

## **EXCLUSIVE**

We ride with and interview the big bosses of Audi

## EXCLUSIVE DRIVES



## DRIVEN NEW AUDI TT + Technology behind the TT



**TESTED** Audi A3 35 TDI



Porsche's sports car among compact SUVs tested

Racing Legends and Their Machines



## SHOOTOUT

Toyota Corolla Altis v Škoda Octavia v Hyundai Elantra

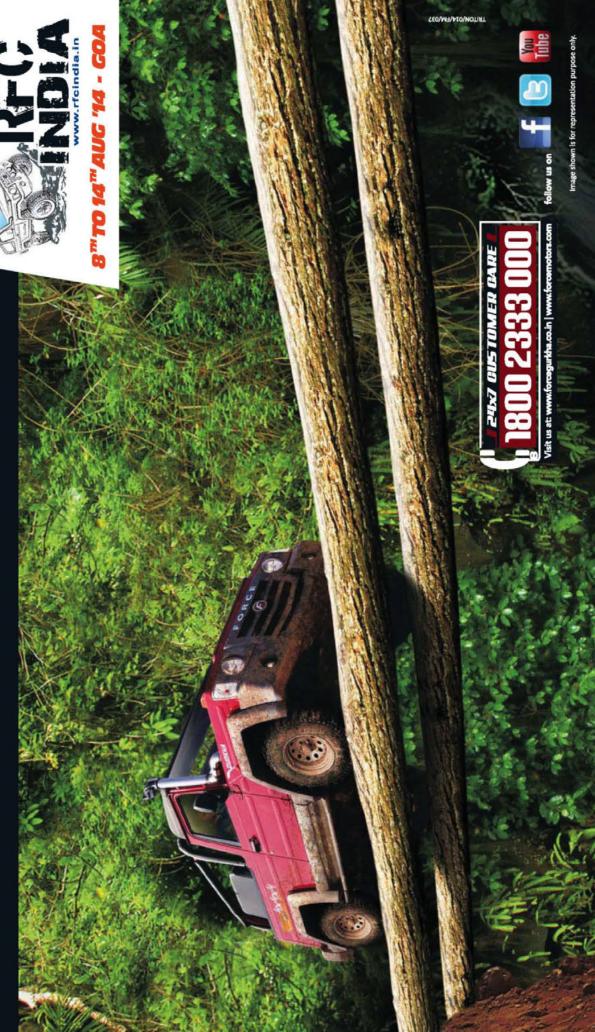


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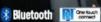
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Smartphone

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Racing Legends and Their Machines **DRIVEN: AUDI TT** We get an exclusive opportunity to drive the brand-new Audi TT



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## **Editor's Letter**

## . A Big Thank You to You All!

THIS MONTH CAR INDIA

celebrates its ninth anniversary. The magazine has gone from strength to strength over the past nine years and for this success I would like to thank the manufacturers for their support. I would like to take this opportunity to also thank my editorial team and especially the designers and the photographers, the unsung heroes who toil behind the scene. It would be incomplete if I did not thank my marketing team for their hard work, for without them we would not be able to bring out the magazine.

We have some exciting exclusive stories for you in this mega issue. It was a once-in-a-lifetime chance to ride with Rupert Stadler, Chairman of the Board, Audi AG, and Dr Ulrich Hackenberg, Board Member for Technical Development, Audi AG, and interview them. The exclusive road test of the Audi A3, Porsche Macan and the all-new Audi TT are a few of the outstanding features in this issue. Last but not the least, this editorial would be incomplete without thanking you, the readers, for your continuous support over the past nine years. We look forward to your support and comments in the future, so that we can improve. I hope you enjoy reading this issue as much we enjoyed putting it together.

ASPI BHATHENA

**EDITOR** 



## Why we are unique/different

- Mulke other automobile magazines, Car India is devoted cent per cent to CARS, SUVs and Mulks. There are no bikes or commercial vehicles to be found in Car India. Therefore, we have a very focused readership and also give our advertisers better bang for their buck!
- Our editorial team is passionate about cars. They live,
- drink, eat and breathe cars. This lends the crucial extra touch to their editorial efforts.
- Our editorial team is bound by a strict code of conduct. In an industry where foreign junkets and gifts are rampant in order to win over editorial staff, we strive hard to maintain our editorial integrity and balance.
- Our emphasis is on bringing

out a quality, information-packed issue that does not rely on mere filling up of pages. We are not in competition with magazines that are in a page count race.

Finally, we never exchange advertising for good reviews. Just take a look at our 'Car of the Year Awards' for the past nine years. Not a single wrong one!

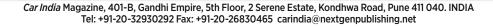














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## Bulletin

AUTOMOTIVE NEWS FROM ALL OVER THE WORLD



Audi's RS5 TDI Concept uses an electric BiTurbo setup, eliminating the plague



IN DEVELOPMENT FOR SOME time now, the electric turbocharger

time now, the electric turbocharger eliminates any lag which has for long been associated with turbochargers. This has been made possible by the turbine and the compressor being separated and connected with an electric setup and a battery pack that allows the compressor to run independent of the turbine driven

by exhaust gases. The turbine's energy is stored in the battery and utilised to run the compressor, which can be spun up to 70,000 RPM in a few hundredths of a second.

Dr Ulrich Hackenberg, Board Member for Technical Development, Audi AG, said, "Twenty-

five years ago, Audi launched the first TDI, writing the first chapter of an enduring success story. Our latest innovation is the electric turbocharger, which further improves not just sprint times and pulling power, but also efficiency. This technology illustrates the possibilities harboured by 48-volt electrical systems, which we are currently developing for use in

production vehicles."

In the RS5 TDI Concept, the 3.0-litre V6 BiTurbo TDI diesel motor develops a whopping 385 PS, and an equally gargantuan 750 Nm of torque from 1,250-2,500 RPM. The red-line, for a diesel, is a heady 5,500 RPM. With those figures come even more impressive figures: 0-100 km/h takes four seconds,

o-200 km/h takes less than 16 seconds, and, as in the RS5 V8 petrol, the top speed is 280 km/h.

Furthermore, the fuel consumption is rated at 5.3 litres/100 km, or 18.86 km/l. The CO2 emission is also a more than respectable 140 g/km. This BiTurbo TDI V6 is the third most powerful diesel in the

range, after the 6.o-litre V12 and the 4.2-litre V8, the former which was even seen in the R8 V12 TDI Le Mans Concept. Let's not forget that Audi have been dominant in the 24 Hours of Le Mans with TDI clean diesel power for a while now, and their road car programme is about to receive pieces of that pie. The future for performance diesels is looking extremely oil-burning bright.



## **BULLETIN**



## A THOUSAND TWISTS IN THE TAIL

MERCEDES-AMG HAVE finally revealed their flagship performance coupé - the new S65 AMG Coupé - and a muchawaited replacement for the mental CL65 AMG, complete with the BiTurbo V12. It brings impeccable build quality, equipment levels and attention to detail, all nicely teamed up with unmatched performance. The striking new S Coupé only went on sale not too long ago and the new 65 model, under all of that rich leather interior, wood and metal, gets a gigantic beating heart.

The renowned 6.0-litre

BiTurbo V12 continues to do duty, delivering the complete 630 PS and 1,000 Nm of torque to the rear wheels through the AMG SpeedShift Plus 7-GTronic seven-speed automatic transmission. The 0-100 km/h time is a claimed four seconds and it will be limited to 250, with a choice to raise the limit to 300 km/h. It will also feature an active suspension system with the Curve Tilting Function and Road Surface Scan, based on Magic Body Control, which isn't being offered. When it comes to India, don't expect it to be anywhere near affordable.

## **MARUTI SUZUKI CIAZ SPIED**

MARUTI SUZUKI'S incumbent offering to the Indian sedan market has been spotted testing in New Delhi. Although widely reported as the successor to the SX4, judging by the proportions of the Ciaz, it could in all likelihood be sold as an all-new car. The Ciaz concept was displayed at the Auto Expo earlier this year, and the test car spotted does seem to stay faithful to that design for the most part.

While there is no word on engine specifications, a 1.6-litre petrol engine based on Suzuki's European models is a possibility, along with a freshly developed 1.5-litre diesel mill. The Ciaz is expected to take on the likes of the Chevrolet Cruze, Škoda Octavia, Toyota Corolla Altis and the Hyundai Elantra, so we're looking at a price point of between Rs 12 and Rs 15 lakh. Expect to see it in showrooms before the end of the year.





## **ELITE i20: BOOKINGS OPEN**

IN THE RUN-UP TO THE launch of a brand-new Elite i20, Hyundai Motors India Ltd have opened pre-bookings for the car. Designed at the Korean company's European design centre in Rüsselsheim, Germany, the new car features a good-looking rendering of the Fluidic Sculpture 2.0 design language already seen

on some of the other Hyundai models. The car now features Hyundai's hexagonal grille and a new horizontal strip connecting the headlamps. Rear windows get a wrap-around treatment and combine with the tail-lamps to create a distinctive look for the Elite i20. The car is also reportedly an all-new generation upgrade.

## ŠKODA RAPID UPGRADE SOON

ŠKODA AUTO INDIA ARE currently working on upgrading their mid-size sedan, the Rapid. The company is working hard to make sure that the Rapid continues to be their best-seller in India. In order to do so it is planning to equip the Rapid with VW Group's latest 1.5-litre TDI engine and is also considering a variant that will come with the famed DSG box. These changes

are sure to make their way into the upcoming Rapid update.

The company is also looking at updating the aesthetics of the Rapid. The major changes will be witnessed on the exterior, which is set to represent the company's new design language first seen on the Octavia and will soon be seen on the new Yeti. The interior will also get a fair bit of updates.



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The new Fiat Linea T-Jet is here. Its turbocharged petrol engine delivers the highest torque and pulling force in the category, making it the zippiest car around. It is also packed with all the features you'd expect in a premium sedan but at a much lower price. With more space, greater length and best-in-class ground clearance, it is also the roomiest in its class. So come step on the accelerator while test driving the new Linea and feel the power that is unleashed. The all new Fiat Linea. Still ahead.



To experience the ultimate flying feel with powerful T-Jet, SMS FIAT to 54242 or call 1800-209-5556



## ŠKODA AUTO RECENTLY released a computer-rendered image (CGI) of the upcoming Fabia hatch, which will be shown at the Paris Motor Show in October this year. The CGI shows the Fabia in its new avatar and it looks very similar to the latest models from the company. The new Fabia now sports a completely redone front end, sportier looking side profile and a minimalist rear end with those trademark C-shaped tail-lights. A modern looking cabin and trendy interior

## **SKETCHING THE NEW FABIA**



are also on the agenda.

The new Fabia will come equipped with a host of petrol

engines along with a few diesel options. However, we shall have to wait until the Paris Motor Show to know exactly what is going to be available under that hood. Skoda will also bring this new Fabia to India but that will only happen in 2015. But once here, the Fabia will sport the new 1.5-litre TDI motor from the VW Group and will also come with a 1.2-litre petrol engine. In India, the price is going to be the most important factor for the company and if they can price it in the same region as the new VW Polo, then the Fabia has a chance to do what it couldn't manage the first time around.

## JAGUAR XE SET FOR SEPTEMBER DÉBUT

that in our February 2014 issue we had brought you news of Jaguar's new compact saloon being readied to take on the likes of the 3 Series and A4. The British marque has now announced that they will host the world premiere of the brandnew Jaguar XE (earlier codenamed X760) on 8

to pack box-fresh engines, including a super-efficient mill that will reportedly put out 170 PS and, perhaps, even a version of the 550 PS V8 from the F-Type. Stay tuned for more updates on the XE on www.carindia.in and on www. facebook.com/carindia.



## **VIVA LAS VEGAS!**

GERMAN CAR infotainment specialists Blaupunkt have launched a new aftermarket double-din multimedia system, the Las Vegas 530. It has a 6.2-inch TFT touch screen display with built-in Bluetooth for hands-

screen display with builtin Bluetooth for handsfree calling, phonebook download and audio streaming. Music can be fed through the DVD slot, USB or micro SDHC ports and the system also plays the radio. Las Vegas 530 has a 10-band parametric equaliser and four-channel pre-amplifier for a high-quality listening experience and is priced at Rs 23,990.





## VOLKSWAGEN UNVEIL NEW PASSAT

**VOLKSWAGEN HAVE** taken the wraps off their eighthgeneration Passat for the global market. The new Passat features an all-new, four-cylinder. 2.0-litre, bi-turbo diesel which is capable of producing 240 PS and 500 Nm of torque. The sedan also sports an all-new sevenspeed DSG gearbox and '4MOTION' all-wheel-drive system. The new Passat is significantly smaller in dimensions, but, thanks to the adoption of Volkswagen's highly flexible MOB platform structure, as used in the Škoda Octavia and new Audi A3, it is both roomier and more practical than its previous avatar.

The overall design of the new Passat is refreshed and there is an

abundance of chrome both at the front and the rear. The new design philosophy is also carried forward on the inside with a sophisticated 12.3-inch fully configurable 'TFT Active Info' display system and updated VW safety system. The car will be making its first public appearance at the 2014 Paris Motor Show.

Volkswagen will also be offering a plug-in hybrid version of the Passat for the first time, with potential to travel 50 km on battery power alone, and with a maximum range of around 960 km. While these cutting-edge drive lines will be part of the European line-up, we expect that VW India will offer the 170-PS diesel version here.







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## **WE HEAR**

## ANISH SHAH TO JOIN MAHINDRA

Anish Shah of G E Capital is set to join Mahindra as president (group special projects) from 1 August 2014. His career at G E spanned 14 years, during which he worked in various posts in different countries. Shah holds a Ph D from Carnegie Melon's Tepper School of Business in addition to a master's degree from Carnegie Melon and a post-graduate diploma from the Indian Institute of Management, Ahmedabad.

## VW CHAKAN HITS FOUR LAKH

Volkswagen have officially rolled out car number 4,00,000 from their Chakan plant, near Pune; a feat achieved by them within a period of five years. The plant employs over 3,500 people and is spread over 575 acres of land. It has an optimal production capacity of 1,30,000 cars per annum. The 4,00,000th car to be produced at Chakan was a 1.5 TDI Polo Highline.



## HONDA'S 1,000+ RE-CALL

Honda India have re-called a total of 1,338 units amid concerns over a malfunctioning component in the passenger's side airbag. This re-call is part of a global Honda initiative for which only the models of the CR-V and Accord manufactured in 2002 and 2003 qualify. The issue stems from the airbag inflator, which, when deployed, could potentially cause injury. Since 2000, Honda have recalled over 20 lakh vehicles for the same issue globally.



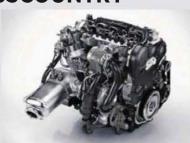
## **RAIN FOREST CHALLENGE**

THE INTERNATIONALLY acclaimed off-roading event called the Rain Forest Challenge or RFC now has an Indian chapter as well. The event, scheduled to take place from 8 to 14 August, will be held in Goa where contenders will have to drive their

4X4 off-road machines through some really challenging off-road courses. The RFC contestants will go from south to north Goa, covering 250 km of rough terrain. So if you are an off-road enthusiast, then simply head to Goa to take part in this great challenge.

## **FAMILY CROSSCOUNTRY**

TWELVE YEARS AFTER VOLVO gave the world the XC90, they will now end production to bring in the all-new XC90 2015. While the XC90 raised the plane for safety, comfort and practicality, the new car will again raise the benchmark for safety and comfort, and also offer revolutionary new drivelines. There will be two-litre four-cylinder turbo-petrol and turbo-diesel motors from their Driv-E line, with the D5 uprated to 225 PS and 470 Nm, and a new T8 Twin-Engine plug-in hybrid. The 2015 XC90 T8 will offer a turbo-supercharged 2.0L four-cylinder petrol motor paired with a 60-kW electric motor. The combined output in



'Sport' mode, one of three available, will be 400 PS and 640 Nm. The car will also offer zero-emission 'Pure' electric mode and a 'Hybrid' mode. Production will commence towards the end of January 2015.

## **VOLVO TO INTRODUCE ANDROID AUTO**



VOLVO HAVE JOINED THE OPEN Automotive Alliance to make the Android platform available to drivers via their new interface. The Alliance brings together the world's leading car makers and the smartphone platform. Android Auto will bring Android features and services familiar directly into the car via Volvo's large central touch-enabled display. It will provide access to Google Search, and Google Maps as well as some specially modified third-party apps.

Volvo cars will also use Apple's AirPlay in all models beginning with the new XC90, which is scheduled for debut at this year's Paris Motor Show.

## **TOYOTA REALIGNING INDIAN STRATEGY**

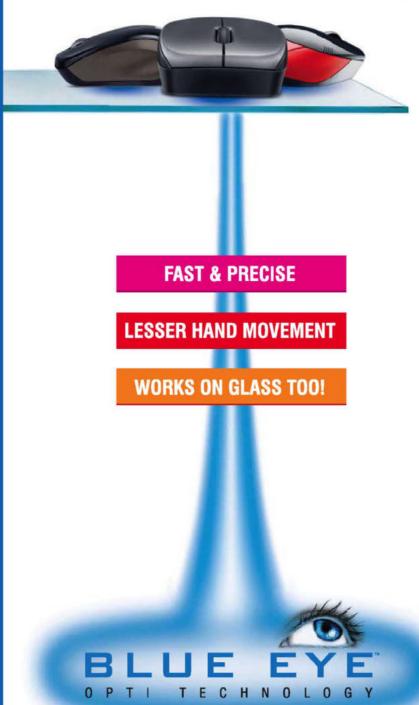
REPORTS SUGGEST THAT

Toyota are in the process of realigning their strategy for India. With the made-for-India Etios not living up to expectations, it appears that the Japanese auto giant is mulling the introduction of the Vios by 2017. The idea is to aim for consumers who want a bit more than just a bargain price. While the details of the plan are yet to emerge, our sources say that the car will be produced locally at the Toyota Kirloskar plant in an attempt to achieve localisation, and, therefore, competitive pricing.





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Nets: "For better results use glass with over 8mm thickness. It even works on glass with 4mm thickness. Glass must be with some dust / natural dirt. Pure cleaned glass may not allow mouse to work. The sensor of the mouse reads the clean areas of glass as dark background with bright dots (dust), and then the sensor interprets the movements of these dots to work exactly where you have moved the mouse. It tracks dust and other residuals that appear on the surface. Blue Eye mouse works virtually on every surface but because it requires micro-details like dust to work, it may not work or perform best on glass that is perfectly cleaned.

## **WE HEAR**

## HYUNDAI GRAND 110 CROSSES 1 LAKH SALES

The Grand i10 has crossed the one lakh sales milestone within 10 months of its launch. Launched in September 2013, the Grand i10 has helped consolidate Hyundai's position as the leader in the compact car segment. It has won numerous awards, including the country's most prestigious 'Indian Car of the Year' award in 2013.

## RENAULT ANNOUNCE PRICE HIKE

Renault have announced that after 1 July 2014, the prices of their existing product range will go up by one per cent. As a result of this, the Renault Duster, Pulse and Scala will all be dearer by per cent. Renault say that the hike has been necessitated by the rising cost of inputs.

## **ZEST BOOKINGS OPEN**

The Tata Zest compact sedan will be launched this month. In the meantime, those interested may visit zeststudio. tatamotors.com to get a priority test-drive of the car and book it online for just Rs 21,000. Tata Motors are offering a choice between the 1.2-litre Revotron petrol engine and the 1.3-litre (MultiJet) diesel engine on the booking website since they haven't revealed the variants yet. Buyers will have to wait for the launch to select the variant and complete their bookings at a Tata Motors dealership.



## **UPDATED VW VENTO**

This month Volkswagen India will be launching the updated Vento, which will feature the new 1.5-litre TDI engine that powers the new Polo. This is the same 1.6-litre TDI motor as before, but with a smaller bore. The power and torque output will remain the same at 105 PS and 250 Nm. What makes this new Vento special is that VW will also equip it with the DSG box, making the Vento the second automatic diesel car in its segment. The new Vento will also feature improved exterior and interior along with the new engine. The price is expected to remain unchanged.

## MERCEDES, CARZONRENT OFFER SELF-DRIVEN RENTALS

THE NEW SERVICE WILL ALLOW customers to drive the rental cars themselves under the new 'Myles' brand. Currently, the cars come with a chauffeur. Carzonrent, a 15-year-old player in the field of rental services, has more than 7,500

cars in 35 cities across India. Currently, the C-Class and E-Class will be on offer at Rs 6,500 and Rs 9,500 respectively for a day. Customers can access the Myles service online, on the mobile or by calling the helpline.





PIONEER'S AUDIO-CUM-NAVIGATION SYSTEM

PIONEER HAVE BROUGHT THEIR latest offering to India, which brings a superb music-player with a navigation system. Pioneer has tied up with MapMyIndia to provide users the most accurate navigation possible. The audio system also features a

13-band graphic equaliser along with Bluetooth connectivity options for Android and iOS devices. The system doubles up as a screen for the reverse-camera and offers HD playback via USB/SD card. The price is Rs 49,990.

FORD ECOBOOST WINS 'ENGINE OF THE YEAR'

## FORD'S SMALL YET

powerful 1.0-litre EcoBoost engine has added yet another feather to its cap. It has been declared the International Engine of the Year again for the year 2014, making for an unprecedented third consecutive victory in this category. The small engine develops a healthy dose of power, 100 or 125 PS. Ford have introduced the EcoBoost engine with their EcoSport compact SUV in India, and it has proved to be a success for the American carmakers here.



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## JUST LAUNCHED

## We bring you the dope on all the latest cars that are in the news

## **LIMITED-EDITION ETIOS XCLUSIVE**

Toyota have launched a limited run version of the Etios, called the Xclusive. There will be a limited production of 900 units. The car is priced at Rs 5.98 lakh for the petrol variant and Rs 7.1 lakh for the diesel one (ex-showroom, Delhi).

The Xclusive comes with a full chrome front grille, chrome garnish on the headlamps and tail-lamps as well as the wing mirrors. It also gets a new Bluetooth-enabled sound system. The car has 'Xclusive' badges to distinguish it from the regular Etios. Toyota are offering the Etios Xclusive with 100 per cent on-road funding for a period of seven years on a zero down payment scheme. Bookings have already begun.





## **GRAND i10 LPG**

Hyundai have officially launched the Grand ito LPG variant for the Indian market at Rs 4.92 lakh (ex-showroom, Delhi). The new Grand ito LPG variant sports Hyundai's 1.0-litre Kappa engine, similar to the one powering the Eon. The LPG mill is capable of producing 67 PS and 90 Nm of torque and is mated to a five-speed manual transmission. The Grand ito LPG will only be available in the 'Magna' trim, featuring an engine immobiliser, front fog-lamps, front and rear power windows and a host of other features, all part of the standard package.

## **HONDA MOBILIO**

Honda have ventured into the lucrative MPV market with their latest offering, the Mobilio. It is based on the Brio/Amaze platform, but the wheelbase has been extended to release more space. The Mobilio is perfectly placed between the Maruti-Suzuki Ertiga and the Toyota Innova in terms of size and price and offers a choice of diesel and petrol engines. The E, S and V are common trims in both the variants, while the sporty RS trim is only available in the diesel variant. The price ranges from Rs 6.49 lakh to Rs 10.86 lakh (ex-showroom, Delhi).

(Read a first drive report of the Mobilio on page 122 in this very issue.)





## **VW POLO**

Volkswagen have launched the new Polo. The price for the petrol variant starts at Rs 4.99 lakh, while the 1.5-litre diesel will start at Rs 6.27 lakh. The car gets a fresh new look with a chrome garnish at the front end, retouched headlamps and an updated rear end. The most significant change, however, is the introduction of the all-new 1.5-litre four-cylinder diesel engine which will replace the existing 1.2-litre three-cylinder diesel. The Polo GT TSI and GT TDI will be launched soon. The GT TDI will feature the same 1.5-litre four-cylinder diesel, but the power output will be 105 PS and torque will be 250 Nm for better performance.

(More about the new Polo in our road test on page 64 in this very issue.)



## 

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## **JUST LAUNCHED**

## We bring you the dope on all the latest cars that are in the news

## **MERCEDES CLA45 AMG**

Mercedes-Benz India have launched the CLA45 AMG 4MATIC, the first high-performance compact sedan in the country, priced at Rs 68.5 lakh (ex-showroom, Delhi).

The CLA45 signals the arrival of the world's most powerful series-production four-cylinder engine. With the looks of a baby CLS, the CLA has been an attractive offering on the company's MFA platform. The CLA45 is powered by a 1,991-cc four-cylinder turbo-petrol with 360 PS and 450 Nm of torque. A seven-speed AMG SpeedShift twin-clutch automatic drives the primarily front-wheel-biased 4MATIC system.

(Read our road and track test on page 54 in this very issue.)





## **MERCEDES-BENZ CLS350**

Mercedes-Benz India have also launched the refreshed CLS350 BlueEFFICIENCY in India at Rs 89.90 lakh (ex-showroom, Delhi). This style statement on wheels is the second-generation model after the original spawned the four-door coupé the world over. The new CLS will continue to feature the 3.5-litre direct-injection V6 that makes 306 PS at 6,500 RPM and 370 Nm of torque between 3,500 and 5,250 RPM and drives the rear wheels through the 7G-Tronic automatic.

## **BMW ACTIVEHYBRID 7L**

BMW India have given responsible luxury a boost with the launch of the ActiveHybrid 7. Like the rest, the ActiveHybrid 7 is offered only with a long wheelbase and boasts of an advanced driveline. It carries a price-tag of Rs 1.35 crore (ex-showroom, Delhi).

Motive force comes from a hybrid driveline consisting of the 2,979-cc TwinPower Turbo straight-six petrol from the now defunct 740Li with its 320 PS and 450 Nm of torque and an electric motor, resulting in a peak combined output of 354 PS and 500 Nm of torque – more than enough for this high-end luxury car weighing a shade over two tonnes. The equipment list is similar to that of the 750Li, complete with the iDrive media infotainment system and 19" wheels.



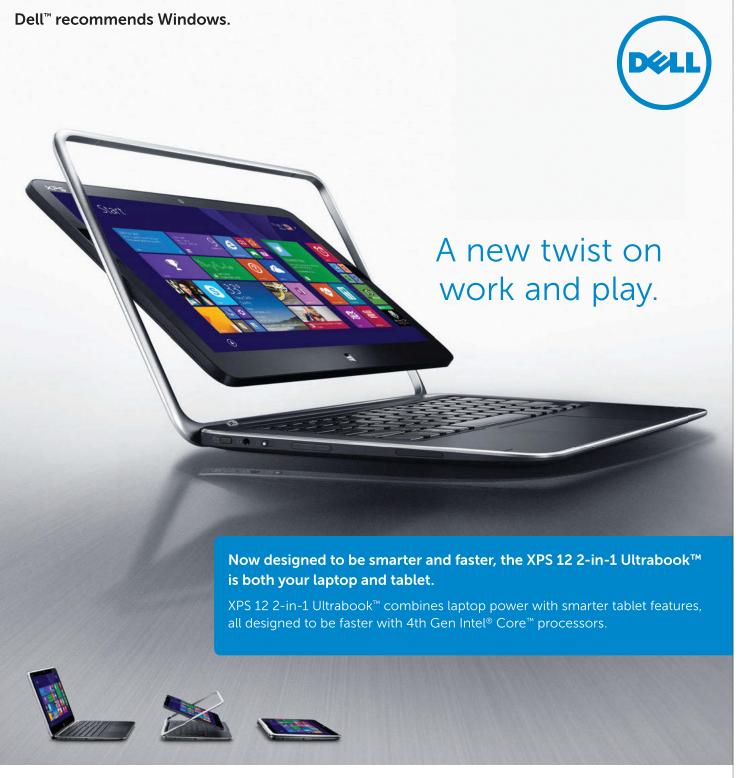


## NISSAN SUNNY

The new Sunny is on sale at Nissan dealerships throughout the country. The new version's price range starts at Rs 6.99 lakh for the petrol variant and Rs 7.99 lakh for the diesel one (ex-showroom, Delhi). The engine options remain unchanged, with the petrol getting an option between a five-speed manual and CVT 'box. The diesel retains its five-speed manual transmission.

The new car features a re-designed front end with a new grille, boomerang-shaped headlamps, new fog-lamps and a re-designed bumper as well as chrome highlights in the grille and bumper. The rear end also sees some changes with a flared bumper, black diffuser cladding and a chrome garnish on the trunk. Nissan have put emphasis on safety with ABS with EBD and BrakeAssist as well as driver's side airbag being standard across all variants.

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## **LETTER OF THE MONTH**

## HOPING FOR MORE EVOLVED CARS



Hats off to you for continuing to bring us the latest in the automotive world! I have been following *Car India* online for a while and over the past year have also picked up many issues from the news stand. I think I might be one of your youngest readers. I will turn 18 at the end of this year, and I'm looking forward to getting my first small car. I have seen the Hyundai Grand iro being praised and will test-drive it myself the moment I get my driving licence.

I have done some research about cars in Europe and have found that the 1.6-litre diesel engine is by far the most popular across all brands. I am also aware that India has a 1.5-litre displacement limit for a car to be classified as a 'small car'. Why is that so? Why can't the government learn from the rest

of the world that slightly bigger can be cleaner than something smaller with older technology? Personally, I would love to own a Citroën DS3 BlueHDI, but, alas, that must remain a distant dream. Nevertheless, I hope to see more evolved cars in India soon.

## KIRAN LOKHANDE, MUMBAI

Dear Kiran,

It is gratifying to see how keen you are on automobiles and willing to delve deep at such a young age! We agree with what you say. However, it all depends upon our legislators. Suffice it to say that the more knowledgeable they are about automobiles, the more realistic their legislation would prove. We wish you the best for your first small car and also wish you safe and responsible driving.

## ▼ SEDAN OR COMPACT SUV?

I am a huge fan of your magazine and I daresay you are the best in the business. I own a Suzuki Swift RS VDi (2012 model) and now plan to upgrade to a bigger car. I find myself in a dilemma because I am unable to decide whether I should opt for a sedan or a compact SUV. My budget is about Rs 10 lakh. I am looking for good fuel efficiency, decent performance and good looks. Please advise me.

## HIMANSHU BATRA, SHIMLA

Hello, Himanshu,

Thank you for your kind words. Taking your criteria into consideration, we would suggest the Škoda Rapid, Volkswagen Vento or the Ford EcoSport. We would also like to bring to your

attention that there are some really exciting hatchbacks available today, well within your budget. Should you be inclined towards a hatch, you may consider the VW Polo GT Tdi, which is worth exploring.

## ► PARKING A BIG AND EXPENSIVE CAR

You guys rock! The last issue (July 2014) of Car India was superb and I can't wait to see what stories you have planned for the forthcoming anniversary issue. I'm sure it's going to be mind-blowing.

I have one question for you. I've seen you review and test the smallest and biggest of cars, and the short and long ones too. How do you judge the space required when parking a big

and expensive car? Using the wing-mirrors is the obvious option, but at times these mirrors are not big enough or wide enough to give you a clear view. How do you manage it? Kamal Singh, Bengaluru

Hello, Kamal,

Thanks for your compliments and we hope this anniversary issue lives up to your expectations. As for your question, parking cars, big or small, is a skill that is developed and honed through experience. As long as you are aware of your surroundings, and have a good judgement of the dimensions of your car, you should do well. Technological innovations such as parking sensors and cameras have also made the task of parking that much easier.

## **F** KEEP UP THE GOOD WORK

I've been a reader of your magazine for more than three years now. I enjoy receiving the issue every month and, in fact, wait for it eagerly. I want to thank you for writing with such gusto. One can easily fathom how much painstaking effort must go into the quality of the photos and writing, both of which are exemplary. I particularly enjoyed the article on 'three generations of M' in the last issue. Keep up the superb work!

AADITYA THADANEY, MUMBAI

Dear Aaditya,

We are grateful to you for your kind words and your support. Needless to say, it's avid readers like you who motivate us to try to do better. Thank you.

## ► LOOKING FORWARD TO THE JEEP WRANGLER

A few months ago, I became very excited when I read that you had driven the original American Jeeps, because I've been a fan of the brand for a very, very long time. My room-mate during my college days at the University of Berkeley, USA, had a Wrangler and I have very fond memories of it. However, even after such a long time there's no sign of Jeep in our market. What's the matter? Am I missing something? I really want to buy a Wrangler of my own.

## JAIDEEP KARAN, CHANDIGARH

Hello, Jaideep,

Actually, the Jeep was slated to be launched in India at the beginning of this year. However, the company revised its original plan following a survey of market conditions. As of now, Jeep have put the launch on hold, and while we are not in a position to give you an exact date, the brand will make its entry into the Indian market for sure, most likely within a year.

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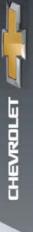
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HE FRENCH ARE known for many fine things - not just dining, wines, and architecture, but many fine automobiles have also come from the land of the Eiffel Tower. None quite like this, though. The Furtive e-GT from Eragon Motors is an electric sports car that can carry a family of four at supercar-beating pace, yet places no load on the environment.

The firm's founder, Luc Marchetti, explains that the staff uses the same approach as 'jewel-makers', that is, a high-end, bespoke manufacturing process. The Furtive-eGT is built only on demand and is highly customisable, with the interior using the finest material. Exterior form, too, is not without function - for example, the

side fins connecting the roof to the rear wings are not just beautiful, but also channel the airflow to the rear spoiler for improved stability and road-holding.

The rear-wheel-drive Furtive-eGT is

powered by twin Siemens electric motors mounted on an aluminium cradle at the rear and develop 402 PS of power and 516 Nm of torque. The liquid-cooled motors are connected by electronic controls and can respond within a tenth of a second. They can work together or separately, and the company claims that these are the most compact ones available in the market, with no maintenance required up to 1,50,000 kilometres. The 53-kWh lithium-ion battery weighs 450 kg and has a range of 360 km in city driving, aided by regenerative braking. In fast recharge mode, it can reach 30 to 80 per cent charge within 32 minutes.

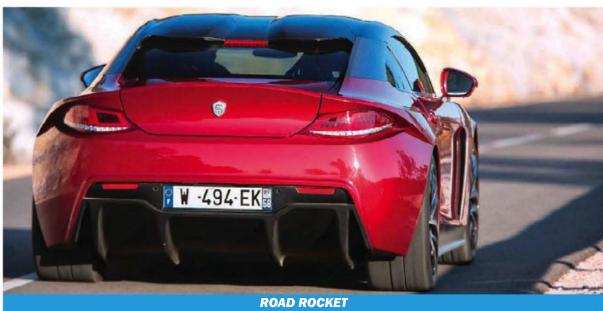
The powertrain uses a self-locking differential and a ZTI three-speed semiautomatic gearbox that allows seamless torque delivery. Top speed is an electronically-limited 250 km/h with a 0-100 km/h time of just 3.5 seconds.

Environment-friendliness is one of the USP of the car - there are zero tailpipe emissions, and zero load on the environment if charged from renewable energy sources. Other 'green' features include the use of energy-efficient LED for all lighting systems in the car, and a highly recyclable battery with a minimum capacity (after 3,000 cycles or about 10 years of use) of over 80 per cent.

So if you want to take home a car that is fast, exclusive, and eco-friendly, look no further - loot a small bank, sign on the dotted line, and zoom away!

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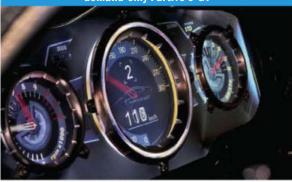
A 0-100 km/h time of 3.5 seconds and a top speed of 250 km/h are nothing to sneer at – the car can whip many current supercars with such performance

FORM AND FUNCTION

Style with substance is the mantra – the double-bubble roof and splaying side wheels direct the airflow to the rear spoiler for additional downforce



**BESPOKE INTERIORS**From the instrumentation to the dash and the rest of the cabin, only the finest of materials go into the built-ondemand-only Furtive e-GT



## **GREEN GOD**

The car has zero tailpipe emissions and uses a highly recyclable battery as well as energy-efficient LED for all lighting requirements



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## OSCH TECHNO BIBLE



## COMPRESSION IGNITION ENGINE

Compression ignition (CI) engines use high compression to get the fuel to ignite at electronically-controlled pre-determined intervals. Diesel engines are CI engines and, unlike spark ignition (SI) engines, they do not use spark-plugs. CI engines need to be stronger and are thus heavier.

A hydraulic fluid which transmits force to various parts of the braking system

once the brake pedal is pressed. It works on Pascal's Law: 'A force applied at one point on an enclosed fluid is transmitted undiminished to all points in the fluid'. Brake fluid is highly noncompressible with an extremely high boiling point.



## **FLYWHEEL**

A heavy metal disc attached to an engine's crankshaft to increase its rotational inertia, thereby smoothening its power flow. A better balanced engine, like a straight-six laid out one, makes do with low inertia flywheel, while a three or four-cylinder motor may need a higher inertia flywheel.





## CRASH TEST

The safety assessment each production car model is subjected to before it is cleared to go on sale. Euro NCAP is the most recognised ranking, wherein up to five stars are allotted across categories spanning adult, child and pedestrian protection. There are a number of tests including frontal, side and cross impact testing to ascertain how a car and its safety systems respond in the event of a crash, with specially-designed crash-test dummies being used in place of actual human occupants.

## ELECTRONIC PEDESTRIAN PROTECTION SYSTEM

The Electronic Pedestrian Protection System (EPP) identifies a probable collision with the help of acceleration sensors (Pedestrian Contact Sensors or PCS) in the front bumper. The micro-mechanical acceleration sensors employed in the system work with a technology that has already been well-established in crash-sensing for years. In this way, Bosch's pedestrian protection electronics can reliably and cost-



effectively fulfil the requirements of pedestrian protection.

The system is simple to integrate and does not alter the appearance of the front end of the vehicle. Bosch use their expert knowledge in pedestrian protection to support their customers in deciding where the sensors should be installed in the bumper. They are also further developing the system to make use of the signals from vehicle surround sensors to react even faster by precalculating the impending collision.

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#### CONNECTING ROD

Also referred to as the 'con rod', it connects the piston to the crankshaft with the help of small-end and big-end bearings. These are not rigidly fixed at either end, because the angle between the con rod and the piston changes as the rod moves up and down and rotates round the crankshaft, converting linear energy into rotational energy.

## **ELECTRONIC DIFFERENTIAL** LOCK (EDL)

REAR-WHEEL DRIVE

not all-wheel drive.

The power of a car's engine can be transmitted to the front wheels, the rear wheels or all four wheels. When it's only the rear wheels of the car that receive the engine's output, or that are driven, the car is rear-wheel drive. Rear-wheel-drive cars with the engine at the front use a propeller shaft to transfer the drive from the gearbox to the rear differential to which both wheels are connected. Mid- and rearengined models are inherently rear-wheel drive, if

EDL is a technology developed to substitute most of the attributes of a conventional differential. Instead of being a mechanical device that regulates the torque distribution between two or more drive wheels, the EDL uses the ABS sensors to detect wheel-spin and brake each wheel individually, thus creating the illusion of torque distribution. Owing to the stress it can cause to the brakes because of hard use, the system only works up to speeds of approximately 40 km/h and comes into play during offroad driving.





**BOXER ENGINE** 

'Boxer engine' is a type of internal combustion engine configuration wherein the cylinders are horizontally opposed to each other, with all the pistons linked by a single central crankshaft, reciprocating in the same plane. It is also called an 'opposed-cylinder' or a 'flat' engine. A boxer engine is always a multi-cylinder engine and can only have an even number of cylinders. If the engine has four cylinders, two of them are parallel and oppose the other two. Porsche are by far the most renowned for using flat engines.

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O FAR AS MY understanding of the automotive market goes, the A3 might just be one of the smartest moves made by Audi this year. You see, if you happened to have around Rs 30-35 lakh to spend on a car and if you were looking for something more upmarket

than the Škoda Superb or Volkswagen Jetta, then your options were limited to the BMW I Series and the Mercedes A-Class. However, if you were really keen on a sedan in that price bracket from one of the three German luxury car-makers, you had absolutely nothing. Until now, that is, which means Audi have effectively created a brand-new segment for

themselves and, therefore, by default a bit of a monopoly in that segment.

The car itself looks very similar to any of the sedans sporting the four rings. In fact, if you're not careful, you might even mistake it to be the A4. Yes, the A3 does look larger than it really is from the outside and especially from a distance. The first time I saw the car (it was a display

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unit that Audi had put up on the lawns of the Oberoi Udai Vilas in Udaipur where the media drive had been organised), I thought it was a very good-looking car, except for the wheels. The 205/55 R16 tyres that the display car was shod with did not seem to fill the wheel-wells as snugly as they should have. The next morning, though, such thoughts were

put paid to. The cars we drove were S-Line diesels fitted with 225/45 R17 tyres on nice-looking five-spoke alloys. From the outside the car looks dynamic with typical Audi lines, a wide and low-slung stance with a flowing roof-line that ends in a short boot that makes the A3 look sporty.

The in-cabin experience is again signature Audi with that pop-up

screen on an otherwise neat dash, the round clocks with multi-information display between the two roundels and the very positive feeling scroll buttons on the meaty four-spoke steering wheel. However, the blower vents for the dual-zone climate control unit are new. They are shaped like jet turbines with the centre turbine knob doubling up as a switch that allows the user to

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#### ROAD TEST Audi A3 35 TDI

set the blower to a diffused setting or one where the air-con blast is focused on wherever the user wants it. A smart-looking bezel ring around the blower vent, finished in polished silver, acts as a rotary switch to control air-flow or even shut it.

Space-wise there's plenty of it up front. The front seats are very comfortable and supportive. They are also electrically adjustable for myriad settings to help the driver and front passenger find the most comfortable spot. The relation between the seat, pedals and steering wheel too is very positive with switchgear and control levers falling to the hand quite easily and naturally. Ergonomics, therefore, are top-notch. At the back, though, while the seats are plush yet supportive, space is at a bit of a premium. This is after all a compact sedan, luxury or not. As a result, while four people can be

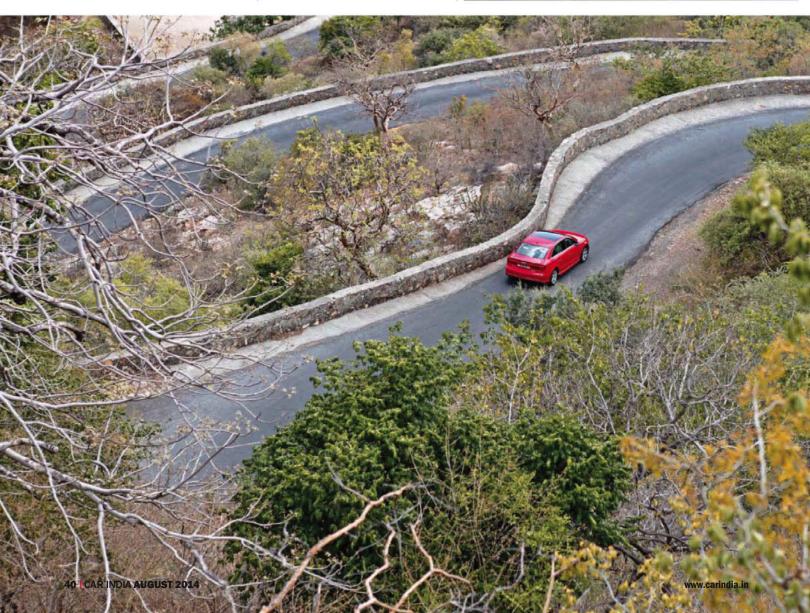
accommodated quite easily and comfortably, a fifth passenger is a squeeze. Yes, even a child, especially courtesy a high central tunnel that virtually bisects the rear seat. No such reservations when it comes to the A3's boot, though, which, at 425 litres, is quite capacious. The fact that it can be extended to 880 litres with the rear bench folded down adds to versatility.

So far as fit-and-finish, build quality and quality of the material used go, it's all top-notch. There's nothing in the A3 to suggest that this is a cut-price Audi; quite the opposite, in fact. This stepping stone to the Audi family feels just as premium and plush as all their other products.

In Udaipur we had the option of driving the diesel car that gets the very familiar 2.0 TDI under that stout bonnet. Don't be deceived by the 35 TDI badge on the boot, though. This is Audi's new nomenclature system





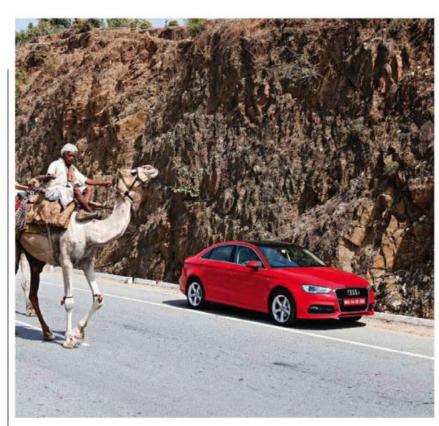




A3's 2.0 TDI unit is a smooth operator delivering its power and torque in one straight line. (Far left) Sorted ergonomics means it's a very comfortable cabin to be in



The S-line trim gets 17-inch wheels while regular car gets 16-inchers. (Far left) Ride and handling package is well balanced to give you best of both worlds





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- Silver bezel around turbine shaped blower is to control air flow. Tab in the centre of the turbine switches between focused and diffused air flows
- 3 A3 also gets the benefit of auto headlamps and a dimmer for the instruments



Thin pop-up screen can be switched off manually and provides a whole range of info, ranging from multimedia to sat-nav



making its début with the A<sub>3</sub>. The <sub>35</sub> indicates the car's dynamic quotient, which is arrived at after some complex calculations, including acceleration. The petrol car, therefore, wears a 40 TFSI badge instead of the more familiar 1.8 TFSI. But I digress. As I mentioned, it's the same 143-PS and 320-Nm 2.0 TDI pulling the 1,315 kilograms of the A<sub>3</sub>. Transmission to the front wheels is done via Audi's S Tronic gearbox, albeit a six-speed one.

