like launch control, three riding modes and connected features, the 390 Duke caters to the dynamic needs of riders. Priced at 3.10 lakh, it offers a naked sporty experience without compromising on performance.

BEST RETRO BIKE 2024

Triumph Speed 400



The Triumph Speed 400, a timeless beauty, wins hearts as the Best Retro Bike of 2024. Priced at 2.33 lakhs ex-showroom, it brings the elegance of a Triumph bike at a more accessible range with impeccable build quality. With features like all-LED lights, dual-channel ABS, and a refined 398 cc, liquid-cooled engine, the Speed 400 offered a classic aesthetic with a modern touch. And so, in the realm of retro bikes, the Triumph Speed 400 stood tall as the winner.

TECHNOLOGY OF THE YEAR 2024

TVS Apache RTR 310



In the era of high-performance bikes, the TVS Apache RTR 310 stands out with groundbreaking technology showcasing innovation at its finest. Sharing the same engine and platform as its brother RR 310 yet with a range of innovative features, including a cooling/heating seat, featuring twin LED headlights, cornering ABS, traction control, and a 5.0-inch TFT screen, the Apache RTR 310 is a technological marvel. TVS's commitment to integrating advanced technologies earned it the prestigious award for Innovative Technology of the Year.

BEST ELECTRIC SCOOTER 2024

Ola S1 Air



The Ola S1 Air takes the crown as the Best Electric Scooter of 2024. Priced at 1.20 lakh ex-showroom, it maintains the premium experience of the Ola S1 Pro while offering a slightly more affordable option. With a rear-wheel hub motor, a smaller battery pack, and other optimizations, the S1 Air presented an accessible electric scooter option without compromising on quality. Reduced charging time, and thoughtful design choices, the S1 Air proves that electric scooters can be both economical and stylish.

KIA SONET FACELIFT A FRESH LOOK WITH ADVANCED SAFETY FEATURES

It's been three years since the Kia Sonet first hit the roads, and now, with the introduction of its facelift model, Kia has stepped up its game. The facelift not only brings a refreshing design but also integrates Advanced Driver Assistance Systems (ADAS) for enhanced safety. The diesel variant, equipped with a mid-mounted manual gearbox, makes a comeback, offering more options to the discerning driver.

External Revamp

While the width, length, height, and wheelbase remain unchanged, the facelift introduces notable exterior tweaks. The LED headlights and daytime running lights exude a more refined look. The front bumper, fog lamps, and skid plate see a makeover, along with a new 16-inch alloy wheel design for the upscale variants. The rear gets a striking light bar connecting the taillights, accompanied by redesigned bumpers and a skid plate for an added touch of elegance.



Sonet



Interior Comfort and Style

Inside the Sonet, driver comfort takes the front seat with a four-way adjustable driver's seat. Ventilated front seats continue to ensure a pleasurable driving experience. The instrument cluster, now a spacious 10.25 inches, echoes the design seen in the Seltos. The existing 10.25-inch touchscreen remains unchanged, complemented by HVAC details displayed on a smaller screen. The compact hindquarters maintain the Sonet's practicality.

Safety Upgraded

Safety features receive a significant boost with six airbags, a 360-degree camera, tyre pressure monitoring, 3-point seat belts, ABS, ESC, VSM, and HAC. Notably, the Sonet now boasts ADAS, including Front Collision Avoidance Assist, Lane Keep Assist, and High Beam Assist, alerting the driver to potential dangers on the road.

Connectivity and Convenience

Already equipped with 50 connected car features, the Sonet now offers a total of 70, featuring gems like Find My Car, Voice Assist, 7 Bose Speakers Air Purifier, Ambient Lighting. These additions enhance the overall driving experience and cater to modern connectivity needs.

Engine Options

The tried-and-tested 1.2-litre petrol engine, the punchy 1.0-litre turbo petrol engine, and the robust 1.5-litre CRDi turbo diesel engine, are all available in the facelift. Power figures range from 83bhp for the 1.2-litre engine to 120bhp and 172Nm of torque for the 1.0-litre turbo engine, and 118bhp and 250Nm of torque for the diesel engine. Both petrol and diesel variants offer a manual gearbox, with additional options like iMT and DCT gearboxes with 7 gears.

SPECIFICATIONS	
Engines	1.2L Petrol (83bhp), 1.0L Turbo Petrol (120bhp, 172Nm) 1.5L CRDi Diesel (118bhp, 250Nm), Transmission Options: Manual, iMT, DCT (7 gears)
Safety	Six airbags, 360-degree camera, Tyre Pressure Monitor, ABS, ESC, VSM, HAC, ADAS
Connectivity	70 connected car features, including, Find My Car, Voice Assist, 7 Bose Speakers Air Purifier, Ambient Lighting, The Kia Sonet Facelift combines style, safety, and connectivity, making it a compelling choice for those seeking a versatile and feature-packed compact SUV.



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EXPLORING THE ADVENTUROUS TERRAIN A MEMORABLE RIDE ON THE ROYAL ENFIELD HIMALAYAN 450

Embarking on a two-day, 610 km journey from Pune to Goa, astride the brand-new Royal Enfield Himalayan 450, turned out to be an exhilarating experience. It blended the scenic route with the impressive features of the Himalayan 450.

The Origin of Himalayan

Royal Enfield Chairman Govindarajan shared insights into the genesis of the Himalayan bike during a previous ride. Originally designed for the rugged terrains of the Himalayan border, the idea to create a motorcycle







suited for such challenging landscapes gave birth to the iconic adventure bike - the Himalayan 411; which was launched in 2016.

The Ride from Pune to Goa

Setting off from Pune, the journey unfolded through picturesque landscapes - Pune to Chiplun, Tawsal Ferry Point, and finally, Ganpati Pule, covering 355 km on the first day. Day two led the riders through Ganpatipule, Ratnagiri, and Kunkeshwar, culminating in Vagator, Goa, covering 255 km. The route mirrored the resilience and capability of the Himalayan 450.

Unveiling the Himalayan 450

Opting for the top-end variant, Hanle Black, with its 452 cc, single-cylinder, liquid-cooled engine, the new Himalayan promised a seamless ride. The liquid-cooled engine, a first for Royal Enfield, delivered a powerful performance with 40 bhp @ 8,000 rpm and 40 Nm @ 5,500 rpm torque.

On the Road

Adjusting the seat height to 825 mm from 845 mm is mandatory for a rider like me who is 5'4". An 805mm to 825mm seat is available as accessories. The ride commenced through diverse

terrains. The 6-speed gearbox and the linear power delivery ensured a smooth highway experience. With a spacious 17-litre fuel tank, there was no need for frequent stops, making it an ideal choice for long rides.

Off-Road Prowess

The Himalayan 450 showcased its off-road capabilities with a ground clearance of 230 mm, making it adept at handling rough terrains. The Ride-by-Wire technology enhanced control, and the suspension setup, featuring 43mm USD forks in the front and a mono-shock in the rear, provide a smooth ride even on challenging surfaces. I must say the suspension set-up is incredible!

With a mileage of approximately 25 to 30 kmpl, the Himalayan 450 proved to be not just a bike but a reliable companion for riders seeking both adventure and comfort.

In conclusion, the Royal Enfield Himalayan 450 stands out as a formidable adventure bike, blending power, technology, and off-road prowess. Whether cruising on the highway or conquering challenging terrains, this ride leaves an indelible mark on the hearts of passionate riders. Good to Go! Anywhere...



Technical Specifications	
Dimensions (mm)	2,245 Length / 852 Width / 1,316 Height
Wheelbase	1,510 mm
Ground Clearance	230 mm
Seat Height	Adjustable 825 to 845 and 805 to 825 mm
Dry Weight	181 kg
Curb Weight	196 kg
Petrol Tank	17 liters
Engine	452 cc, liquid-cooled single-cylinder, 4-valve
Power	40 bhp @ 8,000 rpm
Torque	40 Nm @ 5,500 rpm
Gearbox	6-Speed with an assist & slipper clutch
Technology	Ride by Wire
Suspension:	
Front - 43mm USD fork / 200mm travel, Rear - Monoshock — 200mm travel	Ride modes, USB Type-C charging port, the 5-inch rounded TFT display integrated with Google Maps.
Additional Features	
Mileage	20-30 kmpl

2023 YAMAHA R3 & MT-03

POWER & PERFORMANCE PACKAGES

In the realm of motorcycles, the Yamaha R3 has made a triumphant return, making waves alongside its sibling, the MT-03. These bikes, equipped with twin-cylinder engines, stand out in a market dominated by single-cylinder counterparts like the KTM RC 390, TVS Apache RR 310 and Bajaj Dominar and Dukes. Intrigued by Yamaha's invitation, we headed to the BIC Race Track in Noida to experience the prowess of these machines.

The R3, first launched in 2015, garnered attention with its sleek design and impressive performance, creating a niche for itself among college students and enthusiasts. After a brief hiatus during the BS6 upgrade, the 2023 R3 has re-emerged, sporting a refreshed design while maintaining its core features.

Accompanying the R3 is the MT-03, a lighter and more agile naked version. Sharing the same 321cc liquid-cooled parallel twin engine, it boasts 42bhp and 29.5Nm of torque, delivering power seamlessly between 10,750 rpm and 9,000 rpm.





Design Distinctions

The R3 boasts a sharp and aerodynamic design, featuring a redesigned headlight and a comfortable profile with a seat height of 780 mm and ground clearance of 160 mm. The digital display replaces the analogue version, adding a modern touch.

Conversely, the MT-03 exhibits a street-fighter persona with sharp curves, a 14-litre fuel tank, and sporty air ducts. The distinguishing factor lies in the absence of the front cowl, showcasing its aggressive naked

styling. The Cyan paint scheme, 17-inch alloy wheels, and signature lights contribute to its bold aesthetic.

Features at a Glance

The R3 & MT-03 prioritize a pure riding experience, offering ABS without additional technological controls to unleash the bike's full potential on the race track and for city rides. The instrument cluster remains sporty and digital, providing essential information with a touch of customization. While lacking in advanced features like connectivity/

navigation, it compensates with sheer entertainment on the streets with pure power. MT-03's riding position, with a slightly upright stance and wide handlebar, enhances the overall experience.

Ride and Handling

Venturing onto the damp BIC Race Track, the R3 showcased smooth handling, minimal vibration, and the distinctive feel of its twin-cylinder engine. Despite soft compound tires needing an upgrade for optimal grip, cruising at 172 kmph revealed the

bike’s prowess. The MT-03, with its peppy and versatile nature, impressed with linear power delivery even at low speeds in high gears. The agility, courtesy of a well-tuned suspension setup, and the wide handlebar added a dramatic and exciting touch to cornering.

Both bikes share Yamaha’s smooth 6-speed manual gearbox, providing an excellent riding experience. Slipper Clutch could have been an additional help on the racetrack. Might we expect this on the facelifted versions in the future? Let’s wait and see...

Braking duties are handled by twin-pot calliper brakes at the front and a single-piston unit at the rear, coupled with Dunlop Sportmax rubber tyres for reliable grip and stopping power.

Price Point

In a market teeming with competitors, Yamaha’s R3 and MT-03 rely on their robust engine and performance, entering the scene at Rs 4,64,900 and Rs 4,59,900 ex-showroom, respectively. The imported CBU status from Indonesia contributes to the pricing but Yamaha hints at a shift to CKD, potentially reducing costs by 60 to 80 thousand.



