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**From:** Frank E. Millis, Sr./ [mailto:hezagzr@toast.net]

**Sent:** Friday, June 13, 2008 5:53 PM

**To:** stew@ridegurunow.com

**Subject:** Hyosung GV250 1st ride -- Frank Millis, Sr.

Thanks for letting me ride the GV250 -- As I told you, I've written extensively (although many years ago for) "Cycle," "Motorcyclist" and "Cycle World" magazines, and also edited Colorado's only monthly motorcycle magazine, "The Two Wheeler" in the mid-1960's until the Platte River Flood washed the publishing company away! For what they're worth, here are a few of my ol' geezer-type conclusions:

#### **My brief impression of the Hyosung Aquila GV250:**

**The good folks at Guru Motorsports in Arvada, Colorado let me ride their 2008 model today, which performed surprisingly well and showed that this a very nice little all-around cruising bike both for local commuting and longer rides.**

**It has plenty of guts for a 15-cubic-inch twin, and would easily keep up with any traffic imaginable. The low-speed performance was both acceptable and welcome, but when the throttle was twisted the machine really came alive while carrying my 142-pound body! Wow! This is only a 250..?**

**The most detailed specs, available at [www.motorcycle.com](http://www.motorcycle.com) , list the engine output as 26.8 HP at 9200 RPM, with the peak torque of 16.2 foot-pounds at 7300 RPM, placing it very favorably among current competitors in the 250 class. The more expensive and somewhat heavier Kymco Venox puts out max torque of only 14 foot-pounds at 8000 RPM.**

**The previous Hyosung GV250 2007 model featured a large analog tach, speedometer and fuel gauge, but these have been replaced by a smaller LCD screen which shows the speed in MPH and the fuel quantity. Since this machine will likely rev into the 10,000 RPM range, a tach display would be a welcome addition.**

**The very effective front disc brake was somewhat touchy until I became used to it, and the rear drum brake should be adequate for both city use and touring. This is NOT a racing bike like the Kawasaki Ninja 250R, nor was it intended to be: The seat is quite comfortable and low enough at 27-1/2 inches for even the smallest rider. The seating position requires having your feet quite a ways forward on the pegs, and the design could benefit from also having small footboards farther aft for extended riding. The machine felt and handled very much like a smaller edition of the large Harley V-Twins. As I initially wobbled away from the dealership and made a few tentative circuits of the parking lot, the front end felt somewhat heavier than anticipated, but after a few blocks the handling was no problem, although I really hadn't ridden a motorcycle for some time and was somewhat rusty.**

With the high price of gas in mind, note that the specs list fuel consumption at 61 MPG, and I find no reason to quarrel with that figure, considering the engine size, RPM's and gear ratios. The Ninja 250R is listed at 50 MPG, which also seems right from the figures given by Kawasaki.

**Conclusion:** This is a well-built pleasant, comfortable machine, with a decent 59.1" wheelbase, making it very stable on the road, and the shocks work very well in absorbing bad roads. When riding the GV250, you won't present the "monkey making love to a football" appearance common to riders of the more sporting "crotch-rocket" bikes, and you'll be far more comfortable when you reach your destination having sat upright all the way while holding the wide handlebars. The 2-year warranty is also a great feature, showing that the Korean manufacturer has much faith in the sturdiness of this product.

It appears to be the best small street and touring motorcycle currently available at this price, with one of the best warranties. I may buy one myself very soon. -- Frank Millis, Sr., Wheat Ridge, CO

also see [http://www.motorcyclecruiser.com/roadtests/250cc\\_cruiser\\_comparison/index.html](http://www.motorcyclecruiser.com/roadtests/250cc_cruiser_comparison/index.html)