The oil burning unit is smooth and refined with hardly any noise at tickover. Stamp on the throttle and it actually has a slightly gruff sporty

note to it. Not exactly an aural delight, but pleasing nevertheless. On the go, the Audi's powertrain is a willing partner that matches the driver's sporty intentions. On the open Rajasthan highway from Udaipur city to Mount Abu, enthusiastic throttle inputs got the needle on the easy to read speedo up to just over 190 km/h before we erred on the side of caution and got back down to sensible speeds. The gearbox is quick and keeps pace with the engine's torque and power that are unleashed when you increase the pressure of your right foot. What was missed, though, was the absence



of paddle-shifters that may have pleased the enthusiast in us a bit more. But, honestly speaking, it's not a big enough detractor from the fun you can have with the A3. At the same time, with the max torque being developed at a low 1,750 RPM and then staying with you till you're on the other side of 3,000 RPM means there's enough grunt and more in the low- and mid-range for crawling around the city without ruining fuel efficiency too much.

At high triple-digit speeds the A<sub>3</sub> feels planted and charges ahead with gusto. Sweeping bends are also taken care of without drama. Even at 140 km/h on a bend you don't feel nervous in this sporty compact sedan. Brake hard and you will be able to finely judge whether the ABS will kick in, for there is ample feel from the central brake pedal, not to mention a progressive confidenceinspiring action as well. It's also a very nimble car as we found out when we drove up a really narrow twisty mountainous road up to the erstwhile Maharana's monsoon palace, called Sajjangarh. Taut handling and crisp feedback-rich steering response means that a slow drive up transforms into a smile-inducing quick one.

It is also on these secondary roads where surfacing is frequently patchy with the occasional pothole where you truly begin to appreciate the A3's



Boot is large and useable. Seats can also be folded down in a 60:40 split for added practicality. Not to forget you can access the cabin bay through the central arm rest on the rear benc

ride quality. The suspension set-up treads the delicate balance between good handling and a pliant ride quality; neither too soft, soggy nor too stiff. This Audi rumbles over the patchy surfaces without allowing the shocks to distract you from the fun and it's only the largest of potholes or highest bumps that catch the A3 out. Dips on the highway also are well damped and further reduce chances of hair-raising moments when the smooth stretch of asphalt ahead suddenly dips into a deepish trough

At the end of a day of driving it was easy to come to a verdict. There is precious little not to like about the new Audi A3. It looks good in a

when you're at full clip.

classy sporty fashion that is not overtly blingy. There are enough comfort features by way of Bluetooth telephony, an accurate sat-nav, climate control, a pair of 12V sockets (one up front and one at the rear), panoramic sunroof and more. It drives well enough to induce grins while keeping things sufficiently comfortable for the less enthusiastic members of the family. The only flip side is diminished rear space, but then you shouldn't expect more in a compact sedan. So as far as the A3 package goes, I'd have to say round one goes to Audi, even if this is a onemake race at the moment.



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#### **SPECIFICATIONS**



#### **ENGINE**

Cylinders Four, Inline **Engine Layout** Transverse Туре Turbocharged, DI Fuel Diesel Bore x stroke 81.0 x 95.5mm Capacity 1,968cc Compression ratio 16.2:1 DOHC, 4 valves/cyl Valvegear

#### **ENGINE OUTPUT**

Max power (PS)	143
Power peak (rpm)	3500-4000
Red line (rpm)	5000
Max torque (Nm)	320
Torque peak (rpm)	1750-3000



#### TRANSMISSION

Six speed, automatic, dual clutch

1st gear	3.769
2nd gear	1.958
3rd gear	1.257
4th gear	0.869
5th gear	0.857
6th gear	0.717
Reverse gear	4.549
Final drive	2.760
Drive wheels	FWD



#### STEERING

Type Electromechanical, with speed-dependent power assist Lock to lock 2.65 turns



#### WHEELS AND TYRES

Wheel size 17"
Tyre size 225/45 R17



#### BRAKES

Front Ventilated discs
Rear Solid discs

#### SUSPENSION

Front McPherson struts with lower wishbones, aluminium sub-frame Rear Four link rear suspension, separate spring, shock absorber



#### ACCOMMODATION

 Seating
 5

 Head Room, F/R
 950/885

 Leg Room F (max/min)
 1250/980

 Knee Room F (max/min)
 880/620

 Knee Room R (max/min)
 820/580

 Shoulder space
 1320

 Fuel tank
 50 litres

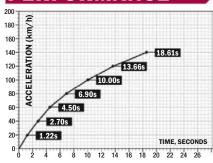
 Boot space
 425 litres



#### **DRIVER AIDS**

ABS, EBD, HBA, ESC, limited slip differential, airbags

#### PERFORMANCE



 0-400m sprint:
 1km sprint:

 14.83s
 28.53s

 Terminal speed:
 Terminal speed:

 135.92 km/h
 174.46 km/h

#### TEST RESULTS



#### SPEEDO ERROR (km/h)

Indicated	True
20	19.9
40	38.3
60	57.2
80	77.2
100	96.4
120	115.3

#### **TOP SPEED**

Claimed 224 km/h Achieved 195.55 km/h

#### **OVERTAKING ACCELERATION**

Roll-ons
40-60 1.82
60-80 2.65
80-100 3.53
100-120 3.86

#### **BRAKING TEST**

From 80-0 km/h 2.30s, 25.87m From 100-0 km/h 2.88s, 39.62m

#### **PERFORMANCE FACTORS**

 Power/mass (PS/tonne)
 108.74

 Power/litre (PS/litre)
 72.66

 Torque/litre (Nm/litre)
 162.60

#### **FUEL CONSUMPTION**

 City
 14.5

 Highway
 19.5

 Overall\*
 15.75

 \* Overall is 25% highway and 75%

#### **TEST CONDITIONS**

city driving

Altitude 550m above MSL Weather Wet, windy, damp

#### **HIGHLIGHTS**

- Refined & powerful engine
- Ride & handling
- Fit, finish & build quality

Rear space

#### **CAR RATINGS**

 Design & Style:
 \*\*\*\*\*\*

 Powertrain:
 \*\*\*\*\*

 Performance:
 \*\*\*\*\*\*

 Fuel Efficiency:
 \*\*\*\*\*\*

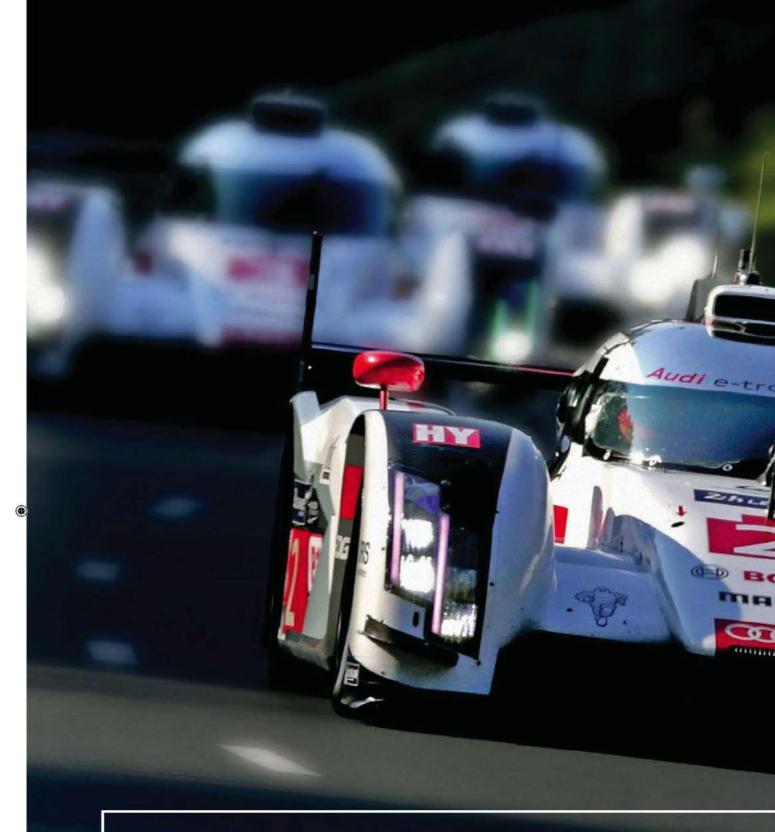
 Dynamic Ability:
 \*\*\*\*\*\*

Space: \*\*\*\*\*
Creature Comforts: \*\*\*\*\*
Driver Appeal: \*\*\*\*
Safety: \*\*\*\*\*

Interiors:

Suspension: \*\*\*\*\*
Ride Quality: \*\*\*\*
Handling: \*\*\*\*
Steering: \*\*\*\*
Braking: \*\*\*\*

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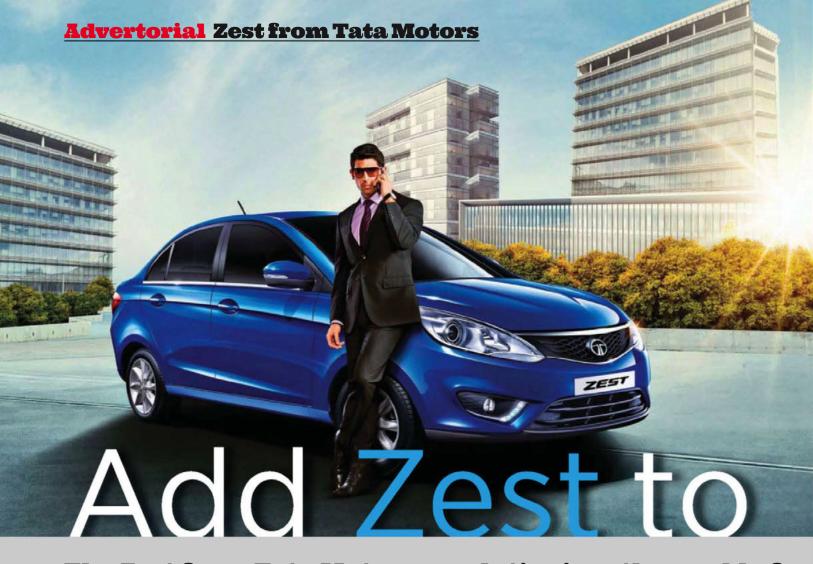








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# The Zest from Tata Motors revolutionises the world of With turbo-charged petrol and automated diesel optio

Weekends are all about taking a break. At the end of a work-a-day week, you feel the need to relax, unwind and simply feel free. For some of us, there's no better way than to hit the road and just drive. There's no destination when you're looking for happiness and adventure. The journey is the whole story, so why not add some zest to it?

The Zest from Tata Motors is just what you need for a lively and memorable trip to recharge your batteries. Its contemporary design language makes every mile more exciting and the space it provides makes sure each one of them is just as comfortable. With smooth character lines and cutting-edge features, the Zest takes care of your comfort, entertainment and safety like no other compact sedan can.

#### DYNAMIC DESIGN

'CONFIDENT DYNAMISM' HAS BEEN EMBODIED BY THE ZEST FROM TATA MOTORS AND THE designers have evidently paid special attention to it. The signature grille features a Humanity and Trust line and is flanked by stylish but very effective projector headlamps with light guide position rings on either side, and LED daytime running lights adorning the fog-lamps. All of these add a youthful appeal and raise the bar for style and lighting technology in the segment, illuminating the road ahead much brighter after dark. The LED tail-lamps even add zest to your signature on the road, leaving a distinctive streak once the sun goes down. The curvy wheel-arches are filled up with sporty 15" alloy wheels wrapped in grippy 185/60 R15 tyres.

#### **MODERN INTERIOR**



INSIDE, THE SPACIOUS INTERIOR AND CHOICEST UPHOLSTERY makes you feel like you've stepped up. The premium dashboard in dual-tone Java Black and Latte lends the cabin a warm and airy feel. The ConnectNext touchscreen infotainment system has been developed with Harman and features a five-inch screen and unmatched voice-command recognition for everything from your music and to the car's Fully Automatic Temperature Control. You

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# compact sedans with advanced but practical mobility. ns, it's even easier to add zest to your life.

can also have SMS read-outs. Furthermore, there are eight speakers (four speakers and an equal number of tweeters) for surround-like sound and easy media connectivity with Bluetooth, iPod, USB, Aux and SD card options.

Delve deeper and you notice how spacious and comfortable the car is. You have best-in-class head and shoulder-room. The body-hugging Rugby Shoulder seats are very supportive and have adjustable head-rests front and rear, with dual SRS front airbags for maximum safety. The cabin is also the quietest in its class. The new electric power-assisted steering (ePAS) makes directing the show easier with speed-sensitivity and active return. Ultrasonic parking sensors deliver an audio-visual alert to the driver, making parking much easier. The Zest also incorporates generation-9 ABS with Electronic Breakforce distribution and first-in-segment corner stability control, which, together with the world-class suspension setup, make handling a piece of cake, no matter how challenging the driving conditions and road surface are.

#### ADVANCED POWERTRAIN

THE REVOTRON TURBO-CHARGED PETROL ENGINE HAS LOADS OF POWER FOR ITS SIZE AND thus adds more zest to your drive. With best-in-class peak power of 90 PS and a hefty 140 Nm of torque, the 1.2-litre engine belies its size with exciting performance, while delivering excellent fuel efficiency, of course. There's more; the Zest is the first compact sedan to offer multi-drive modes. With 'Sport', 'Eco' and 'City' you can choose how the smart ECU manages the engine and your precious fuel. Exploit the full potential of the Revotron turbo motor in 'Sport', with 0 to 60 km/h taking just 6.6 seconds, or cruise the highways with maximum economy in 'Eco'.

If you want something even more relaxing, why not try the F-Tronic? The Quadrajet diesel turbocharged Zest is equally capable with 90 PS power and loads of twist – 200 Nm torque. What's more, it comes with a five-speed automated manual transmission (AMT), making it the most preferred diesel automatic in India – something no one has delivered until now. Just shift into 'Automatic' and let the car's intelligent ECU do the rest. There's no clutch to worry about and the fuel efficiency is equally phenomenal. But if you want to have some fun, just move to the 'Sport' mode and go play.

Whether you want to have fun without compromising on efficiency or whether you want a powerful turbo-charged petrol or a convenient automated diesel, the Zest from Tata Motors delivers the best of both worlds.

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Mercedes-AMG have given India its first high-performance powerful four-cylinder engine in the process. Just

Story: Jim Gorde



AVE YOU EVER NOTICED HOW SOME toys carry warning labels? 'Ages 8 and Up' or 'Caution: Contains small parts' and the like are not uncommon, and we, as adults, pay keen attention when picking them up for our children, don't we? But what happens when you get a bigger track toy which looks as appealing as ice-cream on a hot summer day, but also so sleek, sculpted and detailed that you never expect the firepower it brings underneath. Mercedes should have a warning label on the CLA, saying 'Crazy Little AMG'!

One look at the car tells you that it's not just another compact sedan. Sure, overseas, the CLS has a 220 CDI diesel and costs a lot less as well, but with a car like this, you can't give it 170 PS and get away with it that easily. No, there has to be something with oomph beating out of its valves as much as fire. That's where the good people at Affalterbach come in.

When AMG take a compact, front-wheel-drive car which can't be stuffed with anything more than a four-pot to work their magic on, explosive things are bound to happen. The result? The world's most powerful series-production four-cylinder engine is born.



compact sedan, marking the début of the world's most how red-hot is it really? We put it through a twin test

Photography: Sanjay Raikar



Marking the 45th Anniversary of AMG also meant the designation sorted itself out – 45 AMG. Coincidentally or not, the tiny 1,991-cc motor makes 360 PS and, as the name might seem to suggest on some level, 450 Nm of torque. Mercedes' new MFA (Modular Front Architecture) platform spawned the A- and B-Class, which then led to the CLA and the GLA. Thankfully, the engineers at AMG didn't have to worry about petty things such as torque-steer, they had 4MATIC to work with and so the CLA45 AMG is, surprisingly or not, 100 per cent front-wheel-drive for most part, with the smart electronics, which monitor everything from steering angle to pedal

position, coupling the rear differential the instant they detect any slip. Although primarily front-biased, up to 50 per cent of the drive goes to the rear if the situation so demands.

The Mercedes CLA45 AMG 4MATIC, yes, that is its full name, is, for now, the only version of the CLA-Class we will receive. The front-end is akin to the A-Class, but it loses the grille of diamonds and gets new headlamps and cosmetic bits which also serve as aerodynamic assistants at speed. The chiselled lines and sharp detailing make the car outstanding and unlike anything on the road; the baby-CLS four-door coupé that it is. The pronounced sloping

#### **ROAD TEST Mercedes CLA45 AMG**



roof and the way the lines blend into the tight rear with the rising boot-lip got me salivating. AMGs do that to me, but not always purely on external appeal.

Inside, the AMG racing seats are a snug fit and held me extremely well, if not bordering on a tight fit. However, the adjustable controls for bolster and thigh support were kind enough when maxxed out. The steering wheel has alcantara right where you grip it and that always puts a smile on my face. The console has a speedo marked up to 320 km/h — which infinitely reassures you that this is definitely an AMG. Even with the turbo-motor, the rev-counter is marked up to 8,000, but the redline is 6,250 RPM while the engine's governed maximum speed is 6,700 RPM — just 100 short of the big 6.3 V8's infamous number.

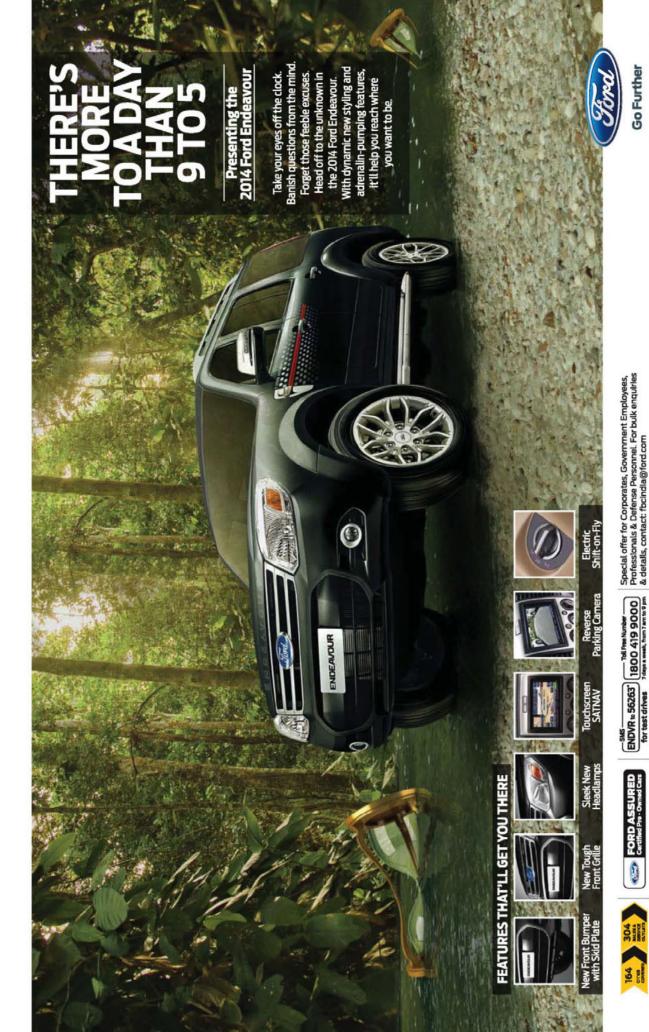
- Snug interior offers a sporty and purposeful dash with many racing elements. Very apt!
- Remember when the SL500 made 306 PS and 460 Nm from its 5.0-litre V8? This 2.0 four has 360 PS and 450 Nm!
- Has to be the longest name since the Mercedes 190E 2.5 16V Cosworth



The equipment list is also quite long. From the big LCD screen for the COMAND system with hard-drive navigation to a number of connectivity options for smartphones and music-players, there is something to plug in or connect everywhere. The steering controls are kept simple and the gear lever is in the place you would not expect to find it in a Mercedes, in the centre, with AMG's Affalterbach logo proudly adorning its leather-wrapped aluminium body.

Now on to the fun part. We were lucky enough to have the CLA45 with us on city roads as well on a track. And not just any track, we headed to the Buddh International Circuit. The former Formula 1 track has everything we need to put this mad little AMG through its paces.





India.ford.com/endeavour



#### ROAD

The CLA45 AMG feels as excited as you do when you start it up. The four-pot motor with a pair of twin-scroll turbochargers takes a deep breath and whistles as you set off. Just what you need. Almost immediately, you realise that the CLA is a low car, and the 4MATIC bit means that it's even lower. With a ground clearance of just about 120 mm, it makes you think twice about the roads you traverse on a regular basis. It's also a light car, weighing 1,585 kg. Get on the throttle and the car lunges forward, eager to get up to speed. The motor doesn't sound very vocal about its intentions, though. Since the peak torque of 450 Nm kicks in at just 2,250 RPM and stays on until 5,000, there is effortless driveability, but also the urge to keep the motor boiling above 3,000 RPM just so you know it's there. At low revs, you can't really hear it.

The steering feels good and light and very responsive. The car, as you would expect, is stiffly sprung but the ride isn't bad at all as long as the road surface is smooth. The bumps, however, can get very annoying. Heading to the city's outskirts and the hills, we showed it some curves and threw it into a few corners. The CLA obliged happily, feeling absolutely planted with handling dynamics that are extremely reassuring and confidence-inspiring. It can dart into corners flat on all fours and change direction like an antelope outstepping a big cat. There is no real sign of any kind of roll and 80 km/h is handled like a fast-food chain's burger in my hands when lunch is two hours late. At

■ A 470-litre boot isn't less, but you have to consider the loading area and an essential that is already in there



those speeds, you're barely scratching the surface of the CLA's performance dynamics.

Our performance tests revealed just how quick the CLA45 AMG 4MATIC is. Yes, I use its full name now, because I'm trying to make a serious point. Find an open road, step on the accelerator and the CLA splits its torque and lunges forward: 100 km/h comes up within six seconds, 200 km/h takes about 20 seconds and the needle keeps climbing towards its 250 km/h limiter with a consistency that makes you wonder if it really is a four-cylinder engine. What confirmed that it was indeed so was the all-important fuel efficiency test. The AMG CLA returns seven kilometres to the litre in the city and 11 on the highway. Not bad for a petrol-powered 360-PS 4x4!

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#### **ROAD TEST Mercedes CLA45 AMG**

#### TRACK

As part of the launch, Mercedes had organised a track drive and from the moment I first set foot on its grounds, the Buddh International Circuit had an air of excitement and speed, obviously. It had rained, but, thankfully, it was dry at the time, and very hot. As I lined up behind the pace car and exited the pit-lane, I could feel the car much better. The track surface was immaculate and free from any conceivable bumps. Getting a feel for the corners and instructions on the optimum racing line from Reinhold Renger was a nice way to spend my first full lap out on a Formula 1 track, ever. The CLA felt squat and planted through the first hairpin, and out on the back straight, the ride quality was sublime. Tackling corners at lower speeds on the out lap helped me analyse what I could be in for. The suspension felt sorted, the tyres felt sticky and the engine note, both from the CLA and the roaring SLS ahead, rewired my brain and set it to 'Sport' mode. The CLA was already in 'Sport' when I got it, but I switched to 'Manual' for the out lap, switching back to 'Sport' before the hot lap commenced.

As we turned on to the main straight, I gunned it. The needle climbed up to almost 200 km/h, before I had to brake hard for the first corner and into the hairpin again. The CLA leapt into the corner and held its line perfectly, the 4MATIC system doing its job very well indeed. Carrying the speed through the corner and running the kerbs let me accelerate out quicker, and, again, open it up on the back straight before braking hard for the section of rights and lefts ahead. The feeling of being on a closed circuit is something I absolutely love. The freedom and confidence from knowing you have no interruptions and the faith I have in AMG meant I was focused 100 per cent on the drive. The CLA45 AMG is low, taut and extremely agile, responding well to every input. The brakes feel even more phenomenal on track and it's easy to have a truly grand time at any track day, heading there even with a completely stock CLA45.

As we made our way around again, I felt even more confident and tried sliding the car into the corners at higher speeds than the ones I'd managed on the previous lap. It just went in as if it was on rails and felt unperturbed about the fact that there were three figures on the speedometer, albeit with the needle far from vertical. As I came into the pits and exited the car, taking off my helmet and handing it to the next journo, I patted the CLA with a smile and couldn't help but look back as I walked away. It was that good!

The CLA45 AMG, then, is an incredible track-tool. It lets you have a lot of fun and then switch to the controlled efficiency mode, when you need it to be greener. Mercedes-Benz of India are targeting the youth with this, the country's first high-performance compact sedan. However, with a price tag of Rs 68.5 lakh (ex-showroom, Delhi), it will be something of a rarity, but will also find the right kind of home, we hope.

► Hot AMG racing seats! Thankfully the bolster-support is very forgiving for large individuals too



Rear seat comes with a height restriction. I clearly belong in the driver's seat



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## Mercedes CLA45 AMG 4MATIC (Rs 68.5 lakh, ex-Delhi) $\star\star\star\star\star$ car Road Test 365



#### SPECIFICATIONS



#### ENGINE

LITCHITE	
Cylinders	Four, Inline
Engine Layout	Transverse
Туре	Twin-turbo, DI
Fuel	Petrol
Bore x stroke	83.0 x 92.0
Capacity	1991cc
Compression ratio	8.6:1
Valvegear DOHC.	four valves/cvl

#### **ENGINE OUTPUT**

Max power (PS)	360
Power peak (rpm)	6000
Red line (rpm)	6250
Max torque (Nm)	450
Torque peak (rpm)	2250-5000



#### **TRANSMISSION**

#### Seven-speed, twin-clutch, automatic

Seven-speed, twin-cluton, automatic	
1st gear	3.86*
2nd gear	2.43*
3rd gear	2.68*
4th gear	1.05*
5th gear	0.78*
6th gear	1.05*
7th gear	0.84*
Reverse gear	3.38*
Final drive	4.13*
Drive wheels	AWD
* as supplied by Mercedes-AMG	



#### CTEEDING

Type Rack and pinion, speedsensitive, electro-mechanical Lock to lock 2.75 turns



#### WHEELS AND TYRES

Wheel size	18"
Tyre size	235/40 R18



#### **BRAKES**

Front	350mm ventilated discs
Rear	330mm ventilated discs

#### SUSPENSION

Front McPherson strut, three-link wishbone, coil spring, twin dampers Rear Four-link wishbone with trailing arm, independent coil spring, damper, torsion bar



#### ACCOMMODATION

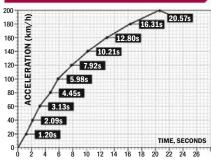
5
970/840
1160/960
880/660
790/530
1340
56 litres
470 litres



#### **DRIVER AIDS**

ABS, EBD, BAS, CBC, ESP with Curve Dynamic Assist, airbags

#### PERFORMANCE



 0-400m sprint:
 1km sprint:

 14.12s
 25.22s

 Terminal speed:
 Terminal speed:

 167.79 km/h
 216.33 km/h

#### TEST RESULTS



#### SPEEDO ERROR (km/h)

Indicated	True
20	17.1
40	36.2
60	55.8
80	76.2
100	97.0
120	116.8

#### **TOP SPEED**

Claimed	250 km/l	1
w/ AMG Driver's Pack	270 km/l	1
Achieved	243.4 km/l	1

#### **OVERTAKING ACCELERATION**

Roll-ons
----------

40-60	1.12
60-80	1.45
80-100	1.57
100-120	2.00

#### **BRAKING TEST**

From 80-0 km/h 2.15s, 22.93m From 100-0 km/h 2.68s, 36.85m

#### **PERFORMANCE FACTORS**

Power/mass (PS/tonne)	227.13
Power/litre (PS/litre)	180.81
Torque/litre (Nm/litre)	226.02

#### **FUEL CONSUMPTION**

City	7.0
Highway	11.0
Overall*	8.0
* Overall is 25% highway	and 75%
city driving	

#### **TEST CONDITIONS**

Altitude	550m above MSL
Weather	Warm, windless, dry

#### **HIGHLIGHTS**

- Acceleration
- Handling
- Interior

#### Ride height

- Stiff suspension
- Space

#### **CAR RATINGS**

Design & Style:	****
Powertrain:	****
Performance:	****
Fuel Efficiency:	***

Space:	***
Creature Comforts:	****
Driver Appeal:	***
Safety:	****

Suspension:	***
Ride Quality:	***
Handling:	****
Steering:	****
Braking:	****
	Ride Quality: Handling: Steering:

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# RAPID-RIRE

Škoda's Rapid is not only solidly built and great to drive but also packed with features



#### Rakesh Revoo, Delhi

Variant: Elegance TDI

### Cl: There are 10 C-segment sedans in India. Why did you opt for the Škoda Rapid?

Rakesh Revoo (RR): I have driven two generations of the Honda City and I wanted to upgrade to a good, stable and safe sedan. Once I sat in the Škoda Rapid, it was an immediate choice – the driveability, wheel control and overall package made it an easy choice for me.

# CI: Please share your ownership experience in terms of maintenance cost and after-sales service.

RR: For servicing a Toyota or a Honda, I would have paid Rs 5-6,000 every 5,000 kilometres, while for the Škoda Rapid I pay about Rs 15,000 every 12,000-15,000 km. This is not much higher, but it gives peace of mind and also it was an informed choice as there is a premium to be paid for a good brand with excellent quality. The aftersales service can be improved a little, though I had a good experience when I had to get the battery replaced under warranty. They took three to four hours, but they did a very thorough check to make sure that there were no other faults that might cause further battery trouble.

# Cl: Are you satisfied with the comfort, convenience and connectivity features in the Škoda Rapid?

RR: I am very satisfied with all the features. Placement of the music system is excellent as I just need to extend my hand a bit to reach the music system. The plastic quality is great, the seats and legroom are very good, and the airconditioning is absolutely fantastic, even in our hot Indian summer months.

# CI: What do you like about the Rapid's design? RR: I love the design of the car — it is a good, catchy, attractive and sleek design, which is always a pleasure to look at whenever I take the car out.





#### **Vidya Avasare, Pune** Variant: Ambition TDI

CI: There are 10 C-segment sedans available in India. Why did you choose the Škoda Rapid?
Vidya Avasare (VA): After taking test-drives of the cars in this segment I found the Škoda Rapid Ultima to be the best on all 'C' counts: cost, comfort, class and catchy too. We are very happy with our choice. The fuel efficiency of our car is very good in the city while on the highway we have even received 28 km/l! Škoda Rapid Ultima is a complete package.

## CI: Please share your ownership experience in terms of maintenance cost and after-sales service.

VA: Since it's a newly bought car, we don't have much to comment on it. However, we are old customer of Škoda (Fabia) and we are pretty sure that there won't be any worries for us in this respect.

# Cl: Are you satisfied with the comfort, convenience and connectivity features in the Škoda Rapid?

VA: Yes, absolutely! The Rapid came with all the features we could ask for, including the touchscreen multimedia system.

CI: What do you like about the Rapid's design?
VA: It is elegant and attractive. We liked the interior very much. However, Škoda still have scope to make it more attractive so far as the exterior is concerned.

#### Sameer Koparkar, Pune

Variant: Elegance MPI

Cl: There are 10 C-segment sedans available in India. Why did you opt for the Škoda Rapid?

Sameer Koparkar (SK): I bought the Škoda Rapid for its German engineering, superior build quality, design and exclusive features tailor-made for the Indian market. It is a value-for-money car.

# CI: Please share your ownership experience in terms of maintenance cost and after-sales service.

SK: Maintenance cost is slightly high, but it gets justified by the car's performance and reliability. Škoda's after-sales service has improved in Pune.

# CI: Are you satisfied with the comfort, convenience and connectivity features in the Škoda Rapid?

SK: It depends upon which variant you buy. I have the petrol Elegance and surely I am satisfied with its features.

#### Cl: What do you like about the Rapid's design?

SK: Build quality and boot space are the highlights, but I like the overall design and accessibility of controls and the car's 'smiling' fascia.



#### Shorya Mahajan, Delhi

Variant: Active TDI

Car India (CI): There are 10 C-segment sedans available in India. What made you zero in on the Škoda Rapid?

Shorya Mahajan (SM): The key factors determining this choice for me were the power, smoothness and driveability of the engine, and

the comfort while driving the car. On all these counts, I felt the Rapid was far better than competing models.

## Cl: Please share your ownership experience in terms of maintenance cost and after-sales service.

SM: I have owned the car for one-and-a-half years now and maintenance cost has not been an issue for me.

C: Are you satisfied with the comfort, convenience and connectivity features in the Škoda Rapid?

SM: Yes, I am very satisfied with all these features. The cabin in particular is quite comfortable and well-built.

CI: What do you like about the Rapid's design?

SM: The Rapid has the Škoda family look. The car has an attractive design and there is scope of being even better in the next generation.



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#### **ROAD TEST Volkswagen Polo 1.5 TDI**

First let me point out the subtle differences. To begin with, the Polo now looks shinier than before and that is because VW have realised the fact that we Indians love shiny things. Hence those shiny bits of chrome up front. Gone is the old, bland looking bumper and in its place comes a reworked one that features new fog-lamps and a shiny strip of chrome running from one lamp to the other. Headlamps have changed, too, and now there are twin lamps, although the housing remains the same. VW have kept things simple at the back, for much of it resembles the old variant. However, the bumper gets a few tweaks and the tail-lamp bulbs and reflectors have been re-arranged.

Overall, the simple changes in the exterior have made the Polo a fresh-looking car. I also love the fact that VW did not go all crazy with the design bit because that would have been pointless and the Polo would have lost its identity in the process.

Unlike other car-makers who just retain the same old interiors in their upgraded cars, VW have actually injected some more excitement in the new Polo's cabin. It still feels premium and upmarket compared to its peers, and there are a few things that simply elevate the feeling of being in a good car. The familiar dashboard now features a centre console that is adorned by the music system. The entire console is further accentuated by beautifully finished silver paint. Adding a bit of zing and sportiness to the dashboard are the brushed aluminium trimmings that surround bits like the air-con vents, music system and A/C controls. The thing I love the most is the new three-spoke flatbottom steering wheel with superbly finished gloss inserts. Many would say that this is not a sports car to have a wheel like that, but I would say that it looks good and makes me happy and that is all that matters.

Comfort-wise the seats are good just as before and offer ample support, but one thing that VW have not



Improved interior looks smart and the flat-bottom steering wheel makes you want to go faster

corrected is the rear knee-room. You still struggle to find suitable space for your knees and if you are six-foot-plus, I would recommend the front seats. Quality again is exceptional, fit-and-finish is immaculate and overall it feels a pretty solidly built cabin that would last longer than your mobile phone.

Redone exterior and interior is one thing, but the biggest change in the new Polo is the new four-pot 1.5-litre TDI motor. It is basically the same unit that serves the Vento, but the smaller bore has reduced its cubic capacity to 1,498 cc. You will forget the problems associated with the old 1.2 TDI as the 1.5 TDI is everything you ever wanted. The refinement levels are truly high and the smoothness makes you wonder whether this really is a diesel engine. It's utterly quiet too even at 2,000 RPM and, unlike the old 1.2, it doesn't sound like a farm tractor beyond 2K RPM.



# NISSAN TERRANO. A WINNER ENGINEERED FOR WINNERS. AWARDED COMPACT SUV OF THE YEAR.

The Nissan Terrano with its rugged good looks, classy chrome grille, impressive alloy wheels, plush leather seats and piano black console is a really powerful presence.















**VW Polo 1.5 TDI Highline** (Rs 8.56 lakh, OTR Pune ) ★★★★

car Road Test 366



#### **SPECIFICATIONS**



#### **ENGINE**

Cylinders Inline, four **Engine Layout** Transverse Туре Turbocharged, DI Fuel Diesel Bore x stroke 77.0 x 80.5mm Capacity 1498cc Compression ratio NA DOHC, 4 valves/cyl Valvegear

#### **ENGINE OUTPUT**

Max power (PS)	90
Power peak (rpm)	4200
Red line (rpm)	5000
Max torque (Nm)	230
Torque peak (rpm)	1500-2500



#### TRANSMISSION

Forward speeds, five speeds

1st gear 3.78

2nd gear 2.12

3rd gear 1.36

4th gear 0.97

5th gear 0.73

 5th gear
 0.73

 Reverse gear
 NA

 Final drive
 NA

 Drive wheels
 FWD



#### STEERING

Type Rack and pinion, electronic power-assisted Lock to lock 2.9 turns



#### WHEELS AND TYRES

Wheel size 15"

Tyre size 185/60 R15



#### BRAKES

Front Discs
Rear Drums

#### SUSPENSION

Front McPherson strut with stabiliser bar
Rear Semi-independent trailing



#### ACCOMMODATION

 Seating
 5

 Head Room, F/R
 940/910

 Leg Room F (max/min)
 1250/1020

 Knee Room F (max/min)
 880/650

 Knee Room R (max/min)
 820/595

 Shoulder space
 1240

 Fuel tank
 45 litres

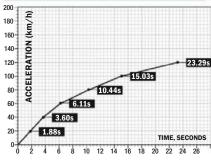
 Boot space
 280 litres



#### **DRIVER AIDS**

ABS, Airbags, adjustable steering, adjustable driver's seat

#### PERFORMANCE



0-400m sprint: 1km sprint: 19.98s 36.65s Terminal speed: Terminal speed: 110.48 km/h 142.22 km/h

#### **TEST RESULTS**



INGEAR S	INGEAR SPEEDS (km/h)	
Gear	Indicated	True
1st	45	41.7
2nd	78	73.5
3th	119	113.1
4th	153	148.6
5th	165	156.47

#### TOP SPEED

Achieved	156.47 km/h
----------	-------------

#### **OVERTAKING ACCELERATION**

Roll-ons			
Speed	3rd	4th	5th
40-60	2.77	4.09	8.27
60-80	3.35	3.56	4.40
80-100	5.28	4.76	4.78
100-120	NA	7.97	5.95

#### **BRAKING TEST**

From 80-0 km/h 2.40s, 26.39m From 100-0 km/h 3.04s, 40.86m

#### PERFORMANCE FACTORS

Power/mass (PS/tonne)	77.72
Power/litre (PS/litre)	60.08
Torque/litre (Nm/litre)	153.53

#### **FUEL CONSUMPTION**

City	16.0
Highway	22.0
Overall*	17.5
* Overall is 25% highw	vay and 75%
city driving	

#### TEST CONDITIONS

Altitude	550m above MSL
Weather	Wet, windy

#### HIGHLIGHTS

- Design
- Refinement
- Fuel efficiency
- Fun to drive
- Rear kneeroom

#### CAR RATINGS

Design & Style:	****
Powertrain:	****
Performance:	****
Fuel Efficiency:	****
Dumamia Abilian	

****
****
****
****

****	Suspension:	****
****	Ride Quality:	****
****	Handling:	****
****	Steering:	****
****	Braking:	****

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The power and torque have gone up quite a bit; this 1.5 develops 90 PS of power and 230 Nm of torque. All this power is delivered in a smooth and linear way to the front wheels via the same five-speed gearbox, which is slick and has short throws. The aspect that impressed me the most was the bottom- and mid-range torque delivery. Simply awesome. All of the 230 Nm is available from as low as 1,500 RPM, but you can feel it arriving before that. This gives the new Polo great driveability, which, honestly, I have not really seen in many other cars. Going through traffic, which means moving at snail's pace, in the second gear was expected, but what I did not anticipate was the engine's capability to push forward at 40 km/h in the fourth gear. It can do that easily without feeling as if it's being choked by a muscle man. VW have improved the engine tremendously and the proof comes in the way it drives. It's not only at low city speeds that you can notice the amazing German

The refinement level of this 1.5-litre TDI motor is exceptional. It gives you immense driving pleasure too

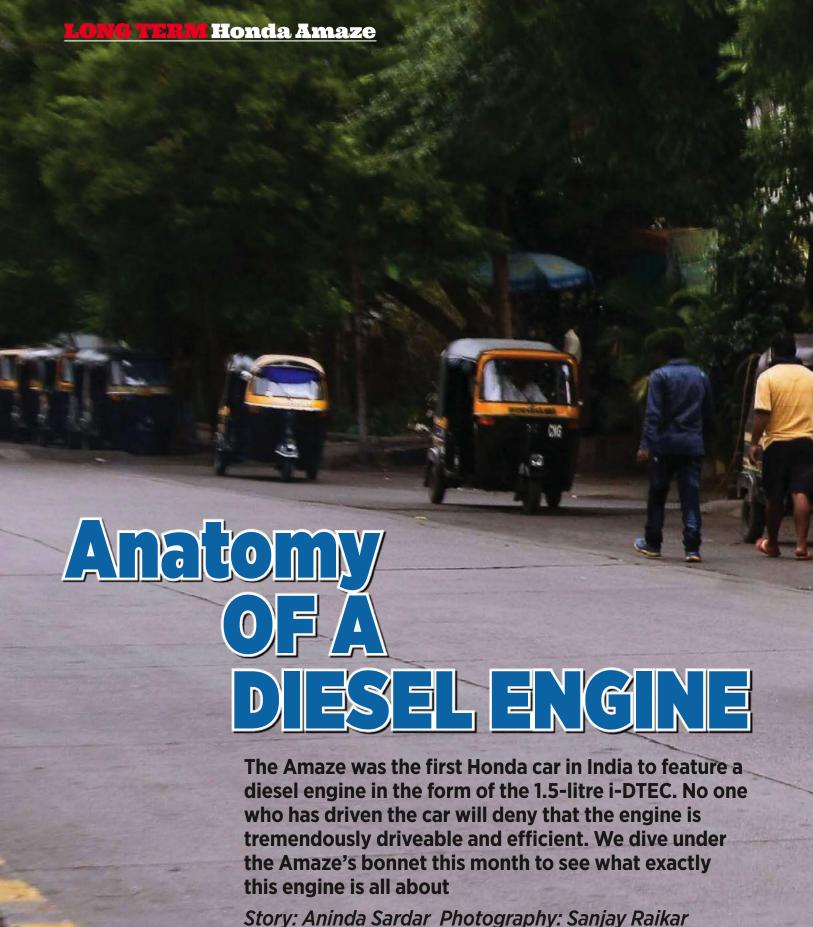


engineering; it feels very strong and capable on the highway too. In terms of performance, it may not set your heart on fire like the GT TDI does, but it is not a dim-witted kid either. We tested the car in pouring rain with traction as low as a two-year old's attention span. But even in those conditions the results we achieved were quite amazing. The 0-100 km/h sprint was done in just 15.03 seconds. Pretty decent considering the weather and we are sure that in dry conditions it would do much better. We were also able to achieve a true top speed of 156.4 km/h. I bet it can easily do more than 160 km/h in dry conditions.

Handling and ride quality have always been one of the strong points of the Polo and the new one is no exception. The steering is precise with tonnes of feel and feedback and when you throw in an excellent suspension that suits the Indian conditions so well, you get a car that gives you immense driving pleasure unlike any other in its segment. I remember enjoying the GT TDI to the core and while pushing the 1.5 around in corners with the surface still very wet, the Polo never felt nervous. It held its line precisely, giving me the confidence to push even harder. Body-roll did make an appearance, but it was not bothersome. The tyres on the Polo are new as well and provide ample traction even in wet conditions. Brakes are brilliant too.

Overall, the new 1.5-litre Polo TDI is an amazing product with loads of refinement. The engine is smooth, the power delivery is linear, engine noise is now a part of history and the best part is the fuel efficiency. Our test revealed an overall figure of 17.5 km/l, two km/l less than the 1.2 but still great for such an engine. VW listened to all the criticism the old engine got and made all the necessary changes in the new 1.5-litre motor. This has improved the Polo immensely and, in my opinion, it will go on to become one of the best hatchbacks money can buy in India.

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THE MID-SIZE SEDAN segment in India is probably the second most contested category of cars so far as our automotive industry is concerned. Also noteworthy is the fact that with the price difference between petrol and diesel heavily skewed in favour of the latter for vears means that more than a fair share of customers in this segment want a diesel engine under the bonnets of their cars. Since the Amaze's launch last year, the car has been selling quite well, especially in its diesel avatar, playing an able role in the Honda India growth story.

Based on Honda's Earth Dreams Technology, the 1,498-cc DOHC i-DTEC common-rail turbocharged diesel engine is a high-pressure dieAn Amaze-ing efficiency means you have to stop at the fuel pump far less than others, which naturally translates to a fairly low cost of running over a period of time. It's also got very decent manners on the road, rewarding the driver with a good ride and handling package as well

cast all-aluminium unit. Its cylinderhead is joined to an open-deck engine block. As a consequence, the Amaze's engine is the lightest diesel engine in its torque performing class. Additionally, the use of a lightweight crankshaft along with several friction-reducing technologies mean Honda have been able to cut down mechanical friction and the output losses arising thereof to levels prevalent in petrol engines. Over and above that, this i-DTEC unit uses low-viscosity engine oil – the oil actually has the lowest viscosity in the world - which has been developed especially for this engine.

Its torque of 200 Nm peaks at a lowly 1,750 RPM with most of that developing even below those revs.

Naturally, the Amaze's engine pulls from nearly the bottom of the rev range and keeps pulling cleanly to its maximum of 100 PS at 3,600 RPM. What you have, therefore, is a car that can be driven at speeds close to stalling (which is a shade slower than crawling) without engine knock. At the same time, there is enough spunk under the bonnet to drive to a weekend destination with the family without any effort.