YAMAHA R3 / MT-03	
Engine Type	4-stroke, 2-cylinder, Liquid-cooled, DOHC, 4-valves
Displacement	321cc
Maximum Power	30.9 kW (42.0PS) @ 10,750 rpm
Maximum Torque	29.5 Nm @ 9,000 rpm / 29.6 Nm @ 9,000 rpm
Front Suspension System	Telescopic forks (Inverted)
Rear Suspension System	Swingarm
Seat Height	780 mm
Minimum Ground Clearance	160 mm
Wet Weight	169 kg / 167 kg
Fuel Tank Capacity	14 L

Conclusion

For enthusiasts seeking power and capability without being enamoured by advanced technologies, the R3 and MT-03 present compelling options. The R3 caters to those desiring a peppy track/street experience, while the MT-03, with its naked version allure, beckons street and long-ride aficionados.

Despite lacking some technological features, these bikes make a strong case for themselves in a market inundated with feature-packed competitors. The twin-cylinder engine and Yamaha’s commitment to performance stand as the defining elements, inviting riders to experience the joy of the road.



THULASIDHARAN TJ

 MUTHU KUMAR

TRIUMPH SCRAMBLER 400X A GENTLE OFF-ROAD ADVENTURE





Triumph Scrambler 400X is a two-wheeler that beautifully balances classic design with off-road capabilities. Priced at approximately 2.93 lakhs on-road, this bike is a compelling option for those seeking both style and practicality.

Design and Riding Experience

If you've watched 'Jurassic World,' envision Chris Pratt cruising on a bike through a jungle, paralleling velociraptors. That's the essence of the Triumph Scrambler, and it's unmistakable in the 400X variant. This bike, with its SUV-like ground clearance of 195mm, is tailored for a touch of off-road adventure.

The riding position distinguishes it from its speed-focused sibling Speed 400. With a wider



SPECIFICATIONS	
Engine	398 cc, Single-cylinder, Liquid-cooled
Power	39.5 bhp @ 8,000 rpm
Torque	37.5 Nm @ 6,500 rpm
Ground Clearance	195mm
Seat Height	835mm
Weight	185 kg
Mileage	Around 29 kmph
Fuel Tank	13-litre
Price	2.93 lakhs on-road

handlebar, lower footpegs, and a more relaxed posture, the Scrambler 400X promises a comfortable ride. Notable features include a Type C charging port, a 19-inch front wheel, and an upswept exhaust. However, the 835mm seat height might be a challenge for shorter riders.

Safety features are well-thought-out, with Knuckle Guards, a grill for the headlight, and protection for the radiator. The absence of a split grab

rail at the back allows for convenient helmet storage. Overall, the design, though softer than its speed-oriented counterpart, exudes a unique charm.

Handling, Ride Quality, Off-Roading

Weighing in at 185 kg, the Scrambler 400X demands a bit of muscle, especially over bumps. Yet, its chunky tyres and sophisticated suspension setup, with increased travel at the front and rear, provide a luxurious ride. On the road, the bike handles corners well, and off-road adventures are made smoother by the dual-purpose MRF Zapper rubber.

The ground clearance of 195mm rivals the KTM 390 Adventure, ensuring stability even on rough terrain. Equipped with dual-channel ABS brakes and adjustable traction control, the bike offers a safe and controlled riding experience. The ride-by-wire technology and slip-and-assist clutch enhance the overall performance.



Engine Performance, Mileage

Powered by the same engine as the Speed 400, the Scrambler 400X impresses with a quick throttle response. Despite being 9 kg heavier, it accelerates swiftly, taking just about 7 seconds to reach 0–100 kmph. The torque delivery under 3,000 rpm is notable, offering a powerful performance.

With 37.5Nm of torque and 40bhp, the 398 cc, single-cylinder liquid-cooled engine performs exceptionally well. The 6-speed gearbox contributes to a relaxed cruising feel both in the city and on the highway. The bike's sound, emitted through the twin-tip exhaust, strikes a balance between aggression and subtlety.

In terms of mileage, the Scrambler 400X is estimated to deliver around 29 kmpl, with real-world results ranging from 25 to 29 kmpl. Cruising at 80 kmph can push the mileage to an impressive 33 kmpl.

Should You Choose the Scrambler 400X?

Priced at Rs 2.93 lakh on-road, the Scrambler 400X competes with bikes like the KTM Adventure 390 and Yezdi Adventure. While slightly more expensive than its speed-focused counterpart, it justifies the additional cost with off-road enhancements. If you're considering the Speed 400, take a moment to explore the Scrambler side, you might find a perfect blend of style and versatility.



AVINASH NORONHA

 MOHIT GENA

THE ENIGMATIC RANN OF KUTCH

A photograph of several motorcyclists riding on a dusty, desert road. The riders are wearing helmets and protective gear. The lead rider is on a green motorcycle with a license plate that reads 'MH 02FK 4103'. The background is a vast, arid landscape under a clear sky.

The Rann of Kutch, a mesmerizing expanse straddling the borders of India and Pakistan, captivates adventurers with its ethereal beauty and historical significance. This salt marsh, at once desolate and captivating, holds within its embrace a treasure trove of history, culture, and natural wonders.

History is buried deep in the salty soil of Kutch. Dholavira, a town from the Harappa Civilisation is around 5000 years old. The thought that on that very soil a few millennia ago, a proper ‘city’ existed sends tingles down your spine.

There are a number of wildlife

sanctuaries also in this majestic land, with the endangered Wild Asses and the Pink Flamingos being the two most famous fauna. Even for the gastronomically inclined, the food is something you will not get in other parts of India and its uniqueness is its virtue.

But for us motorcyclists, the highlight of Kutch is the incredible salt flats. Riding roads with the salty desert on either side is incredible. Then getting off the road to ride on the salt flats just takes your breath away. It makes the long hard ride to Kutch totally worth it!

And thus, we started our adventure to Kutch from Ahmedabad...

Day 1: Ahmedabad to Dholavira

Our expedition commenced in Ahmedabad, a bustling metropolis steeped in history and vibrant culture.

Setting off on our motorcycles, we embraced the open road that wound its way through the heart of Gujarat. The journey towards Dholavira, an ancient Harappan city dating back millennia, promised an encounter with the enigmatic remnants of an advanced civilization.

As luck would have it, we got unseasonal and unexpected rain





throughout the day. The wet weather didn't daunt the spirits of the riders, as they braved the elements brimming with enthusiasm.

The road itself on the first day was largely uneventful, barring the rain. It was excellent highways of Gujarat, with the only concern being cattle. The region has one of the highest densities of cattle in India, and that shows on the road. Being careful is the name of the game!

The day ended at Dholavira, which unfolded before us like a chapter from a forgotten time. As the rain abated, we headed to the White Rann to enjoy the

sunset. But the land was waterlogged, so instead we got to see the glistening waters with the last embers of the sun shining on our helmets as we called it a night.

Day 2: Dholavira to Dhordo

The second leg of our adventure led us toward the Indo-Pak border, tracing the path that delineates nations but fails to separate the shared heritage and cultural richness of this region.

Along the way, the fabled 'Road to Heaven' unfolded—a stretch of road that seemed to bridge the earthly landscapes with celestial wonders. This mesmerising stretch of road connects

Dholavira to the next village of Khavda. Needless to say, everybody enjoyed riding slow for once. Just soaking in the splendours of the White Rann.

The first half of the day saw us ride to the Indo-Pak border. Where we had got special permission to ride to the BSF check post. The road there was adventurous to say the least, as we got proper gravel roads. Unfortunately, we were unable to actually go to the border, but the ride itself was memorable.

From there we rode to Dhordo village, the venue of the Rann Utsav. An annual 3-month cultural extravaganza celebrating the culture and heritage of

the Kutchi people. It was post sunset by the time we reached the village resort, where everybody just wanted to kick off their boots, relax and enjoy a hot meal. A meal well earned after a hard day's ride.

Settling into the village resort, we were enveloped in the warmth of local hospitality, a hallmark of Kutchi traditions.

Day 3: Dhordo to Ahmedabad via Bhuj

The next morning, we got ready early and headed to the venue of the Utsav. It was still a week more to go for the Rann Utsav to begin, as such we could only see the preparation of the festivities.

A hearty meal later we charged into the desert! Finally, the tyres touched upon the sands of time. And just like that a couple of hours passed, having fun riding amazing motorcycles in this pristine land.

After a lot of fun, our return journey traced a route via Bhuj.

The flavours of Kutchi cuisine tantalized our senses, each dish a testament to the region's culinary heritage. After an incredible 3 days we were back in the capital of the state, Ahmedabad.

Unforgettable Encounters in the Rann of Kutch

The three-day sojourn through the Rann of Kutch left an indelible mark on our souls. It was more than just a motorcycle expedition—it was a voyage through time, culture, and the breathtaking landscapes that define this unique region. Thanks to FriendsAdventure for meticulously planning out this ride and making it a fun filled experience.

The stark beauty of Dholavira and the White Rann juxtaposed against the vibrancy of the Rann showcased the myriad shades of Kutch's allure. Each encounter, whether with history or the warmth of the locals, added depth to our understanding of this captivating land.

As our motorcycles roared back towards Ahmedabad, the memories of the journey lingered—a mosaic of experiences that painted the Rann of Kutch as a repository of history, culture, and natural splendour. The landscapes may have shifted with every mile, but the imprint of Kutch's charm remained etched in our hearts, beckoning us to return and explore its mysteries once more.

