

CYCLE TORQUE TEST – HYOSUNG AQUILA GV250



TEST BY CHRIS PICKETT PHOTOS BY NIGEL PATERSON

LITTLE BIG BIKE

HYOSUNG'S 250 CRUISER MAY BE SMALL IN CAPACITY BUT IT'S CERTAINLY BIG ON STYLE

It doesn't matter if you need a 250cc motorcycle because of physical size, your licence, circumstances or just because you want to, the Aquila GV250 gives its rider plenty of fun with lots of panache.

With enough power to keep well up with city and freeway traffic, the GV250 is an ideal motorcycle for those who want big cruiser style in a small budget and size package.

Cosmetics are one of the strong points of the bike – if you like cruisers, but it's hard not to find it pleasing to the eye. Deep paint and lots of chrome instantly make the bike a standout and the deeply valanced front and rear guards give it that old-time look. The wheels are all alloy units which have a combination of rough and polished highlights and look very solid and imposing. Twin mufflers up the right side also look great.

Mechanicals

The heart of the little cruiser is its 249cc wet-sumped air and oil-cooled V-twin. The same engine is used across Hyosung's 250cc road bike range but obviously with different chassis and styling cues.

The engine, which is fueled by two downdraft Mikuni carburetors, gives the impression of slightly disappointing power at first, but impresses when ridden for longer periods as you get accustomed to its power characteristics.

Power really kicks in from around 6000rpm and tails off around 9000 but this is enough to easily negotiate the morning traffic snarl and cruise along the freeway at the speed limit. It has more on tap but if blasting along at 140km/h is your go, get a bigger bike.

The gearbox holds five gears and the wet clutch is operated by a cable.

The chassis is a basic affair of round steel for the engine cradle and rectangular section steel for the swingarm. Suspension front and rear is also pretty basic: the 35mm forks offer no adjustment and the twin rear shocks have pre-load adjustment only.

Stopping is taken care of by a single twin-piston caliper and 275mm disc up front and a 160mm single leading shoe at the rear.

The ride

When your motorcycle diet often consists of high performance machinery, the thought of riding a 250cc road bike rarely gets you excited. I have to admit this was the case with the Aquila, but when I hit the road those thoughts were soon gone. The note from the V-Twin's pipes is very pleasing giving a nice, if slightly muted, rumble. The engine is very smooth and accelerates cleanly – if a little breathless down low – through the rev range with that hit of extra go around six grand.

The gearbox is very easy

to use with well spaced ratios. It doesn't really matter if your shifts are hurried or not, the GV250 gives positive, smooth changes every time.

Pulling the bike up is a different affair though, the front brake felt a bit wooden but did the job. The rear drum brake can be used quite harshly if needed without locking up because a lot of the rider's weight is over the back wheel, so when braking heavily there isn't as much weight transition to the front.

Hand and foot controls fall easily to hand although at six foot I found the riding position a little cramped. The pillion seat doesn't help here as it tends to hold you in place but to be fair I'm unlikely to resemble the sort of customer the bike is aimed at.

With its cruiser style and 33 degree castor angle you would think the steering would tend to be a little slow, but this wasn't the case and while it's hardly razor sharp, darting in and around the traffic, including roundabouts, didn't highlight any issues in this area.

If adding some flash to your bike is where it's at for you the Aquila offers it in spades. Everything from slash cut pipes, windscreen, sissy bar, footboards and much more are offered as optional accessories from Hyosung allowing each rider to add his or her special personal touch.

The verdict

Hyosung's Aquila GV250 is a bike which will appeal to a wide market. The low seat height will make it appealing to people who are less than tall but many learners and experienced riders alike will find the bike fun and easy to ride.

Non sporting 250cc road bikes are often seen as commuters only but the GV250 gives you much more than that and is perfect for those who want a cruiser without going the big bike route.

The added bonus is the bike's price of \$6,669 and two-year unlimited warranty which gives you a budget bike without the cheap look. ■

Specifications: 2005 Hyosung Aquila GV250

Engine Type	Air-cooled four-stroke V-Twin
Valves	four
Bore and Stroke	57mm x 48.8mm
Compression Ratio	Not supplied
Displacement	249cc
Fuel Induction	Two Mikuni carburetors
Ignition	CDI
Fuel Capacity	14 litres
Transmission	Five-speed
Final Drive	Chain
Frame Type	Tubular steel
Wheelbase	1500mm
Seat Height	695mm
Dry Weight	155kg
Front Suspension	35mm telescopic forks
Rear Suspension	Twin shock
Front Brake	Single twin-piston caliper, 275mm disc
Rear Brake	160mm single leading shoe drum
Front Tyre	110/90-16
Rear Tyre	150/80-15
Price	\$6,669

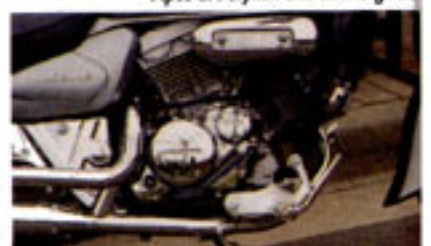
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Gauges are prominent and easy to read.



Pipes are stylish and sound good.



The engine is an aircooled V-twin with heaps of chrome. Below: Forward set pegs.