In fact, after three back-to-back long distance trips at *Car India*, we thought we'd give the Amaze a break from the highways. We are happy to report that over the past three weeks that I've been driving the car through Pune's crowded and slow-moving traffic, I am yet to see less than 15

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### ESSENTIALS HONDA AMAZE

#### VISUAL APPEAU

The Amaze has been well designed as a proper sedan and isn't a hatch with a boot strapped on

#### ENGINE

Light and with reduced mechanical friction makes the 1.5 i-DTEC superbly fuel efficient

#### HANDLING

Capable of reaching well into triple digit speeds, the Amaze feels stable, irrespective of velocity

#### COMFORT

With a suspension setup that's pliant over virtually all types of roads, it's a car with good ride quality

#### **JUNE LOG BOOK**

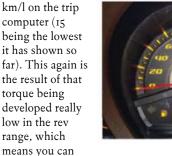
**DISTANCE COVERED:** 1,269 km

FUEL EFFICIENCY:
18.3 km/l (primarily in the city)

MAINTENANCE COST:

Commuter's delight. A figure of 19.6 km/l on the trip computer in real world conditions, including travelling through Pune's rush hour traffic

km/l on t computer being the it has sho far). This the result torque be developed low in the



drive in pretty much any condition (other than stop and go) without having to shift too much. Those dollops of torque also make overtaking, be it on a short stretch of road or on a highway, a child's play. Just dab a little on the throttle and the Amaze gathers pace with a purpose that matches your own intent to take you safely past the

vehicle ahead. Overall, I

Overall, I would have to say that over the three weeks that I have been living with this car within city limits, I have no reason to complain. The Amaze does

everything I ask of it, irrespective of whether I am feeling enthusiastic or if I just want to crawl back home after a hard day's work. At the same time, I find myself visiting the pump far less frequently than I have with other cars of a similar size. So, if you ask me, so far as this engine's anatomy goes, I'd say it's the Vitruvian Man of its category.



Dreams project, the
1.5 I-DTEC in the
Amaze is the
lightest engine in
its torque class
- a secret
ingredient in
its efficient
recipe. It
offers oodles
of torque
even at low
revs

The Honda Amaze's 1.5-litre i-DTEC engine is the lightest diesel engine in its torque performing class





## ELOVE OF CARS

Yohan Poonawalla is a man with a passion: an almost single-minded dedication for beauties of the four-wheeled kind.

We take a look at the pick of his collection

Story: Aninda Sardar Photography: Sanjay Raikar

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HE STRAIN runs in the family for sure, but for Yohan Poonawalla, his passion for cars is an all-consuming affair. He lives it, breathes it and even in his daily life is surrounded by the objects of his passion. While a majority of us will either be familiar with the surname, courtesy the Poonawalla Stud Farms or the Serum Institute of India, which the family owns, it is Yohan's cars that make him a subject of high interest to us and our readers. His

collection now ranges from a humble 1931 Chevrolet to the flashy Lamborghini Gallardo, Rolls-Royce Phantom, Porsche Cayenne Turbo, and more.

It all started when Yohan was a little boy who had access to the 1931 Chevy, at that time in a state of relative disrepair. Asked which was the first car that he remembers making an impression on him, his answer comes in a flash. "The love of cars runs in the family, courtesy my father and my uncle, but the first car I remember is the old Chevy. It was quite dilapidated at the time and

■ The 14 cars seen here, including the eight Rolls-Royces, are only a part of the entire Poonawalla collection used to sit at the stud farm. I used to sit in it and play," he reminisces.

Much water has passed under the bridges since those early days of childhood romance and the relationship has now developed into a full-blown love affair. One glimpse at his garages (yes, there are more than a few) at his sprawling residence in Koregaon Park, Pune, lays asunder any doubts, however miniscule, you might have about his passion. This is a man who loves his cars and doesn't baulk at acquiring more of these four-wheeled beauties he is so in love with.

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## ROLLS-ROYCE SILVER SHADOW I (1967 and 1976)

HE SILVER SHADOW was a fairly revolutionary car from Rolls-Royce, given that it was a major design and engineering departure from its predecessor, the Silver Cloud series. For the first time in the R-R legend we see the employment of a monocoque chassis and independent suspension for the rear wheels. The Silver Shadow also saw a transition from drum brakes to the more modern and effective disc brake set-up.

Given that the Silver Shadow I remained in production from 1965 to 1976, Yohan's two examples represent virtually the two ends of its production spectrum, which is a great thing because one can also see the evolution of the series. Until 1969, the Silver Shadow I was powered by a 6.2-litre V8 that put out 172 PS, which, in turn, was transmitted to the rear wheels using an automatic gearbox. Post 1969 the powertrain was upgraded to a 6.75-litre V8 with an output of 189 PS.

The Silver
Shadow I from 1967
features a 6.2-litre
V8 with 172 PS on
tap

The 1976 Silver Shadow I, like all Silver Shadows built after 1969, got the benefit of a 6.75-litre V8 with 189 PS The Silver Shadow I also featured an innovative hydraulic system with dual-circuit braking and self-levelling suspension that made for better stopping abilities and improved comfort for the business tycoon occupying the leather-wrapped rear bench. While in the cars produced prior to 1969 the self-levelling system worked both up front and at the rear, the later cars featured this system only at the back.

A quick dig into the naming of the Silver Shadow as such reveals an interesting trivia. The car was originally meant to be called the Silver Mist in continuation of the Silver Cloud series that it replaced. Rolls-Royce, however, learned that the word 'mist' in German meant 'manure', which was obviously unpalatable to Rolls-Royce's sense of pride and legacy. Thus was born the Silver Shadow I.



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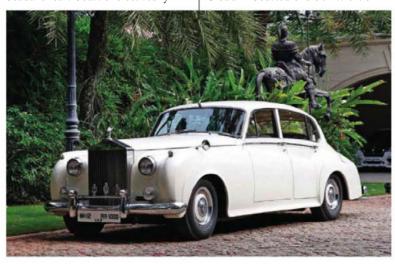
### **ROLLS-ROYCE SILVER CLOUD II**

(1960 and 1961)

HE CLOUD II
Phantom was introduced by
Rolls-Royce in 1959 after
the company's introduction of the
Silver Cloud in 1955. The Cloud II
would remain in production until
1962 and even today is one of the
most practical classic cars. These
beautiful cars boast of electrically

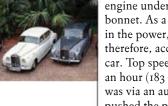
operated windows (an option for buyers), air-conditioning and power steering. The latter, which was given out as standard equipment by the British marque, hugely simplified manoeuvring the 2.11 tonnes of the Silver Cloud II in urban settings.

Unlike its predecessor, the Silver Cloud II boasted of a 6.2-litre V8





cars in the collection



engine under its long and stately bonnet. As a result, there was a boost in the power, performance and, therefore, acceleration figures of this car. Top speed was rated at 114 miles an hour (183 km/h). Transmission was via an automatic gearbox that pushed the power and torque to the rear wheels. In signature Rolls-Royce fashion, owners could choose between body styles. While what Yohan has in his collection are the four-door saloon bodied cars, one could also opt for a two-door coupé or convertible.

Throughout the three-year-long existence of the Silver Cloud II Rolls-Royce continued to upgrade the car with minor improvements, including to the ventilation system, adoption of blue lighting for the instrumentation and introduction of a combined lever for headlamp flasher and turn indicators, among others. The interior of the car is as plush and as luxurious as one would expect a Rolls-Royce to be, and given their practicality, these cars can still be used on a more regular basis than some of the other cars in the collection.



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## **MERCEDES 190 SL** (1956)

LTHOUGH MOST OF us would know about the Mercedes 300 SL with its famous gull-wing doors that featured again in the far more recent Mercedes SLS AMG, the 190 SL is almost as worthy of mention in the annals of world motoring history. The German manufacturers first introduced the 190 SL at the New York Auto Show in 1954 and the car went into production in 1955 with Mercedes producing more than 25,000 units till 1963.

The two-door grand touring roadster was powered by a 1,897-cc

SOHC four-cylinder engine with twin two-barrel side-draft carburettors. Maximum power of 105 PS was developed at 5,700 RPM with 142 Nm of peak torque being cranked out at 3,200 RPM. Transmission to the rear wheels was via a four-speed manual gearbox. Tipping the scales at just over 1,160 kg, the 190 SL, which featured a unibody construction, could get up to over 100 miles an hour. To bring this roadster back to a halt, four 230-mm internally expanding drums were used in conjunction with power assist.

Interiors of the 190 SL may look spartan by today's sports car standards but there's no doubt the combination of red leather, bucket seats, twin pod instrumentation and two-spoke steering wheel with a large ring for the horn is classically stylish



The one seen here is a 1956 example that is being restored to its original glory by Yohan, his trusted Lieutenant Percy Bhathena and his team of passionate technicians. Even after nearly half-a-century of existence, the 190 SL still looks fresh and will stand out in a crowd. And not just because it's a rare classic. It was a distinctive design even in its heyday.

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## **BENTLEY MARK VI** (1949)

AUGHT UP IN THE tumultuous events of World War II and its immediate aftermath, things at Bentley had transitioned from an era of innovation to one of rationalisation between 1940 and 1949. The 1949 Mark VI, like this one in Yohan's collection, was the product of such rational thinking. However, being the first car to be completely built at Bentley's Crewe factory, this is none the less a coveted piece of automotive history.

The Mark VI used a shortened Rolls-Royce Silver Wraith chassis along with a modified four-and-aquarter-litre engine. The 4,257-cc



engine had six cylinders in line and used a four-speed manual gearbox for transmitting an undisclosed power output to the rear wheels. The chassis featured a leaf-spring suspension at the rear, working in

■ Saddled by post war restrictions in the aftermath of WW II, the Mark VI used a Rolls-Royce Silver Wraith chassis under its two-tone Bentley skin

conjunction with independent coil springs up front to keep occupants isolated from road shocks. A knob on the steering wheel allowed the driver to adjust the stiffness of the rear suspension by hydraulically adjusting the rear dampers. Braking duties were taken care of by 311-mm internally expanding drums on all four wheels, further assisted by Rolls-Royce's mechanical servo system. What is noteworthy is that the Mark VI had hydraulically operated brakes at the front while the rear pair was mechanical.

It was also the first Bentley to be offered with a pressed steel bodyshell as standard. Coach built cars, of course, continued as an option for those who wanted one. The Mark VI was one of Bentley's best-sellers.

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HE ROLLS-ROYCE 20/25 was built by the British marque from 1929 to 1936. Under that very long bonnet lies a six-cylinder engine displacing 3,699 cc. The straight six engine was

At 82 years old, this RR 20/25 with its red and black paint scheme and high profile white wall tyres on wire spoke wheels looks as gorgeous as it had on the day it was driven out of the showroom. This is vintage at its rarest best

## **ROLLS-ROYCE 20/25** (1932)

naturally aspirated and was mated to a four-speed gearbox with the shift lever placed on the floor to the right of the driver who also sat on the right. The angle of the vertical radiator shutters could be adjusted to provide optimal engine cooling, while the ignition timing could be adjusted via a knob on the large four-spoke steering wheel. Brakes on the 20/25 were mechanically operated drums that required no hydraulic fluid but instead relied on a system of cables.

Braking was done mechanically on all four wheels with servo assist to ensure that the big and heavy vehicle stopped without disturbing the wealthy aristocrat at the back. The half elliptic spring suspension ironed out the shocks or riding over cobblestones that were often what made up the road surface in Edwardian England.

Given that Rolls-Royces were primarily meant to be chauffeurdriven limousines, the cabin is separated into two parts with a part of it being meant for the chauffeur and any assistant he might have and the majority being retained for the comfort of the rear passengers. It is important to mention that in those early days of motoring, Rolls-Royce only manufactured the drivetrain and the chassis. The body was built as a separate unit by reputed coach builders of the time as per the specifications of the buyer. The body, of which there could be several types, was then fitted on top of the chassis.

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## **ROLLS-ROYCE PHANTOM III** (1937)

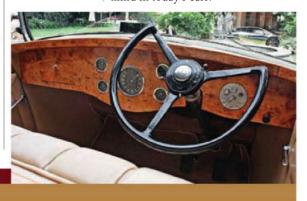
HE 1937 ROLLS-ROYCE Phantom III occupies pride of place in Yohan's collection and is his favourite from his collection of rare vintage beauties. Apart from being the first car that he bought in 1999 to kick off his phenomenal collection, this Phantom III is a special car. The single word 'Panchkote' in place of the rear number plate betrays this car's royal past, for it was originally commissioned by the Maharaja of the state of Panchkote. Custom-built for the Maharaja, this seven-seater convertible (the plush rigid bench at the rear can be augmented with a pair

of folding captain seats) features a three-spoke steering wheel with the top one-third cut off to ensure that the visibility of the Maharaja's short chauffeur remained unhampered.

The car is powered by a 7,338-cc naturally aspirated V12 engine and remained the only Rolls-Royce to feature a V12 powerplant until the introduction of the Silver Seraph in 1998. Power transmission to the rear wheels was accomplished via a fourspeed manual gearbox with the shifter being placed to the right of the driver. Adjustability options from the large steering wheel included ignition timing, throttle and even suspension.

Only the finest wood would do for the simple dash of the PIII. The cut steering was on account of the fact that the chauffeur of HH Maharajah of Panchkote was vertically challenged somewhat and thus suffered visibility issues

Like the 20/25, the PIII's drum brakes too are mechanically operated via cables. Interestingly, Rolls-Royces of the past (including the 1932 20/25) featured twin options for the horn. The chauffeur could opt for a 'Soft' horn for use within city limits while a 'Loud' one could be utilised on highways. A rather practical and thoughtful feature that we wouldn't mind in today's cars!



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## ROLLS-ROYCE PHANTOM

OHAN'S LOVE FOR cars sporting the Spirit of Ecstasy on their iconic hexagonal vertical radiator grilles isn't limited to those belonging to the bygone era. So far as the scion of the Poonawalla family is concerned, cars made by Rolls-Royce are simply the best in the world. His views are strongly emphasised by the fact that his garage has far more Rolls-Royces, new and old, than any other automotive brand in the world, including his two very modern Phantoms.

Embodying a timeless elegance, the Phantom was the first car to be



rolled out by the British icon after ownership went to BMW. The car's lightweight aluminium space-frame is hand-welded from over 500 individual parts with over 100 metres of welding. To ensure the classic ■ The Spirit of
Ecstasy, seen here in
illuminated crystal
- which is an option
of course - was
modelled after a
real woman named
Eleanor Thornton



'magic carpet ride' experience, these Rolls-Royces employ state-of-the-art suspension technologies working in combination with smooth power delivery and an air cushion system.

Power comes from a 6.75-litre V12 engine featuring petrol direct injection. Speaking of power, the 460 PS and 720 Nm of torque are transferred to the rear wheels using an eight-speed automatic transmission. Interestingly, these cars don't have a traditional tachometer. Instead there is a helpful Power Reserve counter that indicates how much more can be extracted from the engine at the dab of the throttle. In fact, as much as 75 per cent of that staggering amount of torque is delivered at just 1,000 RPM, barely more than engine tick-over revs.

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## BENTLEY CONTINENTAL FLYING SPUR SPEED

HE CONTINENTAL
Flying Spur marks another
betrayal of Yohan's love for
luxury cars with big engines that can
reach ridiculous speeds. The
Continental Flying Spur is a fourdoor variant of the Continental GT
coupé and was launched by Bentley
in 2005 with the Speed edition
making its début in 2008. While the
Flying Spur used a six-litre twinturbo W12 engine that put out 560
PS and 650 Nm, the engine was
tweaked to deliver 610 PS and 750
Nm of peak torque in the Speed.

Transmission to all four wheels — the Flying Spur uses a permanent all-wheel drive as standard — is via a

six-speed ZF automatic gearbox. With a top speed of 322 km/h, the Continental Flying Spur Speed became the world's fastest four-door saloon car. Acceleration to 100 km/h from standstill came up in just 4.8 seconds. Apart from changes to the drivetrain, the Speed offered a host of changes over the regular Flying Spur.

Springs and dampers in the Flying Spur Speed were upgraded, as were the anti-roll bars in order to ensure better agility and manners. Bentley also lowered the height of the car by 10 mm, effectively reducing ground clearance while also giving the Speed an aero edge over the regular car. The car's 20-inch wheels are

The all black alloys beneath that pristine white body testifies to the Continental Flying Spur Speed's devilishly powerful nature

shod with bespoke Pirelli P-Zero tyres for that extra grip. Steering was via a speed-sensitive Servotronic system while the front sub-frame was solid mounted with stiffer bushes at the rear.



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## **BMW 760 LI**

NE MIGHT WONDER how a humble (relatively so, of course) could possibly figure in the same list as some of the hallowed names that have gone before this. From the outside it doesn't even look particularly spectacular. Until you see the alpha-numeric badge on its flank that tells you what lies under the bonnet of this 7 Series is no ordinary run-of-the-mill BMW engine.

Instead, in this particular 7 Series you get the benefit of a six-litre twinturbocharged V12. Yes, you did hear right, for the car that graces Yohan's

garage is the hallowed 760 Li. Transmission to the rear wheels is accomplished through an eight-speed automatic gearbox. This 5,972-cc petrol engine produces a very supercar-like 544 PS of maximum power and a massive 750 Nm of peak torque to push its 2,274-kilo bulk at fearsome pace.

The car is loaded with all the bells and whistles necessary for a business tycoon to head to a meeting. At the same time, the BMW's brilliant driving dynamics combine with that powerful engine to deliver an experience that will endear it to even the most hardcore of speed freaks.

The simple alphanumeric combo of V and 12 appearing together on the 760 Li's flanks hint at the 544 PS and 750 Nm 6.0-litre V12 under the bonnet





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#### MERCEDES S600 L

IKE THE BMW 760 LI, the Mercedes S600 L that Yohan has in his collection also seems humble in this hallowed company. Yet, like the BMW, this isn't a regular S-Class. This S600 L hides a five-and-a-half litre V12 engine with 517 PS on tap, which is sent to the rear wheels using a five-speed automatic while the regular car used a seven-speed automatic.

The S600 L can sprint from nought to 100 km/h in just 4.6 seconds; enough to satisfy any drag race dreams

one might harbour. Owners of the S-Class have always sworn by its plush ride quality and the S600 L is no different in this aspect, returning a more pliant ride than competitors with similar products. As a result, the S600 L was not only a great performance-orientated car that drivers would fall in love with for the sheer thrill of driving one, but also one that was fabulously comfortable; not to forget a mind-boggling array of luxurious creature comforts in the cabin for the benefit of the passengers.

■ The S600 L looks like a super luxury limo but ask it and it will take you from standstill to 100 km/h in just 4.6 seconds

The collection is a grand testimony to a love affair that redefines passion



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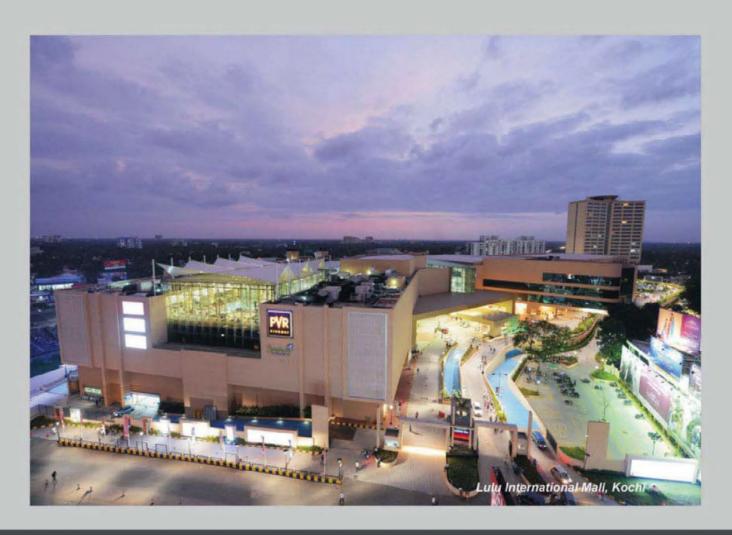
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## PORSCHE CAYENNE TURBO

HE WICKED-LOOKING matte black Porsche
Cayenne that also forms part of Yohan's collection is as special as the rest of them, courtesy its twinturbo 4.8-litre V8 heart. It makes 500 PS and 700 Nm as its peak output, which are then transferred to the wheels using an eight-speed
Tiptronic S automatic transmission.

When first launched in 2002, the first generation of the Cayenne faced some criticism from Porsche purists who believed that the development of an SUV by a manufacturer of fabulous sports cars was a dilution of

their sporting legacy. Much water has flowed under the bridges in Stuttgart and today the Cayenne is recognised as an SUV not just with some fairly serious off-road abilities, but also with impressive performance where speed, acceleration and dynamic capabilities are concerned.

Although the Cayenne does share its platform with the Volkswagen Touareg, which has also proved itself a capable off-roader, including at the legendary Paris-Dakar, the Porsche's design and development have been done completely in-house by the legendary sports car makers.

■ Now here's a car that's as much a super-SUV. The Cayenne's awesome off-road abilities and that 500 PS and 700 Nm 4.8-litre V8 means it can keep conquering even when the asphalt has disappeared beyond the rear view mirror



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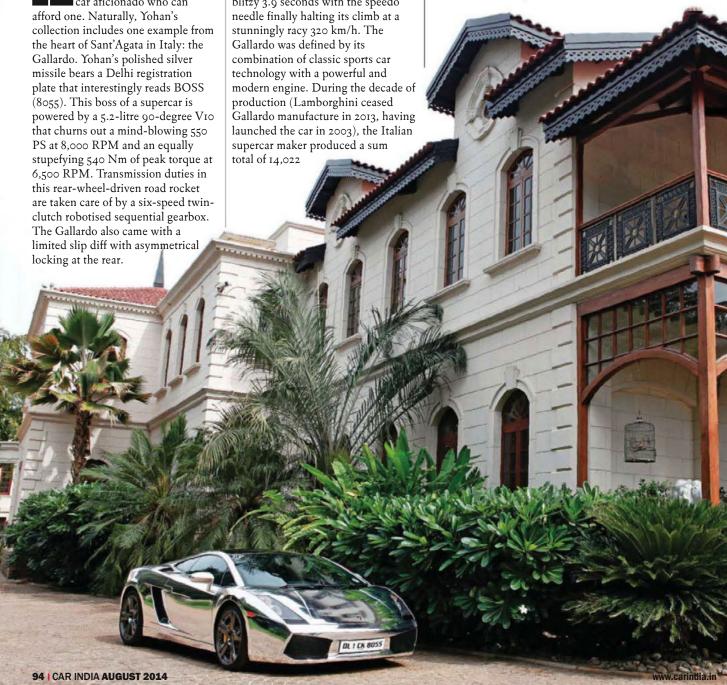
#### LAMBORGHINI GALLARDO LP550-2

RAGING BULL IS A must in the garage of every car aficionado who can afford one. Naturally, Yohan's collection includes one example from the heart of Sant'Agata in Italy: the Gallardo. Yohan's polished silver missile bears a Delhi registration plate that interestingly reads BOSS (8055). This boss of a supercar is powered by a 5.2-litre 90-degree V10 that churns out a mind-blowing 550 PS at 8,000 RPM and an equally stupefying 540 Nm of peak torque at 6,500 RPM. Transmission duties in this rear-wheel-driven road rocket are taken care of by a six-speed twinclutch robotised sequential gearbox. The Gallardo also came with a limited slip diff with asymmetrical locking at the rear.

This fearsome monster can stomp from standstill to a 100 km/h in a blitzy 3.9 seconds with the speedo

Like father like son. Junior Poonawalla's brilliant collection is yet another example of how high octane petrol runs in the Poonawalla veins

units. Bearing the name of a wellknown breed of fighting bull (fittingly so), the Gallardo was the replacement for its predecessor, the Murcielago, and has now been replaced by the Aventador.







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## A DRIVE INTO THE FUTURE

We were in Milan, one of the fashion capitals of the world, to drive the future of automobiles: the BMW i8

Story: Aspi Bhathena Photography: Aspi Bhathena and BMW

headlights does not look like a production car; rather it looks like a one-off experimental prototype. There are no visible exhausts, BMW's trademark kidney grille is blanked off, the sills get shrink-wrapped behind the rear wheels as if there is no engine back there, and the body-work folds up from the doors and cascades down from the roof, never meeting but eventually bookending the tail-lights. The rear LED tail-lights complement the laser LED headlights to give the car a futuristic look at the rear as well. In the dark with the laser headlights and the rear LED switched on, the car looks futuristic.

The i8 chassis is made of aluminium and it cradles an electric motor in the nose, with a spine of lithium-ion batteries running between the axles and turbocharged petrol engine just ahead of the rear wheels. On top of that sits a carbon-fibre-reinforced plastic (CFRP) passenger cell like a



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body on chassis construction, and it is all wrapped in a thermoplastic skin. The interior, though well-appointed as one would expect of BMW, is not as futuristic as the exterior design; in fact, it reminds one of the 5 Series.

Ingress and egress are quite difficult as in any sports car. The driving position is high even with the seat set as low as possible. The seats are comfortable and provide excellent lateral support. On the personal front, for the first time I got myself a pair of Nautica stretch jeans and this made life very easy while driving and getting in and out of the car.

The 130-odd-kilometre drive started from BMW's Italy headquarters. As we left the HQ and started rolling through the

morning traffic of Milan in the EV mode, the i8 drew a lot of attention. Meanwhile, we were cutting through the traffic without a sound. The first 30 kilometres of the drive were on battery power and front-wheel drive. The turn of foot is excellent as the response from the electric motor is instantaneous. There is 250 Nm of torque on tap from the word go. The power output of 131 PS from the electric motor propels the i8 to 120 km/h with ease. This electric motor is mated to a two-speed gearbox and drives the front wheels.

As soon as you pull the gear-shifter towards you to select the Sports mode, a complete transition takes place – the steering weighs up, the exhaust note changes via the speakers, the suspension becomes firmer and the meter console colour changes from blue to





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orange. The real gem in this whole package is the 1,500-cc three-cylinder turbocharged engine that produces a stunning 231 PS of power and 320 Nm of torque. A combined output of 362 PS and 570 Nm is at your disposal in the Sport mode. There is an 11-kW motor at the rear, which transforms the responsiveness of the engine and gearbox. It doubles up as a starter

The 2+2 seating of the i8 means rear seats are best left to children

#### NEED TO KNOW

#### BMW i8

**PRICE**Rs 2 crore + (estimated)

ENGINE 1499 cc, three-cylinder, TwinPower Turbo petrol + two electric motors

**TRANSMISSION**Two-speed automatic (F)
/Six-speed automatic (R)

MAX POWER

362 PS 231 PS @ 5800 RPM + 131 PS (from e-drive) motor, but when you shift down, it flicks up the revs as if there is a lightweight race-spec flywheel with no inertia, giving the impression that the triple has the same liveliness as the instant-torque e motor up front. This three-cylinder motor is mated to a six-speed auto 'box.

The i8 is capable of 0 to 100 km/h in 4.4 seconds and a top speed of 250 km/h (electronically limited). With all this performance the i8 returns 14 kilometres to a litre, which, to say the least, is phenomenal for a supercar.

The transition from electric power to the combined power of electric and petrol engine is absolutely seamless. The car handles like a dream and it was a joy to throw it round corners in the Italian countryside with gay abandon, thanks to the four-wheel drive. The car held on to the line around turns without the slightest hitch. The narrow tyres used for low rolling resistance did not hamper its handling either. The ride quality of the i8 is on the firm side as one would expect of a supercar.

To sum it all up, if you want to stand out from the

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## OH, SO FEISTY

Ford's Fiesta sedan had a less that satisfactory showing when it was first launched in India. Let us see if the latest 2014 version of the Fiesta has the potential to pose a stronger challenge

Story: Harket Suchde Photography: Sanjay Raikar





HILL RISES UP ON THE HORIZON, with all the twists and turns such a road entails. I traverse every corner with consummate ease, gliding through the turns and shooting off down the straights, the thrum of a 1.5 turbo resonating in my very bones. I'm behind the wheel of the 2014 Ford Fiesta, a facelift in truth, but then again, there wasn't too much wrong with the original power mill on the Fiesta, and Ford seem to have followed the 'if it ain't broke, don't fix it' policy. The Fiesta has retained its fun factor from the previous generation of the car, but not a lot else has remained the same.

I had the key to the top-end Titanium trim, and I have to start with the one factor that glares in the face: the Fiesta's face itself. They weren't kidding when Ford announced the 'facelift' I guess, because that front grille isn't something you see on a Ford often, and is rather reminiscent of a certain British luxury sports car maker, the one that James Bond seems to have a particular affinity for. In my eyes it looks fantastic; especially when the shiny chrome of the front grille is played off against this particular shade of Golden Bronze (it comes in five other colour options too). The headlights too have been given a massive upgrade, and they look sharper and more angular, further accentuated by the slightly vaulted hood

Great gadgetry, cramped spaces

> NEED TO KNOW

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PRICE Rs 10.95 lakh (OTR, Pune)

ENGINE 1,498 cc, turbocharged inline four, diesel

MAX POWER 91 PS at 3750 RPM

MAX TORQUE 204 Nm at 2000-2750 RPM

**ACCELERATION** 0-100 km/h: 12.74s

EFFICIENCY CITY: 13 km/l, HIGHWAY: 19 km/l, OVERALL: 14.5 km/l they flank. From the sides, the Fiesta doesn't look anything different from its predecessor. At the rear too, the changes are minimal, only the tail-lamps get a little makeover to match the eyes of the car, along with a slight reshape of the bumper. There is, however, one issue with the exterior of the car despite the Fiesta's time 'under the knife'. Panel gaps are evident, particularly at the confluence of the hood and the bumper.

Climb inside the cabin, and the first thing you'll notice is that everything feels a little cramped. The second thing you'll notice is the two-tone dash, all-black centre console and beige seats that are very easy on the eye. The seats, however, aren't easy on the back. Allow me to elaborate. Now I'm a big guy, which means the flared arches of the seat, rather than providing support to my sides, pokes into my back instead, which can be quite disconcerting and more than a little uncomfortable, especially when covering long distances. The irony of Ford being an American company wasn't lost on me at this point, and the cramping is only intensified when you climb into the back seat, because the rear leg-room is woefully inadequate, despite Ford's efforts at reshuffling the interior pack to amend this shortcoming. The rising shoulder line means that the rear window tapers sharply at the back, which only adds to the feeling of constriction at the back. Comfort wise, the rear seat doesn't fare too well either, and the repositioned headrest makes the installation of a child seat inconvenient. The plastic used in the interior, although an improvement on the Fiestas of the past, hasn't yet achieved optimal quality levels, and still feels a little chintzy. Boot space stands at 430 litres, which is par the course for a C-segment car.

All this is partly assuaged by the wicked gadgetry that Ford have crammed into the Fiesta, though. Push button start, steering-mounted audio controls, and automatic wipers and headlamps are present and correct with the latter a particular luxury given the segment the Fiesta falls in. What truly sets the Fiesta apart, though, is the sound system with Microsoft Sync, voice command, and AppLink. The sound system is bass-tastic, and in a good way too. Voice command works perfectly well, whether it's asking the system to place phone calls or requesting a particular song or artist to be selected from the USB drive.

However, the coup de grâce was supposed to be



## **FIRST DRIVE** Ford Fiesta TDCi

Microsoft Sync with AppLink, and both were quite disenchanting, especially considering the mountain of expectation that accompanied them. If you plug in a pendrive into the USB port, the system detects it, but doesn't actually do anything about it. To play music from the pen-drive, you have to navigate to 'menu', choose 'sync settings', select the 'browse USB' option, and then hit 'play all' for it to actually play music. Syncing phones requires you to transfer all your contacts to the car, or else you can't use voice commands to make phone calls to your contacts. Lastly, AppLink. Ford's website claims that the ESPN CricInfo is one of three Indian apps that should work with AppLink, but, sadly, this is not the case, as at the time of writing the car didn't detect the app on my phone.

Get behind the wheel, and you'll find that the Fiesta gets its grunt from a 1.5-litre Duratorq TDCi turbo diesel mill, and even though it appears that Ford have attempted to curb the turbo lag, the car still needs to be revved up to 1,700 RPM before the engine finds its teeth. The lag is particularly evident from a roll on, but once you get past it, the engine really kicks on. Engine refinement too has been worked on, with a retune of the powerplant increasing the output to 91 PS from the 90 PS available in the car's previous iteration. This along with the 204 Nm of torque mean the car's power output is quite adequate. Even though Ford have tried to make the Fiesta a powerpacked driver's car, its frugality isn't compromised because it gives 14.5 km/l overall, which is quite decent for a C-segment car. The only caveat here is that those who want a petrol version of the Fiesta will be left hanging, because the car is available with nothing but the 1.5 diesel across all three trims.

Handling-wise, the car stays true to form as a product of the Ford marque, and allows you to conquer twists and turns with ease. The use of electric steering assistance means the car is spry at low speeds, but the steering gets more ponderous the faster you go. Feedback from the steering feels firm, giving you a good idea of what the



▲ The 91-PS engine could do with a little beefing up

tyres are doing. The suspension is also competent, and ingests rough terrain with confidence. The five-speed manual gearbox doesn't quite match up to Ford pedigree, though, and feels a little sluggish.

Ford have decided to include a driver's side airbag and anti-lock braking as standard across variants. Sync also allows you to enable the emergency assistance feature. This feature, when hooked up to your phone, will call emergency services in case the car meets with an accident, which also includes providing information regarding the location of the car when the accident occurs.

The outlay for the Fiesta starts from Rs 9,09,000 for the Ambiente to Rs 10,10,000 for the Trend and Rs 10,95,000 for the Titanium (all OTR, Pune). All things considered, the Fiesta is very, very easy on the eye, with some wicked tech thrown in for good measure. Most importantly, it's bundles of fun when you're behind the wheel, but the lack of space is one compromise you will have to make allowance for pretty much across the board, a compromise not everyone might be willing to make.





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## MADE FOR INDIA

We drive the India-specific FIAT Punto Evo

Story: Piyush Sonsale Photography: Rommel Albuquerque





## **FIRST DRIVE FIAT Punto Evo**



has fabric seats with a white stitching pattern while the gear-stick knob and steering wheel are wrapped in leather, again with white stitching. The dashboard has a new layout and texture with a strip of ambient lighting on the passenger side. The gauges on the meter console are restyled and the music system has a glassy finish in piano black, which looks brilliant but gathers dust quickly. Connectivity options include USB and AUX ports near the hand-brake and the voice-activated 'Blue & Me' system. To make the car more comfortable, FIAT have added rear a-c vents and optimised the foam



density and contours of the seats. There is focus on small things such as the lit glove-box, bottle holders in both rows, 70:30 foldable split seats and reduction in the rubber overlap on the windscreen.

However, there are hardly any changes under the hood. The petrol variants include the 1.2-litre 68-PS engine offered in Active and Dynamic trims while the 1.4-litre 90-PS mill comes in the Emotion trim. As for the diesel variant, the 1.3-litre MultiJet engine produces 76 PS in the Active, Dynamic and Emotion trims while in the top of the line 90 Sport trim, it churns out

✓ Bigger feet! The 90 Sport gets new 16-inch alloys

Split, fold, flip, stuff

#### NEED TO KNOW

#### FIAT PUNTO EVO 90 SPORT

PRICE TBA

ENGINE 1248cc, in-line four, DOHC, turbo-diesel

TRANSMISSION
Five-speed manual

**MAX POWER** 93 PS @ 4000 RPM

MAX TORQUE 209 Nm @ 2000 RPM

93 PS at the same engine speed. The 90 Sport is a heavy car, though, and its torque output of 200 Nm is achieved at 2,000 RPM. Thus it has a sluggish bottom end and requires frequent gear changes in traffic. Speaking of which, all the variants of the Punto Evo are mated to the same five-speed manual gearbox. And there is no improvement in the rubbery feel and lack of precision in the gearshifts. According to FIAT, the final drive ratio has been altered and there is a five per cent improvement in the fuel efficiency of the 1.3 MultiJet engine, but we can verify the changes in performance only after testing the car.

As for the driving experience, the Punto Evo is a spacious and comfortable car that offers good all-round visibility, has the right suspension set-up for Indian roads and handles quite well. Coming to the price of the car, there is no information as of now, but the wait won't be long since the Punto Evo is scheduled for a launch some time this month.







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#### FIRST TEST Ferrari LaFerrari



✓ You know you're on Serious Street when the gearshift paddles are as tall as the driver

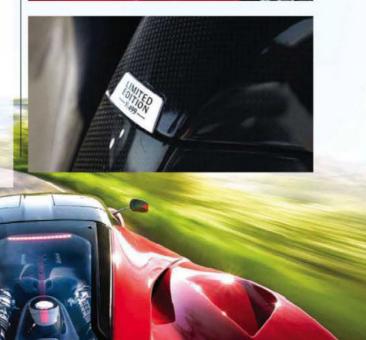
➤ Apart from everything else, in its stance, proportions and in the detailing, this is an unusually beautiful modern Ferrari cell made like an FI chassis, rather than a cheaper, heavier, bulkier RTM tub. Tug the door shut (not possible if you've chosen a harness instead of a regular belt and have strapped yourself in) and much of the architecture would look familiar to anyone who's seen the inside of a 458 or FI2. Turbine-look air vents bulge from the dash like power-station cooling towers viewed from the sky, and the decidedly square steering wheel ahead houses the usual manettino dial, plus switches for indicators, lights and wipers.

Through the upper spokes lies 2

emotions bubbles like a witch's chip pan. Trips to Ferrari come round reasonably regularly in this game. The lustre never dims, but the intimidation recedes as familiarity with the cars, the Ferrari people and track grows.

But this is different; different because Ferrari only build their limited-run cars every 10 years or so. F40 in the 1980s, F50 in the '90s, Enzo for the noughties. And now, LaFerrari. Different, because this is the first Ferrari to use hybrid technology. Different, because this Ferrari makes 963 PS, a stupendous 303 PS - an entire Ferrari 348's worth - more than its Enzo predecessor, not a car that could ever be called out for lacking go. I don't want to be that man, the one who dumps LaFerrari in the gravel.

Cost implications apart, it would be a shame to damage a nose as pretty as this. Modern Ferraris are seldom beautiful. The 458 was the first exception in 20 years, but this comes close. At the front, there are shades of 288 GTO in the horizontal slats, of Phil Hill's Championshipwinning Dino F1 racer in the vertical spar. Ferrari's Frank Ciamatti tells us that engineering decides the hard points and aerodynamics, and only then does styling come into the equation. That bubble canopy and those raised wings remind of Group C racers, from whichever side of the screen you find yourself. The cabin is snug, but surprisingly easy to access, because the sill is low and narrow, a corollary of having a proper hand-laid carbon



With 800 PS this magnificent V12 has more poke than the Porsche 918's entire hybrid powertrain. Revs to a frantic 9,250 RPM too!

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#### I<mark>RST TEST</mark> Ferrari LaFerrari





what initially appears to be Ferrari's usual dial pack consisting of a traditional analogue and secondary TFT displays. But this time the whole lot is TFT, and can be configured to show engine speed on a conventional circular gauge, or on a horizontal scale that looks like an Astra GTE-owner's wet dream.

Don't bother looking for the seat controls; there aren't any. They reasoned that they could reduce the overall height (and weight) of the car while still making room for helmetedheads by fixing the seat to the floor,

so you get comfy by tugging at the wheel, and sliding the pedal box fore and aft by pulling the release lever on the floor next to the centre console.

Time to go. One last wipe of the palms and we're out of the pit-box, into the searing light of a cloudless Emilia Romagna sky. It's hard to pinpoint your first impression in a case like this. It's like sitting centrestage at a press conference after a GP win while every journalist in the world asks you their questions at the same time. But in the mayhem you notice the engine. You register the smoothness, specifically the noise. You almost expect the harshness of Ferrari's V8, whose flat-plane crank layout is effectively a pair of four pots and sounds that way. This is so much more soulful, though. And still it revs. All the way up to 9,250 RPM, a crazy speed for a V12.

And then there's the power. Maybe you've been in quick cars. An M3, maybe a Gallardo. Nothing prepares you for the kick in the back provided by a 1,400-kg car packing as good as 1,000 PS. Or a throttle response that's like BT Infinity broadband to even a 458's dial-up, because the petrol engine is preloaded against the electric motor, meaning it's ready to explode down the straight the moment you go near the throttle.

has 800 PS, which is more poke than the petrol-electric co-op in the Porsche 918, and the Italian still has

another 163 PS of electric motor to throw into the mix. And it's always in the mix, because there's no EV mode, and no gimmicky push-topass boost button. I think Ferrari have got this spot-on. Future Ferraris almost certainly will be able to run on electric power alone, but who wants to shell out £1 million (Rs 10 crore) on a car like this, that sounds like this, then not hear the thing sing?

And who, apart from six-year old kids, wants to have to press another button to access the whole performance spectrum? Isn't that why God invented the accelerator? Here, you get total command of every one of those 963 ponies, and the staggering thing is that the rear tyres alone can deal with them all. There's no pussyfooting required, you can climb all over the right pedal on the exit of a corner, and the combination of the E-diff, the traction control and colossal 345-mm rear boots will sort it out.

But let's deal with the entry to that bend first. The brakes are epic - carbon, naturally - but backed by a deployable rear wing and energy recuperation on the back wheels. The steering is even better. Astonishingly high-geared, as on all Ferraris, perfectly weighted to feel just the light side of meaty, and loaded with connectivity, it launches the nose into the apex almost before your wrists have read the message from your brain. Roll you can forget, along with understeer.

Yeah, you're probably going to need the manual for

The Ferrari's petrol engine alone





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Through the first right-left combo, LaFerrari feels so planted. Can this be right? Can it be this easy? Against all odds, this thing's as simple to drive as a 458. A 458 with the small matter of an extra 400 PS, but a 458 all the same. Before long, I'm exploring every bit of the travel on both pedals, keeping the power on as we hit the first crest up to the bridge, feeling the car go light but never wavering from its course. Keeping the power on through the kink in the start-finish straight, before standing on those mighty brakes this lap. And the next lap. And the one after that. But the one after that, I'm pumping the pedal, the ABS is rumbling away and I'm heading for a rendezvous with the gravel. No point in fighting it. Better to straighten the wheel and ease off the brakes to minimise the calamity. I am that man in the sand, and redder than the car.

The car, it transpires, several minutes later, is fine. My pride and, evidently, my ability to judge a braking distance, most definitely are not. Now it makes sense. Ten minutes earlier. I'd been in the passenger seat while Ferrari's test driver, Rafaela di Simone, did the driving. I'd noticed his surprisingly early braking, which obviously wasn't early at all. Back in the pits he explains that thanks to its active aerodynamics, LaFerrari's low level of straightline downforce means it's actually reaching a similar speed to an FI car by the end of the straight. An Fi car, for God's sake!

But then you remember that it weighs twice as much. And it's on road tyres. And you're not an F1 champion. Getting to the corner is one thing; hauling it up for the right-hander is a different business altogether. This car is like no supercar I've ever experienced. I'd become desensitised to the other-worldly rate of acceleration this car is capable of, been blasé about the physics involved in shedding that speed. Or, to put it another way, comprehensively dropped a bollock.

Better to do your gonad littering on the track than the road, but be in no doubt that more than a few of the 499 LaFerraris being built will end up in the crusher simply because you arrive at the horizon so much faster than you ever thought possible. Even brakes as sensational as this can't change the laws of physics, captain, if the driver makes a mistake. Given all that, just how crazy does a car like this feel on the road? And before we get to that, will Ferrari even trust me to find out?

After a spot of lunch (humble pie, followed by a quick lick of Milanese brogue leather), our car is cruising away from Maranello with me behind the wheel. We're heading south to Pavullo and the hills beyond, the big V12 proving utterly docile, pulling cleanly from low revs with the help of the electric motor, the throttle response in the manettino's Sport mode crisp, but easy to modulate, the Fi dual-clutch 'box slurring unobtrusively between its seven ratios. That much I'd expected; the civility of the ride I did not. A stiffer chassis platform allowed softer springs while maintaining the same roll rate. This car rides better than most GTIs.

And eats them up whole, tipping them down its throat like oysters when a gap opens up. The SP4 that tracks the Fiume Panaro river is proper LaFerrari territory. Fast tightening bends, and even faster open ones, are separated by straights long enough to reach speeds that will have you thrown in jail. But then you take a left, splitting off the main road to cross the bridge and start your climb to Zoca. The road is tighter, gnarlier, and surely too narrow and technical for a car as big and powerful as this. Maybe not. The traction is incredible, the colossal spread of power giving you the option of changing down a cog, or letting it lug, the throttle response better than instant because the electric motor is filling in the split-second gap before the petrol engine gets its act together.

#### FIRST TEST Ferrari LaFerrari

It's the composure that astonishes one, the pliancy of the suspension, the balance in corners. And the steering is exquisite, seldom something you can say about a modern Ferrari – though the 458 Speciale's was much improved. But it is arguably the single most satisfying facet of the whole car. And that's saying something given how incredible the drivetrain feels.

It must annoy Ferrari that their mastery of hybrid technology for the road hasn't coincided with the same feat on the track. The 'resignation' of F1 team boss, Stefano Domenicali, only underlines what the poor results had already highlighted about Ferrari's ability to make this new technology work. When it comes to LaFerrari, though, it works magnificently. If there's one thing not to like,

▼ Incredible traction, vast power spread, better-thaninstant throttle response. It's big, but scoffs twisty roads for brekkie however, it's the low-speed brake feel, a combination of carbon ceramic discs and the regenerative braking, which switches modes at 48 km/h. That gripe aside, this car is as easy, as exploitable and as fun to drive on the road as it is on the track. Space and your conscience are the only spoilsport.