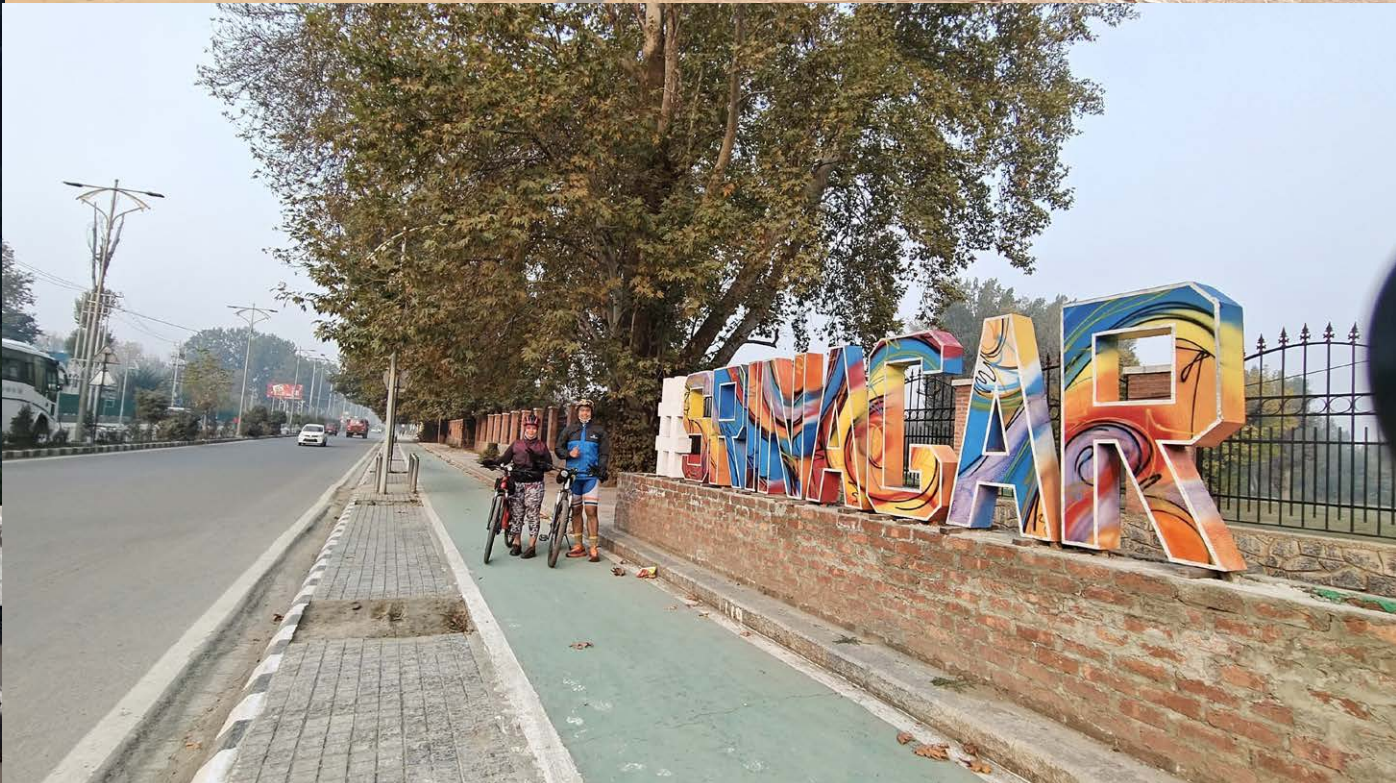


AVINASH NORONHA

📷 LAVANYA REDDY KESARI

A REMARKABLE JOURNEY OF ENDURANCE FROM KASHMIR TO KANYAKUMARI





Embarking on an incredible adventure traversing India, Lavanya Reddy Kesari, a mother of two and a certified fitness and nutrition coach from Hyderabad, accomplished an extraordinary feat by pedalling her way from the northernmost tip of Srinagar to the southern coast of Kanyakumari. Covering a staggering 3700 kilometres in a 19-day odyssey, Lavanya conquered diverse terrains, weather conditions, and personal challenges, turning her dream of the Kashmir to Kanyakumari (K2K) ride into an awe-inspiring reality.

Lavanya's journey into the realm of cycling commenced during the pandemic lockdowns, shifting her focus from gym workouts and running to exploring new avenues. Encouraged by a friend, she delved into cycling, starting with shorter rides and gradually extending her distances. As she made her foray into cycling, she garnered support and camaraderie from fellow cyclists, which bolstered her determination.



Transitioning from her passion for bodybuilding to cycling presented Lavanya with an entirely different physical experience. The shift introduced unique muscle soreness, challenging her perseverance and mental fortitude. Despite initial discomfort, her unwavering determination honed through years of fitness training propelled her past these obstacles, setting the stage for more significant adventures.

Initially, Lavanya dreamt of motorcycling from Kashmir to Kanyakumari but, due to safety concerns, she pivoted to human-powered two wheels. Undeterred by societal scepticism, Lavanya, accompanied by her cycling companion Zarbaf, resolved to undertake the journey on bicycles.

However, a setback emerged when Lavanya had a severe crash during a

morning ride, necessitating surgery and a six-month hiatus from cycling. Undeterred, she resumed her training rigorously, coupling daily rides with gym strength training.

The journey began on October 24th from Srinagar's Vijay Dashami, navigating a plethora of landscapes, weather conditions, and terrains. Riding through the enchanting landscapes of Kashmir was mentally stimulating, although the mental strain amplified as they progressed through the plains, battling cities, traffic, and pollution.

Encounters along the way left a lasting impact, from heartwarming interactions with people recognizing her Telugu roots to savouring regional cuisines, offering a glimpse into the diverse cultural tapestry of India.

The expedition was marked by unforeseen challenges, such as the Banihal tunnel closure and navigating



through traffic jams. However, these obstacles only added to the richness of the experience, testing their resilience and adaptability.

Their daily routine involved rigorous cycling, averaging an astonishing 140-170 kilometres each day, with some days stretching beyond 200 kilometres. Accommodations and meals were basic, emphasizing Lavanya's prioritization of her dream over comfort.

Despite language barriers, her familiarity with Hindi facilitated seamless communication throughout most of the journey. The cuisine, however, posed challenges until she reached familiar flavours in Maharashtra, while adapting to broken Tamil and English in Tamil Nadu.

The triumphant arrival at Kanyakumari marked the culmination of their extraordinary journey.

Overcoming physical and emotional challenges, Lavanya and Zarbaf stood victorious at India's southern tip, realizing a dream that began as a daring aspiration.

Reflecting on her achievement, Lavanya expressed gratitude for the unwavering support of family, friends, and fellow cyclists. Despite the journey's toll, it fuelled her aspirations for future exploits, hinting at potential East to West expeditions while humorously acknowledging the need to recover from the expenses of her K2K journey first.

Lavanya Reddy Kesari's expedition stands as a testament to the human spirit's resilience, determination, and the remarkable heights one can reach with unwavering dedication and passion.



AVINASH NORONHA



CHOOSING THE RIGHT RIDING GLOVES

A COMPREHENSIVE GUIDE

Imagine the open road, the wind rushing past, and the thrill of the ride ahead. Yet, amid this excitement, don't forget the vital component—your riding gloves! Often underestimated, these accessories not only add style but also safeguard your hands against various elements and potential hazards. In this practical guide, we'll navigate the art of selecting the best riding gloves that match your style and safety requirements.

Different Types of Riding Gloves

When you step into a riding gear store, the multitude of options can be overwhelming. Understanding the diverse styles available and which suits you best is crucial. Let's delve into the various types of motorcycle gloves prevalent in the market today.

Summer Sizzlers

In scorching temperatures, you need gloves that keep your palms cool and comfortable. Look for gloves crafted from breathable materials like mesh panels. These offer a reliable grip and ventilation, making them ideal for blazing summer rides. In India, where summers prevail for the better part of the year, opting for summer riding gloves proves advantageous due to their superior airflow and heat dissipation.

Cold Weather & Rain Champions

For winter riding, insulated and waterproof gloves are essential. These gloves keep your hands warm and protected, even in harsh conditions.

Some versions come with touchscreen-compatible fingertips, allowing you to operate devices without exposing your hands to the cold. Winter gloves, designed for extreme cold and rain, becomes indispensable for North Indian winters or Ladakh excursions.

Off-Road Warriors

Specifically crafted for dirt biking and motocross, these gloves boast reinforced knuckle protection and extra padding. Ideal for off-road adventures, they balance protection and flexibility crucial for navigating challenging terrains.

Touring Treasures

Long-distance rides demand comfort and durability. Touring gloves feature extra padding to



minimize hand fatigue, especially on extended journeys. With features like adjustable wrist closures and touchscreen compatibility, touring gloves ensure comfort and protection, respectively catering to hot and cold weather touring.

Commuting Champions

Commuting gloves prioritize protection and quick wearability. Short cuff gloves are preferable for daily rides due to their ease of use.

Race Track

High-speed riding demands specialized gloves offering maximum protection and control. Gauntlet-style gloves with comprehensive finger, wrist, and knuckle protection cater to track racing needs.

Questions to Ask Yourself Before Buying Gloves

Having explored the variety available, understanding your specific requirements becomes essential. Not

every glove suits all riding styles and conditions. To make an informed choice, consider these crucial questions:

What's My Riding Style? Different styles require different levels of protection. Determine if you're more into speed, leisurely cruising, or adventurous off-roading to find the ideal glove.

How's the Fit? Gloves should fit snugly but not restrict movement. Adjustability for a comfortable yet

secure fit is crucial for optimal control.

Do They Offer Protection? While style matters, prioritize safety features like reinforced knuckles and palm sliders, ensuring adequate defence in case of mishaps.

What's the Weather Like? Consider the climate you'll be riding in. For hot weather, prioritize ventilation, while cold weather demands insulation.

Comfortable for Long Rides? Padding, ventilation, and grip impact glove comfort during extended rides. Personal preferences might differ, so prioritize comfort according to your needs.

How to Choose the Best Riding Gloves

Now that you've assessed your riding style and safety needs, let's delve into the step-by-step process of choosing the perfect motorcycle gloves:

Size Matters

Measure your hand's circumference and refer to the brand's sizing chart. Different brands may have slight variations, so it's crucial to find the right fit for your hand.

Quality Materials

Look for gloves crafted from premium materials like leather or durable textiles. Quality materials ensure longevity and superior protection.

Fit Like a Glove

The perfect fit enhances your riding experience. Gloves should feel snug without restricting movement. Ensure your fingers have sufficient room for handling the controls comfortably.

Protection is Key

Check for reinforced knuckles, finger protection, palm padding, and secure wrist closures. These elements





contribute significantly to your safety in case of an accident.

Weather Considerations

Think about the weather conditions you'll encounter. Opt for gloves that suit the prevailing weather, be it hot, cold, or rainy.

Test the Grip

Ensure the gloves offer an excellent grip on the handlebars and controls. Look for textured palms or materials that enhance grip for better handling.

Try Before You Buy

Whenever possible, try the gloves on before purchasing. Perform simple tasks like gripping the handlebars to assess comfort and usability. If buying online, follow sizing charts meticulously for a better fit.

Read Reviews

Gather insights from other riders'

experiences through reviews. Real-world experiences provide valuable information about comfort, durability, and performance.

Consider Your Budget

Riding gloves are available at various price points. While investing in quality is essential, even affordable gloves offer better protection than riding without any. Remember, quality gloves are a sound investment compared to potential injuries.

Style Statement

Riding gloves come in diverse designs and colours. Choose a pair that not only offers protection but also aligns with your personal style.

Additional Nice-to-Have Features

Top motorcycle glove brands offer additional features that enhance real-world riding experiences:

Touch Sensitivity: Allows smartphone usage without removing the gloves, offering convenience.

Visor Wiper: Facilitates clearing rainwater off visors, especially helpful during monsoon rides.

Reflective Elements: Enhance safety during low visibility conditions, ensuring better visibility to others on the road.

Ride Away

Now that you've found your perfect riding companions, hop onto your motorcycle and relish the feeling of complete control and readiness.

Remember, wearing the right riding gloves is not just about style—it's about your safety and comfort on every journey.



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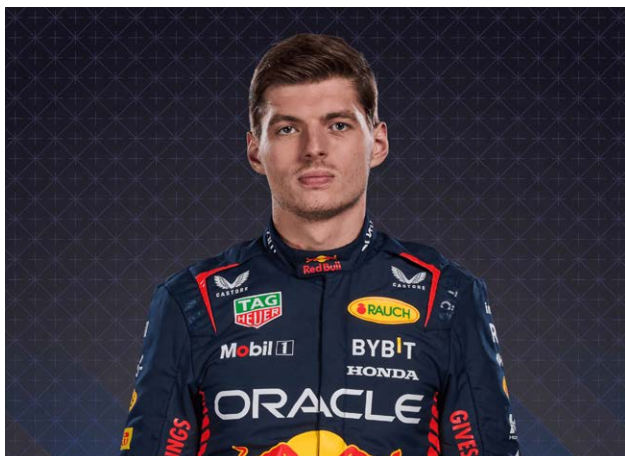
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2023 FORMULA 1 DRIVER STANDINGS



2023 Formula 1 season ended successfully. Eventhough Verstappen dominated the season to win his third straight title, there were many challenges and dramas that happened throughout the grid. Let's just look at how the season turned out for all the 22 drivers who were part of the season.



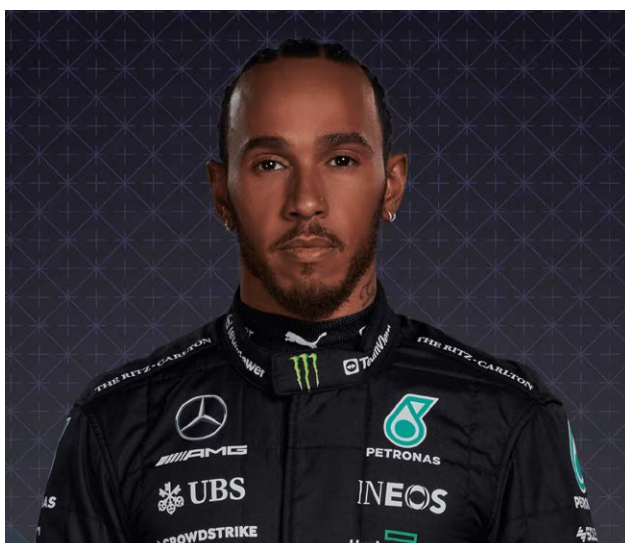
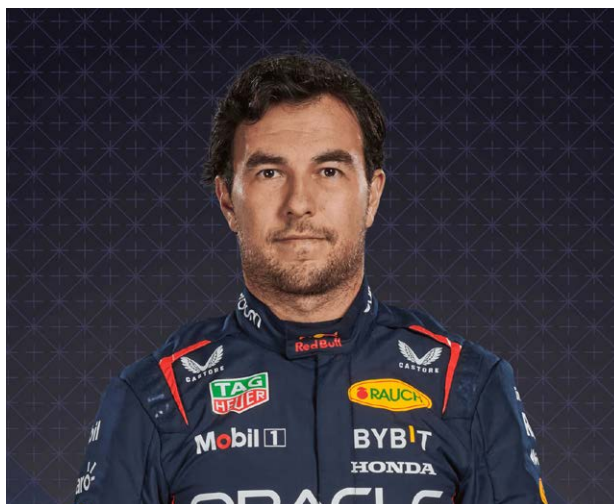


1. Max Verstappen, Red Bull - 575 points

When you win 19 races in a season with a record 10 consecutive wins, you should be on the top of the world. But it was just another season for Verstappen. The dutch driver showed the world the meaning of consistency with incredible shows week in and week out. His RB19 was no match to anyone as he became the first driver to lead 1000 laps in a season. He was not happy about the Singapore GP which stopped his 10 race winning run and also Red Bull's 100% record. Nevertheless, this is one of the best individual performances the sport has seen.

2. Sergio Perez, Red Bull - 285 points

He finished 2nd in the driver's standing, but this is an underperforming season to RB19's standards. Even after starting the season strongly with 2 victories in 4 races, the Mexican's season took a nosedive. When an unmatched teammate becomes your benchmark, nothing is enough. But Perez failed to match even the struggling Ferraris and Mercedes at times. The arrival of Daniel Ricciardo back to the grid will make life difficult for him even more in the upcoming season.

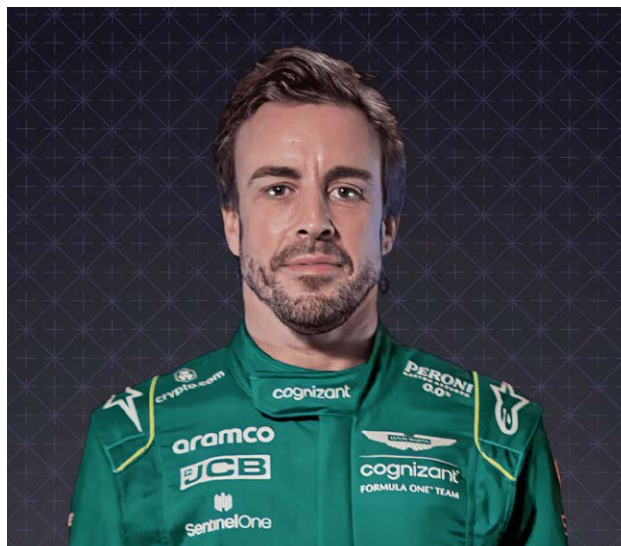


3. Lewis Hamilton, Mercedes - 234 points

The 7 time world champion delivered a strong performance to take his team to the second spot in the constructors' standing. With a car that struggled for pace throughout the season, the Brit pushed all the weight and stood on the podium on 6 occasions. He had some forgettable races like in Qatar, but delivered some memorable performances as well. The pole position he won in Hungary showed the world what he could do with his experience.

4. Fernando Alonso, Aston Martin - 206 points

Alonso's move to Aston Martin was criticized heavily by the Formula 1 world. But he immediately proved his doubters wrong by standing on the podium in the very first race of the season. After 6 podium finishes in the first 8 races, Alonso was in contention for the second spot in the drivers' standings. The second half was very difficult for him and the team as the upgrades didn't work as expected. Still, a fourth place finish at the age of 42 is commendable! Apart from the podiums, his radio messages also made headlines. His message in Australia about restarting the race with the previous position was one gem of a content.

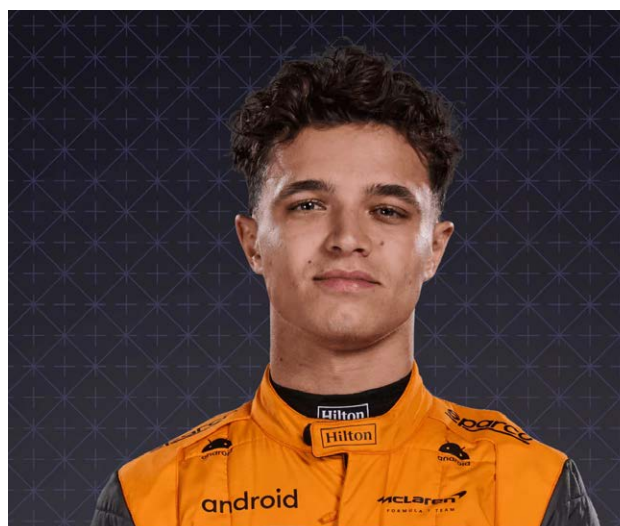


5. Charles Leclerc, Ferrari - 206 points

Another disappointing season for Charles Leclerc as the Monegasque driver ended up without a single victory. Leave the victories apart, he has ended with just 6 podiums, almost half of what he achieved in the 2022 season. When you retire twice in the first 3 races, your confidence will hit rock bottom. Still, Leclerc tried his level best to get the best out of his car. The risk he took in the final laps of the Abu Dhabi Grand Prix to hinder Mercedes from reaching the second spot, shows how committed he is to Ferrari. But how long they can hold him when a generational talent is being wasted like this.

6. Lando Norris, McLaren - 205 points

When you have just 24 points in the first 9 races, you'll try to finish the season with at least 60 points in your bag. But McLaren and Lando Norris had other ideas. The upgrade McLaren brought in the second half catapulted the team to the top half and Norris made the best out of those upgrades. He stood on the podium 7 times in the last 13 races. Eventhough he failed to win his first ever F1 race, he finished second best on 6 occasions. In the second half, he was the only driver to challenge Verstappen on occasions and that shows his ability as a future winner. Also, this season will be known for Lando's trophy breaking antics as well.



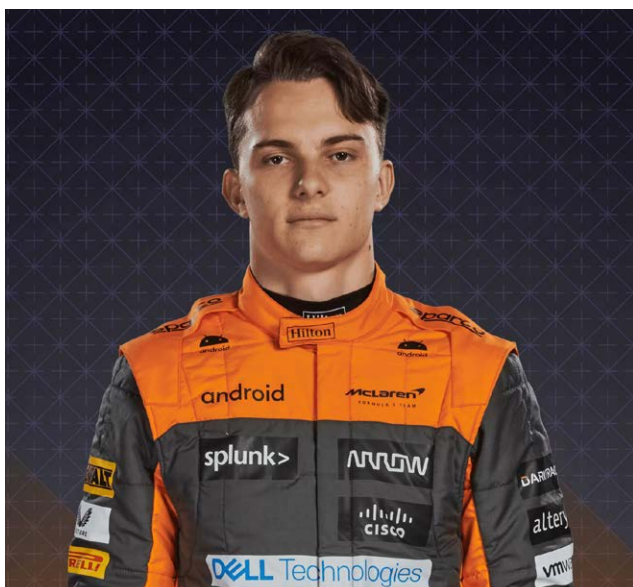
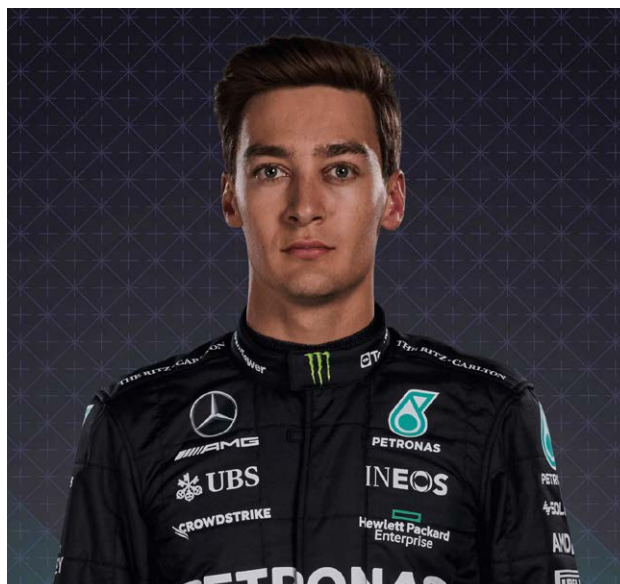


7. Carlos Sainz Jr, Ferrari - 200 points

When Ferrari's strategies are failing, what should you do? Take matters in your own hands! That's what Carlos Sainz did in the Singapore Grand Prix. Sainz's win in the Singapore's street circuit should not only be known for stopping Red Bull from sweeping the season, but for his brilliant drive as well. Despite winning the pole and taking the lead, the Spaniard didn't extend his lead. He was planning his race based on his rivals plans. When Russell came up with a new set of medium tyres, he gave Lando Norris DRS to keep the McLaren driver at second. His radio message of 'It's on purpose' when asked about toeing Norris, will be regarded as one of the best ever in the future. Much ahead of the Smooth Operator song.

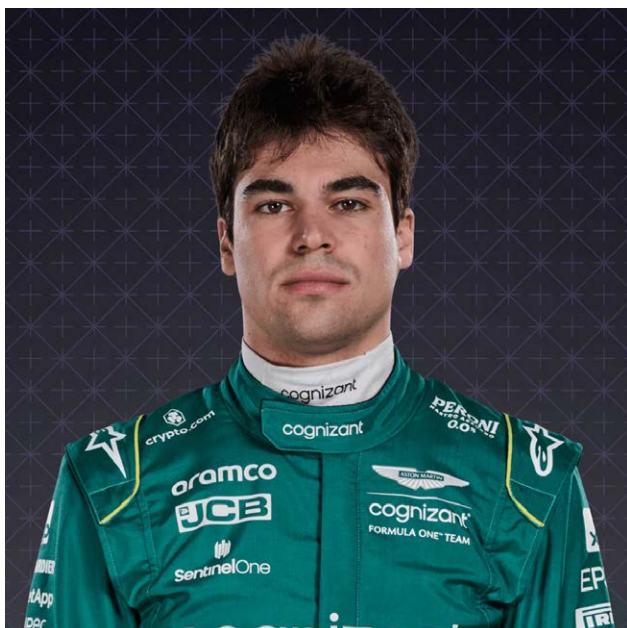
8. George Russell, Mercedes - 175 points

In Russell's words, this is his worst Formula 1 season. He felt this poorer than his days with Williams. It is understandable as the driver struggled throughout the season. He finished multiple races in fifth and sixth positions and lacked clear pace to get into the podium. He finished inside top 3 just twice this season, but his second podium in Abu Dhabi came at a crucial time as it confirmed second spot for his team in the constructors' standing.