Perhaps, those looking for something new beyond mere speed, a more obviously tech-infused experience, might prefer the Porsche 918, with its ability to outdrag hot hatches on electric power alone, and then bring in the V8 to really show them who's boss. Or the McLaren P1, with its aggressive active aero devices, height-adjustable suspension and more extreme styling. Both are more overtly sci-fi, though, in reality, no more complicated and, we'd argue,

no more thrilling to drive. Our team has driven each of the three hybrid hypercars - the 918, P1 and LaFerrari – several times over. Which would we have? Incredibly, we're aware of more than a handful of owners who will soon be able to make that decision every day, because they're having one of each. That's some spending spree, given that LaFerrari's price is as otherworldly as its performance: just shy of £1.2 million (Rs 12 crore), or the equivalent of five 458s and a Speciale. But if you're in that fortunate position and want the purest driving experience from your hypercar, want the NASA-grade technology merely to facilitate that experience without ever dominating, I'd suggest you'd be reaching for those LaFerrari keys again and again. 🚎





# Mobili Utilitatis

The Latin phrase above means 'mobile utility', and so far as MUVs go, there would hardly be a more fitting description of their purpose of existence. We tell you just how much of utility you can expect in Honda's new Mobilio

Story: Aninda Sardar Photography: Sanjay Raikar

T'S NO SECRET THAT WE INDIANS aren't just satisfied with having our wife and children on our road trip, but also our parents. And, if possible, maybe our cousins too. All right. So I'm exaggerating, but you get the point, right? We love our families and want to take them everywhere we go. Multi-utility vehicles (MUV), therefore, have a great potential in our country. So if you were a family person looking to fit your brood and your folk into one vehicle, then you could choose among the Toyota Innova, Mahindra Xylo or Quanto, Maruti Suzuki Ertiga and, of late, the Chevrolet Enjoy. Now, however, there is another addition from Honda. Enter the Mobilio.

Should you look at the Mobilio head-on, we'll forgive you for thinking it is a Brio or an Amaze. Barring some subtle changes to the grille, there's not much to distinguish

among the hatch, sedan or MUV. Move a bit to the side, though, and the changes become far more apparent. In profile, the Mobilio does seem a bit longer than the Amaze (the car it is based on). The Mobilio is a full 247 millimetres longer than the Amaze while, overall, the Mobilio's 4,386 mm length is longer than the sedan's 3,990 mm. The rear door too has grown by 195 mm, to make ingress/egress to the third row easier.

The seven-seater Mobilio will, therefore, butt into the Ertiga's bastion head-on (depending upon the price). And before the question forms in your mind, no, it will not go up against the Innova. The latter is a larger vehicle. But in spite of being smaller than the Innova, Honda R&D's hard work in increasing the wheelbase has paid off well. While the front row felt as spacious as the Amaze's, where you really feel the difference is in the second and third rows. The second-row seats feel quite roomy. The fact that the



#### **FIRST DRIVE Honda Mobilio**

60:40 split seats can be adjusted for slide and recline further helps. In the last row, too, it doesn't feel claustrophobic. Even with the second-row seats slid back as far as they will go and the seat-back reclined to the last but one stop, my knees just about touched the seat-back when I was sitting in the final row. Given that I am just over six feet tall, I would have to say then that this is a spacious vehicle. Even after all this there's still enough space for a medium sized suitcase and a strolley. The fact that this Honda is 1,603 mm tall (a full 98 mm taller than the Amaze) also ensures that there's sufficient head-room for all heights, except in the very last row where it's somewhat compromised.

Adding to the roomy feel is the large glass area that Honda have endowed the Mobilio's cabin with. There is even a small kink on the rear door, which, apart from giving it a bit of styling differentiation from the other cars, also serves a higher purpose: in this case ensuring that a straight rising shoulder-line doesn't reduce the size of the windows at the rear, reducing the glass area.

The Mobilio also benefits from flexi seating arrangements, which help a ton when it comes to using the MUV for cargo-lugging purposes. The last-row seat-backs fold down in a 50:50 split, releasing some extra space and can be totally tumbled to extend the cargo bay. The second-row seats too can be tumbled down completely at the twist of a lever to create two independent cargo bays separated by the folded third-row seat.

The rest of the cabin remains familiar to anyone who's been inside a Brio or an Amaze. The dash is identical and you'd be hard pressed to notice any distinctions. To Honda's credit the quality of plastics used in the Mobilio seemed marginally improved over what you get in either the hatch or the sedan. The music system though continues to be the fairly basic unit that is employed in the Amaze and the Brio, which means you can use a USB drive or an auxiliary music player via the aux-in port to listen to your favourite tracks on the go. As a result of this, the Honda continues to trail some of the competition in a battle of pure creature comforts and nothing else.

We drove both the diesel and the petrol variants of the MUV (see boxes) and were decently impressed by both. Both vehicles offered good driving dynamics and inspired confidence on the narrow two-lane switchback road we found ourselves on in a bid to find a good location for our photo shoot. The steering isn't exactly a chatterbox, but feels positive and well-weighted, be it while you're putting the car through quick direction changes or in a straight line where the MPV feels quite planted. Under harsh braking, too, the Mobilio doesn't lose its composure while the 185/65 R15 Bridgestone B250 tyres offer good grip.

Ride quality on the Mobilio is also well sorted with the MUV soaking in all the bumps, ruts and patchy surfaces quite well. It's only in the last row that things get a little uncomfortable if you're on a particularly rough road and are doing more than 60-65 km/h







Mobilio interiors are identical to the Amaze's but plastics feel a tad improved. Seats are nice and comfortable offering decent support all around



■ One touch tumble down second row seats are split 60:40 while the last row seats get a 50:50 split, albeit only for the seat back. The squab is actually a bench that can be folded down



three rows of seating under full use, there's enough space for a medium and a small suitcase in the Mobilio's boot



#### **FIRST DRIVE** Honda Mobilio

#### HONDA MOBILIO I-VTEC

Even though the Mobilio's chassis is based on the Amaze, under the bonnet of the petrol variant lies the 1.5-litre i-VTEC engine that you will also find in the City. Needless to say, it's a refined unit and is quick revving too. At the tap of your right foot you can release 119 PS, which the engine develops at 6,600 RPM, and 145 Nm at 4,600 RPM. Transmission to the front wheels is via a five-speed manual gearbox that is slick shifting with well-sorted ratios for the Mobilio's size and shape.

The petrol Mobilio can get up to speeds quite quickly if you're willing to work that gearbox, but if you're feeling lazy and you've got a full complement of passengers on board, then you might find the bottom-end grunt a bit lacking with the vehicle feeling mildly sluggish below 2,000 RPM. This also means that in slow city traffic you might find yourself working that gearbox more often than you expect. Get on to an open stretch, though, and the story changes quite a bit. The Mobilio pulls quite cleanly and gets up to three-digit speeds fairly quickly. Stay between 90 and 110 km/h and the petrol MPV feels comfortable and planted in a straight line or under braking. Press down on the throttle



some more, and the Mobilio does push ahead with the needle climbing into the far reaches of the right half of the rounded speedo, but the engine begins to feel a bit strained. Beyond 120 km/h on highways we even experienced a mild lift at the front of the car. Ease off a bit, and you find yourself in the Mobilio's comfort zone once again.



#### HONDA MOBILIO i-DTEC

The Mobilio uses the same 1.5-litre allaluminium diesel engine as do Honda's Amaze and City. Small wonder then that this unit, mated to a five-speed manual transmission with revised ratios, continues to offer 100 PS at 3,600 RPM and 200 Nm at 1,750 RPM.

Drive the diesel immediately after the petrol variant and the difference in driving characteristics becomes instantly evident. Thanks to all its peak torque being developed at a lowly 1,750 RPM and then staying flat for a considerable time, the i-DTEC variant feels peppier to drive. There's more pull at the lower range of engine revs and so you have to work the gearbox a lot less. There is indeed some amount of turbo lag to be dealt with, but again that torque comes into play ensuring that you don't feel as if you're not going anywhere when the revs drop below 2,000.

The gearbox is slick shifting with short throws and with optimised ratios to suit the Mobilio's purpose. You can shift up at 2,000 revs until you find the fifth cog and then stay there for most part of your drive. Overtaking is taken care of by a gentle dab of the right leg, allowing the torque to flow through to the front wheels. Again, the comfort zone of the



Mobilio seems to be that earlier mentioned 90-110 km/h band and this is where you'll be most likely to enjoy the car. However, the diesel variant felt less prone to feeling flighty beyond the 120 km/h marker. It's not the most refined unit there is, but its characteristics are such that you find yourself willing to overlook that one niggle.



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#### **ROAD TEST Porsche Macan S Diesel**

Porsche might say this is a compact SUV, but that's a little car on stilts. Here's our seat-of-the-pants review

ARK GREY CLOUDS
stretching from horizon to
horizon and pelting rain with
low visibility isn't the ideal
weather if you wanted to enjoy
some speed thrills. Yet, I found
myself smiling to myself as I steered the car through
the sweeping bends of the rain-swept PuneMumbai expressway that gloomy (and what would
otherwise have been an exceedingly dull)
Wednesday morning. For in the just-launched
Porsche Macan the potential for having fun is
limitless.

Now we had been keeping our eyes peeled for some time to see when the Macan would pop up

over the horizon and head towards us. So when we finally did hear from Porsche that they would be giving us a just-out-of-the-crate new example to review, the office went into a flurry of excitement. On most occasions I have no faith in hierarchies and designations, but they do have their use sometimes. Exactly at times like this. As a result, I ended up the winner in a battle, which I would have surely lost had brawn been the choice of weapon instead of team hierarchy for the Macan's keys.

My first impression of the Macan when I set my eyes on it was, "Wow! This is tiny!" But it isn't really, you see. It's actually longer than four-and-a-half metres, nearly two metres wide and stands to a height of just over 1,600 mm. It is undoubtedly





is, as Porsche would like to call it, the sports car among compact SUVs. And then you wonder: so is this an SUV really or is it a sports car?

The only way to know the answer to that one is to switch on the Macan S' three-litre turbocharged V6 engine. It's quite contrary to expectations really. There isn't any of the sporty thrum that usually comes when you fire a sports car engine. Or at least a vehicle that's expected to behave like one. No. The Porsche engine under that bonnet and the huge shroud sounds refined. Don't get me wrong. It's not as if the engine lacks character or sounds bad. It's just that the engine doesn't reek of sporty aggression as you would expect from a car wearing the iconic badge.

Transmission is via a seven-speed Porsche Doppelkupplung or PDK, which is essentially a



Rear camera offers clear images even in the rain

Clocks are driver focused with oversized tacho



Cabin offers an excellent mix of luxury and sporty intent. Fit and finish is top class too

dual-clutch gearbox that ensures rapid gear changes to help keep pace with the vehicle's brisk acceleration. Although Porsche say that the advantages of this gearbox are especially evident in off-road conditions where shifts happen without any perceptible changes in tractive force; honestly, we can't really say because we didn't get an opportunity to indulge in the kind of off-road ventures where we would have been able to notice that.

Technicalities apart, from the way it drives it becomes crystal-clear that the Macan is a Porsche. We did after all manage to get to 100 km/h from standstill in just 7.22 seconds, charging through the thick sheets of water that the heavens were pouring on us. Availability of power is immediate and despite the forced induction that is now de rigueur in diesel engines, there is no hint of a lag or break in the straight line of the power delivery. You step on the throttle and away you go in the Macan to wherever your heart desires (or where the sat-nav guides you).

Handling, of course, is superb but more of that later. What is a bigger surprise is its ease of driveability. The steering is relatively light, making for comfortable going through chock-a-block traffic or when parking, but weighs up nicely as the numbers on the digital speedo rise. Feedback is precise and you are never in any confusion about where your front wheels are pointed. Traction available is ample, courtesy that all-wheel-drive system Porsche have thrown into the mix along with the fat tyres. The ride quality too is pliant. Here there are none of the jarring head smackers of sports cars going over ruts. Instead a series of muted thuds lets you know that you've just passed a rumble strip.



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#### SPECIFICATIONS



#### ENGINE

 Cylinders
 V6

 Engine Layout
 Longitudinal

 Fuel
 Diesel

 Bore x stroke
 83.0 x 91.4

 Capacity
 2967cc

 Compression ratio
 16.8:1

 Valvegear
 DOHC, 4 valves/cyl

#### **ENGINE OUTPUT**

Max power (PS)	244
Power peak (rpm)	4000-4500
Red line (rpm)	5200
Max torque (Nm)	580
Torque peak (rpm)	1750-2500



#### TRANSMISSION

Forward speeds, 7 speeds, PDK 1st gear 3.69 2nd gear 2.15 3rd gear 1.34 4th gear 0.97 5th gear 0.74 6th gear 0.57 7th gear 0.46 Reverse gear 2.94 Final drive, F/R 4.13/4.67 **Drive wheels AWD** 



#### STEERING

Type Electromechanical, with power assist Lock to lock 2.8 turns

20"

265/45 R20 /

**WHEELS AND TYRES** 



#### 295/40 R20 BRAKES

Wheel size

Tyre size, F/R

Front 350mm dia vented discs with six-piston aluminium monobloc callipers
Rear 330mm dia vented discs with combined floating callipers

#### SUSPENSION

Front Aluminium five-arm



wishbone, cylindrical coil springs

Rear Aluminium trapezoidal
wishbone, cylindrical coil springs

#### **ACCOMMODATION**

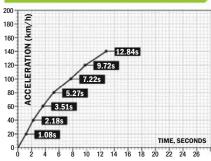
Seating	5
Head Room, F (max/min)	990/915
Head Room, R	930
Leg Room F (max/min)	1200/930
Knee Room F (max/min)	875/815
Knee Room R (max/min)	590/550
Shoulder space	1160
Fuel tank	60
Boot space	500-1500
Itres	



#### DRIVER AIDS

ABS, PSM, Vacuum Booster, Brake assistant, Porsche Torque Vectoring, Multi-collision braking, Lane Departure Warning, Lance Change Assist, ACC, PAS

#### **PERFORMANCE**



0-400m sprint: 1km sprint: 13.79 s 25.97 s Terminal speed: Terminal speed: 153.49 km/h 196.55 km/h

#### **TEST RESULTS**



#### SPEEDO ERROR (km/h)

Indicated	True
20	18.2
40	38.2
60	58.2
80	77.1
100	97.1
120	117.1

#### TOP SPEED

Achieved 204.22 km/h

#### **OVERTAKING ACCELERATION**

Roll-ons

 40-60
 1.35

 60-80
 1.89

 80-100
 2.12

 100-120
 2.79

#### **BRAKING TEST**

From 80-0 km/h 2.76 s, 34.15 m From 100-0 km/h 2.95 s, 39.83 m

#### **PERFORMANCE FACTORS**

Power/mass (PS/tonne) 129.79 Power/litre (PS/litre) 82.23 Torque/litre (Nm/litre) 195.48



 City
 12.1

 Highway
 17.8

 Overall\*
 13.49

\* Overall is 25% highway and 75% city driving

#### TEST CONDITIONS

Altitude 550m above MSL Weather Wet and windy

#### **HIGHLIGHTS**

- + Power delivery
- + Driving dynamics

\*\*\*\*

- + Build quality
- + Fit and finish
- + Braking
- Price

#### **CAR RATINGS**

 Design & Style:
 \*\*\*\*\*

 Powertrain:
 \*\*\*\*\*

 Performance:
 \*\*\*\*\*

 Fuel Efficiency:
 \*\*\*\*\*

 Dynamic Ability:
 \*\*\*\*\*\*

Space: \*\*\*\*\*

Creature Comforts: \*\*\*\*\*

Driver Appeal: \*\*\*\*\*

Safety: \*\*\*\*\*

Interiors: \*\*\*\*\*

\*\*\*\*

Suspension:
Ride Quality:
Handling:
Steering:
Braking:

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### **ROAD TEST Porsche Macan**

Porsche have an outstanding product with the new Macan, which has the potential to take the compact SUV segment in India (or anywhere for that matter) by storm



The 3.0L V6 turbo diesel pulls cleanly without the slightest hint of lag despite the forced induction at work



Porsche have taken the Q5 platform and then moved the rear seat ahead in the interest of better weight distribution in the Macan but space isn't too much of an





The boot is fairly large and without intrusions. Loading lip has been kept low, making things convenient while the 40:20:40 split rear seat and electrically opening and closing boot lid add to easy practicality







HE INDIAN SMALL CAR AND compact sedan markets have always been two very bustling segments, whether or not there is an economic disaster in process. There are several global companies vying for the top spot here, and even if they don't manage to dent the top, they get away with decent numbers if the product presents itself as a viable alternative with a more or less better focus than its primary target. Tata did that years ago. Remember that rather big small car armed with a naturally aspirated diesel engine that took the market by storm, fighting off the Japanese and the Koreans in the process? Yes, it was Tata who put their name on the global map, and now they're up to something yet again.

At the Auto Expo in Delhi earlier this year, Tata Motors showcased a new concept, called the Nexon, and also a Bolt and a Zest, the latter of which is the hero for the next few pages. The Zest is a compact sedan that has been created keeping the current — and maybe even the future — market in mind. It brings in several features which until now were confined to the higher C- and even D-segment models. It comes with a fresh face while retaining the family look, but of more interest are the changes inside and under the skin.

One look at the Zest and the first thing I noticed were the projector headlamps. It also has LED daytime running lights, which I'm sure will go down



A All-new front keeps family ties but now packs projector headlamps and LED DRLs



Photography: Rommel Albuquerque

Story: Jim Gorde

A Now those aren't a part of the original lyrics but I like their idea of assisted parking



🗼 A turbocharger on a Tata petrol motor? That's right! The new Revotron delivers the goods

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A dash of Tata Zest with java and latte is a refreshing touch

well with the target audience. The LED tail-lamp cluster is also a very attractive unit and will lend the Zest a unique signature after dark. Inside, the car has received a thorough revamp. The centre console in the top-end XT model is all new and features a multimedia touch interface developed together with Harman. The sound system features eight speakers – four speakers and four tweeters – for a surround sound experience. The voice-controls have been created after extensive testing with 70 different citizens and a range of dialects, and Tata Motors are confident that it will make journeys not just more comfortable, but a lot safer too.

Speaking of safety, the Zest actually brings in an appreciable amount of kit. The top-end car is equipped with dual front airbags and Gen-9 ABS from Bosch. The updated anti-lock braking system features EBD and Corner Braking Control to improve stability when cornering tight. Moreover, it is standard in the top and mid variants. There is a new ePAS or electronic power steering with speed-sensitive operation which uses a new setup of brushless motors to improve steering weight while retaining a good amount of feel. It has also been made smaller to be a tad more comfortable.

The comfort factor continues with the seats offering good support. There is good room in the rear too for a car in this segment. Small details such as adjustable headrests front and rear add to the



#### FIRST DRIVE Tata Zest

comfort and safety factors in equal proportion. Visibility is good and you don't feel cramped in the least. There is enough usable storage space in the cubby-holes and door pockets. The boot is rather voluminous, but the high load-line can make loading big and heavy bags a sweaty job.

One of the highlights is the début of Tata's Revotron engine family. In the Zest, power comes from a 1.2-litre turbocharged, SOHC eight-valve motor which makes 90 PS at 5,000 RPM and 140 Nm of torque from 1,500 RPM. The engine is paired to a five-speed manual 'box, but the interesting bit is the addition of driving modes. 'City' mode is the default, which balances performance and fuel efficiency. 'Eco' and 'Sport' modes are also available to maximise efficiency or performance respectively. The Revotron engine uses smart ignition maps to deliver improved feel according to the drive mode selected.

On the move, the Zest is a comfortable car. The driveability of the Revotron cannot be denied: low-end torque has received a big boost, literally, and that means less frequent gear shifts. The 'Eco' mode uses a relaxed ignition map, though I didn't find much of a difference between 'City' and 'Sport' other than a slight urgency in the latter. One outstanding aspect, though, is the braking. It was a rainy day in Goa and the handling, even in wet conditions, was good. The new Bosch ABS lends an elevated level of assurance when braking hard, even at highway speeds.



A The first entrant in the affordable diesel automatic space, finally! And it has a 'Sport' mode







A Familiar Quadrajet turbo-diesel motor takes pride of place, armed with 200 Nm of torque

#### **NEED TO KNOW**

#### TATA ZEST REVOTRON / F-TRONIC

PRICE

Rs 6 - 9 lakh (estimated)

ENGINE

1,193 cc, four-cylinder, turbo-petrol / 1,248cc, four-cylinder, turbo-diesel

TRANSMISSION

Five-speed manual / Five-speed automatic

MAX POWER

90 PS @ 5,000 RPM / 90 PS @ 4,000 RPM

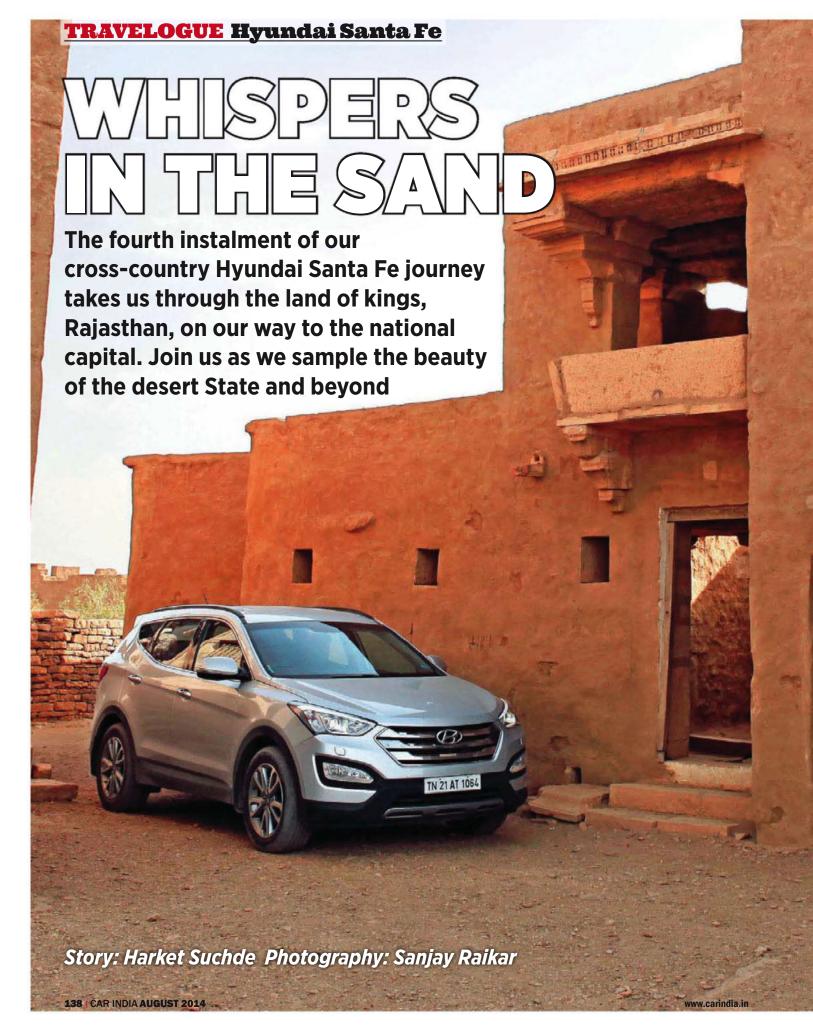
MAX TORQUE

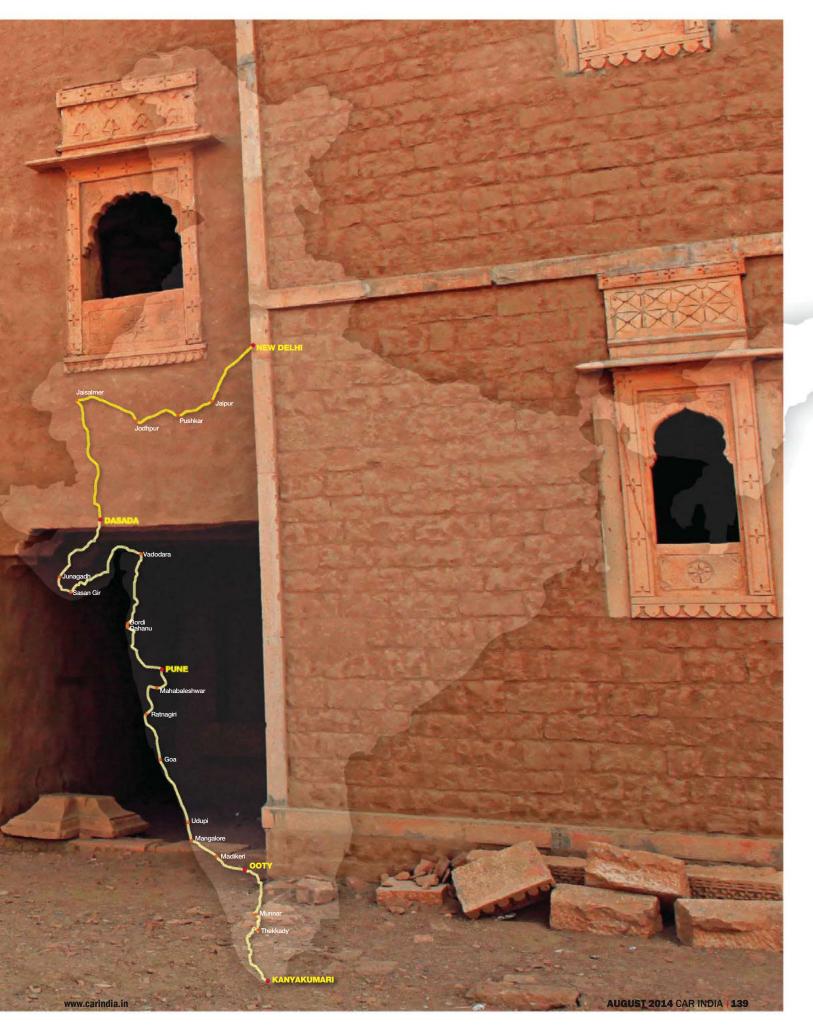
140 Nm @ 1,750-3,500 RPM / 200 Nm @ 1,750-3,000 RPM

Tata Motors also had the Zest diesel model for us to try out: the mid-range XMA variant. The tried and tested Quadrajet 1.3-litre four-cylinder turbodiesel motor powers this model, with Manza-spec peak 90 PS and 200 Nm of torque. The most interesting aspect, however, is the gearbox: the new F-tronic automated manual transmission marks the arrival of India's first truly affordable diesel automatic car — something many feel was sorely missing, with no major manufacturers taking the step to introduce a model for whatever reason.

The F-tronic uses a hydraulically-operated shifter with pre-programmed shift points and claims to deliver the fuel efficiency of a manual transmission. When you're easy with your right foot, the five-speed unit shifts cleanly and progressively. Step on it, though, and there is a noticeable delay between shifts while the engine stays on the boil. Thankfully, the 200 Nm of torque makes sure you don't feel too let down at any point. The diesel is actually less vocal than the petrol.

In terms of practicality, the Zest offers a good amount of space and equipment. The focus on quality is evident, but so far as feel goes, Tata can still do better as they move up the ladder to compete with the Koreans as well as the Germans. That said, the Zest is a step up from what we've seen thus far. We just hope that Tata Motors can deliver the final salvo with a price-tag that gets eyes wide open. A compact sedan with a choice of a turbo-petrol or an automatic diesel? About time!





## **TRAVELOGUE Hyundai Santa Fe**

N OUR PREVIOUS LEG OF this journey, we had arrived at the village of Dasada and back to the Rann Riders resort, having experienced the wonders of the Little Rann of Kutch earlier that day. This story moves forward from that point.

The day started at a ridiculously early hour. We were ready to leave the beautiful Rann Riders by 4.30 am, and my newly made best bud, Princy the pug, was there to see us off, along with a member of the resort staff. So we set off towards Jaisalmer, with NH 15 as our route of choice, taking advantage of the emptiness of the highway to put some distance on the odometer. The highways of Rajasthan are a dream to drive on: straight as an arrow for long stretches, smooth, and untarnished. They do, however, suffer from a distinct lack of animal control, because everything from dogs, sheep, cows, goats to camels and, yes, even the infamous (and endangered) black bucks are prone to walking, running, jumping, leaping and strolling across the highway according to their whims and fancies. It was extremely infuriating, having to slow down drastically every time you saw a quadruped anywhere near the road, and sometimes (black bucks, I'm looking at you) they just sprinted right across with no warning or prior notice. Needless to say, the Santa Fe's brakes got a thorough workout.

As any petrol-head will tell you, it's mighty frustrating to see highways like the ones in Rajasthan and not absolutely plough through them. It's against the laws of motoring nature. So after a drive tarnished by waves of disappointment, we arrived in Jaisalmer. We checked in at hotel Moolam, run by the Rajasthan Tourism Development Corporation (RTDC). The hotel was decent, with





#### **JAISALMER**

Kuldhara, Jaisalmer Fort Vyas Chhatri, Khaba Fort, Śurya Gate, Bada Bagh, Thar Heritage Museum

#### IODHPUR

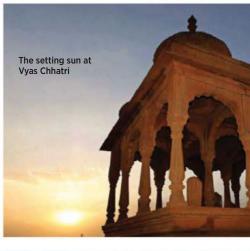
Mehrangarh Fort, Ghanta Ghar, Jawant Thada, Umaid Bhawan Palace, Kavlana Lake

#### **PUSHKAR**

Pushkar Lake, Gwalior Ghat, Brahma Temple, Saptarishi Ghat

**JAIPUR** Hawa Mahal, Amer Palace, Jaigarh Fort. Nahargarh, Fort, Jal Mahal, Jantar Mantar, Albert Hall Museum, Birla Temple, Rambagh Palace a reasonable tariff, but, sadly, its image was tarnished in my eyes by the woefully inadequate air-conditioning. Surprisingly, despite appearing to be a relatively new construction, it also followed the architectural philosophy that just about every building in Jaisalmer follows: Māru Gurjara or the quintessential Rajasthani architecture that uses intricate stone carvings as its signature. In Jaisalmer they've taken the State's architectural identity a little too far in my opinion, as everything from hotels and government buildings to even public rest-rooms are designed in this manner. Overkill.

There are a few places in Jaisalmer that are worth visiting. Our first place of visit was about 15 km away from the main city: a village, now abandoned, called Kuldhara, the biggest of a cluster of 84 which was inhabited by Paliwal Brahmins back in the 1800s. Historical evidence suggests the Paliwal Brahmins were a dab hand at trading, and had wealth to rival that of Jaisalmer itself. At this juncture, legend takes over. The story goes that then Prime Minister to the king, Salum Singh, had his eye on the Kuldhara chieftain's daughter. Being from a lower caste, the chief refused the match, which led to the minister threatening the chieftain with death,





giving the latter a 24-hour deadline to change his mind. The chieftains of all the villages convened an emergency meeting, and decided that the best course of action was to leave and never return. So they took all their riches they could carry, and buried the rest. Their final act was to lay a curse on the village, which would afflict anyone that would try to inhabit it or dig up their treasure. Apparently, the ghosts that supposedly reside there are the villagers returning after death to protect what is rightfully theirs.

The village and the story were all but forgotten for the best part of 200 years, until, in 1998, a couple of foreigners were spotted by the villagers using metal detectors to find the treasure and carrying various gold and silver articles out. The police were alerted. They caught the foreigners red-handed, and tossed them behind the bars. This incident brought the village to the government's attention, which then secured its perimeter, renovated some of the structures, and turned it into a tourist destination, with all the trappings including a nominal entrance fee.

From the haunted village we went to Vyas Chhatri, set atop a hill overlooking the rest of Jaisalmer. The place is dedicated to the titular sage,

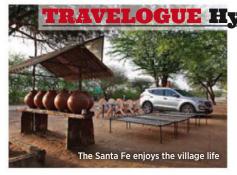


























best known for writing the epic Mahabharata. The festival of Guru Purnima is also celebrated in his honour. The Chhatri itself is quite beautiful, with detailed stonework adorning the building, and a fantastic view to boot.

After a quick stop at the Chhatri we went to what is widely recognised as the crown jewel of Jaisalmer: the Jaisalmer Fort. Sitting atop Meru hill, the fort draws the eyes from anywhere within the city, especially at night, when it is lit up with floodlights, and effuses a golden glow that shines like a beacon against the dark sky. Unlike most historical locations we've seen on this trip, though, the fort is still inhabited. It also has a monumental population of pigeons fluttering in and around it, so all you folk suffering from ornithophobia, you have been warned. Everything from clothiers' to barbers' and restaurants can be found inside the fortifications of the fort too, almost like a city within the city. The fort was built in AD 1156, and the façade of its exterior has been maintained to this day. Walking through its gates is like travelling back in time, with the thick, looming fortifications inducing a sense of safety, shelter, and comfort. With night setting in, we headed back to our hotel for some rest. After all, we had a long drive ahead of us the following day.

Crack of dawn, and we were off, the roads in Rajasthan being consistent in the sense that they were excellent as ever, and the animals seemed to enjoy them just as much as the travellers

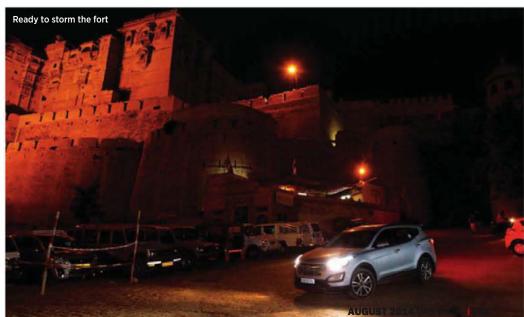
because they just wouldn't stop encroaching! We were wise to this possibility, though, and a good thing too, because at one point we had to suddenly swerve to avoid a nilgai that had run on to the road out of nowhere. The nilgai, if it was an intelligent being, would have definitely sent Hyundai a 'thank you' note for equipping the Santa Fe with ABS and traction control, for were it not for the safety features, that particular jaywalking (jaytrotting?) mammal would have been history. If you've never seen a nilgai, it looks like a cloning experiment gone bad. It has the head of an animal hailing from the antelope family, and a body of a cow! In a word, freak.

Our skirmish with the deer-cow hybrid was just a precursor to a larger malaise, because soon enough we ran into (figuratively, no animal ever came to harm during this travelogue) another breed of highway encroachers. This time, they weren't even restricted to the four-legged staying on the ground kind, because there were these annoying birds flying low and across the road for seemingly no reason. I don't know if they had a

false sense of bravado or a large-scale death wish or, maybe, they were just hankering for the attention that endangered species get; whatever they reason, they seemed to enjoy diving in towards the fast-moving Santa Fe and then attempting to dart out of the way. Annoying birds apart, though, the road was glorious. Our planned route for the day would take us to Jaipur with stops en route at Jodhpur and Pushkar. After a few hours of dodging the birds, signboards at the roadside indicated that we had almost reached Jodhpur.

Jodhpur was chaotic. We were aiming for the Mehrangarh Fort, but the maps on our smart phone took us through a bustling market area with really narrow roads. The Santa Fe is anything but really tiny, and there were a few tight squeezes, but we came out on the other side without incident. The fort itself was magnificent. The walls were incredibly tall, even for a fort, and the security was provided by members of the Indian Army, which was mildly puzzling. I know Jodhpur is an Indian Army base and a few squadrons of the Air Force too, but I thought using





#### TRAVELOGUE Hyundai Santa Fe

military forces to protect forts in these modern, post-monarchy, democratic times was passé.

The fort has a lot more going for it too, apart from its security personnel. Past the forbidding walls you can witness the élan and panache of Rajasthani royal quarters. Three palaces (or mahals) can be found inside the fort — the Moti Mahal, Sheesha Mahal, and Phool Mahal — and each is mesmerising in its unique blend of beauty and opulence. There's also a large museum in there, which has all sorts of artefacts that the culturally inclined will enjoy. Walking through the fortress, you feel like growing a big curly moustache, wearing a traditional safa (turban) and strapping on a wicked sword and shield. It's like being transported back in time, and somehow being in that environment gets your blood pumping. So much so that I, for one, wanted to spontaneously yell stuff like 'for honour, for glory!' and twist my imaginary sword around in flourish. By far the coolest part of the fort, though, is the cannonball indentations from back when the fort was under siege, which you can still find in one of its seven gates.

After ooh-ing and aah-ing our way around the fort, we hit the road again, with Pushkar Lake as our next destination. We went down NH 89 and past the village of Merta, and saw an incredible sight a slight distance out from Pushkar. It was a quarry where red sandstone was being mined, and, luckily for us, it had been temporarily abandoned. We drove in to check it out, with the uneven terrain not fazing the car one bit. The sheer walls of red and a little reservoir of water caused quite a contrast, and it was interesting to see what a quarry looked like up close. We couldn't explore it for too long, however, as we saw hard-hat donning workers starting to enter the premises, and took that as our cue to skedaddle.

In my naivety I thought that lane in Jodhpur was chaotic, but the experience of driving through Pushkar city and navigating towards the lake put things in perspective. The lanes were even narrower, with shops encroaching on all sides, a mass of humanity walking or riding around

in a wanton rhythm with no regard for rules; it was absolute bedlam. There were a surprisingly high number of foreign nationals too, and from the snatches of conversations I caught, they spoke perfectly acceptable Hindi, albeit with a distinct accent. The temple by the bank of the lake, dedicated to one of Hindu folklore's oldest deity, Lord Brahma (aka the Creator), was graceful and calming, but the searing rays of the sun put a damper on my enthusiasm. Pushkar has been a famous Hindu pilgrimage destination for eons, with some scriptures even awarding it the title of Tirth Raj or the king of pilgrimage sites. In fact, evidence of the Pushkar Lake's existence has been found depicted on coins dating as far back as 400 BCE.

Hankering to be back in the comforting embrace of the Santa Fe, we decided to drive to the other side of the Lake and see how close we could take the car to the actual water body. Luckily, we struck upon an offroad path that led to a spot just overlooking the lake, which the Santa Fe clambered through without hesitation or hassle. After enjoying the tranquillity of the lakeside and the cool breeze wafting towards us from the direction of the placid water, we headed out again, Jaipur being the next spot to land in our crosshairs.

The Ajmer–Jaipur highway was our choice of route to get to our destination, and for the first time since we ventured into Rajasthan, there were no animals on the highway! They had been replaced by a huge population of vehicles and the continued interruptions of toll booths instead. None of that bothered me, though. I just turned up the music, scrolled through my play-list

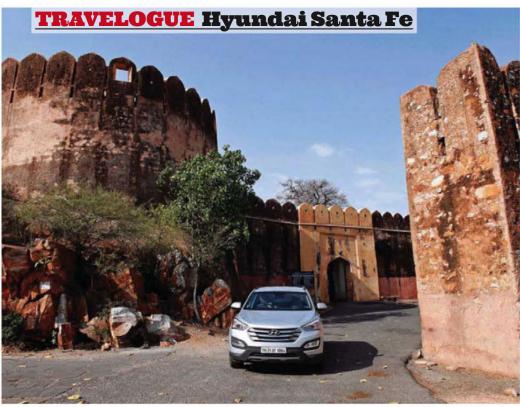
and picked out Metal messiahs
Metallica's 'Nothing Else Matters'. I
don't know how I ever functioned
without a touchscreen system that lets
you pick songs so easily. To think I
grew up in an age where you had to
'fast forward' a cassette tape in the car,
the very thought sends a shudder
through my spine.

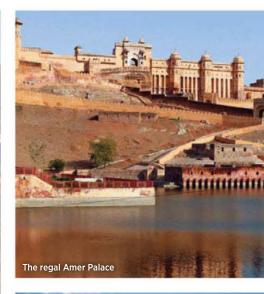
With the genius of James Hetfield and Co for company, the miles flew by and we found ourselves entering Jaipur city. Our halt for the night was to be the excellent Ramada Hotel, and the maps indicated that there was a bypass road leading there. My first impression of Jaipur was what I like to call the 'big city feel'. It's the impression you get when you go to Mumbai or Delhi, like you've just entered a sea of humanity that's in an unbearable hurry. The traffic appeared flustered, and the city looked as if it had expanded to such a degree that the roads couldn't keep up with the sheer volume of traffic any longer. Through the traffic and throngs of crowd, and after a quick stop for a refreshing drink of roadside nimbupaani (lemon juice) we arrived at the hotel and packed it in for the night.

Another short but comfortable





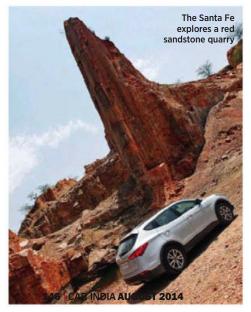














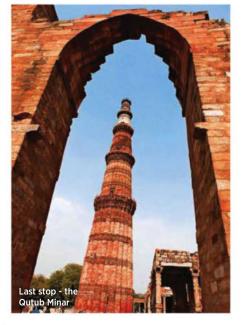


lent it the moniker of 'pink city'. The 50-foot tall, five-storey palace was built in 1799 by Maharaja Sawai Pratap Singh. Hawa Mahal literally means the 'palace of the winds', it is called so because the unique façade of the Mahal is designed with 953 windows in a latticed pattern for maximum air flow. From the Hawa Mahal, we drove towards Amer Palace (also called Amber Fort).

The winding road leading up was fun to drive on, mostly because it's a one-way, which means you don't have to worry about anyone coming down the wrong way. Also, it was really early in the morning, so there wasn't another soul in sight throughout the fort complex anyway. The fort overlooks Maota Lake and to get there you either walk or drive up the cobbled path winding to the top, or you could go the Maharaja way and hitch a ride on the back of a stately elephant which will transport you up and even inside the fort's premises (vehicles have to be parked outside) at a sedate pace. Inside, you'll find a four-level architectural approach. The first level is the Diwan-e-Aam, where the kings of yore held public audiences. Following that is the Diwan-e-Khas, where the nobles and the royal family's more exclusive guests were granted entrance. The Jal Mahal comes next, followed by the Sukh Vilas which was the king's private residence. The fort is one of three in the vicinity, and together the three forts formed a formidable barrier of resistance against attacks from foreign kingdoms. In fact, there's a subterranean last-ditch escape route that connects the Amer Palace to







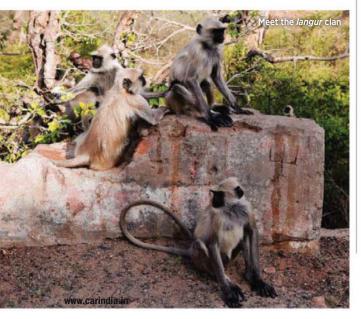
Jaigarh Fort, which was our next stop.

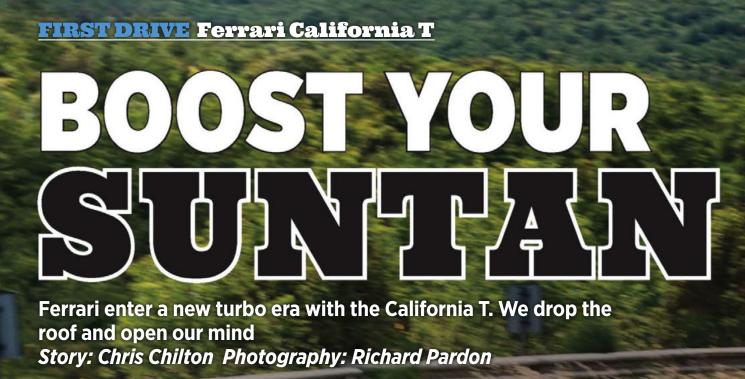
Now Jaigarh Fort and Nahargarh Fort are pretty much neighbours, even the approach road to the two is the same. So we decided to split off towards Jaigarh first. As soon as you head towards Jaigarh Fort, you'll come across this specific area that's inhabited by at least 50-60 wild peacocks and peahens. It's as if they've established a colony there, the sight of all those feathers swathed in electric blue and sharp greens swaying about in close vicinity is truly mesmerising. Inside the fort, you'll find your usual palace, along with an armoury and a museum. Just outside the gate, you'll also find a troop of langurs hanging about.

About five minutes away is the fort of Nahargarh. It probably has the best view of the lot. It's constructed on the very edge of the cliff, on the Cheel ka Teela (Hill of Eagles) part of the Aravalli hills. Incidentally, the Cheel ka Teela also houses Jaigarh Fort and Amer Palace. When you stand on the rampart and look down, the fort overlooks the original Pink City, and you also enjoy a spectacular view of the Man Sagar Lake. We also stopped

by on the bank of the Man Sagar Lake on our way back from the triple fort visit. Plump in the middle of the lake is Jal Mahal. Although we couldn't travel to the Jal Mahal itself because we didn't want to leave the Santa Fe behind, and despite its many handy features, it isn't capable of making the jump from car to motor boat, or any kind of boat for that matter. We did manage to take in the Jal Mahal's splendour from afar, though.

Our next stop was to be the capital, New Delhi, and getting there meant we had to take the NH 8. Everything was going smoothly until we reached Manesar. Once there, the ongoing bridge construction meant the entire highway traffic was funnelled, causing a major hold-up. Things only got worse the closer we got to New Delhi, because Gurgaon was an absolute bumper-to-bumper clog up. After inching forward at an agonisingly slow pace, the road finally started to open up again. In the distance, I could see a sandstone and marble monolith cutting a sharp silhouette in the skyline, the Qutub Minar, which could only mean one thing, New Delhi: we had arrived.











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T'S HARD TO THINK OF TWO MORE disparate Ferraris than the macho F40 and the rather more effete California T. One is the archetypal track-ready supercar, a Kevlar-bodied monster with string for door pulls, the other, built 25 years later, a genteel GT built to woo new Ferrari buyers who wouldn't know their Arese from their Elba, or at least a Mondial from a 250 Lusso. What do the F40 and California have in common? They are the two most recent road-going Ferraris to employ turbochargers.

Accepting that forced induction is the only way to meet the moral and legislative demands for car-makers to think green, Ferrari have committed to a future of turbo sports cars. First to arrive is this California with a facelift, but next year's 458 update will use a version of this same engine.

The new engine, contrary to some reports, is not the same unit Ferrari build for sister company Maserati's Quattroporte. Only the genuine Ferrari engine has the flat-plane crank, whose unusual firing order gives it a radically different character from a traditional burbly V8. It's 3.9 litres, down 400 cc from the old V8, and the rev limit falls by 500 RPM to 7,500 RPM, but Ferrari promise that the deficit is more than compensated for by

NEED TO KNOW

FERRARI

(Rs 1.57 crore)

3,855 cc 32v twin-turbo V8, 560 PS @ 7,500 RPM, 755 Nm @ 4,750 RPM

GEARBOX dual-clutch, rear-wheel drive

PERFORMANCE 3.6 seconds

0-100 km/h, 315 km/h, 9.5 km/l, 250 g/km CO2

WEIGHT 1,730 kg ON SALE

the presence of two twin-scroll turbochargers. Peak power is up from 490 PS to 560 PS, and torque swells like a cartoon toe belted with a hammer, growing from 505 Nm to 755 Nm.

That's only in the tallest of the dual-clutch 'box's seven ratios, mind. Ferrari's determination to make this new engine feel naturally aspirated has resulted in some careful boost management to tailor the power and torque curves. Flat torque curves are great for driveability, but can make for boring cars. So while the engine is tuned to deliver the full 755 Nm as low as possible in the seventh gear, making it easier to squirt past cars on the motorway, in the lower gears you get less torque (600 Nm in gears one to three), and access the meat of it further up the rev range.

It's a smart idea and works brilliantly, giving you a reason to chase the red-line on B-roads as if you're driving a naturally aspirated car, but also the lazy lowdown shove of a blown car when you're cruising at motorway speeds. The reality, though, is that this new California feels dramatically faster everywhere than the car it replaces. Ferrari say the 0-100 km/h time falls by 0.2 seconds to 3.6 seconds, but look at the 0-200 km/h times for a more accurate picture: 11.2 seconds plays 13.4 seconds and makes this thing faster than the old 430



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## FIRST DRIVE Ferrari California T

Scuderia. And the T is claimed to be 15 per cent more frugal than the old V8 in real conditions, while CO2 emissions fall from 270 g/km to 250 g/km.

However, as anyone who's watched this year's FI knows, turbochargers have an unmistakable silencing quality. To be frank, this engine doesn't sound anywhere near as sexy as a naturally aspirated Ferrari V8. It's not dull or even particularly quiet, but the thick, bassy music emanating from those now horizontally paired tailpipes isn't as crisp or possessed of the same vocal range as its predecessor. Unsurprisingly, given their similar specifications, it sounds most like the V8 in McLaren's 12C and 650S.

It's worth remembering that while we romanticise Ferrari engine noises, the old California wasn't a patch on the 458, and the late 1990s 550 and noughties 612 were almost inaudible compared with a current F12 or FF. But what all of those engines do share is a pedal response sharp enough to give you a pedicure every time you crack open the throttle. With the T's engine, you've got the alien sensation of turbo lag. To be fair to Ferrari, they've done a sterling job of dialling it out to the point where it ceases to be a major irritation, but it's definitely there, that

**Torque** is reduced in low gears, giving turbo V8 a naturally aspirated feel

momentary pause for breath like an infant with its fingers trapped in a door jamb, red-faced, mouth agape, but utterly, temporarily, silent.

Does it spoil your fun? No, and let's be clear that there is fun to be had here. This may be a starter-Ferrari, but it has the sweetest balance of any contemporary front-engined 2+2 I can recall. Open the long, now double-vented bonnet and you can see why. The engine, whose centre of gravity is now 40 millimetres closer to the tarmac, looks so low you wonder if it hasn't dropped off its mounts. And it's pushed so far back against the bulkhead, the front-most cylinder is actually behind the front axle line. Power is delivered along a torque tube (as first used by Ferrari on the 275 back in 1964) to the mandatory dual-clutch transmission mounted over the rear wheels. The result is a 53 per cent rear weight bias, and handling so neutral it makes the Swiss look ready to throw in their lot with Putin and declare World War III.

The old California had a similar disdain for understeer, but this one has 12 per cent stiffer







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springs, faster-acting magneto-rheological dampers and vastly tighter body control. It also gets a steering rack that is not quite as swift as the one fitted to the 458 - and certainly not as communicative as the 458 Speciale's – but significantly shorter-geared than the old car's. Previous Californias fitted with the Handling Speciale pack got a faster rack too, but they were slightly edgy beasts, trading the standard car's composure and GT character without matching the thrill of a 458 Spider. This car is much better judged. It still takes a couple of miles to learn to put less input into the steering, and let it unwind when it wants, but it's far less spiky than the HS and the ride comfort is staggeringly good. So too the brakes, standard-fit carbon ceramics made to Ferrari's latest specification.

Inside, clues to the new powertrain are largely limited to a circular digital boost gauge-cum-clock mounted between the two centre dash vents. Outside, though, there's no confusing new with old. Weak styling was arguably the original California's biggest demerit, but design boss Flavio Manzoni, who arrived long after the 2009 car had been signed off, has done a great job of injecting some drama. Headlights arched like Fu



Press a button and the roof will fold away in 14 seconds



🙏 Styling changes, engine changes... but California interior far more familiar

## SECRETS OF FERRARI'S TURBO V8

1 New turbo engine's centre of gravity is 40 mm lower than the previous V8's

2 Complicated three-piece manifolds get equal length pipes to cut lag, boost sound



A Turbo V8 revs to 7,500 RPM - high, but still 500 RPM short of the old 4.3-litre V8



3 Each bank of cylinders is fed from a single twin-scroll turbo delivering 0.9 bar. Ferrari claim shortest pedal response times in the segment



Ferrari try their best to disquise turbo shove, then stick this on the dash





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Manchu's eyebrows add some much-needed menace to a nose featuring two vents in place of the original '60s-style scoop, the latter a nod to its famous namesake. The flanks get a more pronounced waistline and deeper coving too, but the best is saved for the rear. Packing a folding hardtop and decent room for luggage is a tall order for any stylist, but changes to the exhaust tailpipe layout and a fractionally lower boot edge dramatically improve the look

There's never been a 'T' in California, until now: it denotes

twin turbochargers

of the whole car.

Ferrari have made no changes to the roof mechanism, which cycles from open to closed in 14 seconds at the touch of a button. The screen pillars are still too fat, so you find yourself peering around them on twisty roads,

Nice view... Flavio Manzoni's California refresh rights the wrongs of the original

Warning tailgaters: carbonceramic brakes are standard on all Ferraris

of cars went to first-time Ferrari customers, people who might otherwise have bought a top-of-the-range Mercedes SL or Aston Martin Volante instead. People who might later spend big on a V12 Ferrari once they'd got a taste for Maranello's fruit. More than 10,000 Californias have been sold in five years, making it the most successful single model in the company's history.

I'm not going to tell you if you've spent hundreds of hours having a 458 tattooed over your back that you need to reach for the laser. That's still our favourite Ferrari too. But don't dismiss the California. Its steering wheel manettino might only have three positions, but it now looks and drives more like a Ferrari should, and the new turbocharged engine is mostly very impressive. Does the new engine have what it takes to convince in next year's 458 update? Not as it stands, but don't bet against Ferrari pulling it out of the bag. Here's hoping.





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# WHIPPING UP A

Flat out on road and track in the new Lamborghini Huracàn

Story: Georg Kacher Photography: Greg Pajo

HIS IS JUST A CAR, I KEEP SAYING to myself as I wait for the light at the end of the pit-lane to jump from red to green. Just another car. But it isn't; this is the new 610-PS Lamborghini Huracan. While my body is still trying to make friends with the narrow bucket seat, my brain switches on one adrenalin pump after another. Eventually, my right index finger lifts the red metal gate and stabs the starter button.

I can hear myself breathe quite loudly now, sucking oxygen out of the small cabin in deep, short draws. I look around; small side windows, zero rear visibility, a sizzling fata morgana relayed by the rear-view mirror, a wide and deep windscreen that seems to kiss the ground. The dashboard is a hyper-modern mix of Aventador, Reventon, Sesto Elemento and Egoista cues. The main TFT display can switch among three different modes: Full Drive, Mixed and Infotainment. The centre stack houses the multimedia and sat-nav controls, auxiliary instruments, a row of classic rocker switches, an electric handbrake and a metal U-shaped reverse gear lever that's so much easier to use than the previous push-button device.

Awaiting the firm grip of my sweaty palms is the multifunctional steering wheel, now with integrated wiper and indicator switches. Mounted on the steering column are the world's largest shift paddles. Ready to hit the road? Abso-bloody-lutely!

The Huracan replaces the Gallardo, a car that made its début in 2003 and accounted for 14,000 of the 30,000 cars Lamborghini have ever sold. It's every bit as watchyour-back-low as the Gallardo, but it is a little longer and wider, and its wheelbase is now 60 millimetres longer at 2,620 mm. The weight has come down by a token eight kilos to 1,422 kg, the torsional stiffness up by 50 per cent thanks to an aluminium space-frame kitted out with carbon-fibre sills, floorpan, transmission tunnel, rear

firewall and B-posts. The chassis is again all-wheeldrive, the suspension again via double wishbones allround, but the 19-inch wheels have swollen to 20-inchers shod with Pirelli P-Zeros.

Your neighbours will hate you for owning a Huracan; this Lamborghini is just so incredibly loud. But emotion is the approach you must choose when you can't win the numbers game. Knowing full well that the uprated, normally aspirated 610-PS V10 cannot beat the turbocharged eights fitted to the 650-PS McLaren 650S and next year's 670-PS Ferrari 458-T, R&D boss Maurizio Reggiani and his team decided to add a large measure of Italianitá to enhance its appeal.

Compared with last year's Gallardo Squadra Corse, the maximum power output increases from 570 PS to 610 PS, peak torque by a modest 20 Nm to 560 Nm, and the

## SECOND OPINION

The new dual-clutch transmission is so much better than the Gallardo's robotised manual that it's easy to overlook some of the other key improvements Lamborghini have delivered. Like the carbon brakes, which now come as standard, and finally deliver decent pedal feel in real-world traffic. Or the optional adaptive dampers, which hugely improve real-world comfort.

There's that phrase again: real world. Lambo have wisely worked to make the car better in the situations where it spends most of its time, and that isn't on the track. Naturally, it's faster there, too; at Ascari, the instructor-driven Aventadors we're forced to follow during hotlapping need track-ready Corsa tyres to keep ahead of the Huracans on regular P Zeros.

Rear-biased Sport mode is more fun than nose-led Corsa, but this is still a safe, rather than flamboyant supercar. You can tease the front and rear tyres, but a 458 is more playful. Stick to the road, where the Huracan is at its best. There's no sign of the ontrack understeer, but you'll need to keep it above 6,000 RPM to push on.



- Chris Chilton





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Although this Lamborghini can bark louder than most of the rivalling big dogs, its personality is much more mature and less aggressive than the Gallardo's. One point in case concerns the new Lamborghini Doppia Frizione dual-clutch gearbox which bites faster and harder than the rather rough automated manual fitted to the Gallardo, yet, at the same time, it can be totally fluent, seamless and relaxed. Dictating the pace with your fingertips is still the most rewarding modus operandi. Revs permitting, the transmission will change down several gears at a time while you keep the paddle pulled.

When the light finally goes green on the Ascari circuit, the Huracàn is not only stunningly fast, but also beautifully balanced. In Corsa mode, the steering action

speeds up dramatically, tip-in is an object lesson in preemptive obedience, upshifts are accompanied by a whiplash domina effect, torque vectoring clearly favours the rear wheels, and the shock-absorbers keep the body almost level even under hard braking and through maximum-g corners. Initially, stability control provides exactly that and, perhaps, a bit too much of it, but after about 20 laps when the tyres start to melt and the car fishtails out of second- and third-gear bends, the calibration feels suddenly spot-on. By that point, the carbon-ceramic brakes are hot enough to decelerate our gleaming citrus fruit on wheels with such time-warp efficiency that it seemed perfectly all right to hit the pedal eerily late even though extreme deceleration would occasionally trigger an initial wobble or two.

Safe and sure-footed like a 911 Turbo S, the Huracan is all about clarity and confidence. You can go seven-tenths and still feel like a superhero through the twisty stuff, you





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## 1. STEERING WHEEL Indicator and wiper

functions migrate to steering wheel

## 2. DRIVE CONTROL

Red Anima button tweaks throttle, steering and more - choose from Strada, Sport and Corsa

## 3. REVERSE!

Little gear-stick replaces fiddly old reverse button on the Gallardo

## 4. TFT DIALS

digital instrument panel can be customised



**ENGINE:** 5,204 cc 40v V10, 610 PS at 8,250 RPM, 560 Nm at 6,500 RPM

GEARBOX: Seven-speed dual-clutch, four-wheel drive

**PERFORMANCE:** 3.2 seconds 0-100 km/h, 325 km/h, 8.0 km/l, 290 g/km CO2

**WEIGHT:** 1,422 kg (dry)

ON SALE: Now

Naturally aspirated V10 makes 610 PS

can overdrive it by two-tenths and will not be punished as long as ESC is active, and you can expect total satisfaction for every lap completed at ten-tenths. The baby Lamborghini, once a role model for extrovert excess, is unexpectedly transformed: totally predictable to the limit, it fuses Italian flair with Germanic efficiency.

The Huracàn's talents are more than skin-deep. Comments the R&D chief with a wide grin, "For the sign-off drive with the Audi board of directors, the car had to master a bend on the proving ground at almost 320 km/h. Earlier in the gestation process it didn't, but after we increased the downforce by 50 per cent, even our German friends were convinced...

Normally, it takes an empty autobahn to explore such extreme velocities, but the fast and twisty road from Marbella to Ronda is not a bad substitute, so we leave the hotel at the crack of dawn to unleash the beast just one more time. While the 5.2-litre V10 beams us

Used to just tweak gearbox, now steering, suspension and 4WD system too

effortlessly past slower traffic, four-wheel drive redistributes torque corner by corner with surgical precision, the variable-rate steering keeps carving out the most pragmatic flight path, the fearless suspension successfully deals with deep craters and sharp ridges, and the energetic brakes reel us in from the brink time and time again. The Huracan feels unstoppable.

aspirated V10 makes 610 PS

Somewhat surprisingly, the Gallardo replacement is not only a sharper and faster driving machine, but also a more compliant and accessible sports car. Even more so than the Aventador, it is two cars in one. Its soundtrack will silence the busiest street cafés, its extrovert stature is a magnet for smartphone junkies, its presence in the rear-view mirror has a hot-knife-through-butter effect. But when you look behind the glamorous facade, you will find raw talent, real ability and rare composure.

The Gallardo casts a long shadow, but the Huracan stands as a very worthy successor.





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# THE ULITIMATE AND ASSOCIATION AND ASSO

That's what we thought as drove the hot new Audi TT with its 420-PS engine. By the way, we were the first to drive it Story: Georg Kacher Photography: Steffen Jahn

O THIS IS THE FIRST DRIVE OF THE new Audi TT. Yes, it's a concept car; the very car, in fact, that wowed the Geneva Motor Show in March and almost overshadowed the début of the production TT. But this isn't some cobbled together one-off; it's the real thing, fitted with a prototype 420-PS version of the 2.0-litre TFSI engine most TTs will be powered by. So we'd better take it seriously.

That's not hard when you look at it — the full-le-eng-t-h 420 stickers (that's 420 PS), the tall tailgate spoiler, menacing carbon-fibre body-kit and alcantara-trimmed bucket seats all scream performance intent. The space beneath the tailgate is occupied by a partial roll-cage and by two scoops designed to cradle a brace of racing helmets; there are no rear seats, and most of the cabin is clad in an ultra-thin moleskin-type material which scores 10/10 for looks and 1/10 for noise insulation. It's easy to imagine that the next TT RS will feel something like this.

Firing up the engine is an event. Hit the red button on the helm to awaken the starter which requires two or three snarling revolutions to crank up the highly tuned 2.0-litre four. Once again, the production car lapses back into concept car mode. Idle speed is revving up and down the tone ladder in 200-RPM waves; the water pump, the oil pump and the injection pump take a few moments to synchronise their a capella performance; you can almost feel the lubricant swarming out to the remote corners of the powerplant, which duly changes its tone of voice from high-pitched metallic to a healthy baritone. Playing with

the throttle introduces the two key sparring partners to this quattrophonic ring: the intake plenum and its broadband coloratura, and the dual-stage exhaust system which oscillates between mass murmur and raw roar. When you shift down on the move with the left index finger, the chips will automatically blip the throttle; when you give her stick and keep the right foot firmly planted, a phonetic explosion marks the transition from bawl to blare at 4,500 RPM; when you change up one gear close to the redline and then another, the four sounds almost like a five, and then very briefly even like a six.

Although the TT420 may have what it takes to evolve into the next TT RS, it won't feature this engine. Instead, the top-of-the-line version will run Audi's five-cylinder unit, which gets a new lease of life in the shape of a seriously modified alloy-block motor (good for 525 PS in the latest S3-based hot concept). The TTS will remain loyal to the 2.0-litre TFSI, which is featured by every mainstream VW Group brand. Originally pegged at 296 PS, TTS output has recently been lifted to 310 PS. How come? Because Ulrich Hackenberg, now Audi's R&D supremo, felt an urge to eclipse the 300-PS Golf R. For exactly the same reason, the output of this hot TT420 concept was increased to a lofty 420 PS - 20 PS more than the 400-PS Golf R400 concept. Talk about interbrand one-upmanship. Although it is the most powerful 2.0-litre petrol engine, this particular iteration is not currently confirmed for production.

The TT420 is redlined at 7,200 RPM, and the turbocharged 16-valver produces peak power at 6,700





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We're testing the TT on a six-mile-long hill-climb, from Klais near Garmisch to Ellmau Castle in Austria. The longest straight is fast enough to allow triple figures, the variety of corners range from tight, second-gear kinks to speedy, fourth-gear sweepers, and the mix of gradients and surface changes further enhances the appeal. Unlike the production TT due in September, which is bound to be compliant and forgiving, the TT420 wants to be a race car. To sharpen the response to steering, throttle and brake inputs, the engineers have modified the suspension mounts, shock-absorber calibration and spring ratings. At the same time, they've lowered the ride height, fitted fatter

mixed-flow turbocharger operating at a peak boost

charge of distributing the oomph.

pressure of 1.8 bar. A six-speed dual-clutch transmission

and an electronically controlled multi-disc clutch are in

sequence of random images, and all the dynamic settings are fixed - despite alluring push buttons labelled Race, Drive Select and Exhaust Note.

The biggest challenge of the day is to escape from our three minders to get the action shots in the bag – a task which isn't helped by the fact that putting my foot down will stack the valley to the glacier tips with decibels. Although the TT is a front-engined vehicle with a bloodline linked directly to the A3 and the Golf, the weight distribution works out at a surprisingly wellbalanced 54:46 front-to-rear. Keeping most of the mass between the axles helps the handling, which ranges from razor-sharp (throttle on) to snappy (throttle off). Thanks to the sandpaper blacktop which quickly warms up the front tyres, turn in is brisk, linear and reassuringly positive. Keep the accelerator depressed and the TT will carve through corners like a rollercoaster on banked rails.





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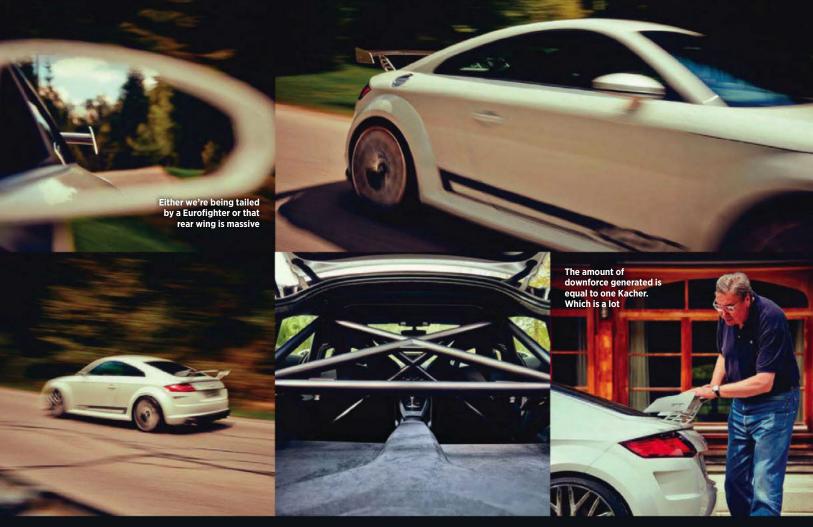
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Overdo it, and the black box may buzz to help, but first-aid is not provided by ESC. Before stability control interferes, torque vectoring will have passed around most of the excess momentum, left to right or front to back or, if need be, even diagonally across. By modulating the flow along the chosen trajectory, the chips actively help to set up the car for maximum grip, minimum understeer and only the faintest trace of exit oversteer. Torque vectoring may sound like one of those I-can-do-betterthan-you gizmos, but it actually takes a conscious effort to even notice that little tug at the hip or that little pull at the wheel. Fact is, the TT420 feels even more corner greedy than an S<sub>3</sub> or a Golf R, it is even better at suppressing body-roll, and it can be pointed at the apex with even greater precision.

The soundtrack that accompanies every move complements the car's presence. You can hear the turbo breathe in with a rustle, the wastegaste discharge with a whistle, the powerplant change its tune with the throttle position and, even more so, with the gear you are in. Also

Most people think twice before putting their loved ones into the back of a TT at the best of times, but 420 is all scaffolding and helmet space. Shopping? No, not that either

attacking the eardrums much more profoundly than in a production TT are the secondary working noises. Kerbside gravel peppers the wheel-arches like shrapnel, the rubberless suspension mounts moan and groan as if we were racing through a blue movie set, the shaved Dunlops scrape the tarmac like a quartet of jam-session brushes, and the brakes need to be worked hard before they lose their inherently rough feel. The dual-clutch transmission clickety-clicks through the ratios, the steering copies the road in braille to your palms, the interaction between the aerodynamic aids feels almost as physical as the torque-juggling electronics. On top of all this rages that short-tempered and wild-mannered rascal of a four-cylinder engine. It draws in oxygen through a tubular carbon-fibre air-filter, it snorts out through the largest-diameter tailpipes this side of a Scania truck.

Like all third-generation TTs, the underpinnings of this one are the latest iteration of MQB (short for 'modular transverse matrix'). Unique to the TT coupé and roadster is the blend of MQB and ASF, short for 'Audi space >





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frame'. While the front-end structure and the floor-pan are made of high-strength steel, the passenger cell, the exterior skin and all hang-on panels are made of aluminium. For maximum stiffness, ASF is composed of bespoke cast nodes, extrusion profiles and press-drawn sections. The evolutionary design incorporates several show-car cues inspired by, among others, the Sport Quattro and TT Allroad concepts. The set-back singleframe grille shares its glossy black honeycomb structure with the lower air intakes; the front splitter, rear diffuser, blade of the tail spoiler and sill extensions are carbonfibre; the rear lights are LEDs and the headlamps the fully adaptive matrix technology we know from A6, A8 and R8. Shod with extra-large 20-inch footwear, the centre knock-off Y-spoke rims are mounted to spacers that widen the track by 60 mm.

The race buckets are non-adjustable, but are actually more comfortable than they appear, and, in combination with the four-point harness, they fuse your body with the car. The dashboard is a minimalist design dominated by that 12.3-inch virtual cockpit TFT binnacle and by the five trademark round air vents. Gone for good is the second monitor in what is now a pared-back centre console. What happened to MMI, which used to control air-con, music and sat-nav, you ask? The temperature controls, together with the air-flow distribution knob and the seat-heater switches are integrated in the eyeball vents, while all other functions are accessed via the steering wheel. Drive Select is now also within easy reach of your fingertips. Not fitted to the TT420 but eventually available on the real thing are head-up display, various

NEED TO KNOW

AUDI

PRICE Not available

1,984 cc 16v turbocharged four-cylinder, 420 PS at 6,700 RPM, 450 Nm at 2,400-6,300 RPM

## TRANSMISSION Six-speed dual-clutch, four-wheel drive

PERFORMANCE 3.7 seconds 0-62mph, n/a mph, n/a mpg and CO2

# MacPherson strut front, multi-link rear

WEIGHT/MADE FROM 1,344 kg/steel, aluminium and carbon-fibre

RATING

assistance systems, power-operated seats and a singing and dancing infotainment system complete with the full Google fix. While marketing reportedly sees no need to plug the gap between 2015's 310-PS TTS and the 2016 460-PS TT RS with this 420-PS version, the 2.0-litre TFSI will be available with 400 PS for the new A4/A5 and also certain Q models.

Purists may consider the TT420 to be neither fish nor fowl. If it materialised, it would be priced way above the TTS, and, at the same time, is bound to be eclipsed by the more powerful TT RS, not to mention the proposed 500-PS TT RS Plus. But the TT420, with its combination of a light engine and light body, is an intriguing bit of kit. You see, the weight difference between the TTS and TT RS is in the area of 180 kg – and that's before other factors such as the more radically tuned chassis and steering enter the equation. So if this mad blast up and down the same mountain was anything to go by, Audi do seem to have a winner up their sleeve again.

While the new 310-PS TTS is set to beat the 320-PS Cayman S in terms of value per money, the 460-PS TT RS seems bound to eclipse 911 Carrera 4S performance at a fraction of the price. But this time, Audi can do better than merely field more compelling numbers and arguments. This time the brand actually provides a commendably involving drive. The TT420 is fun in a focused, highoctane manner, with a character more brute RS4 than slick RS6, and it solidly over-delivers on blistering pace and driver thrills. Audi liken the new TT to a junior R8. And that was the last time we felt so optimistic about a new driver's car sporting the four rings.







# Synthetic engine oils for cars



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# NEW AUDITI



# 

The Mk1 was a shock, the Mk2 was dialled back; but through design, technology and a radically hightech cockpit, the Mk3 TT is the real thing Story: Ben Barry Photography: Greg Pajo



## **FEATURE** Secrets of the new Audi TT

OULD THE THIRD-GENERATION Audi TT finally be about to live up to the mini-me Porsche ou billing that its looks have always promised but its dynamics never delivered? As tech development boss, Oscar Da Silva Martins, talks to us round a cutaway of the car's monocoque ahead of its launch in November, it seems a tantalising possibility. With a clever mixture of aluminium and steel, the new TT's kerb weight is not only some 140 kg shy of the iconic Mk1 of 1998, but also 50 kg lighter than its steel-andaluminium-based predecessor, despite extra equipment that boosts both of safety and convenience. "We're confident that the 2.0-litre TFSI model with frontwheel drive and manual transmission will be the best in class," savs Da Silva Martins.

Torsional stiffness is ramped up by 25 per cent compared with the Mk2, the centre of gravity is lowered by 10 mm, and a revised Quattro system switches the dopey pressure accumulator for an electric pump to fast-track the optional all-wheel-drive system's responses. Clearly, we're counting eggs and not chickens here ahead of our crucial first drive, but these are quantifiable facts that can only make the TT a sharper, stiffer, more responsive car to drive.

Being based on the VW Group's new modular MQB platform, the TT remains the Alan Sugar of the coupé world, the boy-done-good that hails from humble beginnings. But to overplay the Volkswagen-Golf-in-



You have to give Audi's engineers credit for trying so hard; they could have called in sick and had no bearing on sales

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 Aero-style
 Allen-bolt filler cap remains a signature detail

TTS gets 310 PS, yet can deliver 14 km/l fancy-dress commonality that this suggests — and was certainly true of the MkI TT — is to both mislead the layman and do a disservice to Audi's engineers. So while the TT's front end is MQB-based, the suspension pick-up points are altered due to the TT's wider track; at the rear, MQB's longitudinal supports make an appearance and the suspension pick-up points are unchanged, but the rest is bespoke, including the boot floor, which uniquely among MQB models houses the battery; at 2,505 mm, the TT's wheelbase is 37 mm longer than before — despite overall length barely changing at 4,180 mm — but it's also some 132 mm shorter than the Golf's. This is not a Golf wearing a fancy top hat.

Marko Weigel, project manager of the body and interior, explains that the monocoque is a mix of hot-shaped steel (17 per cent), aluminium panels (15 per cent, including all hinged panels and the roof), extruded aluminium section (six per cent) and aluminium castings (six per cent), the remaining components produced from cold-formed steel. The TT makes leaps over even the current 991-generation Porsche 911 with its aluminium/ steel hybrid; the 911's A-pillars, for instance, are high-strength steel to ensure sufficient rigidity; the TT's glasshouse structure is aluminium, reducing weight and, therefore, keeping kilos concentrated closer to the ground for better handling without compromising safety.

While the TT's weight has fallen, its power outputs have blossomed. A range of four-cylinder engines, with either six-speed manual or dual-clutch automatic

gearboxes, are on average 14 per cent more powerful than their predecessors. The entry-level 2.0-litre TFSI manages 230 PS, 370 Nm, 15 km/l and 158 g/km, while the range-topping TTS achieves 310 PS, 380 Nm, 14 km/l and 164 g/km – 310 PS and 14 km/l! The 2.0-litre TDI, which has previously accounted for a sixth of all TT sales, gets 184 PS and 380 Nm along with a wallet-pleasing 23.7 km/l and best-in-class 110 g/km.

There's Progressive Steering as standard, which speeds up the ratio the more you wind on lock; third-generation magneto-rheological adaptive dampers are standard on the TTS and optional on other models to ensure compliance and help keep the tyres – from 17 to 20 inches – in contact with the road better than their rather hit-and-miss predecessors; the stability control also doubles as a torque-vectoring system, channelling torque from the inside wheel to the outer wheel for more incisive cornering. Chassis engineer Michael Bar even makes claims of Quattro models 'drifting', a term only applicable to its predecessor when an especially hot latte misted up an owner's designer glasses and prompted a surprise lane-change.

You have to give Audi's engineers credit for trying so hard, because they could have called in sick and had almost no bearing on the TT's sale figures: stand-out design has been at the TT's core since the 1995 concept forgot to visit the frumpy frock department ahead of production.

However, while the Mk3 appears to combine the



## **FEATURE** Secrets of the new Audi TT

geometric playfulness of the MkI with the added muscle definition of the Mk2, it's the MkI that designer Dany Garand continually refers back to, elevating it to Alex Ferguson status while giving the Mk2 a David Moyesstyle drubbing. "The MkI had a very uncompromising design language," says Garand. "The Mk2 was more generic and in line with the rest of the range. The new TT is more of a specific architecture to define it as a sports car in its own right again."

Garand lists the TT's trademark styling cues as the notches on the bonnet, the well-defined wheel-arches, the solid geometric shapes, the aero-style fuel-filler cap with its Allen-key-bolt detailing; he also explains that the TT must tip the typical scale of one-third cabin/two-thirds

body slightly more in favour of the body. The line at the bottom of the Mk2's sill is cited as an example of where it strayed from the purity of Mk1. "The Mk1 was very straight and parallel to the ground," he says. "The Mk2 was swept up, more of a family look. The Mk3 returns to a flatter line like the Mk1."

The roof was another key difference: the Mki's canopy was literally welded on top of the body, the distinct joint between the two echoing the geometric wheel-arches. The Mk2's body was one piece, the roof flowing seamlessly towards the lower flanks. The Mk3 is a combination of the two: the roof and body are one-piece, but a distinct edge stamped just below the glasshouse mimics the Mk1. However, instead of the Mk1's symmetrical silhouette with its rounded nose and tail, the Mk3's nose is more aggressive – like the Mk2's, but Garand doesn't stress the connection – and its tail more alert – like the Mk2... – to create that hungry, ready-to-attack-other-road-users stance that's so popular these days.

"We've retained the geometry – the relationship of the add-on wheel-arches to the body, for instance – but not the symmetry," he says. "We wanted more tension and more speed to position the TT as a legitimate sports car." Garand describes the exterior as evolutionary, but the interior as revolutionary. The optional sports seats

➤ Choose between very bright, dazzlingly bright or Day of the Triffids

➤ Six-speed dual-clutch optional, six-speed manual standard



## THE ENGINES

A pair of 2.0-litre petrol are available: one for the entry model with 230 PS and 370 Nm, another for the TTS with 310 PS and 380 Nm. There's also a 2.0-litre TDI with 184 PS and 380 Nm

## THE CHASSIS

Drive Select has previously adjusted suspension, steering, gearbox settings and more, but you can tweak how much torque flows to the rear wheels for Quattro models. Chassis engineer Michael Bar says it will 'drift'

## THE HEADLAMPS

Xenon headlights are standard, with optional LED and Matrix LED headlights. Matrix LEDs allow drivers to maintain full beam while selectively dimming parts of the light cone to avoid dazzling traffic. Engineer Jurgen Wilhelmy points to the safety benefits: "Twenty-six per cent of accidents occur at night, even though there's far less traffic'





THE WEIGHT LOSS
Torsional stiffness increased by 25 per cent compared with Mk2, the centre of gravity is 10 mm lower and weight (for FWD 2.0 manual) falls to 1,230 kg; 140kg lighter than Mk1, 50 kg lighter than Mk2

## THE BODY

Body blends cold- and hot-formed steel, aluminium panels, extruded aluminium section and aluminium castings. It's joined with silicone glue, 1,113 rivets, 128 self-tapping screws, 199 clinch points, 3,020 spot-welds and 4.9 metres of laser-welded seams



## THE QUATTRO SYSTEM

Quattre system replaces sluggish pressure accumulator with electric pump to build hydraulic pressure and divert torque rearwards. ECU analyses driver inputs and friction co-efficient every 10 minutes

## **FEATURE Secrets of the new Audi TT**



somehow look fast and light before you even sit down on them, and when you do, you notice how much closer you are to the floor – 30 mm closer than in a Golf – and how comfortable and supported you feel. The trademark jetengine air-vents re-appear, but the air-con and heatedseat controls are now integrated into their centres; a clever, intuitive step that reduces clutter. This longstanding aeronautical theme has also been expanded to the top of the dash, which mimics an aeroplane wing; even if you fail to pick up on this reference, its suggestion of lightness and agility makes an impression none the less. The same applies to the steering wheel with its crisp muscle definition and airbag packaging that's 40 per cent more compact – the MkI looks as if it's borrowed from a Routemaster bus in comparison – and the gearshift paddles on S-tronic models click with a shorter, more mechanical precision.

While the Mk1 Audi TT shocked the automotive world by the similarity between concept and production models' exterior design, it's the Mk3's infotainment system that repeats the trick this time. Even the name - Virtual Cockpit – suggests we shouldn't be seeing it in production. But we will.

Against a backdrop of continually evolving smartphones, it's easy to become blasé about such advances, but consider this: when the Mk2 TT arrived in 2006, Audi thought it reasonable to charge owners about £600 (Rs 60,000) for a sat-nav system that placed red arrows in a letterbox-thin slot; you received a Duke of Edinburgh award at the end of every journey. Virtual Cockpit combines the instrument binnacle's essential info - km/h, RPM, fuel, water temperature - with

## NEED **TO KNOW**

## AUDI TTS

£38,500 (est) (Rs 39 lakh)

ON SALE November

ENGINE 1,984-cc 16v DOHC, turbocharged four-cylinder, 310 PS @ 6,200 RPM, 380 Nm @ 1,800-5,700 RPM

TRANSMISSION Six-speed dual-clutch, four-wheel drive

SUSPENSION McPherson strut front, multi-link rear

PERFORMANCE 4.7 seconds 0-100 km/h, 250 km/h,

WEIGHT 1,380 kg (est)

14 km/l, 164 g/km

infotainment features such as sat-nav and multi-media on one 12.3-inch TFT digital screen with a resolution of 1440x540 pixels. In the Classic mode the speedometer and rev counter are large, with a small sat-nav screen positioned between the two. You can, however, adjust the bias to radically decrease the size of the – still perfectly legible - km/h and RPM dials in favour of a nearcinematic sat-nav map; in the range-topping TTS, you can have a 911-style central rev counter too.

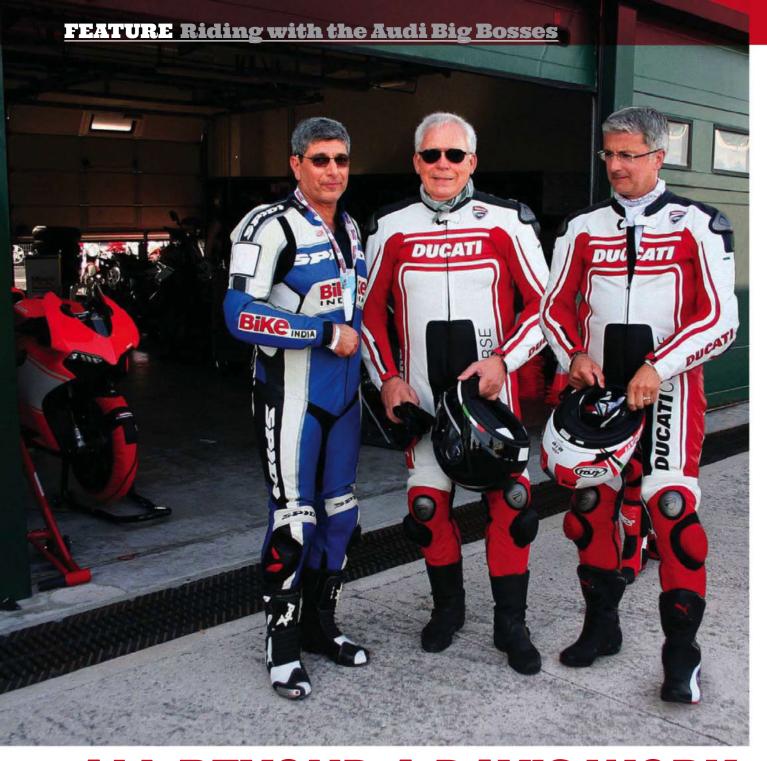
You scroll through Virtual Cockpit's functions either via buttons on the steering wheel or on an MMI controller near the gear-stick, and Audi have tried hard to make it more intuitive than current-generation hardware: you now wind the rotary controller clockwise, not anticlockwise, to zoom in on the sat-nav map; there are fewer button-presses between functions; and you can use quite conversational voice commands to make it do your bidding rather than being strait-jacketed into set phrases.

It is mostly intuitive, but I occasionally found its responses to backward steps confusing - it didn't always, well, go back to where I'd been - and the lack of a central screen on the dash might clean up the design, but it also makes it harder for your passenger to enter a sat-nav destination, though it is perfectly possible if they lean over as if they're cribbing at exam time.

Nevertheless, all the signs are that the new TT will better its predecessors by quite some margin. The way you sit, the surfaces you touch, the things that catch your eye both inside and out, all of it reinforces the feeling that you're about to drive a proper sports car.

All we need now is for Audi's engineers to prove that you really can judge a book by its cover.





# **ALL BEYOND A DAY'S WORK**

Meeting the top bosses of the global auto world is a regular day's work in our industry, but it isn't every day that you end up enjoying a weekend riding fast bikes around a racetrack with the two top bosses of a global car manufacturing company like Audi AG

Interviewed by: Aspi Bhathena Photography: Aspi Bhathena & Ducati

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N ALL MY YEARS OF AUTO journalism I cannot count the number of top bosses I have met and interacted with. And. no, before you think so, let me clarify. I'm not boasting. It's something that is a part and parcel of the industry I am in. So it's something that happens by default. It's all in a day's work, as they say. Occasionally, though, something completely out of the ordinary happens, when you least expect it. That is exactly what happened to me when I landed up at the Misano World Circuit Marco Simoncelli in Italy to participate in the World Ducati Week 2014 by invitation of the iconic bike manufacturer. Imagine my surprise when I found myself face to face with not one but two of the top bosses of global auto giant Audi AG - Rupert Stadler, Chairman of the Board, Audi AG, and Dr Ulrich Hackenberg, Board Member for Technical Development, Audi AG. Then came the ray of sunshine bursting through the cloud of delighted incredulity. Not only was I meeting them, but would also spend some quality time chatting with them, our time interspersed with some even more quality time as we rode on topnotch Ducatis around the racetrack. Here are excerpts from what we spoke about on that wonderfully sunkissed weekend in Italia

Car India (CI): It isn't often that one sees either of you on a motorcycle or at an event like this. So how was your experience at the World Ducati Week?

Rupert Stadler (RS): This is the first time I rode on a racetrack on a motorcycle. I absolutely loved the experience.

**Dr Ulrich Hackenberg (UH):** I'm here for the first time and what I see here is quite fascinating. More or

less every bike or nearly more than 50 per cent are customised. So you can see how customers love the bike and how they love the brand. What they love isn't just the image; it's more than the red colour. It's more, it's a technique. If you see how these bikes are customised, you'll see that they take away all these plastics. They want to see the 'technique'. I think it is the heart of Ducati and it's also the heart of all you.

# CI: How often do you get on a motorcycle? Do you ride all the prototypes before they go into production?

UH: We agree to take some bikes to some of our test-drives, even winter test drives and rides. We test a lot. Every second week we are somewhere in the world, testing in various conditions – for the markets and also for the development phase. This year what we did, we made the Ducati test ride, as well as some other competitors, in south Italy. It was great and it was the first time we did it with management and I think it is very important. Below my office there is a big garage. There are, maybe, 15 bikes. There are all the new Ducatis as well as the competitors. The only thing is that we don't have enough time. Just last evening, when I was leaving to come here, I thought I would take a bike, but my knee is a little damaged and I have to undergo a surgery for it next week, so I thought I would take the train.

CI: On to the business side of life, the automotive industry is considered the leading edge of transport standard. How would you quantify the difference in the state-of-the-art automotive world and the situation in the motorcycle world: the development, technology and sophistication? UH: I think bikes like Ducati are much more ▶

■ Dr. Ulrich
Hackenberg may
be Board Member
for Technical
Development at
Audi AG, but he's
also a passionate
bike enthusiast
who owns several
two-wheelers



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# **FEATURE** Riding with the Audi Big Bosses

specialised. It is not a bike for winning all-around test criteria. It will win in handling, the engine, the braking. It will not win in everyday situations. If you look to the cars, to Audi or VW, for example, it has to be good under every aspect. They win the normal tests. That is the difference. The know-how of the engineers and the R&D is a little peek into what is important for Ducati. In Audi and VW we know how it extends to all areas.

# CI: So how is Audi helping Ducati from a technical viewpoint?

**UH:** I think that Ducati also can learn how we are working at Audi, the consequence, how we are always looking for mistakes and how to solve problems of the electronics, especially the engine electronics. We can give a lot of know-how to our friends at Ducati.

**RS:** Also, we are quite strong on the material side. The laboratories, the knowledge about the material, etc. We can give from both sides into the pool of technologies so we have a win-win situation, and that's very important.

# CI: Audi is very strong in direct fuel-injection technology and supercharger. Is it possible for these technologies to be put on a bike?

UH: When we are thinking of desmodromic systems, it is natural that we are thinking of direct fuel-injection technology. We are also thinking of supercharging. There is a little bit of a contrast, because with supercharging you don't need the high revs and with desmodromic you need the high revs. We are not able to give a direct answer right now. But on a bike, it is very important that you have very immediate power. There shouldn't be any hesitation on a sport bike. If it is a soft-tail, there isn't such a problem. But if you are on a sport bike, then the power should be immediate; with a

■ Dr. Hackenberg with Rupert Stadler, Chairman of the Board, Audi AG, compares notes with the Ducati top management, including CEO Claudio Domenicali



turbocharger that is a little bit difficult. If you have an electric-driven charger, we can bring the pressure to the lower end of the engine's rev range, I can't imagine another part which is heavy and takes energy. There are technical solutions, but it is not a first priority right now.

# CI: Audi is also very strong when it comes to diesel engines. What do you think about a diesel engine for a bike?

UH: Let me say, there are some diesel engines on some bikes, especially in India. I have a close connection with India, where I have a bike, an Enfield, which I use as often as possible. There used to be an Enfield diesel in India. However, if you look at Ducati, it is very sporty. It has a sporty character which means high revs. Diesel is not best for revs; it is more torque. I think diesel and sport bike don't fit together so well. In a cruiser it makes sense. A low-rev bike, it makes sense.

# CI: Conversely, do you think Ducati will be helping Audi (or even Porsche for that matter) in any way?

UH: First of all, and it's possible, that we are helping each other. We are seeing a lot of very interesting things with Ducati, especially on the engine side as well as the lightweight side; how lightweight is done. Not only with the materials, but also the concept. With the Panigale, for example, to use the air-box for stiffness in the frame is very interesting and it's not normal. It is a new way. I think we can learn a little bit from that.

# CI: What about the desmodromic air-cooled engine from the point of view of Audi? Is the desmodromic a technology of the future? Will we see this technology going into Audi?

**UH:** I think it is the heart of Ducati, and it will stay at the heart of Ducati. The future is definitely the liquid-cooled, but as for the air-cooled, they have a big character. I think it is worth taking care of both of them. We will have air-cooled engines in the future, but we are under discussion in which bikes. As for cars, we are analysing what it means to bring such a technology to our engines.

## CI: What is Audi's goal for Ducati?

**RS:** We want that Ducati develops as a brand and makes better bikes in the future, has a bigger variation of bikes and sells more bikes. Also, worldwide expansion is very important. We have potential in Europe, we have potential in Germany and also a large potential in the global markets. We are looking at what is going on in China, because, as a group, we are doing very well in China. But the Chinese market was closed to bikes, bikes were forbidden in the cities and in urban areas. They are opening slowly and the bike is on its way to be a fun instrument for the rich people. So it is starting now. It is a small plan, but it is improving. And, yes, if it is improving, we want to be first in line, it is a start. Other markets, which are very important, are where biking is more for mobility. In Asia, for example as in India, you will see whole families on bikes. But that is not our target. But, yes, if there is such a large market for bikes, then I think there is also a small peek of premium, which has potential for Ducati.