9. Oscar Piastri, McLaren - 97 points

This is considered as one of the best rookie seasons by many experts. A few have even compared it to that of Lewis Hamilton's! That's the kind of performance Oscar Piastri has delivered with the McLaren. After a difficult start to the season, he was always in contention for the podium and delivered good performances on Saturdays as well. He even tested a victory before his teammate Norris. Though it's just a sprint, a victory is a victory!

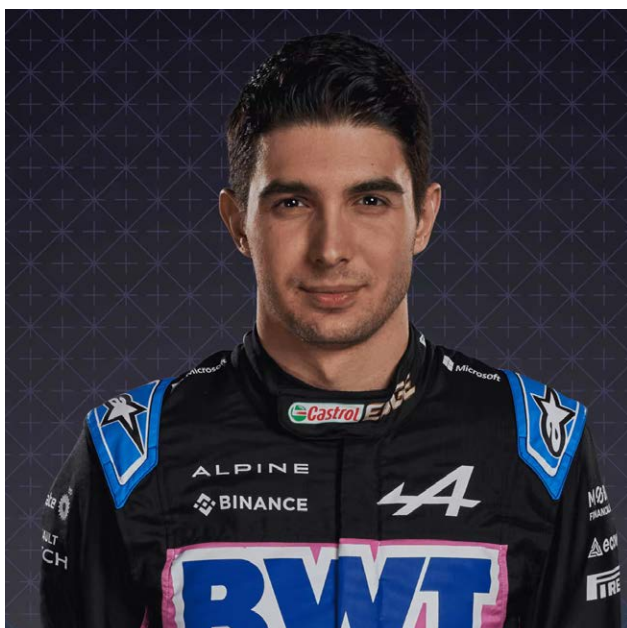
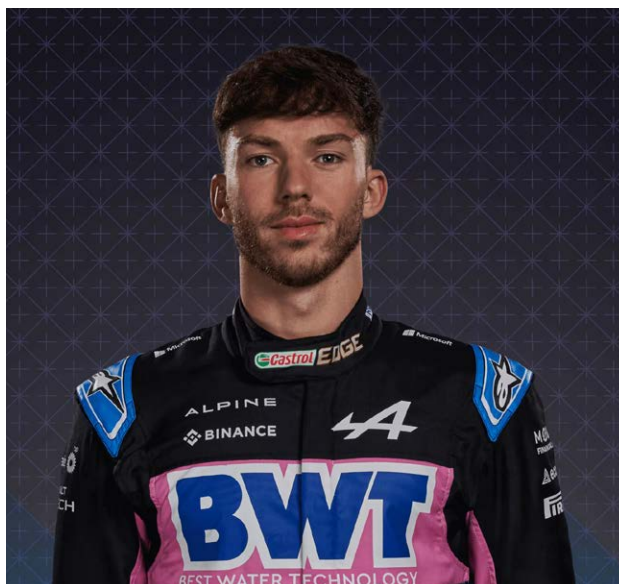


10. Lance Stroll, Aston Martin - 74 points

Lance Stroll would have expected much in this season. At least Stroll Senior would have expected much. When Aston Martin was flying and Alonso was achieving podium after podium, Lance found it difficult to live up to that expectation. In the second half, he even went 5 races without achieving a point. The best he could do this season was finishing fourth in Australia

11. Pierre Gasly, Alpine - 62 points

It was a decent first season in Alpine for Pierre Gasly. The French driver finished 50% of the races with points and stood on the podium once. It was a brilliant race from him in the Dutch Grand Prix and he fully deserved that. He had to endure some difficult time with compatriot Esteban Ocon with so many miscommunication issues. They even took each other out on 2 different occasions.



12. Esteban Ocon, Alpine - 58 points

An extraordinary qualifying session in Monaco presented Esteban Ocon with a podium chance in Monaco and the French driver didn't fail to convert it on the race day. He replicated his brilliance in the Las Vegas GP where he moved on from P16 to P4. Despite such brilliant performances he was in news multiple times for unwanted reasons. Going forward it will be crucial for the Alpine management to keep their drivers in line.

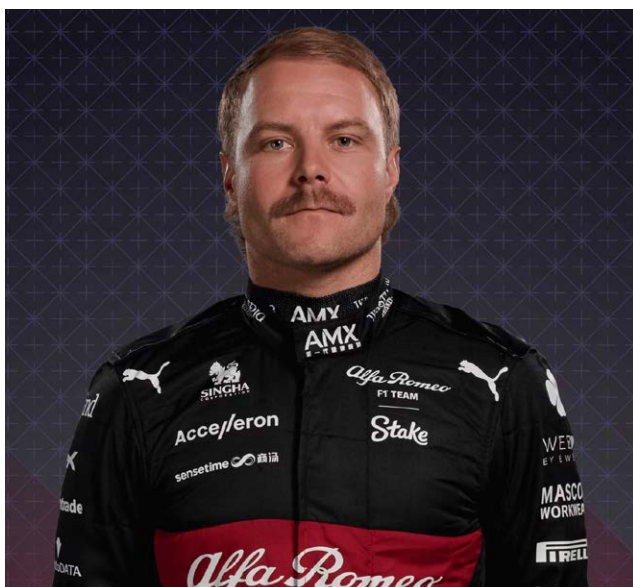
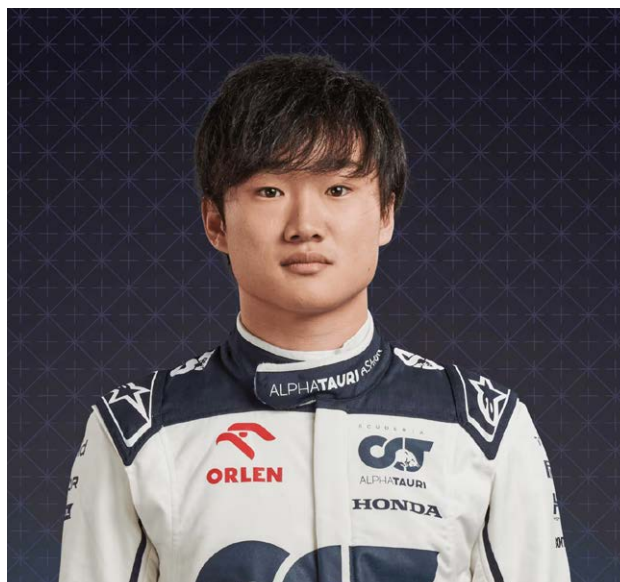


13. Alexander Albon, Williams - 27 points

If we ask the Formula 1 fans to vote for the driver of the season, Alex Albon will definitely finish in top 5. Driving a car that gives you nothing, Albon picked points in 7 races. He picked 27 off the 28 points Williams recorded. Such is his impact that people even started to question Red Bull for letting him leave a few years ago. He showed pace on Saturdays, managed tyres well and defended impressively on Sundays to receive all the praise from the experts and fans.

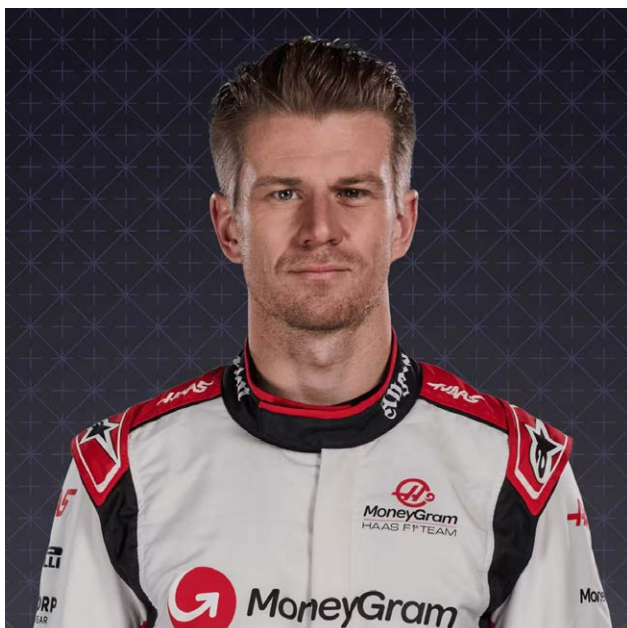
14. Yuki Tsunoda, Alpha Tauri - 17 points

Yuki Tsunoda showed a matured performance throughout the season and ended up as the best among the 4 Alpha Tauri drivers. With the worst possible car, he showed impressive pace on the race days. The Japanese driver finished at either P10 or P11 on the first 4 races after finding it difficult to secure points. But he came back well in the later half and helped his team mount a challenge for P7 against Williams.



15. Valtteri Bottas, Alfa Romeo - 10 points

Valtteri Bottas had a good start to the season as he finished P8 in the opening race in Bahrain. After that he finished only thrice in the next 21 races. With all his experience he tried hard to finish better. But Alfa Romeo's pace doesn't help him much. Regular technical failures have hindered his season for the second consecutive time. The Finn will expect for a much better support from his crew next time.

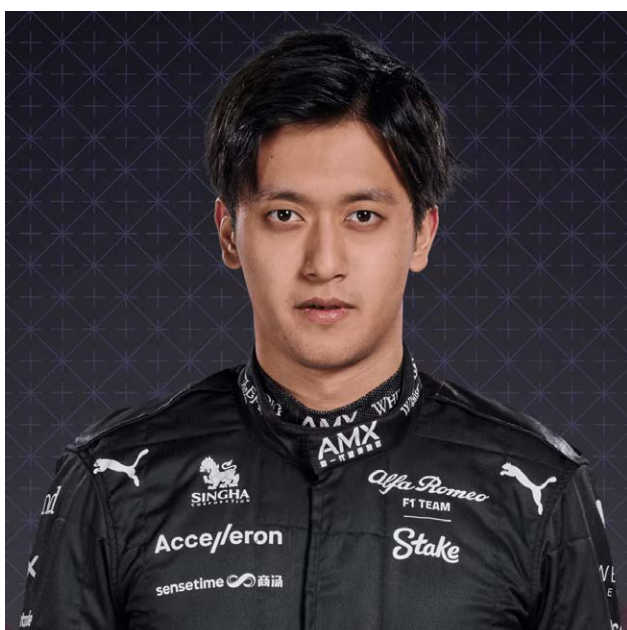
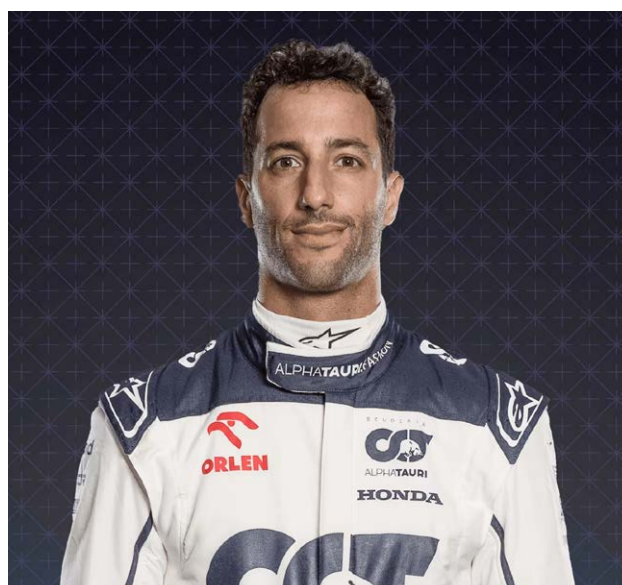


16. Nico Hülkenberg, Haas - 9 points

The experienced Nico Hülkenberg had made a comeback to the Formula 1 arena with much expectation, but couldn't make much impression. He showed some pace on qualifying but without much help on the race, he couldn't convert them into points. Out of the 22 races, he secured points only in Australia and in Austria (sprint).

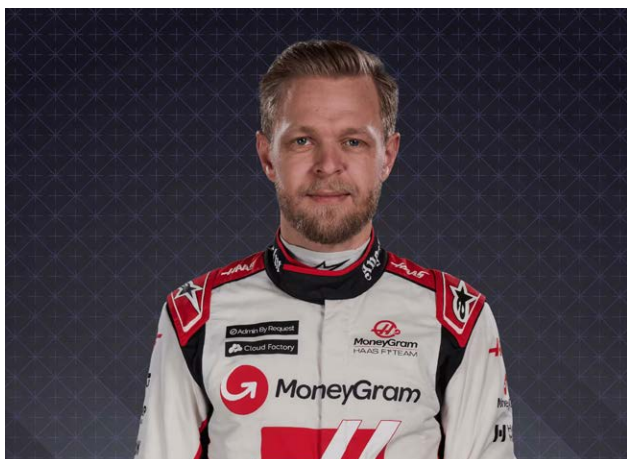
17. Daniel Ricciardo, Alpha Tauri - 6 points

After impressing the Red Bull management from his reserve role, Daniel Ricciardo replaced Nyck de Vries. With so much expectations around his return, the Australian secured points in only one race with much of his season hindered by the injury he suffered during the Dutch Grand Prix. He might have had a difficult time with Alpha Tauri, but the Red Bull management seems to be happy with his performance that he could find himself in Red Bull sometime sooner in the 2024 season.



18. Zhou Guanyu, Alfa Romeo - 6 points

The Chinese driver showed some strong performance whenever the car offered some pace. He finished 9th each in Australia, Spain and Qatar. He had his best performance in Hungary where he qualified fifth, his best ever qualifying performance. But the race day was difficult for him as he could finish only on P16. That was his season all along, with so much inconsistency from the car. Just like Bottas, he'll feel like he deserved more.

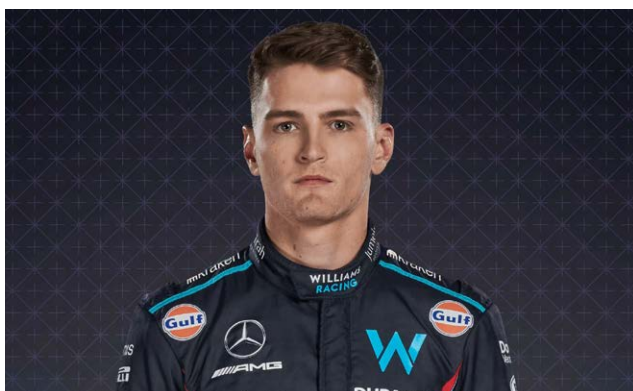


19. Kevin Magnussen, Haas - 3 points

Magnussen had some insane things happening for him in the 2022 season after a 5th placed finish and a pole win. But, things were completely different this season. He was far from his best this season and the Haas team hasn't helped his cause either. He feel behind Hulkenberg on many occasions and will be looking to have a better season in 2024.

20. Liam Lawson, Alpha Tauri - 2 points

In the 5 races he stepped in for Daniel Ricciardo, Liam Lawson showed some promise. He registered his first Formula 1 points in the street circuits of Singapore and finished 11th in Italy and Japan. His performance definitely warrants an F1 seat in the future, but he couldn't replace Ricciardo's experience and Tsunoda's brilliant season.



21. Logan Sargeant, Williams - 1 point

It was a difficult season for rookie Sargeant as he was always second best to the brilliant Alex Albon. But he tried hard enough to score his first ever Formula 1 points on his home soil in the Las Vegas Grand Prix. It was enough for him to secure his seat for the 2024 season.

22. Nyck de Vries, Alpha Tauri - 0 point

Coming in with so much expectation, de Vries had a difficult start to his first full season. He came close to securing a point only in Monaco where he finished P12 but other than that it was fairly a mediocre performance from the Dutchman.



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2023, wow, what a barnstorming ending we had. Ducati reigned supreme, with Francesco Bagnaia and Jorge Martin kicking up fireworks at every round. The pendulum constantly swinging between the two. Eventually, Bagnaia went on to retain the title in 2023, but not after giving fans of MotoGP a lot to talk about.

And you would expect the two main protagonists of the 2023 season to be spoken about first in this article, right? Wrong!

Marc Marquez grabbed the headlines and eyeballs on the first day of testing for the 2024 season at Valencia. His switch from factory Repsol Honda to a satellite Gresini Ducati has everybody's tails wagging with anticipation. So, let's delve into the teams that are set to race in 2024!

Ducati Factory Team

The Italian factory currently has the best bike on the grid and this team has all the pressure on them to win the championship. With back-to-back titles, the team will not sit on their laurels, in fact they will want to score a hattrick. Preferably with their golden boy, Bagnaia. If he falters, they have a very capable rider in the form of Enea Bastianini. The 'Beast' as he is fondly known fought hard for the title in 2022, but after a massive crash in the first round of 2023, he went missing for most of the year. Will the young Italian be able to turn his fortunes around? He did show promise in the last few rounds, but will need to work on his consistency.

KTM Factory Team

Nobody would have expected this Austrian manufacturer to be at the top of the sport in so few years since entering MotoGP. But the orange squad were the only team who showed potential to race the Ducatis regularly. Mostly in the capable hands of South African, Brad Binder, but also on occasion with the popular Australian, Jack Miller. There will be lot of expectation resting on the shoulders of Binder to fight for the championship in 2024, but he will need a little more support from the factory to be able to take the fight to the Ducatis consistently. Miller with a year's experience, should also be at the pointy end of things, but consistency will be required from him as well.



MOTOGP 2024

WHAT TO EXPECT?

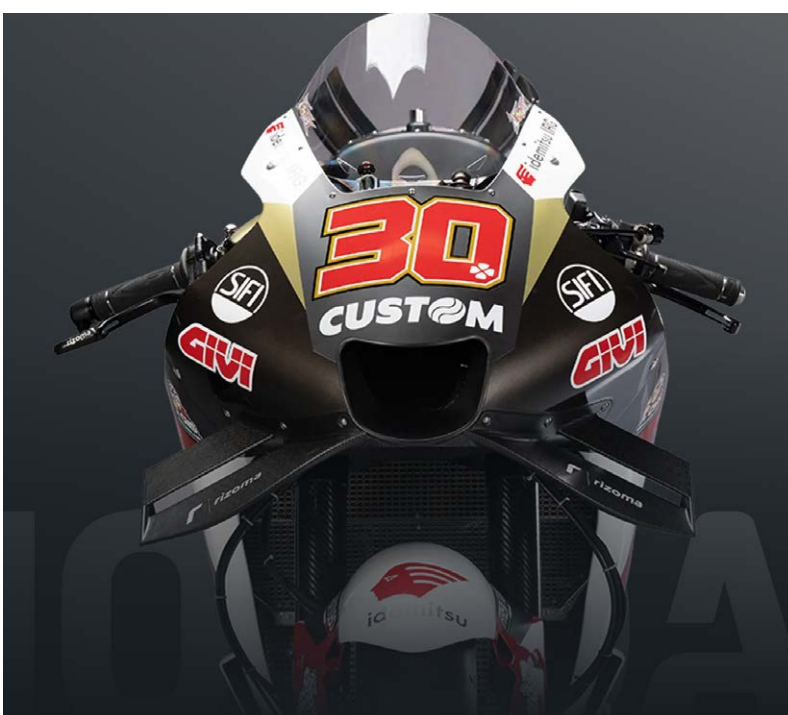




Aprilia Factory Team

The ‘other’ Italian team in the championship. Aprilia are a small group of people who run the entire operation on a relatively tiny budget than the others. Yet, they have made a mark with their fighting spirit. The bikes are considered to be the sweetest handling machines on the grid. Aleix Esparagaro will once again be the pointsman for the team, but a lot more will be expected from mercurial talent Maverick Vinales. The factory will also have to work on the many gremlins which have plagued them, especially in the flyaway rounds of the championship. They really need to make a big step up to fight for the championship, both in terms of riders and the team as well.

Yamaha Factory Team



A sad sight to see the Yamaha Factory team, which has enjoyed so much success in the past, struggle to make podiums this year. The bike was mildly competitive in the hands of ace rider, Fabio Quartararo. But he constantly had to push the bike over and beyond the limit to fight with the Ducatis. This unfortunately saw him get bogged down or ruffled by the other bikes. The Japanese manufacturer will have turn their garage inside out to make significant progress on the bike to keep the young Frenchman happy and in the team. Quartararo will be joined in 2024 by Alex Rins, who has past experience of the sweet handling Suzuki. Will two fast riders help the Iwata based factory? Maybe, but their big problem is only having two bikes on the grid, with no satellite team. This has turned out to be a major handicap in this new power packed weekend format of racing.

Honda Factory Team



If Yamaha’s plight is bad to look at, then Honda’s is terrible. They only scored one win in 2023, with 3 of their 4 riders getting badly thrown off from the motorcycle during the season and sustaining serious injury. The factory is starting from Level Zero in 2024 after losing one of the most talented riders in recent history. In a way this will be a blessing for the factory, as they can gradually develop the motorcycle with two young intelligent riders in the form of Joan Mir and Luca Marini. We cannot expect a lot from this leading Japanese manufacturer in 2024, but after having hit rock bottom, the only way they can move is up!

Pramac Ducati

The fastest satellite team in the championship currently. They will once again be fighting for the championship with Jorge Martin and will hope to do one better in 2024! Martin will be joined by new teammate Franco



strong showing for this team, which is expected to switch to Yamaha in 2025.

Trackhouse Racing Aprilia

A brand-new team in the MotoGP paddock. All the from the home of NASCAR, this team took over the operations from the outgoing RNF Aprilia. Almost everything is expected to stay the same except the branding on the motorcycles. The team is also expected to run the latest spec bikes and not 1-year old bikes like the RNF squad did. Miguel Oliveira and Raul Fernandez will both be expected to be running at the front far more often than what we saw in 2023.

Gas Gas

A team which runs the name of the Spanish motorcycle brand Gas Gas, but since it is owned by KTM, they have the same rebadged motorcycles and are operated like a satellite team. They have a strong rider line-up in Augusto Fernandez, who showed potential, but not enough speed. On the other side of the garage, there is the up-and-coming star, Pedro Acosta, who is dubbed the 'next Marc Marquez' by the media. There will be plenty of interest in this rookie in 2024 and strong results will be expected by the end of the season.

LCR Honda

The satellite Honda squad will have some new blood infused in the team with the addition of Johann Zarco. He will be taking his knowledge from the Ducati to help the Japanese factory get back up to speed. On the other side of the garage is Takaki Nakagami, who is expected to help develop the bike and not much more. He is said to be soon on the way out, as the young Japanese rider Ai Ogura, is expected to make the leap to MotoGP from Moto2 in 2025.

Who will win the championship in 2024? We don't know! Which is why we enjoy watching the races...



Morbidelli, who will quickly have to find his feet in the team, else he runs the risk of losing his MotoGP seat, with lacklustre performance in the last couple of seasons.

Gresini Ducati

The next most successful satellite squad was unsurprisingly also on Ducatis. They have the biggest joker in the pack in the form of Marc Marquez. Everybody expects him to be once again at the front fighting for the championship. Martin and Bagnaia will likely have their hands full fighting

off the hard charging Spaniard. On the other side of the garage for Gresini is another Marquez, brother Alex, will expect to win at least one race in 2024, after going empty-handed this season.