"When I joined Audi one year ago, one fact which made it easy to join Audi was the collaboration with Ducati, and the reason is that I've been fascinated with cars and bikes since (for) ever. I'm here for the first time and what I see here is quite fascinating."

 Dr Ulrich Hackenberg, **Board Member for Technical** 

Development, Audi AG

**UH:** I'm always calculating. You see, VW is a large company with more than 6,00,000 people worldwide. Of these if 15 per cent are interested in bikes and out of them 10 per cent buy the bike, it is a huge possibility to increase volume. Our target is to get them from BMW and others to Ducati, which is not that easy.

## CI: What does Ducati's racing success mean to Audi as a parent company?

**RS:** We know how important it is to Audi to win. As a daughter of Audi, we will help, we will support by personally joining to see how the team is, how the culture is and where we can help. We will try to do that, but under full responsibility of Ducati. They are very good guys and they know what to do. But it is not possible to switch and immediately be on the top.

**UH:** I think Ducati's racing success is very important to Ducati; not so much to Audi. It is the heart of Ducati. If Ducati is joining a race championship, there should be the chance to be on the podium and win the races. We should know that, yes, we are on the way. We see the podium, but we are not on it so often. We know we have to improve and we have a plan, but it will take some time.

## CI: In the future will you have bikes racing 24 Hours of Le Mans with electric technology?

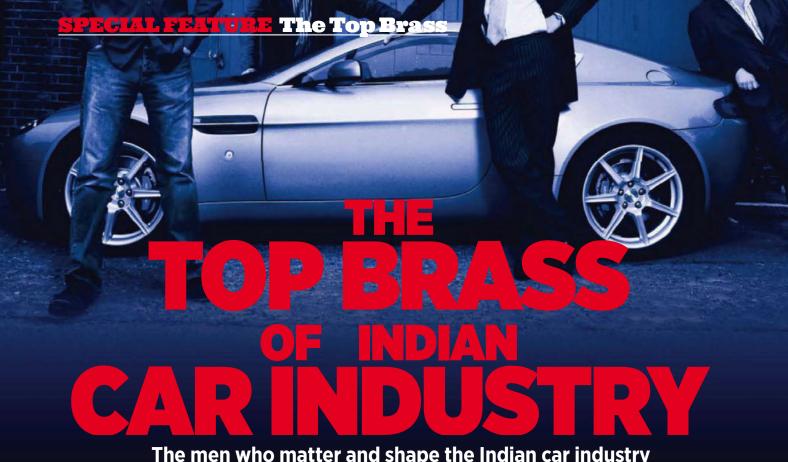
**RS:** I think we have to see where the strengths of such concepts are and whether the strengths are helpful for

**UH:** At the moment, there are some electrical bikes in the advanced technology and let's say I've tried some of them. It's very interesting how those bikes are from the engine characteristics. We have the big talks from the beginning. The driveability is quite nice, but the weight is a bit high, so that is a little bit against Ducati. We have to look at how technology of the battery cells is improving. The battery cells are quite heavy, so you need to have a big package for them. I think a bike with only 80 or 100 kilometres is not enough. If you need to make a Saturday afternoon trip, you need 200 kilometres, with performance not only with range. If that is possible, why not? Hybrids are still more difficult, because you need action between both engines. I have developed one with VW, a plug-in hybrid, which is also in the Audi now, the A<sub>3</sub> Tron, which was quite complicated. To bring that into a bike, it is an interesting task. Let us see how the technology is going.

CI: It is very plain that Audi is helping to grow the motorcycle market in Germany, maybe helping Ducati get a German rider to increase the market? **UH:** It is obvious that we need to get the best rider. To get the best rider you have to offer the best bike, and we are on the way to that. If we are improving our strength, I am sure we will get the best riders. We have some very good riders who are improving. I think we can improve together. I think if there were a German rider, we should be in the position that we have the potential that we get the podium every race.

**Experiencing** speed thrills on two wheels! Stadler goes down the main straight on his first ever outing around a race track on a bike





The men who matter and shape the Indian car industry Story: Team Car India



Joe King Head, Audi India



AVING ENTERED THE AUTOMOBILE industry in 1990, Joe King's first steps in this business were with Toyota. His next stop was at BMW Australia, where he spent 13 years, from 1996 to 2009, and carried out a variety of roles.

At BMW Melbourne, he occupied the position of finance and insurance manager and general manager of sales, a role he also performed later for BMW Sydney, where he eventually took over as managing director.

King moved to Audi in 2009, where he became general manager and dealer principal of Audi Australia. The Audi dealerships across Australia came within his purview as part of this assignment. He took over as Head of Audi India in 2013, and Audi have launched a slew of vehicles in the country under his leadership, the A8, RS7, and the Q5 S-line to name a few.

Joe King has majored in psychology and English from the Melbourne University.

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HILIPP VON SAHR'S STORY BEGAN AT BMW. HE worked in Munich as a commercial apprentice in industrial sales in 1979. Thereafter he went up to the University of Munich, where he completed a master's in business administration. He has held a number of positions in BMW since then, including sales and net domestic planning in 1987, followed by a move to business planning.



In 1996 he was appointed sales manager and director of BMW Offenbach. In 2000 von Sahr became general sales manager of BMW Branch Frankfurt and director BMW Group Norway thereafter. In 2002 he became the Head of BMW Frankfurt and took over the mantle of sales for BMW Group, Germany, four years later. Finally, before arriving in India, he was also the president of BMW Group Belux (Belgium and Luxembourg) for almost three years.

Philipp von Sahr President, BMW Group India





# Nagesh Basav<u>anahalli</u>

Managing Director, FIAT Chrysler India

HRYSLER ACQUIRED NAGESH
Basavanahalli's services in 1994, and over the years of his association with the manufacturer, he has worked his way up through its engineering and product planning departments.
Earlier, Basavanahalli headed Chrysler's Indian wing and was based in Chennai, where he was also responsible for FIAT and Chrysler's Asia-Pacific Technical Centre.

He holds a bachelor's degree in science with specialisation in mechanical engineering from the Bangalore University, a Master of Science from the University of Texas and an MBA from the University of Chicago Business School, where he was awarded the 'Booth India Business Leader, 2009.'

As part of his responsibilities, Basavanahalli will also oversee the incumbent entry of FIAT Chrysler's iconic Jeep brand into the Indian market. The introduction of the Abarth brand as well as new models hold high hopes for the company.



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# The Top Brass

RASAN FIRODIA, A MANAGEMENT GRADUATE, took over the reins of Force Motors from his father, Abhay Firodia, as the company's managing director in 2009. He hasn't rested on his laurels, though, because, under his guidance, Force Motors have ventured into previously uncharted territory.



Force Motors, whose presence was limited only to commercial vehicles, entered the SUV segment with the Force One a couple of years ago. They further ramped up their SUV efforts with the introduction of the Force Gurkha SUV with Firodia as the catalyst behind the introduction of both these vehicles.

Prasan Firodia
Managing Director,
Force Motors

Firodia's responsibilities also include Jaya Hind Industries and he is the director of MAN Force Trucks.

Under his stewardship, Jaya Hind Industries have won the award for the 'Best Foundry – Large Sector' for two consecutive years. He is also the president of the Indian Aluminium Die Casters' Association and chairman of the Indian Machine Tool Manufacturers' Association.





# Nigel Harris President, Ford India



IGEL HARRIS HAS BEEN AT THE HELM OF Ford's Indian operations for a relatively short while. He took over as president from 1 February this year.

Harris's Ford ties go way back, though. He started out as a fleet sales analyst in New Zealand in 1985. Fast forward a little, and over 14 years later, via positions at Ford's South Africa and China operations, Harris was part of the team that actually introduced Ford to the Indian market. He was the brand development manager for global B-cars back then, an assignment he continues to contribute to even now as part of his responsibilities overlooking the sales distribution and service for Ford in the Asia-Pacific region, which includes India.

Harris has a bachelor's degree in commerce from the Massey University, New Zealand.

Ford India are on an upswing with the EcoSport bringing in the numbers and the launch of the new Fiesta adding to the excitement.

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RELATIVE NEWCOMER TO THIS LIST, ARVIND Saxena has been at the helm of General Motors India since March this year. Saxena entered the automobile industry over 20 years ago, starting out with Escorts Ltd in 1983. His first position was that of area manager for Escorts' motorcycle and scooter division. In 1992 he moved to Bajaj Auto as regional manager for northern India.

Saxena moved to Maruti Udyog in 1995, taking over as regional manager for the western part of the country. Two years later and following a stint at FIAT, he was appointed general manager (sales) at Maruti, where he later became chief general manager (sales). Most recently Saxena was managing director for passenger cars at Volkswagen India.

Saxena has already made his mark at GM with the recent introduction of comprehensive service plans. We also look forward to the introduction of an Adra-based compact SUV and the Trailblazer as seen at the Auto Expo 2014.

Saxena holds a bachelor's degree in Engineering from Motilal Nehru Regional Engineering College and a master's in business administration from the Lucknow University.



#### **Arvind Saxena**

President & Managing Director, General Motors India





## Hironori Kanayama

President & Chief Executive Officer, Honda Cars India



N 2012 HIRONORI KANAYAMA SAN TOOK CHARGE of Honda Cars India, having earlier worked for Honda for 36 years in various markets in South-East Asia. His vast experience in challenging markets like China and Japan gives him an edge over other CEOs in understanding a market like India.

His recent efforts to give the Honda brand a big boost in India bore fruit last year when the company launched the Amaze sedan in India. It was Honda's first offering in India which also came with a diesel engine, Honda's first for India. Since its launch the Amaze has been a success that saw the Japanese car-makers rise back to their former glory in the Indian market. The diesel Amaze won awards and accolades for being an excellent all-round family car with excellent fuel efficiency, great interior space and a very capable diesel engine. Recently Honda confirmed that they have sold over 80,000 units of the Amaze in the past one year.

Under Kanayama san, Honda Cars India didn't just focus on bringing a new sedan. Last year the company also brought in the latest generation CR-V and in 2014 they launched the new Honda City, which now comes with a diesel heart. Kanayama san has very ambitious plans for India. Under his guidance the company have recently launched the new Honda Mobilio, an MPV based on the Amaze platform, to take on the competition in the MPV segment and maybe in the near future a two-seater compact roadster.

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## The Top Brass

O SHIN SEO IS THE MAN RESPONSIBLE FOR steering Hyundai India in the right direction since taking charge as MD & CEO of the company in 2012. HMIL were already doing well when Seo took charge. Under his stewardship the brand has received a real boost in the Indian market. He decided to launch more 'Fluidic Design' cars in the country. That is how we saw the arrival of the new Elantra and the gorgeous Sonata.

Seo has worked hard on maintaining the company's status as the top exporter of cars from India. He added another feather to his cap by launching the cute Grand ito, which won many accolades, including the crème de la crème of Indian automotive awards: ICOTY. In 2014 the company launched the Fluidic Santa Fe, which looks very charismatic, but the bigger news from Hyundai this year was the launch of the compact sedan, Xcent. This was Hyundai's entry in the highly competitive sub-four-metre sedan segment. With an elaborate portfolio containing everything from small cars to big SUVs, the company is going to establish itself as a versatile car-maker in India.

A mechanical engineer from Hanyang University in Korea, Bo Shin Seo has reached great heights due to his dedication and hard work. His association with Hyundai is more than three decades old as he has worked in many different positions within Hyundai. His vast experience and knowledge of various markets has helped him understand the Indian market better. We are sure that under his leadership, HMIL is headed for even greater successes.



#### **Bo Shin Seo**

Managing Director & Chief Executive Officer, Hyundai Motor India Limited





#### **Raman Mittal**

Executive Director, International Cars and Motors Limited



who enjoys bearing responsibility on his shoulders. Son of Deepak Mittal and grandson of the billionaire, L D Mittal, Raman took to family business soon after finishing college. He is the executive director of International Cars and Motors Limited, passenger car business of the multibillion dollar Sonalika Group. He was the person responsible for the solid people mover, the ICML Rhino, and the Extreme. Raman is an individual who thinks with the times. Under him, the Sonalika tractor business went from having just eight per cent of market share in 2011 to over 10 per cent in 2013.

Raman also aims to take ICML to new heights. His ambitious project involves coming up with a versatile product portfolio which will include a global car, SUV and a crossover. Under his leadership the company has joined hands with multiple international companies for design and engineering of their future products. Raman Mittal may be in his late twenties, but his vision for ICML and the Sonalika Group is sure to lead both to greater heights in the future.

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SUZU MAY HAVE ARRIVED LAST YEAR IN THE

Indian automotive industry on its own, but it is one of Japan's oldest automobile names. Established in 1922, Isuzu is a major player in the light commercial vehicle, multi-purpose pick-up and utility vehicle market globally. Isuzu Motors India Pvt Ltd was established in 2012. Takashi Kikuchi is the managing director based in Isuzu Motors India's corporate headquarters in Chennai.

Kikuchi san is a graduate from the Faculty of Law, Keio University, Japan. His other interests include reading and he loves globetrotting. He brings with him a diverse experience, having worked for over 30 years with Isuzu in a number of senior leadership positions. In his last role at Isuzu as senior executive officer, project executive, Japan, he was instrumental in developing robust business plans and driving business growth. He has managed the company's businesses in Asia as president of Isuzu Motors Asia and Thailand as president of Isuzu Motors Thailand.

The company began with two dealerships in India, but is now rapidly expanding with more dealerships around the country. The MU-7 SUV and the venerable D-Max pick-up are offerings many look forward to.

ISUZU

#### Takashi Kikuchi

Managing Director, Isuzu Motors India





#### **Anand Mahindra**

Vice-chairman & Managing Director, Mahindra Group



NAND MAHINDRA IS THE FORCE BEHIND
Mahindra and Mahindra and it is his vision that has elevated the company to international heights today. Anand Mahindra, a keen photographer and sailor by passion and an excellent businessman by profession, started out at a very humble level. Mahindra was born into a business family and it was but natural that he should excel in business. However, before getting involved in the family business, he majored in film-making and photography. He later obtained an MBA from the Harvard Business School before venturing into the family business.

Anand Mahindra was appointed as an executive assistant at Mahindra Ugine Steel in 1981, and, in 1989, he became the president and deputy managing director of the company. He is credited with the diversification of the Mahindra Group, which has a strong presence in a variety of businesses.

Mahindra's business acumen has won him several accolades like the Knight of the Order of Merit from France and the Rajiv Gandhi Award for outstanding contribution to the field of business. His Twitter handle (@anandmahindra) too was in the global list of Top 25 CEOs to follow. Under his leadership, products such as the Scorpio, Xylo and XUV500 have won numerous awards. The e20 has begun carving a space for itself as well, and, with Rexton also making its mark in India, things are looking up even more.

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## The Top Brass

ARUTI SUZUKI INDIA LIMITED HAVE BEEN the biggest car-makers in the country with presence in almost every segment. Running such a huge corporation is quite a challenge and the man who makes it look easy is Kenichi Ayukawa. He has been a key contributor to the company's activities in India and will lead MSIL into the future.

Ayukawa san has also played an important role in the company's divestment. Under his leadership, MSIL will continue its domination in the Indian market and today half of the cars on Indian roads proudly wear the Maruti Suzuki badge. He has contributed considerably to making India a global small car hub by making large investments in manufacturing facilities, R&D and design.

Ayukawa san is a law graduate from the Osaka University, Japan. He has been associated with the Suzuki Group for the past 33 years. He has worked with Suzuki Motor Corporation, Japan, and overseas in different capacities, as treasurer in American Suzuki Corporation and as managing director, Suzuki Motor Company Limited.

The company has given the country the most affordable automatic to date, the Celerio. The Alto and DZire continue to do well in their respective segments. A new compact SUV is also on the anvil.



#### Kenichi Ayukawa

Managing Director & Chief Executive Officer, Maruti Suzuki India Limited





#### **Ebenhard Kern**

Chief Executive Officer and Managing Director, Mercedes-Benz India



BENHARD KERN CAME TO HEAD MERCEDES-Benz India last year and has seen the company build up some significant momentum with new launches, with many exciting and powerful ones in the high-end performance luxury segment with a multitude of AMG models coming in.

Ebenhard Kern obtained a degree (Dipl. Betriebswert) from Berufsakademie, Stuttgart, in 1985, having joined Daimler as a trainee in 1982. In 1987 he joined the Frankfurt branch of Mercedes-Benz. In 1996 he was appointed director of sales and marketing. In 2000 he was appointed managing director of Mercedes-Benz in Schwäbisch Gmünd in Germany, after which he moved to Russia in 2005 as their sales and marketing director. Prior to his current responsibility, he was president and CEO of Mercedes-Benz Taiwan. Kern is fond of outdoor sport and travelling and hopes to pave the way to further success with the right introductions at the right time across all segments from compact crossovers to super-luxury saloons and sports cars.

Mercedes-Benz and AMG have added several models to their portfolio recently. India will continue to receive more new models and technologies, creating new niches and injecting existing ones with renewed life. With more models to be locally assembled and produced to enable the company to deliver even greater value Mercedes-Benz look set to capitalise on the momentum they have generated thus far.

aKAYUKI ISHIDA SAN HAS BEEN AT THE HELM of Nissan Motor India, as MD and CEO for over two years now, and, with the introduction of the entry car brand, Datsun, we continue witness the change he has brought in. Having a car for first-time buyers of the calibre of the Go is another feather in his cap, as car buyers can pick and choose rather than settle when they begin looking. Nissan are also bullish about India. The Terrano is up and running in a segment which has grown several fold recently, and is finding more takers with each passing day. Even with the 370Z off the shelf, the prospect of new SUVs in the X-trail with the possible introduction of the Qashqai point to a brighter future.

Ishida san graduated as a lawyer from the Keio University, Japan, in 1984 and joined Nissan the same year. After climbing up the ladder for 16 years, he was appointed as the director of business management at Nissan's Canadian subsidiary, where he worked until March 2004. For a year thereafter he worked as the manager (marketing and sales) in the general overseas market department of Nissan's operations in South Africa. From 2005 to 2010 he was in China, working as the general manager of Dongfeng Nissan Passenger Vehicle.

In 2011 Ishida san came to India as the senior manager of the company. Two months later, he was promoted to the position of general manager and, a year later, he became the head of the company's Indian operations.



#### Takayuki Ishida Managing Director, Nissan Motor India/Datsun India





ORSCHE INDIA HAVE BEE FUNCTIONING IN the country under the Volkswagen Group Sales India, having started operations from in April 2012. The company chose Anil Reddi as the director of the Porsche brand in the country after looking at his extremely successful career in the industry so far. He is also a member of the board in the organisation.

# Anil Reddi Director, Porsche India



Reddi graduated in commerce and then continued further studies for an MBA in marketing and operations research. He joined Mercedes-Benz in India when the German marque was setting up its operations in the country. He started his work with the sales team and was involved in the launch of India's first luxury car from Mercedes-Benz. In 2004 he shifted to Mercedes-Benz trucks in Germany and also worked as the sales manager for Unimog and Econic for the north-west European market. Reddi came back to India in 2008 as the head of sales for Audi India and played a major role in bringing up the brand.

It will be another promising year for Porsche India with the launch of new 911 models in the Targa, Turbo S and its Cabriolet avatar. However, the biggest launch will undoubtedly be the introduction of the Macan compact SUV. The new GTS models of the Boxster and the Cayman have already got the enthusiasts' pulse racing.

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## The Top Brass

UMIT SAWHNEY STARTED HIS CAREER WITH the Renault Group in September 2012 as executive director (sales and marketing) and has 20 years' experience in various automotive markets across the globe. He has also been responsible for commercial operation activities, field operations, brand management as well as investor and partner affairs. His key responsibilities are to look at the group operations and activities of upstream/offshore entities hosted in the country as well as functional decision. He is also part of the Asia-Pacific Region Management Committee of the Group.

Sumit has helped in establishing Renault in India among the top 10 automotive brands, and setting the company on a growth trajectory within a span of three years. During his tenure with Renault, the Duster has become one of the top-selling SUVs in the country.



# Sumit Sawhney Chief Executive Officer and Managing Director, Renault India





#### Sudhir Rao Managing Director, Škoda Auto India



director of Škoda Auto India since March 2012. Having obtained a degree in engineering from the Birla Institute of Technology and Science (BITS), Pilani, and also an MBA from the University of Michigan, Ann Arbor, he started his automotive career with General Motors in Detroit in 1985, where he worked for 20 years, handling assignments in the area of market research, product development, manufacturing, purchase and general management. Laying the foundation of GM India with the development of the Corsa and Tavera projects, and working in management positions in the US and Thailand were some of his key contributions. In 2005 Rao returned to India as the first MD of AVTEC Limited in New Delhi. He worked as the COO of Renault India from 2009 to 2011, when he helped in setting up the Mahindra Renault Pvt Ltd JV, an independent business that yielded successful results.

Under his leadership Škoda India are looking to grab a greater market share with the solid Rapid, new Octavia and Superb, and an all-new Fabia and Yeti coming soon.

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DIRECTOR OF TATA SONS SINCE 2006,
Cyrus Mistry became chairman in November 2011. Being a former MD of the Shapoorji Pallonji Group, he was instrumental in the growth of the company's construction business from a turnover of US \$20 million to almost US \$1.5 billion. Mistry was responsible for building the infrastructure development vertical in Shapoorji Pallonji Group, starting in 1995. Mistry completed his studies in civil engineering from the Imperial College (1990). He also has an M Sc (Management) from the London Business School (1997). Recently, he was presented with the Alumni Achievement Award by the London Business School.

Under Mistry's leadership, Jaguar-Land Rover production in India is doing well. The F-Type Convertible and Coupé, the now locally-assembled XF and XJ, the new Range Rover Sport and Long Wheelbase models will ensure a greater foothold for the company in the luxury segment, while upcoming launches such as the all-new Discovery line also have high hopes. Tata Motors are also set to launch the new Bolt and Zest, replacing their Indica and Indigo platforms.



Cyrus Mistry
Chairman,
Tata Sons





#### Naomi Ishii Managing Director, Toyota Kirloskar Motors

SHII SAN JOINED TOYOTA MOTOR CORPORATION in 1989 as product planner, and in 1995 became pricing and business planner in Japan. He then became manager at Toyota Motors Europe in Belgium in 1998, where he remained until 2001. He then returned to Japan in 2002 as supply and demand manager. In 2005 he became manager of the Toyota Institute in Japan. For the next two years he was product general manager of human resources and later project general manager of sales and planning. Before becoming the MD of Toyota Kirloskar Motors, he was general manager, strategic planning department, in Japan until 2013. Ishii san was faculty of electrical engineering, Kyoto University, 1989. He also took part in the Eisenhower Fellow (North-East Asia Regional Programme) in 2011.

In India Toyota are bullish about their success with the new Corolla being introduced. The beefed-up Etios Cross is a shot at a growing niche segment, while the Innova and Fortuner continue to be the first choice for many buyers. Having presence in almost every segment — including hatchbacks, hybrids and luxury SUVs, with offerings from the Etios Liva hatch to the Land Cruiser 200 — gives Toyota an enviable automotive portfolio.

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## The Top Brass

AHESH KODUMUDI BEGAN AS EXECUTIVE director (corporate purchase) of the Volkswagen Group in India, responsible for purchasing and supply chain management activities. He began his career as a development engineer with Valeo, North America, and then as head of engineering at Ford Climate Control and Visteon Automotive Systems. He returned to Valeo in 2000 to head the project management and sales functions for their thermal systems business unit in North America, and, in 2007, he was the India country head for Valeo. SA.

In 2008 he joined the Volkswagen Group of America and was deputed to Volkswagen Group India to head the company's strategic sourcing and supply chain management.

Volkswagen India have seen success across passenger vehicles and motor sport. The launch of the advanced GT TSI models of the Polo and the Vento continue this success story. The Polo R Cup continues to enthral spectators. With a new Passat and Touareg in the pipeline, Volkswagen India continue to keep the excitement alive.



#### Mahesh Kodumudi President and Managing Director, Volkswagen India Private Limited





# Tomas Ernberg Managing Director, Volvo Auto India



OMAS ERNBERG WAS APPOINTED IN 2011 TO lead the Indian arm of the Swedish company, Volvo, having taken over as its MD from Paul de Voijs.

Ernberg has been associated with Volvo for almost two decades and has worked in various markets. Ernberg joined Volvo in 1994 as tourist and diplomat sales manager in Turkey, following which he worked in various departments, including network, marketing and sales. In 2008 he was appointed regional MD, based in Dubai, from where he was able to manage 13 markets in the Middle East and North Africa. He has travelled all over the world and is fluent in Swedish, English, Turkish, Spanish and Arabic.

A Swede born in Spain, Ernberg has lived in many countries, including Nigeria, Argentina, Malaysia, Turkey and the United Arab Emirates. He likes to play tennis in his free time and loves to discover the outdoors.

Volvo entered India in 2007 and have been successful with the XC60 and S60, after the S80 and XC90. The V40 Cross Country, is also considerably successful. With the new Driv-E line of engines and hybrid drivelines coming in with the new S60, S80 and XC60, together with a new eight-speed auto transmission and the all-new XC90 not too far away, Volvo look set to capture a greater share of the Indian luxury car market.

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CAR INDIA AUGUST '14

#### **SHOOTOUT** Corolla Altis v Octavia v Elantra



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The 11th-generation Corolla Altis lands in the country amidst a heated D-segment battle with the Škoda Octavia and the Hyundai Elantra already having their heels dug deep in the segment. How does the Japanese best-seller go up against the Czech tank and the Korean warrior?

www.carindia.in

Story: Jim Gorde

Photography: Sanjay Raikar





**VOLUTION IS A** wonderful thing. So far as humans are concerned, I have my doubts, but with cars and their prices, I know it's getting better. About 15 years ago, I couldn't imagine an average car costing as much as it does now, let alone getting to grips with good family sedans with price-tags of Rs 20 lakh! Now, however, with the prices of everything except labour across sectors sky-rocketing, the time where no price is too high is upon us, or so I am led to believe. As I've read on a popular social media feed, people will go out of their way to spend money they don't have to buy things they don't need

to impress people they don't like. I look around, and, sorry to say, I do find that quite true. So where does that put quality family sedans? Not everyone just wants to have a 'longer' car. People want better cars with better equipment and with reasonable price-tags. For many, this is the premium segment, forget the Mercedes S-Classes and the Audi A8s; their asking price would be better invested in a new apartment with more rooms than what this segment car-buyer already has.

Enter the D-segment and you would know that the cars above the Rs 15-lakh plane have seen a change. Many would invest in SUVs rather than in a longer car. However, for

those who want style and boot to go with their idea of a social statement, the Hyundai Elantras and the Škoda Octavias have sold in far greater numbers than Santa Fes or Yetis. Toyota are no stranger to the segment, and even though their big Fortuner seems to be scurrying about in as many numbers as their Corolla, it is the Corolla that has become a global best-seller; racking up numbers other manufacturers can only dream of for now. And with this, the 11th-generation model, they don't need to worry about it slowing down.

The new Corolla Altis doesn't bring too many radical changes. It's still built on the same platform, has the same engines and packs a good amount of equipment. What is new,

#### HOOTOUT Corolla Altis v Octavia v Elantra



however, is the front grille, the

headlamps and the rear end. The

lines make it look sharper and less

rounded than the previous model,

while overall the car is now an even

better all-rounder. Having driven it

extensively, I can easily find that it

does the job well. How well? We had

to find its two greatest challengers to

The Hyundai Elantra and the

with near identical price-tags, but,

look closer and there is a world of

Elantra looks the sportiest of the lot,

while packing in the least passenger

but not contemporary, save for a few

room. The Octavia looks modern,

design elements, but really raises

the performance plane. How will

For the sake of fairness, we've

the Corolla fare against these two?

difference between them. The

Škoda Octavia are two great cars

find this out.







#### DASHING STYLE

The Corolla Altis is the freshest face here and it shows. The sharp new grille and the HID projector headlamps with LED accents are the features that stand out and which are absent on the other two. The lines are clean and reflect the no-nonsense attitude of the car. While the side profile is devoid of any sort of dynamism, the rear also gets a reasonably extensive treatment with the split LED tail-lamps incorporating the chrome strip garnish on the boot; very contemporary indeed. The top-end diesel model is the GL trim, unlike the petrol's VL trim. Still, there is quite an equipment carry-over and that also brings in the 16" alloy wheels and wider 205/55 tyres.

The Hyundai Elantra and its 'Fluidic' design language still make it look just as fresh as any car out there, even futuristic. The swooping coupé-

- Corolla Altis brings a subtly elegant dash with all the essentials
- 🗿 Elantra dash looks modern and loaded, and it is!
- Octavia dash minimal but extremely functional
- Octavia's 2.0 TDI motor is the most powerful and the most impressive
- Elantra's 1.6 CRDi four-pot talks the talk, but needs a better gearbox to walk
- (i) Corolla Altis 1.4 D-4D motor is a marathon runner and not a sprinter





cues the Koreans were going for, while still appearing clean and minimalist; achieving more from less. The wraparound headlamps and taillamps look appealing and evoke a feeling of excitement. The design manages to stir the senses and clearly looks active even when at standstill.

Hitting a higher octave with design are the Czechs. Those who have observed the design language on the first Octavia in India, then the Laura and now the new Octavia will notice the evolution of the design. While the first two were a tad plain with simple lines, the new Octy brings some sharper, more angular lines, retaining a familiar look, while still being all-new. The LED accents under the headlamps make it distinctive after dark, as does the unique tail-lamp design.

decided to split the test into the VERDICT three areas that matter: style, like roof-line and rising shoulder-line So far as looks are concerned, we underscore the bold and sporty design know they're subjective and, in the comfort and performance. MH12KY5827 192 CAR INDIA AUGUST 2014 www.carindia.in end, beauty lies in the eye of the beholder. We'll leave for you to decide which looks best.

#### **DELUXE COMFORT**

Space and an airy cabin are the first things you notice about the Corolla Altis when you're inside. It looks and feels like a much larger car and you wonder how they managed to pack in so much and use every bit of available space so well. The dual-tone interior with the wide, flat dashboard makes it look like there's a lot on offer while whatever there is, is simple to operate. The blue back-lit dials and the centre touchscreen make things easier, but the latter can be rather distracting on the move. The safety features are quite good. The fact that it has two airbags is good, but I wish it would also include curtain airbags for rear occupants. The buzzer reminding you to buckle up gains frequency with time and speed, a nice touch; something few other cars feature.

The seats too are extremely comfortable and offer multiple adjustment possibilities, unlike the other two cars. It's easy to find a comfortable driving position. The rear seats are also very comfortable and offer generous room. It's a pleasant place to be, that's for sure. In fact, it even makes sense to have a chauffeur drive you around in any of these cars, if you so wish.

The Elantra is the most compact of the lot and while it's a snug fit with controls falling in hand, there are things which could be better. The centre console looks even more futuristic than the exterior and there is a good bit of kit which lets you connect all sorts of devices to enjoy entertainment or communication features. Room at the rear could be much better, and it is a tight fit, especially if you're tall. The sloping roof-line doesn't help things either.

The Octavia presents a strong case for itself even in the interior department. The quality of material and plastics feels extremely solid and well-put-together. The panel gaps and levels of fit-and-finish are just as good as any good European car, and the dual-tone trim and upholstery make

The Corolla Altis is equally happy pottering around town and steadily munching miles on the highway







but simple and easy to use. Occupant room and protection are very good and while I, feeling rather snug, would have liked more room, there isn't anything to complain about. The highest trim level for the manual version, however, is the Ambition we have here.

#### **VERDICT**

For the occupant comfort and safety on offer, the Corolla Altis clearly has an edge over its competition.

#### **DETERMINED PERFORMANCE**

The only D-word we were waiting to get to was the drive, and for reasonably large cars, they didn't disappoint. While some will have chauffeurs to drive them around, there are quite a few who would drive



Corolla Altis headlamps most modern of the lot: projectors make a big difference

themselves and their families around, and here is where it's a very different experience in each of them.

The Corolla Altis has a spacious cabin and good headroom, but push the car for a performance run and it doesn't really want to go. The 1.4-litre D-4D turbo-diesel engine has 88 PS and 205 Nm of torque, but it does not come on song soon enough, with rather excruciating turbo-lag until 1,800 RPM that takes away from the drive experience. However, the suspension setup is quite soft and soaks up bumps very



Altis offers the most powered seat adjustments; including lumbar support

well. It's also very silent inside the cabin and the seats are supremely comfortable and supportive. The Altis is equally happy pottering around town and steadily munching miles on the highway, but dynamics at speed could be better. That said, it handles quite well, even around corners. The steering feel is good, but is nothing to write home about. There is a bit of body-roll and the soft suspension setup isn't especially cut out for high-speed cornering. There is a good amount of torque from the engine and it feels quite >

# Toyota Corolla Altis GL D-4D (Rs 19.28 lakh, OTR, Pune) \*\*\*\* car Road Test 368



#### **SPECIFICATIONS**



#### **ENGINE**

Cylinders Inline, four **Engine Layout** Transverse Туре Turbocharged, DI Fuel Diesel Bore x stroke 73.0 x 81.5 Capacity 1364cc Compression ratio 16.5:1 SOHC, 4 valves/cyl Valvegear

#### **ENGINE OUTPUT**

Max power (PS)	88.4	
Power peak (rpm)	3800	
Red line (rpm)	5100	
Max torque (Nm)	205	
Torque peak (rpm)	1800-2800	



Forward speeds, six speeds 1st gear 3.69 2nd gear 2.13 3rd gear 1.40 4th gear 0.97 5th gear 0.74 6th gear 0.57 Reverse gear 2.94 Final drive 4.65 Drive wheels FWD



#### **STEERING**

Type Rack and pinion, electric power-assisted Lock to lock 3.25 turns



#### WHEELS AND TYRES

Wheel size 16"
Tyre size 205/55 R16



#### BRAKES

Front Ventilated discs
Rear Solid discs

#### SUSPENSION

Front McPherson strut
Rear Coil springs
with torsion beam



#### **ACCOMMODATION**

 Seating
 5

 Head Room, F/R
 1000/890

 Leg Room F (max/min)
 1140/920

 Knee Room F (max/min)
 880/630

 Knee Room R (max/min)
 885/630

 Shoulder space
 1370

 Fuel tank
 50 litres

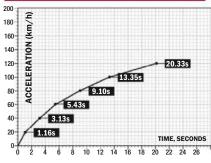
 Boot space
 470 litres



#### **DRIVER AIDS**

ABS, EBD, Brake Assist, reverse camera and sensors, two airbags

#### PERFORMANCE



0-400m sprint: 1km sprint: 18.95 s 35.17 s Terminal speed: Terminal speed: 115.91 km/h 147.64 km/h

#### ITEST RESULTS



#### INGEAR SPEEDS (km/h)

Gear	Indicated	True
1st	48.0	42.1
2nd	81.0	76.6
3rd	118.0	111.3
4th	152.0	146.3
5th	180.0	174.0
6th	185.0	177.6

#### **TOP SPEED**

Claimed 180 km/h Achieved 177.6 km/h

#### **OVERTAKING ACCELERATION**

Roll-ons			
Speed	3rd	4th	5th
40-60	3.40	6.59	14.71
60-80	3.15	4.38	7.96
80-100	4.59	4.89	7.03
100 100	NI A	740	7.50

#### **BRAKING TEST**

From 80-0 km/h 2.39s, 26.89 m From 100-0 km/h 3.46s, 46.86 m

#### PERFORMANCE FACTORS

Power/mass (PS/tonne)	69.61
Power/litre (PS/litre)	64.81
Torque/litre (Nm/litre)	150.29

#### **FUEL CONSUMPTION**

City	16.0
Highway	23.0
Overall*	17.75
* Overall is 25% highway an	d 75%

city driving

#### **TEST CONDITIONS**

Altitude 550m above MSL Weather Warm, windless, dry

#### **HIGHLIGHTS**

- Comfort
- Safety
- Space
- Build quality
- Underpowered
- More evolutionary

#### CAR RATINGS

Design & Style: \*\*\*\*

Powertrain: \*\*\*\*

Performance: \*\*\*\*

Fuel Efficiency: \*\*\*\*

Dynamic Ability: \*\*\*\*

Space: \*\*\*\*\*
Creature Comforts: \*\*\*\*\*
Driver Appeal: \*\*\*\*
Safety: \*\*\*\*

Interiors:

 \*\*\*
 Suspension:
 \*\*\*\*\*\*\*\*

 \*\*\*
 Ride Quality:
 \*\*\*\*\*\*\*

 \*\*\*
 Handling:
 \*\*\*\*\*\*

 \*\*\*
 Steering:
 \*\*\*\*\*\*

 \*\*\*
 Braking:
 \*\*\*\*\*\*\*

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- Corolla Altis offers the most spacious and comfortable interior of all
- Elantra's coupélike roof means head room is a little limited
- Octavia rear is comfortable and spacious and gives you a very secure feeling
- Octavia's notchback makes loading the massive 590-litre boot a breeze
- Elantra's shapely rear opens up to reveal only a 420-litre boot
- Corolla Altis sports a 470-litre boot, but the loading area is rather narrow





capable, although it's better left unhurried to go about its business well.

The Elantra, with its 1.6-litre CRDi turbo-diesel engine making 128 PS and 260 Nm of torque, has decent shove with a strong pull, but the gearbox just doesn't harness all of the power as it should. The car has a very soft suspension setup which makes it ideal for city and bumpy roads; but show it a corner and the undulations make it feel jittery and disoriented: high-speed stability is quite an issue, especially around the bends. The steering is also quite numb and the material used doesn't make it the most comfortable to grip for long periods. As a driver's car, the Elantra could be much better.

On to the Octavia now. It packs the most powerful engine — a 2.0-litre turbo-diesel with 143 PS and 320 Nm

of torque - and the six-speed manual transmission is geared just right to let you get the tyres squealing in first, second and third! The tank-like build shows in its dynamic ability and it can accelerate in a straight line and jump into a corner with equal aplomb. It feels planted and stable no matter what you end up doing. The manual 'box lets you have a lot of fun and, coupled to that feeling of safety, can mean you might end up doing something stupid. However, the sharp Czech suit it wears makes it a great allrounder. You can toss about the bends and, moments later, drive up elegantly to the business meeting at the posh hotel you were heading to.

#### VERDICT

Pound for pound, the Octavia wins this round, no questions asked.

#### NEED TO KNOW

#### HYUNDAI ELANTRA CRDI SX

PRICE Rs 17.25 lakh (OTR, Pune)

**ENGINE** 1.6-litre, four-cylinder, turbo-diesel

TRANSMISSION Six-speed manual

MAX POWER 128 PS @ 4,000 RPM

MAX TORQUE 260 Nm @ 1,900-2,750 RPM

#### NEED TO KNOW

#### ŠKODA OCTAVIA TDI AMBITION

PRICE Rs 20.34 lakh (OTR, Pune)

ENGINE

2.0-litre, four-cylinder, turbo-diesel

TRANSMISSION Six-speed manual

MAX POWER 143 PS @ 4,000 RPM

MAX TORQUE 320 Nm @ 1,750-2,500



# 'We have very aggressive plans for the future'

We caught up with Ravi Sundar, General Manager (Marketing), ExxonMobil, recently. Excerpts from the interview Interviewed by: Aspi Bhathena



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Car India (CI): What are Mobil's plans for India? How do you plan to take the Mobil brand forward? Ravi Sundar (RS): India is a very important market for us and continues to grow. We have a very aspirational population and a young population in India. So, obviously, there is going to be demand for cars and everything related to cars, and that includes our lubricants. Although there is a short-term speed bump in terms of growth and new car sales, I think our long-term goals are very clear. We have very aggressive plans for the future. We are very interested in the growth of cars and the people who love them. We would like to communicate with people who love cars and who love driving. That is pretty much in a general sense how we look at India. As you are aware, Mobil is one of the largest integrated oil companies in the world. We are also one of the leading lubricant players around the world. We have many well-known brands, including Mobil 1, which is known to be a very advanced and, perhaps, the leading synthetic engine oil in the world. Apart from this, we have a large portfolio of brands, which includes Mobil Delvac and Mobil Super, etc. Each of these is a pacesetter in its category in the industry.

CI: There are a number of synthetic—oil brands today in a market like India. So how do you set Mobil apart from the rest? Especially because Mobil 1 is also probably one of the most expensive synthetic oils in the country today.

RS: There are specific features in the product itself which make it different from the others. It is top-notch. The ingredients which are used in Mobil 1, the performance which is delivered by the lubricant in terms of wear and tear protection, high- and lowtemperature operations, and performance delivery make it superior to its competitors. Additionally, in terms of general following, Mobil 1 is very strongly associated with motor sport. Mobil 1 is used in a wide spectrum of motor sport, which include Formula 1: the McLaren Mercedes team, NASCAR-Corvette racing and relationships with Porsche, HRT in Australia, to name a few. Over decades we have invested in motor sport with Mobil 1, so that it rubs off on the consumer brand itself, making Mobil 1 very popular. In India the younger generation is more aware of what is happening around the world thanks to the digital media. They follow a lot of motor sport, and these factors add to

Mobil I's popularity in India. We are very happy with Mobil I's position in the market, and, given the growth of cars and the younger generation in India, it is very good for our brand value.

# CI: Mobil is well known for its motor sport activities. What are the chances of Mobil getting into the motor sport scene in India?

RS: We are always looking at opportunities. Recently we have done what you call content marketing: it was very important for us to get a foothold in the Indian motor sport scene. We had tied up with one of the leading television channels in the country and presented 'Mobil 1 -The Grid'. It was a branded content programme which covered a huge variety of motor sport. We are always looking to spread Mobil I as a brand and speak to motor sport enthusiast through different means. So at some stage definitely if an opportunity beckons, Mobil will certainly enter the motor sport scene in India. As of now, we are constantly evaluating the different opportunities being offered to us.

CI: Moving on, Indian conditions are way different compared those in Europe or the US. There are a lot of dust problems in India, and lubricants do face these problems on a daily basis. What are the different challenges that Mobil faces for its oils in India?

RS: Our lubricants and oils have been tried and tested in various different environments across the world. At the end of the day, our products are used in more that 156 countries and territories round the globe in different conditions: hot, cold and tropical. They are used in all sorts of conditions, including dust. These kinds of aspects are not a very big consideration for us when it comes to performance of our lubricants inside the vehicles engine. All these different problems and aspects have been factored by us during our testing process.

CI: Can you tell us about the availability and pricing of your products? How easily are Mobil products available across the country and how competitive are they pricedwise?

RS: Mobil has quite an extensive distributor network and there are no availability issues in the market. All Mobil products are easily available across the length and breadth of the country. When it comes to pricing, it is hard for me to give you a fixed percentage. Mobil places itself

as a premium oil and lubricant brand in the Indian market. The pricing of all our products across the portfolio reflects our premium nature. The second aspect is that when we compare Mobil's pricing with that of its competitors like Shell and Castrol, we tend to price our products within the same price-bracket in the Indian market.

# CI: Is ExxonMobil into manufacturing of two-wheeler oils and lubricants as well?

RS: Yes, we do have a small range of twowheeler lubricants and oils, but our main emphasis is on cars and the automobile sector. India has a large two-wheeler market as well and this is something we are looking at. You can say that it's one for the future, but, as of now, our main focus is manufacturing oil and lubricants for cars.

## CI: How soon do you plan to get into the two-wheeler sector?

RS: As a company, we have lubricants for a wide variety of applications. We have lubricants for motorcycles as well as trucks. We also have lubricants for a wide range of industrial products, right from power-plants and cement plants all the way up to general manufacturing industries. Mobil sells a wide range of products across various industrial segments in the country. It's not that we aren't selling our aforesaid products in the market, but car lubricants are our primary products. There is also a big focus on the industrial segment as well, particularly in the power segment. Mobil has a wide portfolio of products but the focus has always been on cars.

# CI: Does Mobil also manufacture transmission oils? There are a number of automatic cars in India today.

RS: We do have a range of transmission oils, especially for automatic cars. Mobil works with a lot of OEM like Maruti, Tata Motors and many other Indian and multinational car brands, even truck manufacturers. We do a lot of constant product development in the field of transmission fluids, working closely with the above OEM, and this is practice which pertains not only to the Indian market, but also globally. On the Industrial side, Mobil works with a lot of equipment builders, whether it's hydraulic equipment or turbines or any other heavy-duty industrial equipment. Our associated car manufacturers like Maruti, Tata Motors and many major car manufacturers, both international and domestic, recommend Mobil 1. 📼



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#### MOTOR SPORT IN ALL ITS

various disciplines is the pinnacle of competitive sport: dangerous to life and limb both for the participants as well as spectators on occasion. Probably that is partly the reason for its sustained and widespread following throughout the world. Whatever the reasons, whether it is the morbidity of near-death or the spellbinding spectacle of man's skills on two wheels and four, at speeds that for the majority of us are merely numbers, motor sport will continue to attract both participant

and spectator alike till the end of time. Considering the above, we felt it would be extremely appropriate, especially in the light of short-lived human memory, to highlight some of the men and their machines that have excelled at various forms of motor sport. While it is our honest intention to honour and immortalise the ones that have made the most notable contributions, we would like to go on record here to say that anyone who has ever participated in motor sport at any level deserves mention. We also appreciate that there

will always be a difference of opinion as to who was the best, depending upon personal perspectives and for reasons not easily defined. Besides, it would be futile to attempt a comparison among different forms of motor sport such as MotoGP versus road racing or world rallying versus Formula 1. So read the stories as testimony to the exemplary skills and courage of everyone mentioned here. Each one isolated and without comparison, each one unspoiled by ifs and buts.

ANTAR

STORY: ASHRAF SHEIK

#### **SPORT** Racing Legends



AZIO NUVOLARI WAS the son of a farmer, but farming was not the kind of life that he wanted for himself. Tazio was born to race and race he did, on two wheels as well as on four, and he went on and on to become a racing legend.