VR46 Ducati

Another satellite Ducati squad! And one of the secrets to the success of the Italian marque. Marco Bezzecchi and Fabio Di Giannantonio have both won races in the 2023 season. They will both have expectations to do the same next year and then some more. These two talented young riders should put on a

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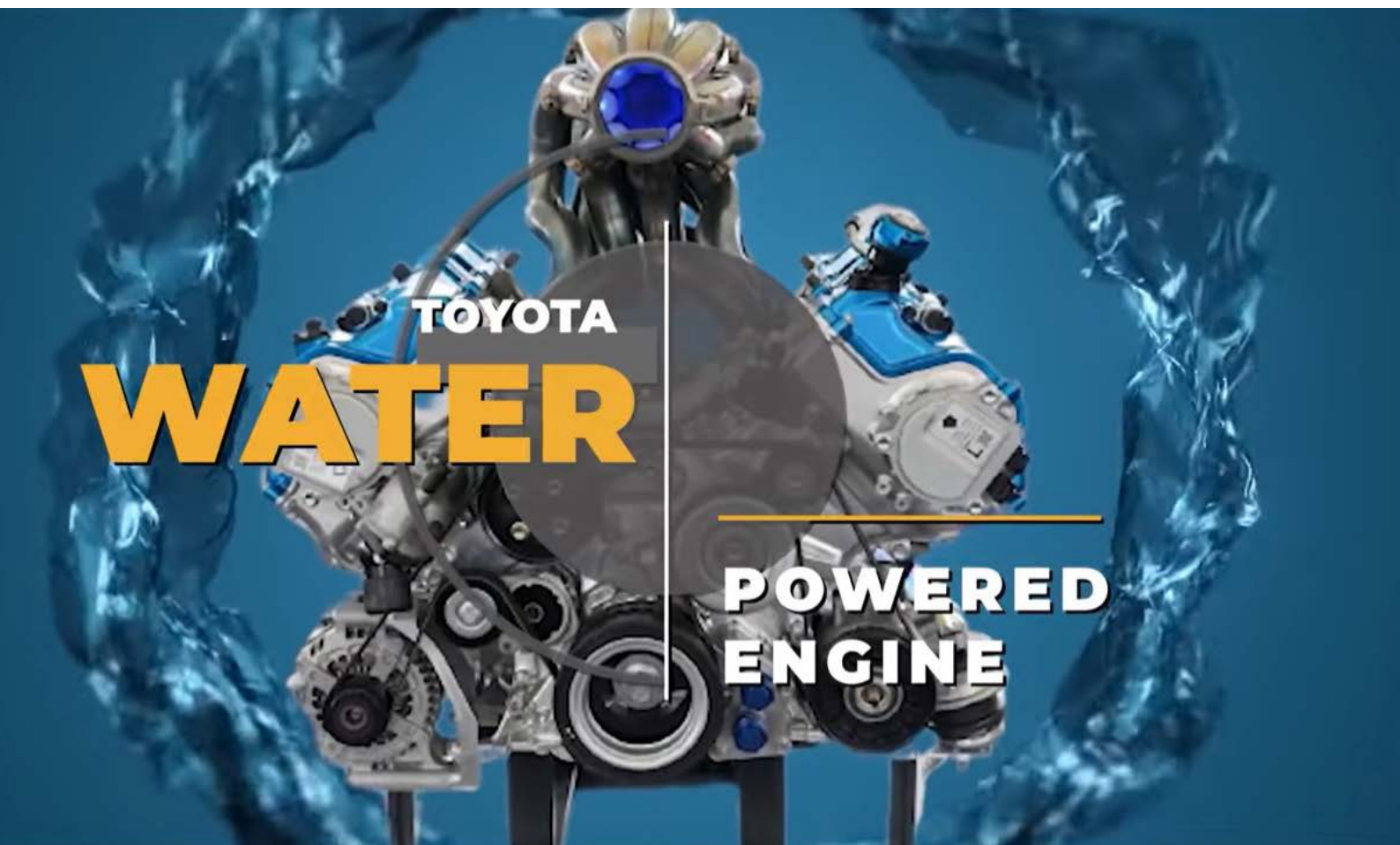
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TOYOTA'S WATER-POWERED ENGINES - SUSTAINABLE MOBILITY REIMAGINED

Toyota, a brand synonymous with sustainability, is reportedly on the verge of unveiling an engine that could revolutionise the entire automobile industry. Forget about electric batteries and hydrogen fuel cells. Toyota is introducing a water-powered engine that promises unparalleled eco-friendliness. This might sound like something out of a science fiction novel, but Toyota is no stranger to pushing the boundaries of technology.

The company already has a strong foothold in eco-friendly automotive technology with its hydrogen-powered

vehicles like the Toyota Mirai and its new 1.6-litre hydrogen three-cylinder engines. But this new engine is shaping up to be something entirely different. The concept of a water-powered engine is not new, but it has often been relegated to the realms of aspirational projects, academic exercises, or low-budget garage experiments.

Until now, no major automaker has succeeded in producing a water-powered engine that's practical, reliable, and ready for mass consumption. Toyota, backed by significant R&D budgets and world-class engineering talent, is well-positioned to turn this seemingly fantastical idea into an everyday reality.

So, how does Toyota's water-powered engine work? It transcends existing fuel technologies by performing electrolysis in real time to create a self-sustaining cycle. Unlike traditional hydrogen vehicles that require cumbersome high-pressure storage tanks, this engine employs a

water tank equipped with electrodes. When these electrodes receive high voltages, they immediately separate water into its basic elements like hydrogen and oxygen. This on-the-fly electrolysis eliminates the necessity for external hydrogen storage, resulting in a more compact and lightweight design.

After the hydrogen is isolated, it is directed into the combustion chamber, where it ignites similarly to compressed natural gas. The whole setup is a self-contained marvel of engineering efficiency, obviating the need for intricate refuelling stations or external storage systems. The eco-conscious implications of this technology could be transformative. It emits near zero emissions, making it a formidable rival to even the most advanced electric vehicles. Moreover, it sidesteps the environmental repercussions associated with extracting rare earth metals for batteries and the oil consumption linked to traditional engines. This is sustainable mobility reimagined.

Beyond its ecological virtues, the engine is remarkably user-friendly. A vehicle with this engine can be refuelled with distilled water, a resource that is both abundant and accessible. This is in stark contrast to the logistical complexities of charging EVs or refuelling hydrogen vehicles, areas where infrastructure is still evolving.

The environmental ramifications of this new engine are profoundly promising. It produces nearly zero emissions. Rivalling EVs, but offering greater convenience. With easy refuelling from almost any source of diluted water, this engine sidesteps the logistical challenges plaguing both EVs and other hydrogen-based vehicles.

Moreover, the engine minimises the environmental degradation associated with oil extraction and the mining of rare earth metals, a particularly pollutant-heavy process that jeopardises local water sources and soil quality. When compared to hydrogen combustion





engines and FCEVs, Toyota's water engine stands out as an eco-friendly marvel.

Storing water is effortlessly simple and inexpensive, in stark contrast to hydrogen, which demands heavily armoured, rigorously monitored tanks, along with significant financial investment. The pure form of hydrogen is challenging to contain, prone to escaping if there are any irregularities with the tank, necessitating constant monitoring and maintenance.

Meanwhile, a water-powered vehicle could essentially use any plastic container as its fuel tank. Additionally, storing hydrogen outside of a vehicle involves its own set of challenges, requiring specific temperature conditions and sturdy, leakproof tanks. Distilled water, in contrast, is readily available in most supermarkets and can even be produced at home using basic chemistry.

The costliness of producing and storing hydrogen has impeded its widespread adoption, ultimately driving up consumer prices and undermining its viability as a long-term fuel alternative. While water engines may sound like a futuristic concept, they are poised to be eminently practical for everyday use.

Contrary to some perceptions, these engines are not lacking in power. They can match the performance of conventional gasoline engines and potentially even surpass them. Water engines can generate up to three times more energy in megajoules compared to their gasoline counterparts.

Safety is another strong suit. The absence of continuously stored, highly combustible fuels significantly reduce the risks of fire or explosions. With their straightforward mechanical designs, water-powered engines offer an economical and scalable alternative to traditional gasoline engines. Their simplicity makes them more cost-effective to produce than either electric vehicles or fuel-cell electric vehicles.

This could make them an ideal solution for developing countries with limited oil resources. For example, Iranian scientist Aladin Qasemi successfully converted his Peugeot 405 to run on water, showcasing the feasibility and potential of such technology even without extensive resources. Water-powered engines are also impressively fuel efficient. Qasemi's converted 405 achieved between 30 and 40 miles per gallon of water. Significantly better than the gasoline engine of the same model. This

suggests that with proper engineering, water-powered cars could deliver outstanding fuel economy, making them even more cost-effective to operate.

Though still in their infancy, water-powered engines appear to have a promising future. However, their road to mainstream adoption is not without challenges. Safety concerns, for instance, have been a hurdle for similar hydrogen-powered vehicles. Yet, the armoured designs of hydrogen combustion engines indicate that safe water-powered cars are attainable.

The inherently stable form of hydrogen storage in water further mitigates risks. Reliability is another strong point. The engine's simplicity makes them less prone to breakdowns compared to EVs. Should an issue with the electrolysis process occur, one could potentially carry a backup tank of hydrogen, although this is not a feature of Toyota's current design. Moreover, maintenance costs are expected to be low due to the engine's uncomplicated design, consisting of fewer mechanical components and electronics that could fail.



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A photograph of a car body on a yellow assembly line in a factory. The car is silver and is positioned on a yellow metal frame. The background shows the industrial structure of the factory with various pipes and beams.

BHARGAV SRIDHARAN

DRIVING FORWARD: A COMPREHENSIVE LOOK AT THE PERFORMANCE OF THE INDIAN AUTOMOTIVE INDUSTRY IN 2023



The automotive industry in India has been a key player in the country's economic landscape, contributing significantly to GDP, employment, and technological advancements. As we delve into the performance of the sector in 2023, it is evident that the industry has undergone transformative changes, navigating through challenges and embracing new opportunities.

Market Dynamics and Growth Trends:

In 2023, the Indian automotive industry continued to display resilience and adaptability despite global economic uncertainties. The market witnessed steady growth, driven by factors such as increased consumer demand, government initiatives, and advancements in technology. The adoption of electric vehicles (EVs) gained momentum, reflecting a global shift towards sustainable mobility.

Electric Vehicle Revolution:

One of the most notable trends in 2023 was the accelerated adoption of electric vehicles. With a growing emphasis on environmental sustainability and reduced dependence on fossil fuels, both consumers and manufacturers pivoted towards electric



mobility. Major automakers in India rolled out an array of electric models, supported by government incentives and infrastructure development. This shift marked a significant step towards achieving India's ambitious targets for reducing carbon emissions and promoting a greener transportation ecosystem.

Technological Advancements and Connectivity:

The automotive industry in 2023 witnessed a surge in technological advancements, with a focus on enhancing connectivity and autonomous features. Smart cars equipped with advanced driver-assistance systems (ADAS) became more commonplace. Vehicle-to-everything (V2X) communication systems gained prominence, contributing to improved road safety and traffic management. The integration of artificial intelligence (AI) in vehicle design and manufacturing processes further elevated the industry's technological landscape.

Challenges and Resilience:

Despite the positive trajectory, the Indian automotive industry faced its share of challenges in 2023. Supply chain disruptions, primarily attributable to the global economic landscape and geopolitical tensions, impacted production and led to occasional shortages. Rising raw

material costs also presented a challenge for manufacturers, necessitating strategic cost management and supply chain diversification. However, the industry showcased resilience by swiftly adapting to these challenges and implementing measures to ensure sustained growth.

Policy Initiatives and Government Support:

Government policies played a pivotal role in shaping the automotive industry's performance in 2023. The authorities continued to support the sector through initiatives such as the Faster Adoption and Manufacturing of Hybrid and Electric Vehicles (FAME) scheme, providing financial incentives and infrastructure support for electric vehicles. Additionally, regulatory frameworks aimed at improving safety standards and emission norms contributed to the overall development of the industry.

Global Collaborations and Investments:

International collaborations and investments further fueled the growth of the Indian automotive industry in 2023. Leading global players formed strategic partnerships with Indian manufacturers to capitalise on the expanding market and leverage the country's skilled workforce. These collaborations not only facilitated

technology transfer but also positioned India as a key player in the global automotive value chain.

Consumer Preferences and Changing Market Dynamics:

The preferences of Indian consumers continued to evolve in 2023, reflecting a growing inclination towards technologically advanced, environmentally friendly, and value-for-money vehicles. The demand for SUVs and compact cars remained robust, with an increasing emphasis on safety features and innovative designs. Automakers responded by introducing models that catered to these changing preferences, ensuring that they remained competitive in a dynamic market.

Conclusion:

The performance of the Indian automotive industry in 2023 underscores its resilience, adaptability, and commitment to innovation. The industry's successful navigation through challenges coupled with the embrace of electric mobility and advanced technologies, positions it for sustained growth in the coming years. As India continues to play a pivotal role in the global automotive landscape, stakeholders must remain agile and proactive in addressing emerging trends to ensure a prosperous future for the industry.



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MOTOR

VIKATAN

AWARDS 2024 GADGETS



You can either be a tech enthusiast or a normal smartphone user, yet you would have been amazed by the variety of gadgets launched in India in 2023. There was something for everyone, from flagship smartphones to budget-friendly tablets, from noise-cancelling (thanks to ANC) earbuds to fitness trackers. But how do you choose the best device for your needs? Leave that worry aside, we have got you covered. In this article, we will share our recommendations for the best smartphones, tablets, and TWS earbuds of 2023. These are not just the recommendations but the winner among the gadgets in that segment. The winners are chosen based on their specifications, performance, design, and value for money. Here are the devices that made it to our list:

COMPILED BY LOGU

BEST FOLDABLE

The OnePlus Open: Folding phone magic that steals the show



Forget clunky foldables – the OnePlus Open is a sleek beast that blows the Galaxy Z Fold 5, Pixel Fold and other foldables out of the water. Imagine having a regular, awesome phone experience on the 6.31-inch outer display. Same 20:9 aspect ratio, same battery 120Hz refresh rate, same eye-popping 2800nits brightness. Text, surf, do your phone thing – this ain't no afterthought screen.

The 7.82-inch OLED is like stepping into a smoother, bigger world than other foldables ever dreamt of. There's a special mode where you can run three full-screen apps at once.

Throw in a lightning-fast Snapdragon 8 Gen 2 chip, a battery that won't quit (4805mAh!), and 67W charging that refuels in a flash, and you've got a book-style foldable that's not just amazing – it's a steal compared to the competition.

Launch date:
19, October 2023

Plus

- Best camera in a foldable device
- Looks like a 'mobile'
- Thin and light design

Price

- 16 GB RAM+512 GB Storage: ₹149,999



BEST CAMERA

Google Pixel 8 Pro



Google has been meticulously honing its AI prowess, and the Pixel 8 Pro is its crowning achievement. Imagine a phone that anticipates your needs before you even voice them, seamlessly executing tasks and wielding powerful tools offline. No longer are you tethered to the cloud – the Pixel 8 Pro operates with an autonomous grace that borders on the magical.

Does the Pixel 8 Pro ascend the smartphone throne? The jury is still out. The phone's AI capabilities are undeniably impressive, pushing the boundaries of what's possible in a mobile device. But is it all hype, or does it truly elevate the user experience in a meaningful way? Time will tell, but one thing's for sure: the Pixel 8 Pro is a game-changer, and its impact on the smartphone landscape will be undeniable.

Launch date

04 October 2023

Plus

- Enhanced photo and video editing with AI assistance
- Long-lasting software support spanning seven years
- Vivid and bright display
- High-quality build

Price

- 12 GB RAM+128 GB Storage: ₹1,06,999
- 12 GB RAM+256 GB Storage: ₹1,13,999



BEST FLIP

Motorola Razr 40 Ultra



Remember the days you dreamt of a phone that folded without sacrificing pocket real estate? Yeah, me too. Enter the Motorola Razr 40 Ultra – a foldable that finally feels less like a futuristic prototype and more like your everyday sidekick (without the bulk). Buckle up, we're diving into why this phone might just flip the script on the foldable game.

Forget squinting at tiny notifications on a sliver of a screen. The Razr 40 Ultra's cover display is the real deal – buttery smooth scrolling and software that's as responsive as your best friend's text back after you sent that perfect meme. This is a phone that lives life on the outside, answering calls, checking emails, and keeping you looped in without unfolding the whole.

Let's be honest, foldables used to cost more than a small vacation. But the Razr 40 Ultra? It's like finding a designer outfit at a thrift store – all the style without the sticker shock. For Rs. 89,999, you're getting a phone that's both sleek and packed with features. Motorola finally figured out how to keep things sexy without sacrificing practicality, and that's a win in our book.

Razr 40 Ultra is the foldable your everyday life craved. It's the anti-gimmick flagship, the one that reminds you that sometimes, doing the basics right is all it takes to stand out. Give the Razr 40 Ultra a try – you might just find yourself flipping for a foldable (finally) for the right reasons.

Launch Date

03 July 2023

Plus

- Best cover display in a foldable
- Dedicated macro mode.
- Competitive price tag

Colour

- Viva Magenta, Infinite Black

Price

- 8 GB RAM+256 GB Storage: ₹72,999.00



BEST APPLE

Apple iPhone 15 Pro



Its sleek form factor, crafted from a combination of titanium and aluminium alloy, feels both premium and durable. The choice of materials not only contributes to its lightweight nature but also enhances its grip, making it comfortable to hold. The 6.1-inch display on the iPhone 15 Pro is nothing short of impressive.

Apple has really raised the bar with the iPhone 15 Pro. The A17 Pro chip inside is a beast, making everything from gaming to editing videos a breeze. This phone is more than just a gadget, it's a statement piece. Whether you're a tech geek or just someone who appreciates quality, the iPhone 15 Pro is definitely worth checking out.

Launch date

12 September 2023

Plus

- Type C
- Awesome Low light Photos
- Brilliant performance

Price

- 128 GB Storage: ₹134900
- 256 GB Storage: ₹144900
- 512 GB Storage: ₹164900
- 1 TB Storage: ₹184900



BEST VALUE

OnePlus 11



Over the past few years, OnePlus smartphones have been decent but not exceptionally remarkable.

It houses Qualcomm's latest Snapdragon 8 Gen 2 chipset, delivering impressive CPU and GPU performance. The 5,000mAh battery ensures all-day usage and then some, and the 100W SuperVOOC charging can fully charge the phone in under half an hour. Additionally, users benefit from the highly customizable OxygenOS 13, along with OnePlus' commitment to providing four years of OS upgrades and five years of security updates.

Is the OnePlus 11 the comeback kid we've been waiting for? In a word, yes. It's got the brains, the beauty, and the brawn to take on the bigwigs, and it does it all with a touch of OnePlus magic. If you're looking for a phone that's more than just a device, a phone that feels like an extension of yourself, then the OnePlus 11 is calling your name.

Launch Date

07 February 2023

Plus

- Brilliant AMOLED Display
- All day battery
- True Flagship Performer

Price

- 8 GB RAM+128 GB Storage: ₹56,999
- 16 GB RAM+256 GB Storage: ₹61,999
- 16 GB RAM+256 GB Storage: ₹64,999

(As One Plus 12 and 12R are about to launch this month, prices of Oneplus 11 might reduce. So, make hay while...)



BEST GAMING

Asus ROG Phone 7 Ultimate



The ROG Phone 7 Ultimate is the ultimate weapon for mobile gaming dominance.

Forget overheating meltdowns. The upgraded GameCool 7 system, with its fancy AeroActive Portal, blasts away heat like a gamer blasting away noobs. Plus, the AeroActive Cooler 7 doubles as a subwoofer, turning your phone into a pocket-sized 2.1 sound system.

AirTrigger controls let you game like a pro, and the monstrous 6000mAh battery keeps you powered up longer than a streamer's "just one more game" promise.

Launch Date

13 April 2023

Plus

- Best Gaming Experience ever
- Brilliant Speaker

Price

₹99,999



BEST BUDGET TAB

OnePlus Pad Go



The generous 7:5 aspect ratio feels intuitively familiar, like a good book held open just for you. The Pad Go gets you a lot of its sibling's best features, from its display and build quality to several software tricks and marathon battery performance.

The price of the OnePlus Pad Go is very low when compared with other competitors. At the same time, when we consider the OnePlus company's service and the OnePlus company's brand value, the OnePlus Pad Go is a very good choice. If you are looking for a budget-friendly tablet that was released this year, it is definitely the OnePlus Pad Go.

Launch date

06 October 2023

Plus

- Dolby Atmos quad speakers
- Very Good Battery
- Memory Slot

Price

- 8 GB RAM+128 GB Storage: ₹19,999 (WiFi)
- 8 GB RAM+256 GB Storage: ₹23,999 (LTE)

BEST TWS

Sony WF-1000XM5



Sony, this time has made a true TWS surpassing its predecessors. They are featherweight but without sacrificing sound: these buds pump out rich bass, crystal-clear vocals, and enough detail. Sony even threw in a bunch of cool tricks, like headtracking 3D audio that dances with your head, and magic tech that makes your voice crystal clear on calls, even in a heavy storm.

The feature list is robust, including 360 Reality Audio with headtracking, voice assistant support, adaptive sound control, Speak-to-Chat, multipoint connect, Google Fast Pair, and Swift Pair.

The new design excels in comfort, usability, noise cancellation, and call quality, putting it on par with competitors. And if you seek the clearest and most detailed sonic performance currently available, the WF-1000XM5 delivers it with a significant margin.

Launch Date

18 October 2023

Plus

- Excellent ANC
- Comfortable
- Very Good Battery life

Colour

- Silver, Black

Price

- Rs: ₹ 29,990



BEST PREMIUM TAB

SAMSUNG Galaxy Tab S9



For Android enthusiasts, Samsung shines brightly with its latest offering: the Galaxy Tab S9. The Samsung Galaxy Tab S9 is a smaller Android tablet perfect for people who want a powerful device they can easily carry around. It's about 11 inches big, so it fits well in a bag and won't weigh you down.

Despite its compact size, it offers a balanced feature set and a more affordable starting price. With an 11-inch display, it's significantly larger than a phone yet still portable. The AMOLED screen delivers excellent visuals, and the included S Pen stylus enhances productivity for tasks like drawing and note-taking.

While the Galaxy Tab S9 shares similarities with last year's model, the AMOLED upgrade sets it apart, providing an enhanced experience for watching movies and playing games.

Samsung Galaxy Tab S9 is a compelling choice for those who can pay.

Launch date

26 July 2023

Plus

- Dynamic AMOLED 2X Display
- IP68-rated S Pen
- Market's best Chipset

Price

- 8 GB RAM + 128 GB Storage : ₹ 72,999
- 12 GB RAM + 256 GB Storage : ₹ 83,999



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