Tazio started racing motorcycles seriously when he was 28 years old: comparatively much older than the sport demands today. That did not deter him from establishing himself as a racing legend in his own lifetime. Tazio's determination to race and win has been demonstrated time and again, and in ways that leaves no doubts as to why he was honoured in the way that he was.

On his discharge from the army as a driver, Tazio started racing cars and motorcycles and was noticed by the then powerful Bianchi racing team. He was hired by them and he won the European 350-cc championship in the year 1925. While practising for the Monza Grand Prix, Tazio crashed and broke both his legs. As the doctors put his legs in casts, he was told that it would take at the very least a month before he could walk and then evaluate when he would be able to race.

The next day, ignoring the doctor's advice, Tazio had his mechanics tie him to his bike and hold him upright at the start, and rode to victory and

▲ The man who knew no fear. Tazio Nuvolari was a legend in his own lifetime, the time before the introduction of the world championship

then had his mechanics on hand to hold him after the finish. Thus was born the legend of Tazio Nuvolari, the man who knew no fear.

Dr Ferdinand Porsche called him "the greatest driver of the past, the present and the future" – high praise from a man as distinguished as the founder of a car brand that is hailed as the epitome of automobile engineering.

Enzo Ferrari once drove with Nuvolari and later said, "He never takes his foot off the accelerator, not even on the bends."

Tazio seemed to have a great affinity for Monza and vice-versa. Monza once again was the scene of what was to be another one of Tazio's 'legendary' races.

In 1925 Alfa Romeo were trying out Nuvolari to replace the recently deceased Alberto Ascari when the gearbox seized during the test, causing Tazio to crash and he received severe lacerations on his back. He was not chosen to drive in the Italian Grand Prix, but, six days later, wrapped in bandages, he strapped a pillow to his stomach and had his Bianchi mechanics lift him on to the bike to push-start the bike for the Nations Grand Prix, which he won in some appalling rain-soaked conditions. It is true the man was utterly fearless.

There was a period when Nuvolari raced both bikes and cars, but when

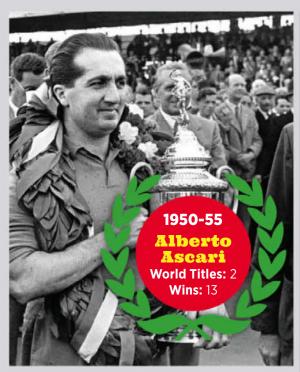
Alfa Romeo gave him a chance in 1930, he decided a year later to give up bikes and concentrate on cars only. Nuvolari was 38 at the time. The Mille Miglia of 1930 was another vivid example of Nuvolari's inventive and fearless approach to racing to win.

Although he was leading since he had started behind his team-mate, Achille Varzi, he wanted to be first on the road. Varzi and he were in identical cars, so Tazio knew it would be difficult to pass him. The race finished in the night. When Tazio caught up with Varzi, he switched off his lights, driving at breakneck speed in the dark so that Varzi couldn't see him approach and when he drew alongside he put on his lights and went past his very surprised and furious team-mate.

When Nuvolari returned to racing after the War, he once more displayed his determination when he steered a car back to the pits with one hand on the stub of the steering column when his steering wheel came off.

It was his sincere wish to die in the sport that he loved so much, but it was not to be. He died eight months after suffering a stroke. As many as 50,000 people attended his funeral along with Enzo Ferrari, who stopped to ask directions from a plumber on the way. This is what the plumber said, "Thank you for coming. A man like that won't be born again."

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LBERTO ASCARI inherited his passion – and probably his skill, to some extent – to race cars from his father, Antonio Ascari, a talented racing driver who raced in the 1920s.

Alberto started racing motorcycles, but switched to cars after he drove a Ferrari sports car in the Mille Miglia. At the end of World War II Ascari started racing with Maserati. His team at the time included Luigi Villoresi, who in time became his mentor and friend. In 1946 the FIA formed the rules for a Formula 1 world championship which were to replace the pre-War regulations in the next few years. During the four years before the format came into force. Ascari had established himself as a worthy driver by winning numerous races in Europe. In 1948 he won his first Grand Prix in Sanremo, Italy, and followed it up with a second place in the British Grand Prix.

The first Formula 1 world championship took place in 1950. Ascari along with Luigi Villoresi and the Frenchman, Raymond Sommer, was part of the Ferrari team. The Ferrari supercharged Tipo 125 was no match for the Alfa Romeo and most of the year went by as Ferrari developed a new naturally aspirated 4.5-litre engine. The new car was ready for the last race of the year, the Italian Grand Prix, and Ascari mounted a huge

Alberto Ascari with the impressive trophy for winning the British 1952 GP. Alongside is his team-mate, Piero Tarrufi, who finished second

Alberto Ascari crosses the finishline to win the **Belgian Grand Prix** in the Ferrari Tipo 500. The 1952 world championship was run to Formula 2 regulations. The Tipo 500 was powered by a simple twin-cam four-cylinder in-line engine designed by Ferrari's chief designer, Aurelio Lampredi. It had two spark-plugs per cylinder and delivered 185 PS at 7,500 RPM. Ascari won six races in a row on his way to the 1952 world championship in the Ferrari

challenge before retiring.

In 1951 Ascari had the speed but not the reliability, but towards the end of the season he won at Nürburgring and Monza, which put him just two points behind championship leader, Fangio. At the last race of the season in Spain, Ascari started from pole but a wrong tyre choice prevented him from challenging Fangio, who won the race and the title. Ascari finished fourth.

In 1952 the world championship was run to Formula 2 regulations. The Ferrari Tipo 500 four-cylinder two-litre engine was proven and reliable. Ascari missed the first race of the season as he was racing the 4.5-litre Ferrari at Daytona. After an unimpressive performance when he returned to Europe he made history by winning all the six remaining races and got himself his first world championship.

AD 1953 was a repeat of the earlier year. Ascari won the first three races, totalling nine consecutive race wins. In France he finished fourth, but took two more wins later to clinch his second consecutive world championship.

wins at the beginning of 1955, but Ascari retired in the Argentina GP and at Monaco he crashed into the bay when he missed a chicane. He swam to the shore and had a broken nose.

Four days later, on 26 May, he went to Monza to watch his friend, Eugenio Castellotti, test the Ferrari sports car which they were to share in a 1,000-km race, having been given special permission by Lancia. Ascari was not to drive that day, but after watching his friend, he couldn't resist and decided to do a few laps. Ascari was immensely superstitious and considered his pale blue helmet his lucky charm and never raced without it. That day, since he was not to drive, he didn't have his helmet with him, so wore his friend's white one instead. On the third lap, coming out of a fast left-hander, the car skidded for no apparent reason and somersaulted twice. Ascari was thrown out on to the track and died a few minutes later from multiple injuries.

There are several coincidences in Alberto and his father Antonio's deaths. Both were 36 years old, both



Ascari left Ferrari at the end of the year due to salary issues. He joined Lancia for the 1954 season. Ascari had to wait nearly the entire season for the car to be ready. In the meantime he did win the Mille Miglia in a Lancia sports car.

When the Lancia D50 was finally ready, Ascari took pole in the first outing and set the fastest lap while leading before he retired. Based on that performance, expectations for the next season were very positive. The Lancia took two non-championship

died on the 26th of the month, both died four days after having survived a serious accident and both died at a fast left-hand corner. Both left behind a widow and two children.

Three days before his fatal accident, Ascari is reputed to have told a friend, "I never want my children to become too fond of me because one day I might not come back and they will suffer less if I don't come back." Even so, Ascari was much loved. His wife, Mietta Ascari, told Enzo Ferrari, "Were it not for my children, I would gladly join my beloved Alberto in heaven."





UAN MANUEL FANGIO is also a name that motor sport enthusiasts all over the world will be familiar with. It is certainly a name that will be mentioned whenever there are discussions about who the greatest drivers were, past and present. As we have mentioned time and again, comparisons are inconclusive and even unfair because of the difference in in so many of the conditions that drivers of different eras encountered during their time in the sport.

Juan Manuel Fangio won five world championship titles. The record stood for 46 years until Michael Schumacher took his sixth world championship in 2003. When Michael was asked to comment on him taking the record, he said, "Fangio is on a level much higher than I see myself. What he did stands alone and what we have achieved is also unique. I have such respect for what he achieved. You can't take a personality like Fangio and compare him with what has happened today. There is not even the slightest comparison."

Fangio started racing at a much older age than most drivers, but from

childhood he was drawn to automobiles and racing. When he was just 13 he dropped out of school and started working as a motor mechanic. His early racing exploits were in his native Argentina, where he won the 'Argentine Turismo Carretera', a touring car racing series, the oldest still active in the world, twice in 1940 and '41.

Being an Argentinian, he was naturally passionate about football, but developed pneumonia after a strenuous football game which was near-fatal. It took him two months of bed-rest and his mother's loving care to recover.

In 1948 Fangio moved to Europe to contest the Formula 1 races. He drove just one race that year in a Simca-Gordini, starting 11th, but he retired. He returned the next year in a Maserati 4CLT/48 sponsored by the Automobile Club of Argentina and won both heats. He went on to win four more races that year.

During the inaugural world championship for drivers in 1950 Fangio was retained by Alfa Romeo. Fangio won the three races that he finished. It was not enough to take the title, which was won by Giuseppe 'Nino' Farina. In 1951 Fangio won three races and was runner-up in another two, which was enough for him to be crowned world champion.

For 1952 the regulations switched to Formula 2 specifications, which didn't allow the supercharged Alfettas from Alfa Romeo to compete.

Without a drive, Fangio was scheduled to drive a Maserati in a non-championship round at Monza. He missed a flight from Paris and drove through the night to be in time for the race. He arrived just in time and, though exhausted, started the

The 1956 world champion Juan Manuel Fangio in the Lancia-Ferrari qualified on the pole and set the fastest lap of the race, but finished fourth in the race due to a leaking fuel line



race from the rear of the grid. On the second lap he lost control, possibly from lack of concentration due to exhaustion. The car hit a grass-bank and Fangio was thrown out, sustaining a broken neck, among other injuries. He went back home to Argentina and spent the rest of the year recovering.

Fangio returned in 1953, having regained his full fitness. Back with the Maserati team, he ended the season in second place, winning just one race at Monza. It was the only race that Ferrari did not win in the whole season.

In 1954 Fangio started the season with Maserati and switched to Mercedes when they entered racing. He secured the world title with six victories. In 1955 Fangio continued with Mercedes and won his third world championship. Mercedes pulled out of racing after what is considered the most devastating accident in motorsport at the Le Mans 24 Hour event.

In 1956 Fangio joined Ferrari to take his fourth world title. In 1957 he went back to Maserati and, on the way to his fifth and final world championship, Fangio won the German GP in a spectacular fashion. Starting from pole he dropped to third behind Peter Collins and Mike Hawthorn due to a delayed pit-stop while changing tyres. To recover the 50 seconds to regain the lead, Fangio drove at an astounding pace, going faster and faster till he broke the lap record on lap 20. It was an unbelievable 11 seconds faster than the Ferraris. Finally, he got past the leaders on the penultimate lap and won by three seconds. It has been noted as one of the greatest F1 races in history. Ironically, it was the last time that Fangio would win.

Fangio was once kidnapped by Castro supporters to force the Batista government to cancel the Cuban Grand Prix. He was released 29 hours later, after being allowed to watch the 1958 GP on television. The Cuban GP was cancelled in 1959.

Fangio went through a bypass surgery to correct heart issues and battled kidney failure for some time before he died in 1995 at the age of 84.

I like to remember him by his quote: "You must always strive to be the best, but you must never believe that you are." That's how he lived.



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#### **SPORT** Racing Legends



F WINNING WORLD championships is the only yardstick by which we define greatness in motor racing, then Stirling Moss doesn't deserve mention. But if we choose to look at his presence in the many disciplines of four-wheeler racing over a period of 14 years, from 1948 to 1962, in a broader context, one that highlights his skill over a vast range of tracks, against the best in the world, then Stirling Moss is most certainly deserving of the highest praise.

The Moss family was a sporting one; father Alfred Moss was an amateur racing driver. In 1924 he had secured 16th place at the 1924 Indianapolis 500. Stirling and his sister, Pat, were very accomplished horse-riders and Pat also drove in international auto rallies, becoming the most successful female rally driver with several wins.

Stirling's driving skills were not confined to just single-seaters; he was as successful in sport cars and he drove saloons too. Moss drove a wide variety of cars, maybe more than any of his contemporaries. The list is endless. To name just a few, he drove Cooper 500s, ERA, Lotus, Porsche, Mercedes-Benz, Maserati, Vanwall and, of course, Ferrari too. He drove Aston Martin, Mercedes-Benz and Jaguar sports racers.

Moss was quite patriotic, and, according to him, he "preferred to lose honourably in a British car than win in a foreign one". Moss did get the opportunity to do just that. In fact, Moss in the British-built Vanwall in 1957 and '58 was responsible for breaking the German/Italian dominance in F1. Although he didn't win the title, he posted enough wins to finish second. Finishing second in the world championship title chase seemed to be a bad habit with Moss. He was placed runner-up on four consecutive occasions from 1955 to 1958. For the next three years he slipped down a place to finish third. The closest he came to winning an F1 world championship was when he lost to Mike Hawthorn by just one point in 1958. The story goes that it was Moss's testimony at the steward's inquiry that was responsible for Hawthorn not losing his second-place six points for reversing on to the track after stalling his car.

Patriot, sportsman and great racing driver that Stirling Moss was, he exhibited skills second to none whenever the opportunity presented itself. In 1954, driving a Maserati that he had bought at the suggestion of Alfred Neubauer, who was Mercedes-Benz competitions manager, Moss overtook Juan Manual Fangio (Mercedes) and Alberto Ascari (Ferrari) to lead the Italian GP. Ascari had engine failure and so did Moss on lap 68, but he pushed the car to the finishing line. Fangio won. This prompted Neubauer to sign up Moss for the 1955 season.

Moss didn't win the world championship but that year he won his first Formula 1 race, the British GP, beating the great Fangio, who denied that he had let Moss win in front of his home crowd, insisting that Moss had been better than him on that day. Moss also won the RAC Tourist Trophy, the Targa Florio and the Mille Miglia that year.

The Mille Miglia was a 1,000-mile race on public roads, from Brescia to Rome and back to Brescia. Drivers were let off one by one at intervals of one minute. Needless to say, the race required a special kind of skill to cope with narrow roads, different surfaces and driving in the dark and a good deal of stamina to stay focused over the entire distance. The cars had to be well-prepared to withstand high speeds over the gruelling distance. Moss, Fangio and the Mercedes team drove the Mercedes-Benz 300 SLR. It bore a superfluous resemblance to the road-going 300SL with its gull-wing doors. But the similarity ended there. It had a space-frame chassis and a magnesium-alloy body. A Formula 1 straight eight engine's capacity was increased to almost three litres. Moss won with Fangio finishing second. Mercedes-Benz won the world sports car championship that year.

In addition to his impressive performances on track and road, Moss spent time record-breaking too, as follows:

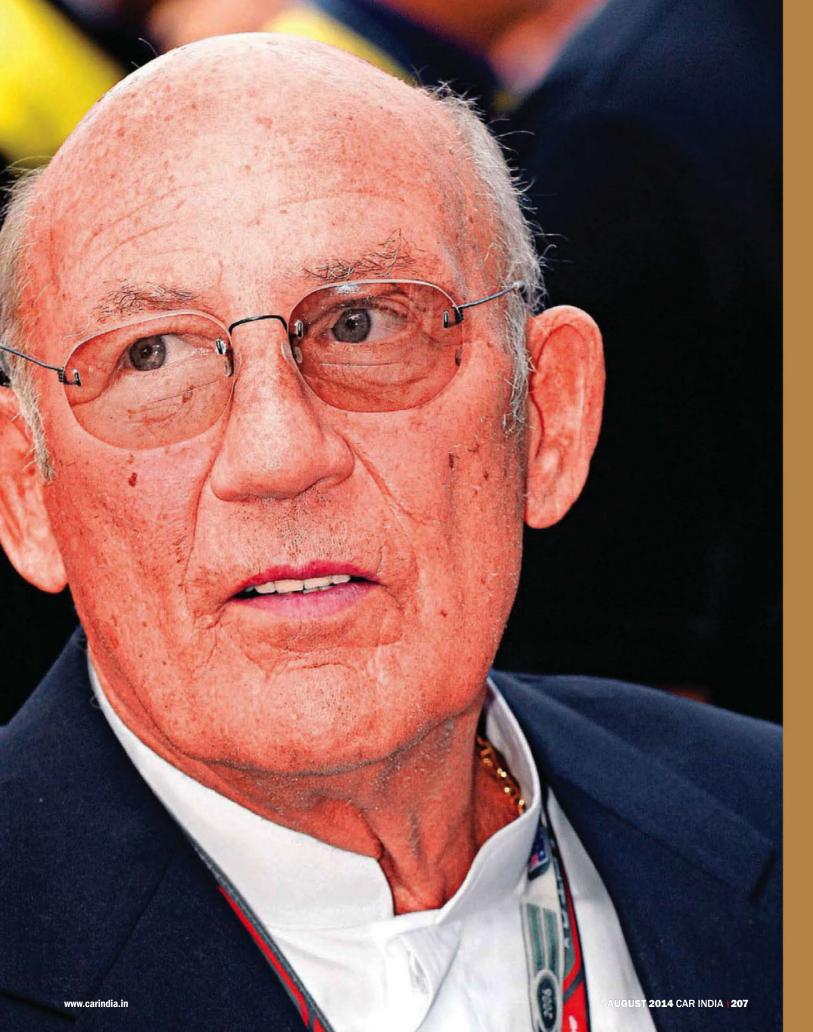
1950: At the Autodrome de Montlhery Moss and Leslie Johnson were the first to average more than 100 mph over 24 hours. They drove Johnson's Jaguar XK 120, averaging 107.46 mph over 24 hours.

1952: At the same venue, which is a steeply banked oval track near Paris, a four-man team consisting of Moss, Johnson, Brett Hadley and Jack Fairman drove a factory-owned Jaguar XK 120 for seven days and seven nights, averaging 100.31 mph to take four world records and five international Class C records.

They had covered a distance of 16,851.73 miles. 1957: The scene was the Bonneville Salt Flats. The car: MG EX 181. The driver: Stirling Moss. The attempt: Class F land speed record. The result: Moss drove the MG on a two-way run to average 245.91 mph, establishing a new record. A total of five Class F records were taken by Moss.

Stirling Moss never won a world championship. What he did win was hearts, the hearts of millions around the world by his skill, courage and dedication to the sport that he chose as his life event.

Stirling Moss, the F1 driver whose entire career has often been summed up in just one sentence: the greatest driver never to win a world championship. Sad, but true. Moss was successful in many categories of car racing. His win in the 1955 Mille Miglia, Italy's 1,000-mile road race, has been described as 'the most iconic drive in the history of motor racing'





ACH YEAR ONE MAN is honoured as the world champion of the top category in four-wheeler motor sport, Formula 1. He is the champion driver. In the same category the constructor of the car is also honoured, but it's a team effort involving the two cars in the team. The two awards, as you must surely understand, are distinctly unrelated, and it would be not impossible, but highly improbable, for one man to secure both awards in the same year, for a driver to win the world championship in a car that bore his own name as constructor, thus becoming the champion driver as well as the champion constructor.

Well, Jack Brabham, the lowprofile, soft-spoken gentleman from down under has the singular honour of having achieved that in the year 1966.

The face that launched three drivers' world championships

Jack 'Black Jack' Brabham was already a double world champion with Cooper Racing in the years 1959 and 1960. Tracing Brabham's early life gives some insight into how it was responsible for the success that he achieved both as a driver and a constructor.

Brabham was a flight mechanic with the Royal Australian Air Force, and also ran a small mechanical engineering workshop before he started racing Midget Cars in 1948. Spurred on by his success with racing Midget Cars in Australia and New Zealand, Jack bought and modified cars from the Cooper Car Company in the UK to race on closed-circuit tarmac tracks. A string of victories followed, including the Queensland Road Racing championship.

The 1955 New Zealand GP was the turning point in Jack's racing career.

Jack was entered to drive his selfprepared two-litre Cooper-Bristol against much larger engined competition. The race was won by Prince Bira of Thailand in a 2.5-litre Maserati 250F Formula 1 car, which he drove faultlessly from start to finish. There were three three-litre Ferraris too and two finished second and third, but Jack drove the wheels off his Cooper to finish fourth, ahead of Reg Hunt in the third Ferrari. So impressive was his drive that Dean Delamont, chief steward of the course and competition manager of the Royal Automobile Club, UK, proposed that Jack come to Europe and pit himself against the best in the world.

In 1955 Brabham based himself in the UK and campaigned his own Cooper in national events. His association with Cooper cars allowed him to develop the mid-engined

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'bobtail' Cooper. He was still using the under-powered two-litre engine. He assembled one and had it shipped to Australia and won the 1955 Australian GP once again, beating larger engined cars.

In 1956 Jack briefly drove his Maserati 250F, but success eluded him and it wasn't until 1959, when Cooper shifted to a 2.5-litre engine, that things started to look up. Brabham won the season opener and his first world championship GP at Monaco. Fortunately, he escaped with no serious injury when his car became airborne and hit a telephone pole after hitting a backmarker who swerved into him at the Portuguese GP. Going into the last race of the season at the United States GP, the championship was wide open with three drivers in with a chance to win the title: Moss, Brabham and Tony Brooks in the

Ferrari. Moss retired with a broken gearbox and Brabham inherited the lead, but ran out of fuel on the last lap. He jumped out and pushed the car past the finishing line in fourth place, but Brooks finished in third place, which left Brabham with a four-point advantage and the world title.

For 1960 Brabham managed to convince John Cooper to try and improve the car in spite of having won in Argentina. His observation was that the competition was faster, but reliability issues were holding them back. He invited his friend and engineer, Ron Tauranac, to join him in the UK and together they redesigned the Cooper T53. The result was that with Brabham's expertise in setting up the car, they won both the drivers' and constructors' championships.

Brabham and Tauranac set up Motor Racing Developments (MRD) to build Formula Junior cars for customers. Brabham quit Cooper to drive for his own team, Brabham Racing Organisation, in 1962.

With the regulations calling for a capacity change to 1,500 cc the team suffered reliability problems and faired

A picture that takes one back to the time when race cars were race cars, with outboard suspension systems and naked engines in the back and grooved tyres. Jack Brabham leans into the corner in classic 1960s style. A history-making combination of driver and car constructor bearing the same name

championship race before leaving to form his own team. For 1066 a threelitre formula was to come into force. Brabham convinced the Australian engineering company, Repco, to build an eight-cylinder engine even though the competition was depending on 12-cylinder engines. Brabham even identified parts around which the lighter unit could be based. The combination of the Tauranac designed chassis BT19 and the Repco engine helped Brabham realise a lifelong ambition. He became the first man to win a world championship race in a car of his own construction. Bruce McLaren and Dan Gurney have since matched that.

Brabham went on to win the world championship and became the only driver to win the title in a car bearing his own name. One does not see that ever being equalled. He continued to be involved in motor sport in some way or other right till the end. His last public appearance with one of the cars that he had built was a day before he died on 19 May 2014.

Brabham will surely live on in the memory of all those who knew him and even of those who knew of him.

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# **SPORT** Racing Legends 1960-68 Jim Clark World Titles: 2 Wins: 25 DUNLOP 210 | CAR INDIA AUGUST 2014



A Jim Clark before the 1965 Italian GP wherein he retired with fuel pump failure on the 63rd lap. Jim Clark, Graham Hill and Jackie Stewart traded places for the lead until Jim retired and Stewart won when Hill made a mistake with one lap to go

Jim Clark displays determination and confidence as he waits to dominate the 1963 F1 season on his way to seven victories and his first world championship

examine the career of any racing driver, we tend to focus essentially on his wins, remarkable performances and world titles. But there is much more to a racing driver — his fears, his dreams, and, of course, his relationship with himself in the context of his chosen profession.

Jim Clark, the British Formula I driver, was so unassuming that during his early racing days he would seem almost embarrassed when he found himself the centre of attention when he won.

Jim started competing in local road rally and hill-climb events, driving his own Sunbeam-Talbot. It was natural that he was noticed on account of his forceful driving and before long he was competing in national events, driving D type Jaguars and Porsches for the local Border Reivers Team and he had racked up 18 wins. In 1958, driving a Lotus Elite, he finished second to Colin Chapman in a 10-lap GT race. This along with his performance at Le Mans in 1959 and a hill-climb win impressed Chapman enough to sign him up for the newly introduced Formula Junior. In his very first race in the Lotus-Ford, Jim won. The great John Surtees was second.

Jim was endowed with an extraordinary natural talent. This was constantly displayed when he was trying out a new car. He was able to get the best from any set-up while other drivers would experiment and

make so many changes before they could be satisfied. His versatility is borne out by the fact that he competed successfully in Formula 1, sports cars and touring cars.

Jim's Formula I career started in 1960 as a result of John Surtees leaving Lotus to concentrate on motorcycle racing. Jim was racing when safety measures and racing conditions were such that fatalities were accepted as part of an inherently dangerous sport, and in his second Formula I race at Spa-Francorchamps Jim had to face those realities when Chris Bristow and Alan Stacy were killed within minutes of each other. Jim later confessed that he had driven scared stiff throughout the race.

Jim's success in motor racing was linked essentially to his association with Lotus. His first world championship in 1963 was behind the wheel of a Lotus 25, designed by the design guru of the 1960s, Colin Chapman. Jim won seven of the 10 races and, in addition to the driver's title, he gave Lotus its first constructors' championship as well. That year Jim also drove in the Indianapolis 500, finishing second to winner Parnelli Jones, which gave him the Rookie of the Year Award.

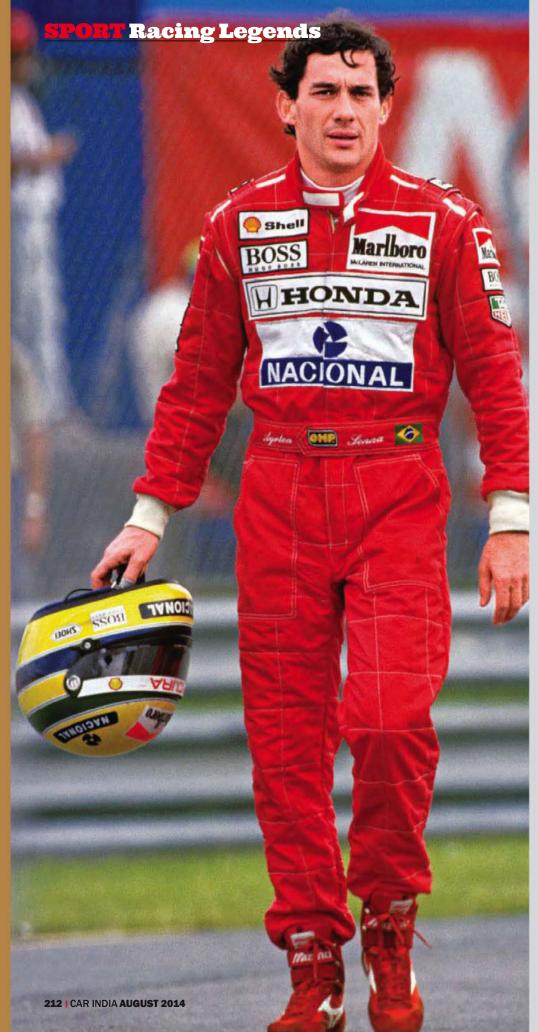
For the year 1964, Jim faced what we term 'circumstances beyond our control'. Within sight of the world title Jim had to stop just a few laps from the end while leading the Mexican GP due to an oil leak from the engine. In the Indy 500, tyre failure forced his retirement.

In 1965 Jim Clark won the world FI championship and the Indianapolis 500, becoming the first and only man to do so in the same year, and also becoming the first non-American to win. It was the first time that a mid-engined car had won and it created such a precedent that no front-engined car has won after that. The most memorable performance of Jim's short but remarkable career would have to be the 1967 Italian GP at Monza. Jim started from pole, was leading, but lost a whole lap, having stopped to replace a wheel due to a punctured tyre. He re-joined a lap in arrears but drove with such ferocity and determination, repeatedly lowering the lap record in the process, to overtake both Jack Brabham and John Surtees, and was leading going into the last lap. The car did not have enough fuel to compensate for the extreme pace that it had been subjected to, and towards the end the engine suffered from fuel starvation, lost power, and Jim coasted across the finish-line in third place.

In motor racing as in tennis there is what is known as a Grand Slam. It means taking pole position, fastest lap, race win and having led all the laps in any one race. In an outstanding demonstration of skill and consistency, Jim achieved this on eight occasions.

On 7 April 1968, at what was termed a "minor race meeting", a Formula 2 race at the Hockenheimring, Germany, the Lotus 48 that Jim was driving just veered off and slammed into some trees. Jim suffered a broken neck and a fractured skull and died before reaching the hospital. The cause of the accident was extensively investigated and one of the possible reasons determined was that a rear tyre was deflating; the other that a mechanical component in the Cosworth FVA engine had seized and caused the crash. None of Jim Clark's colleagues could believe that Jim could have been capable of such a driver error. People from all over the world attended Jim's funeral. Colin Chapman was very badly affected and claimed that he had lost his best friend.

Motor sport lost an irreplaceable star that day.





IKE MANY FORMULA 1 drivers before him, Avrton Senna started out in kart racing. Given his talents at piloting a go-kart around the twisty courses that go-kart races are usually held on, and especially as he won the South American Karting Championship in 1877 and subsequently was twice runner-up at the World Karting Championships in 1979 and 1980, it was no surprise that before long the young Senna would be graduating to open wheelers in a higher category.

Ayrton was born to Milton da Silva and Neide Senna da Silva, but when he returned to England to take up an offer to drive a Formula Ford 2000, he figured the name Silva was too common a Brazilian name and decided to take his mother's maiden name, Senna, to drive under. The surname seemed to have brought him luck too. In 1982 Senna won the British and the European Formula 2000 championships. The following year, in 1983, Senna tested for many of the top Formula 1 teams and was offered contracts to drive later on as no vacancies existed at the time. Senna decided to drive for Toleman, although they were handicapped by the inferior Pirelli tyres.

AD 1984 saw Senna make his début at the Brazilian Grand Prix. Plagued by problems in the car, he finally made his presence felt when, after qualifying 13th for the Monaco Grand Prix, the first rain-swept race of the season, Senna drove the wheels off his car to cut through the field and overtook Nikki Lauda on lap 19 to take second behind Alain Prost, whom Senna was catching at four seconds a lap. But weather conditions intervened and the race

was stopped with Prost being declared the winner. None the less, Senna's performance was a clear indication of what was to come and the epic battles that ensued between Senna and Prost throughout their careers are the subject of many post-mortems for the dedicated fans of both camps.

At the end of 1984 Senna signed with Lotus-Renault. He missed the Italian Grand Prix on account of being suspended by Toleman for breach of contract for not informing them first. In 1985 at the Portuguese Grand Prix, Senna took his first pole position and went on to win the race, which was held in very wet conditions. He won in a devastating fashion, lapping everyone up to and including third-placed Patrick Tambay. Senna was fourth in the drivers' standings, but he was gaining recognition as as quick driver, as evidenced by his seven pole positions in the season.

Senna started the 1986 season in a decisive fashion, finishing 34 seconds behind Nelson Piquet in the opener in Brazil. He went on to win the Spanish Grand Prix, edging out Nigel Mansell by just 0.014 seconds. Senna found himself leading the world championship at this stage, but inconsistent reliability of his car dropped him down to fourth again at the end of the season. He had the satisfaction of having been on the pole on eight occasions, though.

AD 1987 was again a less than satisfying year. Although Lotus had the Honda engine, Team Williams with the same engine proved to be the better combination, and at the end of the year Senna was third in the world standings with two wins, one pole position and a total of six podiums.

For the 1988 season Senna decided to join McLaren. The move was largely due to double champion Alain Prost's approval and Senna's good relationship with engine supplier Honda. This proved to be the turning point in the Brazilian's racing career. However, it was inevitable that with two great drivers on the same team there would be rivalry issues. On one occasion Senna apologised for a manoeuvre that almost put Prost



Ayrton Senna in the McLaren-Ford MP4-8A at the European GP in 1993. After qualifying in fourth place he put in one of the most inspired drives of his career. His first lap is remembered as being particularly outstanding when he overtook five drivers to take the lead in pouring rain. Senna won from Damon Hill and Alain Prost in a race where the wet/drv conditions had prompted many pit-stops for the drivers. In the end Senna had lapped the field except second-place Damon Hill, but was a minute ahead of him at the finish

into the pit wall when both of them were doing 290 km/h on the straight. Other than that the season ended with Senna taking his first world championship.

The 1989 season was a continuation of the on-track rivalry between Senna and Prost. In Japan in the penultimate race of the season when Prost and Senna collided, both cars came to standstill. Prost retired but Senna urged the marshals to help him push-start the car. After a pit stop to replace the nose on his car Senna went on to win. He was subsequently disqualified for getting outside assistance and some other infringements, and Prost won the championship but left to join Ferrari for the 1990 season.

Senna won the world championship for the second and third time in 1990 and 1991 respectively. Throughout his racing days he was involved in controversies and alleged illegal tactics, which ended in many confrontations with rival drivers, the FIA and even with Jackie Stewart, who had questioned him

during an interview about his collisions outnumbering any other driver's. Senna was so upset that he never spoke to Jackie after that.

But along with such aspersions the highest tributes were also paid to him. Bernie Eccelestone said, "Senna is the greatest F1 driver ever." Frank Williams was even more specific, saying "as good a driver as he was, ultimately, he was an even greater man outside the car than he was in it".

Senna died of injuries sustained when the steering column failed in his William FW16 and the car ran straight into the cement retaining wall. His death was considered a national tragedy in Brazil where a three-day national mourning was declared. An estimated three million people took to the streets at Senna's home town of Sao Paolo to pay their tribute and over 2,00,000 filed past his body as it lay in state.

A devout Catholic and a largehearted philanthropist, Senna's epitaph reads, 'Nada pode me separar do amor de Deus' ('Nothing can separate me from the love of God')

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#### **SPORT Racing Legends**



F THERE IS ONE NAME IN the world of motor sport who needs no introduction, I think it has to be Michael Schumacher. Usually, it's a pleasant and enlightening task to trace the history and the career highlights of any athlete, sport personality or any person who has excelled in their chosen sporting activity. Rewarding even. But when the person in question has been reduced to a question-mark by a stroke of a cruel act of fate, and is battling to regain some semblance of normality from injuries that are being diagnosed as permanently debilitating, there doesn't seem to be much relevance in listing his successes when he was at the very peak of his health, functioning cent per cent.

However, for whatever its worth, Michael Schumacher is credited with being "statistically the greatest Formula 1 driver ever". He has won the most world championships, had the most race victories, most podiums and fastest laps. The list is endless.

Michael won two world titles with Benetton and five consecutive championships with Ferrari between 2000 and 2004. He rode a Ducati in the IDM superbike series and described it as the most exhilarating experience of his life, the second most was sky-diving. Maybe, he considered racing in F1 cars just routine work. Michael loved horseriding and played football for his local team, FC Echichens. He is a special ambassador to UNESCO and has donated millions to the organisation. Michael's social and civic awareness has been manifested emphatically in so many ways. He has supported and funded many institutions for providing shelter, food, education, clothing and medical aid to the homeless and poor children. His \$10 million donation towards aid after the 2004 Indian Ocean earthquake was significantly larger than any other sports person's, most sports leagues, many worldwide organisations and even some countries.

Michael was active right from 1988 to 2012 in some form of open-wheeler racing, and it was inevitable that he became involved in some controversies during such an extensive period. But then who doesn't?

Michael retired from racing at the end of the 2006 season, but

continued to be Ferrari's advisor and special assistant to Ferrari's newly appointed CEO, Jean Todt. He test-drove the cars and helped with the development process.

Michael was required to come out of retirement and fill in for the injured Felipe Massa, but was declared medically unfit due to a neck injury he had received in a motorcycle accident earlier. Luca Badoer and Giancarlo Fisichella filled in for Massa.

In 2010 Schumacher returned to Formula 1 to drive alongside his compatriot, Nico Rosberg, for the Mercedes team. At the end of 2012 Schumacher retired for the second time. He had not been able to replicate the kind of performance that he was famous for.

On 29 December 2013 Michael fell and sustained severe injuries to his head in spite of wearing a helmet while skiing with his son in the Swiss Alps. To stabilise him and prevent the swelling of his brain from increasing, he was put in a medically induced coma. On 16 June 2014 Schumacher was moved out of the ICU to a rehabilitation centre after showing signs of coming out of the coma, to start what the experts say will be a long and exceptionally arduous journey to attain whatever recovery he possibly can, in view of the severity of his injuries.

We join the millions around the world who will be praying for Michael Schumacher's welfare.

➤ The portrait of greatness that will live on and inspire drivers for generations to come

▼ Michael Schumacher during the days of his reign as the greatest F1 world champion in the world



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Among the many forms of fourwheel motor sport, Formula 1 may be the most popular in terms of prestige, spectator following and a host of other related benefits. The cars are probably the ultimate in terms of innovative mechanical engineering and the drivers need to be highly accomplished not just in driving skills, but also

HE DANISH DRIVER,
Tom Kristensen, is a
versatile race car driver
who has won championships in
Formula 3, touring car and FIA
endurance racing, but his
outstanding performance has been
at the 24 Hour Le Mans endurance
event. In fact, he is also known as
Tom 'Mr Le Mans' Kristensen.

Tom has been a member of the team that has won the most prestigious 24-hour endurance race in the world no less than nine times. Originally there were no specific rules regarding the drivers. Usually, a two-driver team shared the driving duties in view of the time involved. There have been occasions when a driver attempted to run the entire race solo, but these were rare. In the 1980s two driver teams were the norm, but by the end of the decade the rules mandated a three-driver team to reduce fatigue.

Since it's a team and not a single driver that is credited with the win, it could be the reason that no single driver gets as publicized as the drivers of Grand Prix type events. Be that as it may, Tom Kristensen has been on the winning team on nine occasions and his driving skills have been recognised in single-seat open-wheel cars as well. In 1998 Tom was test driver for F1 team Tyrrell and had it not been their last season in F1, Tom might even have had a career in F1.

His record-setting victories at Le Mans came as a result of pairing up with different team members and in a variety of race cars. His first Le Mans win was at the wheel of a TWR Porsche WSC-95 in 1997. His team-mates were F1 driver Michele Alboreto and Stefan Iohansson.

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possess the physical and mental stamina to cope with the extreme rigours of an F1 season.

However, let us not forget that there are other motor sport disciplines that require just as much dedication, organisation as well as driving and mechanical engineering excellence. Endurance racing, especially 24-hourlong races, may not have the glamour and media hype that propels Formula 1

to the heights that it has reached. It needs a truly hard-core enthusiast to stay committed to endure a 24-hour-long event. That said, it in no way diminishes the expertise, hard work, specialisation, and endurance driving mentality of the drivers' team that is required to succeed in 24-hour endurance racing.

The cars and the drivers are a special breed indeed. There is in a way more

freedom in the regulations that govern Le Mans Prototypes (LMP). LMP1 is the top category occupied by prototypes built to a framework of specifications. LMP2 is where only production-based engines are allowed and there is a much closer resemblance to road cars.

If you look closely at the results of the 24 Hour Le Mans over the last decade, you are sure to notice the one name that comes up with consistent regularity.

After two disappointing DNFs with Team BMW Motorsport in 1998 and '99 Tom joined Audi Sport Team Joest and drove the Audi R8 to three consecutive victories with Frank Biela and Emanuele Pirro as team-mates.

In 2003 Audi did not officially enter Le Mans, but supported Bentley with an engine and staff. Audi driver Tom Kristensen along with Italian Rinaldo Capello and British driver Guy Smith won in the Bentley Speed 8, giving Kristensen his fourth consecutive win. He went on to a fifth victory in a row and sixth overall with the Audi Sport Japan Team, driving an R8 with Rinaldo Capello and Japanese driver Seiji Ara.

This equalled Jackie Ickx's record of six Le Mans wins.

In 2005 Tom came to Le Mans  $\,$ 

₹ Tom Kristensen celebrates his record ninth victory at the Le Mans 24 Hour endurance race in 2013. He dedicated the victory to Allan Simonsen, fellow Dane who died after crashing his Aston Martin just minutes after the start of the race

The Audi R18 e-tron quattro is the first hybrid car to win the Le Mans 24 Hour endurance race. Truly revolutionary in many areas, it employ a 3.7-litre TDI V6 engine driving the rear wheels and the front wheels by an electrically powered motor generator unit that recovers energy during braking. Seen here on its way to winning the 2013 event, it is a huge testimony to Audi's success in pioneering technological concepts

with the American ADT Champion Racing, teamed up with J J Lehto and Marco Werner, and was victorious for the seventh time, which gave him sole title to the Le Mans record for most wins.

The year 2008 saw him in the ground-breaking Audi R10 TDI with his earlier team-mate, Rinaldo Capello, and Le Mans specialist, Alan McNish, in the Audi Sport North America team. This drive over 381 laps resulted in the eighth victory for Tom.

Last year, in 2013, with his old team, Audi Sport Team Joest, and his old team-mate, Alan McNish, and Loïc Duval in another ground-breaking car, the Audi R18 e-tron quattro, Tom Kristensen lived up to his moniker, 'Mr Le Mans' and won for the ninth time.

Tom has cemented his rating as a

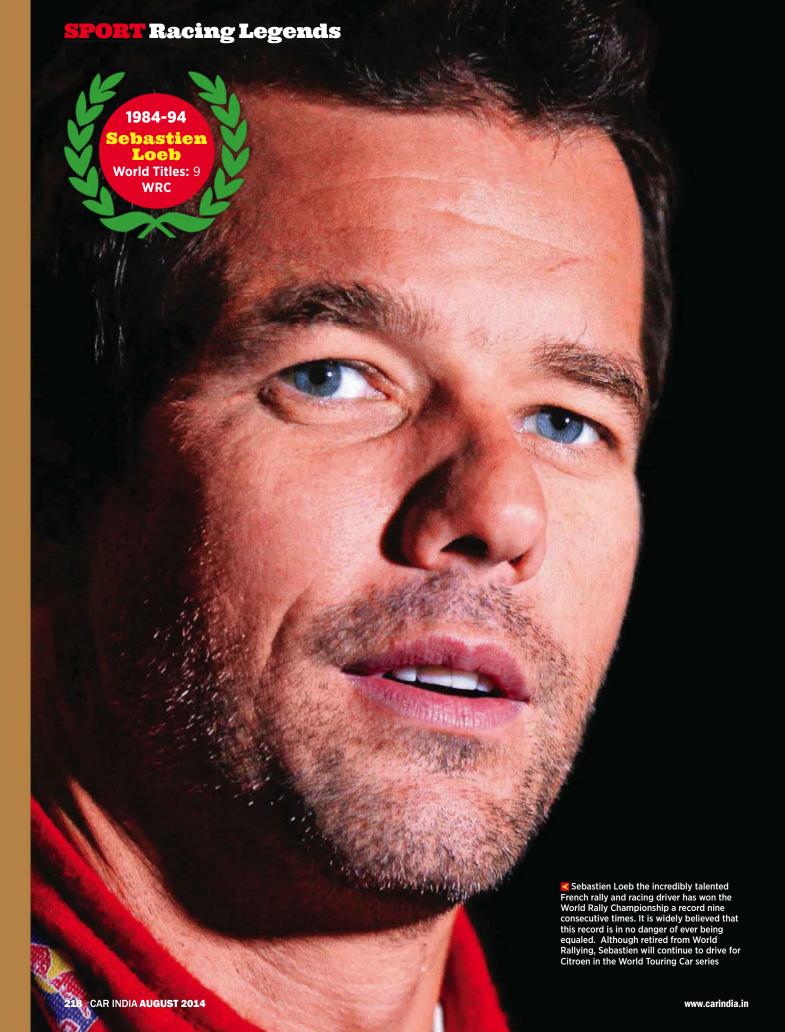
top long-distance race driver by also winning the 12 hours of Sebring race in America six times overall, more than any other driver. In addition to Tom's legendary success (to be continued) at Le Mans and Sebring, his association with F1 team Tyrrell as test driver and his tenure with Michelin tyres, where he tested their products for F1, speaks volumes for his driving skills for sure, but additionally for his insight and ability to provide invaluable feedback for problemsolving and fine-tuning race cars and ancillaries.

Tom Kristensen sums it up in his own words as follows:

"Le Mans is such a great race because you can never do anything alone. You have to work as a team member, and being a team member makes you a better person."



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OUR-WHEEL MOTOR sport has one thing in common. Whether its Formula 1, endurance racing, quarter-mile drags or world rally championships, all the races or events are held on closed circuits. To clarify, usually it's a dedicated track purpose-built where cars can race in a controlled environment, ensuring certain safety measures such as run-off areas and constructed in a way that should a driver lose control due to any reason, the car would be subjected to as soft an impact area as possible. This should prevent serious injury to the driver. Of course, there are always circumstances where the well-intentioned plans of humans can go wrong.

The big difference is in the World Rally Championship (WRC). Run to a large extent on public roads, albeit closed to public traffic for the duration, there is no provision for run-off areas. Forest stages on narrow roads, so common, in most rallies, leave no room for error and the natural surroundings can be quite hostile. To drive competitively under such exacting and treacherous conditions requires very special skills; pin-point precision driving, unwavering concentration for long periods of time and the ability to drive well over different surfaces.

Sebastien Loeb, the French rally driver, possesses those skills in abundance. He has demonstrated this time and again. His nine World Rally Championships are ample testimony to this.

Sebastien had a propensity for sport from an early age. He started out in gymnastics when he was just three years old. He owes his success in gymnastics to his understanding father, who encouraged him and took him to the countryside to practise. Sebastien won the French Alsace championship four times.

As Sebastien grew into his teens, his interest in gymnastics was fast being replaced by a fascination for motorcycles and four-wheelers. By the age of 14 he was skipping school by faking sick notes and by the time he was 18, he was firmly on the road that was to take him to the legendary status that he would attain in the years to come.

Sebastien had a very supportive family; his father had been instrumental in his gymnastic success. His grandmother stepped in when Sebastien needed a helping hand to embark on a journey that even he couldn't have imagined would drive him to the top of the steepest slope of world rallying and lodge him there for the entire world to honour. His

grandmother helped Sebastien buy his first car, a Renault Supercinq GT.

To really understand what makes a sportsman excel in his chosen sport, it is hardly the listing of his victories that provide an insight into his achievements. It is important to get to know the person from a perspective that is not just related to his profession. It is essential to know him as a person, to learn of his fears, his weaknesses, his strengths and his relationship with himself.

Those who are close to Sebastien have described him as an honest man. To be sure an admirable quality in anyone; but even more than that he is known to be a humble person and an ordinary person. Humble, yes, but ordinary? Well, put him in a rally car and the status will miraculously change to extraordinary the moment he engages the first gear and depresses the accelerator pedal.

Sebastien is credited with being gifted, as are most outstanding athletes, but a gift has to be nurtured and honed for it to transform into a tangible asset. Sebastien probably has an incredible gift, but he has combined it with dedication and an uncanny ability to visualise the long rally stages that defy memorising and maintain unflinching focus throughout.

Lightning-sharp reflexes have been the key to Sebastien's posting times that have amazed even his critics. For instance, he won every stage on his way to winning the Tour de Corse, the French rally, in 2005. A rally which is described as comprising 10,000 bends and which was run on the island of Corsica, hosted by France. Its notorious mountainous winding roads are particularly prone to punishing the slightest error in a most unforgiving manner. This puts Sebastien's feat in a category of one. Never to be equalled.

Motorsport is dangerous and involves a great deal of trust. Drivers have to trust that their team of mechanics and engineers have paid very careful attention to every minute detail in the preparation and set-up of the car. In rallying trust is an active ingredient throughout the event. The driver relies on the navigator and the pace notes; trust plays a major role. Sebastien's co-driver has been Daniel Elena, a native of Monaco, whom he trusts implicitly and who is also his best friend. Elena has been with Sebastien from 1998 and has shared the top step of the podium with him on 78 occasions, which makes him the co-driver with the most victories. He was also the first to receive the Michael Park trophy. This award is now presented to the best

co-driver every year.

Establishing himself as a force to be reckoned with in rallying, Sebastien decided to extend his efforts in sports car racing on tarmac. In 2005 he drove the Pescarolo C60 hybrid at the Le Mans 24 Hour race, but failed to finish. His performance at the wheel had been noteworthy and when he returned in 2006, he finished remarkably in second place, splitting the groundbreaking Audi R10 TDI duo and beating Le Mans specialist, Tom Kristensen, who finished third. Given the kind of special skills that Sebastien possesses it was just a matter of time before he would turn his attention to what is considered the ultimate in four-wheel motor sport: Formula 1. After various test sessions with Renault F1 and Red Bull in 2007 and 2008 he planned to officially enter F1 in 2009 and change over a year later to a full-time commitment. A technicality in the regulations governing Formula 1, which states that a driver needs to have a certain amount of circuit racing experience at lower levels before he can graduate to Formula 1, prevented Sebastien from qualifying for an FIA Superlicence, a pre-requisite to compete in F1. I somehow feel it was F1's loss.

In 2013 Sebastien once again proved his versatility by conquering 'the race to the clouds', the world's legendary hill-climb for cars and motorcycles in Colorado, USA. Currently the entire 12.42-mile (20-km) course is tarmac, has 156 bends and climbs from 4,720 feet at the start to 14,110 feet at the finish. It is a race against the clock essentially and very addictive as evidenced by competitors returning year after year to better their times.

Sebastien drove the Peugeot 208 T16 Pikes Peak, a purpose-built special which has a chrome-moly-steel tubular space-frame chassis sheathed in wafer-thin carbon-fibre bodywork. The 3.2-litre DOHC 60 degree V6 turbo-charged engine delivers 887PS equating to a mind-boggling 1:1 power-to-weight ratio, since the chassis weighs 397 kg.

It didn't come as a big surprise that Sebastien was the fastest overall; he was expected to be. However, the time of 8.13.878 minutes shattered the nine minute barrier and bettered the existing record by 1.5 minutes. This indeed is a time that many believe will not be equalled for a long, long time. The history books have been rewritten in typical Sebastien Loeb fashion.

Sebastien Loeb says, "I drive because I enjoy it." Is there ever a better reason?

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# Sébastien Ogier continued his dominance in the World Rally Championship, claiming his fifth victory in the Lotos Rally Poland to make it seven on a trot for VW Report & Photography: Jim Gorde



HE STAGES WERE SET for a cold and wet Rally Poland with the teams making their way through the forests and gravel of Mikołajki, north of the Polish capital. Sébastien Ogier and his VW Motorsport team-mates, Latvala and Mikkelsen, looked strong and while there was a lot of support for the current champion, the crowds were on song for their

home hero, Robert Kubica, in the RK M-Sport Ford.

Ogier was looking strong from the outset, but his team-mate, Mikkelsen, was all set for the challenge. Jari-Matti Latvala, however, was off the pace by quite a margin, and as the stages progressed, he found the gap widening. It then turned out to be a day to forget for Latvala: after being

◆ World Cup fever; Ogier's team celebrates the victory in German football colors

held up by Ostberg's car in his path, he hit a pothole and suffered broken suspension. Mikkelsen put his braking issues behind him and forged forward, moving to a steady second behind team-mate Ogier. Ostberg and Meeke in the Citroëns were close on their tail, but after the Lithuanian stages, the gaps went up. Following their mistakes in the lengthy Goldap stage, they lost ground. Neuville, meanwhile, was finding pace and heading up the time sheets in his Hyundai. He moved up to third, with consistently quick times. This was also the first three-car finish for Hyundai. Kubica was as high as fourth, before broken suspension sent him tumbling down the order.

Ogier was able to cruise to a comfortable win, 1'07.7 ahead of Mikkelsen, who, in turn, was again 1'05.8 ahead of Neuville. Volkswagen Motorsport have usurped the standings with Sébastien Ogier in the lead with 166 points. Jari-Matti Latvala is second with 116 points and Andres Mikkelsen is third with 83.

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# **KARI REVISITED**

Coimbatore hosted an action-packed round two of the Volkswagen Polo R Cup 2014 over the second weekend of July

Report & Photography: Piyush Sonsale

OUND TWO WAS bound to be more exciting. The drivers were back at the Kari Motor Speedway with a higher level of confidence since the inaugural round was held at the same venue a month ago. However, the weekend saw mixed weather conditions where the more experienced drivers prevailed.

#### **RACE ONE**

Karthik Tharani Singh, now in his second year of the series, secured the pole position in qualifying to head the 18-car grid of the first race. He made a quick start and used his pole advantage to dive in first into the right-hander turn one. He led the race for the following 10 laps until the race was red-flagged due to Gaurav

Mehta's crash.

The re-started race saw Karthik in the lead again while Anindith Reddy reclaimed the second place after having lost it to Angad Singh Matharoo earlier. However, Angad and Anindith were both slapped with a 30-second penalty for not overtaking under a yellow flag, which relegated them to 11th and 12th respectively. The result was an aggregate of the times from both the sprints, so the second place went to Anshul Shah while Karminder Singh got the last spot on the podium.

#### **RACE TWO**

The second race started on a wet track with the reverse grid in place. Veteran Bonnie Thomas took the lead on lap one after starting second

➤ Bonnie Thomas on the edge, quite literally and disappeared in the front with his incredible pace. The race became tricky in the second half as the track started drying and the drivers had to deal with lack of traction from the wet tyres. However, Thomas was slipping away at the front and won the race comfortably with an eight-second gap over the field. Karminder made his way up from sixth in spite of the difficult conditions to score a second-place finish while Yatin Magu finished third after having started fifth.

Having won a race at each of the two rounds held so far, Bonnie Thomas is leading the points table with 131 points. Karminder Singh is second with 117 while Anshul Shah is a close third with just one point less.





'IF YOU'RE THE FASTEST CAR, YOU HAVE TO STAY THE FASTEST'

# Car India sits down with VW Motorsport Chief Jost Capito at the WRC Rally Poland as the team continue their domination with seven straight wins and look strong to clinch yet another championship with their drivers 1-2-3 in the standings

Interviewed by: Jim Gorde

Car India (CI): How was it moving over to Volkswagen? Jost Capito (JC): I have been in WRC before with Ford, so I was aware, I knew what was needed. When I came, I didn't know anybody at Volkswagen Motorsport. I'd never been there before and never met anybody from there, so it was quite challenging, but quite exciting as well. You get to know people you don't know and it's quite interesting. I joined in the middle of 2012, the programme was already on and the first version of the Polo was being tested. The base was very good, so we continued from there.

# CI: What would you say was your biggest challenge?

JC: The biggest challenge was to form the team, to keep the people working together, in the same direction, being motivated and pushing the car's development continuously, because if you stop, you go backwards. If the team stops pushing, then the competition comes up and it's hard to get them pushing again.

# CI: How did you pick your drivers?

JC: It was clear that Volkswagen wanted drivers who were capable of winning. Ogier was already there. Jari-Matti I knew for many years, he won rallies and he was close to win the championship so that was somebody we had to look at.

# CI: Did you expect this kind of success at such an early stage?

JC: We had to be realistic. After being in rallies and motor sport, you know that it's nearly impossible to get straight out-of-the-box speed and be competitive. So, it came as a surprise to the team and to me as well. It needs the right management; we need to keep the team motivated and down to earth.

CI: You've been on a roll and times are getting quicker. What



▲ Ogier's Polo R undergoes checks in the service park

### keeps the team going?

JC: For us, winning is never usual or common, we always do something special. We always have fun at the podium, different people get the manufacturer's trophy. In Sardegna, we jumped in the harbour! We always do something the team finds enjoyable and memorable and keeps them together. They always want to win because it is fun and always special.

# CI: The cars keep evolving with electronics and mechanically as well. Is it better with the electronics, or is it better with simpler mechanical work?

JC: We have to always focus on both. Now it's easier, so you have to do less fancy stuff and not spend a lot of money. That makes it... I wouldn't say 'easier', it's always difficult. If you don't have the fastest car, it's difficult to become the fastest car. If you're the fastest car, you have to stay the fastest, whatever the rules are. You have to always improve.

# CI: So what next? What would you like to see going forward?

IC: The challenge now is to make it cost-effective. The promotion and television coverage has to improve without the cost going up. Normally, when a series is trying to reduce cost, the show is reduced, the communication is reduced and then the value goes down, and you have to cut costs again. Now we are at the level where, from the technical regulations and the number and locations of the rallies, it is really good, with the potential to get the value up. The target is to get the value up with the same costs. The general public should find it to be an interesting sport and want to watch it.

# CI: How far ahead do you look? All set for 2015 already?

JC: We already have our eye on the 2017 season. You have to plan ahead for the long term. The car for '15 is nearly ready. We already have parts for testing, so when the car comes, every component has already been tested.

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# WINGMAN EXTRAORDINAIRE

The WRC Rally Poland allowed *Car India* to spend some time with 15-time rally winner, Luis Moya, whose name is usually mentioned in the same breath as Carlos Sainz. Now with Volkswagen Motorsport, Luis Moya shares his views on the present WRC scene and gives us an insight into the goings-on within the team

Interviewed by: Jim Gorde

Car India (CI): You mentioned the cars were different back then. How much of an evolution has happened from then till now? They have smaller engines, are they lighter and quicker? Luis Moya (LM): Much quicker. I think mainly not because of the engine, because the engine now has 315 PS, those days you had 400 or 500 PS, but because of the suspension. The suspension is incredible now. It goes back to the cost. The cars have active electronic diffs and it was very difficult to

develop the car, so a manufacturer has to spend a lot of money, because it was technically very complicated. It had a front diff, a centre diff and a rear diff. Now we only have a front and rear diff, which are fixed in between and the car is mechanical, so there are not so many electronics, though there are a lot of sensors in the cars now. When you get them to service, you get to everything inside the car. Earlier, we used to have one engine per rally. Now, because of the rules, we are limited to four engines for the whole season. They don't

break, because they have so many sensors; you control everything all the time. Before, a turbo engine worked from 4,500 revs to 6,000: it was very limited. You had to be very precise with the gears in the corners. Nowadays, you go on the throttle and you don't feel the turbo, because the car goes 'whoosh'.

CI: Is the driver involvement the same? Does it still require the same amount of skill?

LM: It's different. You're going slower, because the cars are slower,

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but the skill of the driver is the same. Before, it wasn't more difficult, because the cars were slower, but harder. Now they go so fast that the drivers have to be involved more now.

CI: Is it easier or more challenging for the mechanics, with the added electronics?

with the added electronics? LM: Before, you had more time to work on the car, now it's very limited. You have 15 minutes service for breakfast, half-an-hour for lunch and 45 in the evening in all the top cars. It contains almost everything. You are allowed to change in less than 15 minutes. For example, you cannot change an engine, but a gearbox. Two mechanics in our car can change the gearbox and the front diff in 13 minutes. At a dealer, he would tell you to come next week. The turbo takes, maybe, seven minutes; rear differential seven to eight minutes; the suspension four minutes; everything is very quick. Night service for 45 minutes is a basic service unless the car is damaged. Particularly our car is very reliable; it never breaks down. We could change the dampers. We have, for Sébastien and Jari-Matti Latvala, five sets of dampers. You take them out, take them to the back, rebuild them, and use them the following day or put new ones. We are always rebuilding them because they are limited. If there is an accident, then there is a major job. A lot of things to work on.

# CI: How challenging was the Poland Rally? How different was it compared to Italy?

LM: I never competed here.
Normally, I come to the rallies on
Thursday, but here I came on
Monday. I wanted to see the stages.
It's always very challenging and
demanding the first time you go,
because you don't know the area. You
do some testing in Poland to adapt
the car, but you don't know if what
you've done is right or wrong, and
until you get to the rally, you're not
sure. You're making new notes for the
stages, it's very challenging, with
surprises always.

CI: What drove you then? Was it the motivation to win or did you just love navigation?



▲ Moya is one of the most succesful WRC co-drivers ever and his wealth of experience has VW top the game LM: I love navigation. I love sitting in a rally car — the sensation of going fast on a road that is closed for you, with a helmet on and trying to be the fastest one. I really enjoy it. In 1983, in my home town with a friend of mine, I used to spectate rally. A friend of mine asked me if I would drive for him. I thought it was Christmas Day. I never expected that someone was going to ask me to go

drive. It was incredible. We went to an event. There were 160 cars, and it was a standard car and we did well. In the beginning, I never thought I was going to become a professional; I was doing it because I loved it. When you have a target in mind, you have to try to get it. Always take the positive side. The worst thing that can ever happen, whatever it is, will have a positive side.

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# SLIDING TO SUCCESS: VOLKSWAGEN POLO R WRC

Volkswagen Motorsport have gone from newcomers to world champions and are on the way to a second World Rally Championship title. What is it that makes the Polo R WRC a force to be reckoned with?

Story: Jim Gorde Photography: Volkswagen Motorsport

HE VOLKSWAGEN
Motorsport WRC team
has been on a roll, and
apart from their three pairs of
drivers and navigators, whose
exemplary skill has had them
on top for several consecutive
rallies, there is one hero which
is the common factor in the
hands of Sebastién Ogier, JariMatti Latvala and Andreas
Mikkelson: the Polo R WRC.

The purpose-built WRC Polo R combines not just cutting-edge engineering technology, but nowadays also finds the balance with electronics. There are regulations, of course, and strict norms which the car must comply with. Being cleaner and greener than ever before while being just a s quick, if not quicker, and offering improved handling characteristics with modern-day wizardry under the skin is no mean feat, and Volkswagen Motorsport engineers have definitely been on the ball with the Polo R WRC. Let's see what makes it tick.

### **POWERTRAIN**

At the heart of the company's little hatchback in wide-body WRC avatar is a 1.6-litre four-cylinder petrol motor. Of course, it doesn't end there. It features direct injection and is turbocharged and inter-cooled to produce exactly thrice the power of its road-going naturally-aspirated sibling. Where the Polo 1.6 road car makes 105 PS, the Polo R WRC

makes 315 PS at 6,250 RPM, and that's with the FIA-specified limiter on. Even more gargantuan is the torque output of 425 Nm at 5,000 RPM. All that force is transferred to the 4MOTION permanent all-wheel-drive system through a six-speed sequential racing gearbox and a hydraulic double-disc sintered metal clutch from ZF. The 4x4 system delivers a fixed drive to the front and rear axle with multi-plate limited slip diffs front and rear.

### **MECHANICALS**

What good is power if it can't be put to good use? As team members and Luis Moya have clearly specified, over the years the cars have gotten quicker and the increase in speed is vastly down to the suspension and quality of components like the brakes. With improved damping and shock-absorption, the cars can get on the power much quicker and hold their intended line much easier than before. Driver input is important, but having the tools for the job is just as critical.

#### PERFORMANCE

Alright, so you know how much the engine makes and how it goes to the wheels. What do those numbers mean? The Polo R WRC only weighs 1,200 kg: just an average child's weight over the standard road car. But that's a power-to-weight ratio of 262.5 PS/tonne. And that means it can go from 0 to 100 km/h in just 3.9



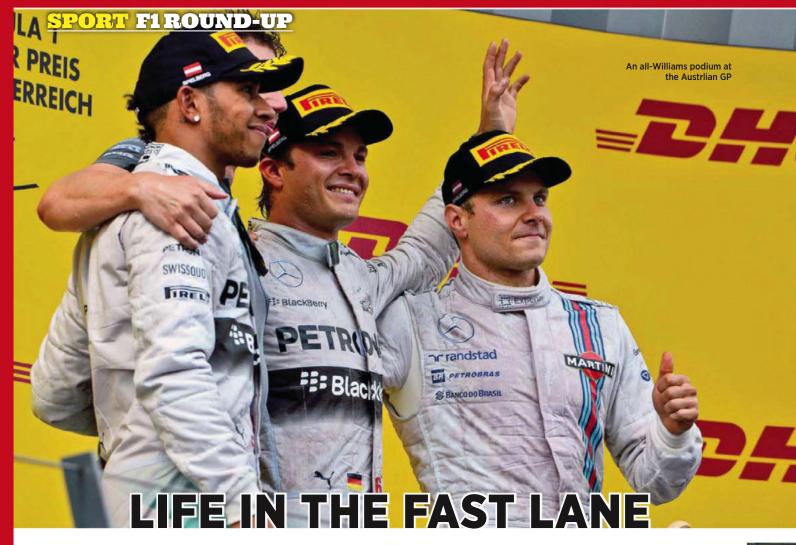


seconds! That's the same as what its bigger cousins, the Audi RS7 and Lamborghini Gallardo LP550-2, can manage. The top speed, subject to gearing, is up to 200 km/h. Don't forget, all of that's on gravel!

The Polo R WRC is a sharpened rally tool and looks set to shatter records and claim more wins in the championship. Of particular interest at this point, my mind fills with images of the 220-PS road-going Polo R version that's available in Europe. We wish we could lay our hands on it here in India too!







### **AUSTRIAN GP - RED BULL RING**

It wasn't since 2003 that we saw an all-Williams front row, and, coincidentally, it was exactly that year that Austria held its last FI race. After an II-year absence, Austria made the calendar for quite an enthralling spectacle.

Massa got a clean start off the line, but it was Hamilton who had the biggest advantage, jumping, almost literally, from roth to fifth, and then claiming fourth from Alonso a few corners later. Around the same time, a slowing Vettel was on the radio, saying he 'lost drive'. It looked like race over till he suddenly came back to life and continued, albeit a lap down.

The first pit-stops happened on lap 11, with Rosberg and then Hamilton coming in on the following laps, and looking set to get an advantage. Massa pit on lap 15, leaving Perez in the lead, a little too late, perhaps, as he exited behind Rosberg, losing

ground and then the place to Hamilton.

Kvyat's Toro Rosso lost its brakes and thereafter the right rear. Vettel entered the pits and retired 10 laps later. Vergne also retired the other Toro Rosso, making it a day to forget for Red Bull, with only Ricciardo running in the points in their home race.

The second round of pit-stops shuffled the order once more. Hamilton came in first, dropping from third to fifth. Rosberg followed, leaving Bottas in the lead. Bottas pit, leaving Massa ahead with Hamilton claiming his spot. Massa came in leaving Alonso in the lead, before he came in.

After the 71 laps of the rather short Red Bull Ring, Rosberg took a fine victory with Hamilton fighting every bit of the last few laps. Bottas claimed a fine third for Williams.

#### **BRITISH GP - SILVERSTONE**

After a wet qualifying, it was a bright day as the lights went out at Silverstone's 64th. Rosberg got off to a clean start, but Perez ended up getting tagged and running wide. The action turned into mayhem when Raikkonen ran wide at Brooklands, went off the track and bumped his way back on, only to lose it and hit the barrier before careening across the track, taking out an unlucky Massa in the process. Raikkonen crashed nose-first into the barriers on the other side, bringing out the Safety Car. Owing to the amount of debris, the red flag soon came out, which was also to allow for the barrier to be replaced.

About an hour later, the race re-started and immediately Hamilton was on a charge, while Bottas was moving up the order in his

Williams as well. On lap 19, Rosberg pit, allowing Hamilton to take over the race lead. Vettel and Alonso were also moving up the order steadily. On lap 29, Rosberg slowed suddenly, and the radio messages were clear; he was stuck in the fifth gear and rolled to a stop.

The last 17 laps were a Vettel-Alonso battle of epic proportions. Back and forth, through the corners in nailbiting proximity of each other without any contact: exhibition of perfect car control. With four laps to go to the chequered flag, Vettel got past Alonso and stayed ahead.

In the end, Hamilton, much to the delight of the home crowd, clinched sweet victory. Bottas finished a fine second for Williams, his best finish yet. Ricciardo was third for Red Bull.

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#### **GERMAN GP - HOCKENHEIM**

Starting from the front at home, Nico Rosberg stormed ahead with Bottas on his tail. As Massa entered the first corner, there wasn't enough room and he made contact with Magnussen and flipped, flying overhead and crashing to the side. The Safety Car then appeared for what was yet another first-lap incident this year.

When the race resumed, Hamilton was the man on the move, now on 10th after starting from the back. As he moved past Raikkonen, he dislocated a part of the Ferrari's front wing. Later on, while passing Button,

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Hamilton suffered damage to his own front wing. Hulkenberg was looking strong, but began falling down the order towards the closing stages. Kvyat dramatically lost his STR in flames. The closing stages saw a battle between Alonso and Ricciardo, which continued till the last lap.

Rosberg, who had never finished on the podium at home before, took the chequered flag, surpassing his father Keke Rosberg's lap count in the lead, and becoming the first German to win at home in a German car package.



#### **HUNGARIAN GP - HUNGARORING**

Daniel Ricciardo claimed his second victory of the season in a dramatic race which saw a downpour just 40 minutes before the start, the conditions demanding a rework of strategies, with two Safety Car sessions not making things any better for the teams.

The spray from the tyres dominated the start as everyone made a clean getaway off the line. Massa managed to keep his Williams on track this time round. But the order only lasted for a few laps before Ericsson rammed his Caterham into the

barriers. Almost everyone flooded the pit-lane, with Rosberg coming in from the lead on the next lap. The Safety Car stayed out when Grosjean crashed two laps later.

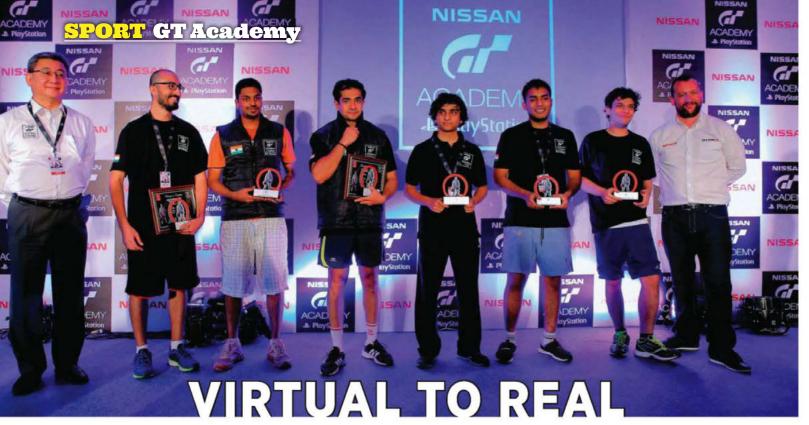
When racing resumed,
Hamilton was ahead of Rosberg
when team orders made their
presence felt, leaving Hamilton
flabbergasted. In the end, it was
Alonso, Hamilton and
Ricciardo, with the Red Bull
having a grip advantage,
lunging from the outside to take
the Mercedes, then the Ferrari,
and stomping to victory.

### **DRIVERS' CHAMPIONSHIP**

### CONSTRUCTORS' CHAMPIONSHIP

		At the second se	
Nico Rosberg	202	Mercedes AMG	393
Lewis Hamilton	191	Red Bull Renault	219
Daniel Ricciardo	131	Ferrari	142





# Nissan and Sony Playstation bring their unique GT Academy to India to find gamers who have the potential to go pro in a racing car

Report: Ravi Chandnani Photography: Nissan India

ARLIER THIS YEAR, WE witnessed the arrival of the Nissan GT Academy, a unique programme that gives gamers a chance to become a race car driver in reality after proving themselves in the virtual world. The competition was announced in February 2014 and since then thousands of gamers have tried their luck in the virtual world. They have spent hours on end driving selected Nissan race cars in Sony's Gran Tourismo on Playstation 3 gaming platform. After months of evaluation and comparing the best timings posted by the hopefuls, Nissan and Sony selected 28 top gamers and invited them to Jaipur for the finals. We were there to cover the two-day event, which saw the grid narrow down to the top six. These lucky six contenders will now go to Silverstone to compete with contestants from other countries.

Nissan had set up a gaming arena in one of the ballrooms at the Fairmont, Jaipur. The stage was set for a virtual challenge among the top 28, from whom only 12 were going to make it to the second stage of the finale. After two intense gaming sessions the field was narrowed down to top 12. This marked the end

of the virtual competition. Now it was time for them to show their skills in the real world.

The second day started with the top 12 contestants all geared up for their first test of the day, which was a driving challenge. They were given a Nissan Micra to drive on a grassy field where traction was minimal. This allowed the judges to see how well the participants were able to handle a car on a surface with very little grip. Points were awarded for driving style, ability to control the car on such a surface and using the car's dynamics to navigate around the track in the smoothest possible way. Timing was also taken into consideration, but was not the main criterion.

After showcasing their driving skills, the contestants headed back to the hotel for the final test of the day, a fitness challenge. Various activities such as plank test, push-ups and a running test were lined up for the hopefuls. Some of the contestants performed really well in the physical challenge, but one chap stood out from the rest. Prakash Nair, a 41-year-old challenger, topped the physical challenge beating blokes half his age.

After assessing everything, the



Driver briefing in progress

judges selected the final six. Abhinav Bhatt, Abhinay Bikkani, Prakash Nair, Akshay Gupta, Glen Ivan Suchita and Karl Patel made the cut and now will be attending the race camp at the famous Silverstone circuit in the UK. These six will be representing India on a world stage. They will be competing against competitors from various countries and only one will emerge victorious, who will then undergo rigorous training to become a professional race car driver with Nissan. We wish the top six the best and hope they do well and convert their dream into reality.

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# Gaurav Gill wins Rally of Coimbatore Report: Piyush Sonsale Photography: FMSCI

OUND TWO OF THE 2014 Indian Rally Championship (IRC) was held in Coimbatore last month. The two-day rally had attracted an encouraging number of entries since a total of 36 cars were registered across the four classes. Leg one was held on Saturday and it consisted of five stages. The LMW (26.1 km) and Black Thunder (12.5 km) gravel Super Stages were run twice each while the Super Special Stage was held on tarmac at the Kari Motor Speedway.

The rally started on an exciting note after P G Abhilash (co-driver K R Kumar) of R3A PGA Motorsport won the opening 26.1-km stage, driving a Mitsubishi Evo6, over the reigning APRC champion and round one winner, Gaurav Gill (codriver Musa Sherif), driving for the factory team of Mahindra Adventure. Gill stepped up his offensive thereafter and won the remaining stages of the day while Abhilash dropped out of the rally before stage four, citing issues with his car. Mahindra's Amittrajit Ghosh (co-driver Ashwin Naik) also retired from the rally on the first day due to issues with his car, leaving



Rahul Kantharaj/ Vivek Bhatt sliding through a turn

his team-mate with a lead of almost one-and-a-half minutes in the IRC class after the first leg. Rahul Kantharaj (co-driver Vivek Bhatt) of Team Yokohoma was leading the IRC 2,000-cc class, Arjun Rao (co-driver Satish Rajgopal) was leading the IRC 1,600-cc class and B Raghu Nandan (co-driver K Suraj) topped the time-sheets of the FMSCI 1,600-cc Cup.

Leg two on Sunday comprised one run each on the LMW and Black Thunder stages. Gill remained invincible on the second day and won the Rally of Coimbatore with a lead of two minutes over the field. Kantharaj won the IRC 2,000-cc class, Rao emerged on top of the IRC 1,600-cc class while the FMSCI 1,600-cc Cup victory went to Raghu Nandan.

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# **SPORT JK Tyre RC**



OUND TWO OF THE 17th JK Tyre Racing Championship was held at the Kari Motor Speedway in July. The long running championship has been a strong platform for aspiring race drivers to hone their skill and prove themselves before stepping up to the international level. IK Tyre have discovered some of the finest car racing talent in the country and it was an absolute treat to see two of them racing at Kari after years. FIA GT Series driver Armaan Ebrahim and GT Open Series driver Aditya Patel were guest drivers in the premier class of the championship, the JK Racing India Series.

Both the drivers started from the back of the grid in race one and displayed their superior race-craft to rise up the order. Pole-setter Vishnu Prasad led the race from start to finish, but the battle for second saw Armaan get the better of Ananth Shanmugam on the last lap while Patel finished after losing time in the initial stages. However, the veterans were like ghost drivers since their positions were not considered. They were invited to race in order to show the upcoming drivers where they stand vis-à-vis a world class driver.

Thus according to the official results, Ananth was second and Nayan Chatterjee was third.

In race two, Vishnu faced stiff competition from Akhil Rabindra, but pipped him to second to win the race while Krishna Mahadik was the third finisher. The third race was again dominated by Vishnu while Akhil and Krishna finished second and third respectively.

In the Formula LGB4 class,

▼ Vishnu Prasad on top of the JK Racing India Series podium

Sudarshana Rao won his maiden victory in race one while Vishnu Prasad and Rahul Rangaswamy finished second and third respectively. Diljith T S made up for his seventh-place finish in race one by winning the second race, ahead of Sudharshana, while Ameya Bafna finished third. Race three was again won by Diljith, with Sudarshana in tow. Vishnu got the last spot on the podium.



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# PERFORATION











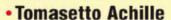




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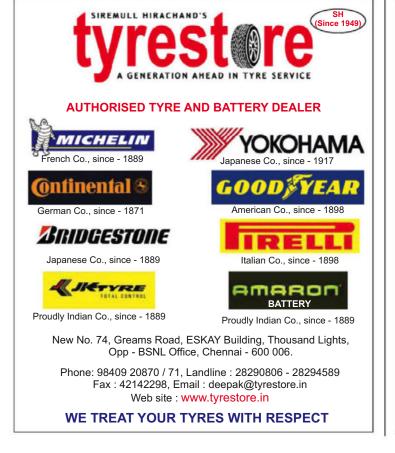
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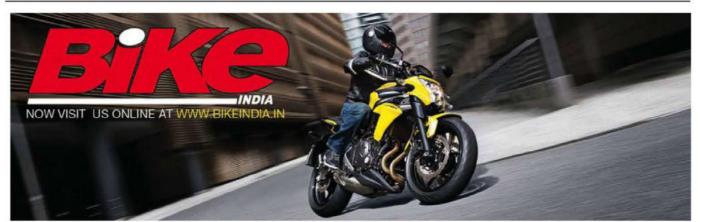
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Luxury Sedans

Super Luxury Sedans

MUVs/MPVs

SUVs

Premium SUVs

Sports Cars

**Green Cars** 

Off-Road Vehicle

## **LEGENDS**

#### PRICES

On the road, Pune
BO: Available only By Order
\*: Ex-showroom price listed
NA: Price not available

### FEATURES

F: Front only

O: Optional equipment

# 

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MODEL NAME	PRICE (IN LAKH RUPEES) CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS MAX TORQUE IN Nm)	MAX POWER (IN PS) KERB WEIGHT OF THE VEHICLE IN KG FUEL TANK CAPACITY (IN LITRES) BOOT SPACE (IN LITRES)	TYRE SIZE TRACTION CONTROL ANTI-LOCK BRAKING SYSTEM	100 KWH		STEREO ALOY WHEELS	DATE TESTED OVERALL PATING	L RAIII
------------	-------------------------------------------------------	--------------------------------------	----------------------------------------------------------------------------------------------------------	-----------------------------------------------------	---------	--	--------------------	----------------------------	---------

# **ASTON MARTIN**

# **VANTAGE**

For: NA. Against: NA. Verdict: NA. Alternatives: 1. Ferrari California T 2. Porsche 911 V8 Coupé 280.00\* 4735/8 6/7A 470 426 1630 80 NA 275/35 R19 NA 290 1 NA / / 1 / NA NA V8 Roadster BO 4735/8 6/7A 470 426 1710 80 NA 275/35 R19 NA 290 NA 1 / NA NA V8 S Coupé 320.00 4735/8 7A 490 436 1610 80 NA 285/35 R19 NA 305 NΑ / / 1 NA NA V8 S Roadster BO 4735/8 7A 490 436 1690 80 NA 285/35 R19 1 NA 305 NA 1 / ✓ ✓ NA NA 385.00 1 1 / V12 S Coupé 5935/12 7A 620 573 1665 80 NA 295/30 R19 / NA 330 NA NA NA ВО / 1 V12 S Roadster 5935/12 7A 620 573 1745 80 NA 295/30 R19 NA 323 NA / / NA NA

### DB9

For: NA. Against: NA. Verdict: NA. Alternatives: 1. Porsche 911 Turbo

Coupé 420.00\* 5935/12 6A 620 517 1785 78 NA 295/30 R20 11 NA NA 1111 NA NA

## **VANQUISH**

For: NA. Against: NA. Verdict: NA.

Alternatives: 1. Bentley Continental GT Speed 2. Ferrari 458 Italia 3. Mercedes SLS AMG

305/30 R20 🗸 1 1 550.00\* 5935/12 6A 1695 80 NA Coupé 620 573 NA 295 NA NA NA ВО 5935/12 1 Volanté 6A 620 573 1844 78 NA 305/30 R20 NA NA NA NA NA

## **RAPIDE**

For: NA. Against: NA. Verdict: NA.

Alternatives: 1. Porsche Panamera 2. Maserati Quattroporte 3. Mercedes S63 AMG L

Rapide S 450.00\* 5935/12 6A 620 558 1990 90.5 NA 295/35 R20 1 1 NA 306 NA / 11 NA NA

For: NA. Against: NA. Verdict: NA.

Alternatives: 1. Skoda Superb 2. Volkswagen Jetta 3. Mercedes-Benz A-Class 4. BMW 1 Series 5. Volvo V40 CC 40 TESI NA 1798/4 7A 250 180 1295 50 425 205/55 R16 NA NA 40 TFSI S-line 1295 / 1 / 1 NA 1798/4 7A 250 180 50 425 225/45 R17 NA NA NA NA NA Ż 35 TDI NA 1968/4 6A 320 143 1315 50 425 205/55 R16 NA NA NA 1 NA NA 35 TDI S-line 1 1 NA 1968/4 6A 320 143 1315 50 425 225/45 R17 10 196 15.75 Aug 14

### Δ4

For: Audi technology. Against: Price. Verdict: A refined and comfortable car.

Alternatives: 1.	DIVIVV 3 SE	eries Z. VC	1100 20	)U <b>3.</b> I	vierce	ues-be		-Class	5											
1.8 TFSI Premium	29.40*	1798/4	CVT	320	170	1545	63	480	225/55 R16	1	1	9.64	225	11.25	1	1	1	1	Jun 12	****
2.0 TDI Premium	33.43*	1968/4	CVT	350	177	1595	63	480	225/55 R16	1	1	8.4	NA	NA	1	1	1	/	NA	NA
2.0 TDI Technology	38.39*	1968/4	CVT	350	177	1595	63	480	225/50 R17	1	1	8.4	NA	NA	1	1	1	✓	Jan 14	****
3.0 TDI quattro	54.10*	2967/6	7A	500	245	1755	61	480	225/50 R17	1	1	6.79	250	11.6	1	1	1	1	Apr 10	****
S4	52.64*	2995/6	7A	440	333	1780	61	480	245/40 R18	1	1	6.09	250	8.25	1	1	1	✓	Oct 12	****



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
A6																			A B	A STATE
1													_			_		_	A A 2	
For: Refinement, in	,	,		,	_						nchma	ark in its	s segm	ent.						
Alternatives: 1.			_				-			1										
2.0 TFSI Premium	41.98*	1984/4	CVT	320		1640	75	530	225/55 R17	1	/	9.42	226	9.13	1	1	1	1	NA	NA
2.0 TFSI Technology	49.18*	1984/4	CVT	320		1640	75	530		1	1	9.42	226	9.13	1	1	1	1	Jan 14	****
2.0 TDI Premium 2.0 TDI Technology	44.21* 49.85*	1968/4 1968/4	CVT	380	177 177	1660 1660	75 75	530 530		1	1	9.5 9.5	220	13.8 13.8	1	1	1	1	Dec 11 Dec 11	****
3.0 TDI quattro Prm	54.90*	2967/6	7A	500		1795	75	530	225/55 R17	1	1	8.0	250	11.25	1	1	1	1	Aug 11	****
3.0 TDI quattro Tech	62.11*	2967/6	7A	500		1795	75	530	225/55 R17	1	1	8.0	250	11.25	1	1	1	1	Aug 11	****
S6	88.76*	3993/8	7A	550	420	1895	75	530	255/40 R19	1	1	5.39	250	8.12	1	1	1	1	Nov 13	****
							-				-					Ė				
A7																			-/Allenn	The same
For: Luxury factor of	of an AQ with	th fun foot	or of a	00110	á A.	oimot.	Door	hooo	room Vordi	If		anio ( d	rivina in	li na ina						TAMES A
A7 is the car for you					_						•	, ,	nving in	i iuxui y,					CERTIFIC OF STREET	6 5
					-		1		r e	7			0.50							
3.0 TDI quattro	87.38*	2967/6	7A	500		1860	75	535	255/45 R18	1	1	7.2	250	8.87	1	1	V	1	Jun 11	****
RS 7 Sportback	129.46*	3993/8	8A	700	560	1920	75	535	275/35 R20	/	/	4.48	250	4.75	1	/	1	/	May 14	****
A8																			100	
For: Luxury at its be				0,						ing a	of the	ring.						-		
Alternatives: 1.	Mercedes-	-Benz S-C	lass 2	2. BM	N7Se	eries 3	Jag	uar X.	J									2	_ 0	
3.0 TDI quattro	111.43*	2967/6	8A	580		1935	82	520	235/55 R18	1	1	7.02	250	8.75	1	1	1	1	Jun 14	****
4.2 TDI quattro	121.60*	4134/8	8A	850	385	2170	82	520	235/55 R18	1	1	NA	250	NA	1	1	1	1	NA	NA
4.0 TFSI quattro	126.14*	3993/8	8A	600	435	2050	82	520	235/55 R18	1	/	NA	250	NA	1	1	1	1	NA	NA
Q3						-			Air	100						-			100	
QU																			A CONTRACTOR OF	A STATE OF
For: All the luxuries	of a 'Q' St	JV in a sm	nall pa	ckage	. <b>Aga</b> i	nst: 🖯	Price.	Verd	<b>lict:</b> Small, bu	ıt stil	ll a Q.									
Alternatives: 1.	BMW X1 2	2. Volvo V	40 Cro	oss Co	ountry															
2.0 TDI S Edition	24.97*	1968/4	7A	320	140	1520	64	460	235/55 R17	1	1	11.1	182	15.5	1	1	1	1	Feb 14	****
2.0 TDI quattro Prm	31.02*	1968/4	7A	380	177	1660	64	460	235/55 R17	1	/	9.05	210	13.5	1	1	1	1	May 12	****
2.0 TDI quattro Prm+	35.78*	1968/4	7A	380	177	1660	64	460	235/55 R17	1	1	9.05	210	13.5	1	1	1	1	NA	NA
Q5	-			-		-													1	
QO																			111111111111111111111111111111111111111	all /
For: Performance,									down Q7, ma	akes	sens	e.							6 6	
Alternatives: 1.	Volvo XC6	0 <b>2.</b> BMV	/ X3 <b>3</b>	. Lan	d Rove	er Freel	ande	r											8 8	
2.0 TFSI		1984/4							235/65 R17	1	1	8.8	222	7.5	1	1	1	1	May 10	****
2.0 TDI Premium	46.11*	1968/4	7A	380	177	1820	75	540	235/65 R17	1	1	9.6	200	12.8	1	1	1	1	Feb 13	****
2.0 TDI Technology	51.44*	1968/4	7A	380		1820	75	540		1	1	9.6	200	12.8	1	1	1	1	NA	NA
3.0 TDI Premium+	56.38*	2967/6	7A	580	245	1860	75	540	235/65 R17	1	1	7.25	225	9.0	1	1	1	1	NA	NA
3.0 TDI Technology	59.13*	2967/6	7A	580	245	1860	75	540	235/65 R17	1	1	7.25	225	9.0	1	1	1	1	Mar 14	****
07					- 1				Vi.		W 35	A 1								
Q7																		- 1		
For: Size, performa	nce Agai	inst: Price	Ve	dict:	If size	matter	s the	en the	O7 has to be	the	choic	e								Wine.
Alternatives: 1.	_								Q7 1100 10 DE	410	011010								0	-
3.0 TDI Premium	59.35*	2967/6	8A	_	245	2345			255/55 R18	1	1	9.15	216	9.5	1	1	1	1	NA	NA
3.0 TDI Premium	71.20*	2967/6	8A		245	2375				1	1	9.15	216	9.5	1	1	1	1	Sep 09	****
4.2 TDI Technology	78.58*	4134/8	8A		340	2485				1	1	6.74	240	7.75	1	1	1	1	May 10	****
	. 5.00		٠, ١	. 500	0.0	00						J., ,								



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHIOLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
TT											· · · · ·	ola a								- E
For: A fun little spo									portscar for th	ne pr	rice of	f a luxur	y seda	n.					6	A TE
Alternatives: 1. TT Coupé	BMW Z4 2 53.72*	2. Merced 1984/4	es SLI I 6A	K-Clas 350		lissan ( 1435		292	245/45 R17	1	/	7.17	250	9	1	1	1	1	Feb 14	****
RS 5 For: Performance, under the control of the con	, ,			uel ec	onomy	Verd	ict:	f you	want an every	/day	supe	ercar to	use, thi	s is it.					0	20
RS 5 Coupé	99.80*	4163/8	7A	430	450	1725	64	455	265/35 R19	1	1	5.9	250	5	1	1	1	1	Dec 13	****
R8 For: Performance, Alternatives: 1. V8 Coupé V10 Coupé V10 Spyder V10 plus Coupé	0 /	, -	uar F- 7A 7A 7A					100 100 100 100	285/35 R18 295/30 R19 295/30 R19 295/30 R19	d pe	erform.	NA 4.04 NA 3.51	NA 261 NA 271	NA NA NA	\frac{1}{\sqrt{1}}	\frac{1}{\sqrt{1}}	\frac{1}{\sqrt{1}}	\( \sqrt{1} \)	NA Apr 13 NA Sep 13	N/ ***** N/ ****
BENT CONTINE For: A Bentley with I Verdict: Makes the	NTAL Le Mans he	GT eritage. Ag							on Martin Van	auis	h 2	Merceo	Les 91 9	S AMG						
GT V8	300.00*	3993/8	8A	660	507	2295	90	358	275/40 R20	V	/	NA	303	NA	1	1	1	1	NA	NA.
GT V8 S	BO	3993/8	8A	680	528	2295	90	358	275/40 R20	1	1	NA	309	NA	1	1	1	1	NA	NA NA
GT Speed	335.00* 370.00*	5998/12 5998/12	8A 8A	700 820	575 635	2320 2320	90	358 358	275/40 R20 275/35 ZR21	1	1	NA NA	318 329	NA NA	1	1	1	1	NA NA	NA NA
GT V8 Convertible	330.00*	3993/8	8A	660	507	2470	90	260	275/40 R20	1	1	NA	301	NA	1	1	1	1	NA	NA NA
GT V8 S Convertible	ВО	3993/8	8A	680	528	2470	90	260	275/40 R20	1	1	NA	308	NA	1	1	1	1	NA	N/
GT Convertible	365.00*	5998/12	8A	700	575	2495	90	260	275/40 R20 275/35 ZR21	1	1	NA	314	NA	1	1	1	1	NA	NA NA
GT Speed Convertible FLYING SF	410.00* PUR	5998/12	8A	800	625	2495	90	260	275/35 ZR21	1	/	NA	325	NA	1	<b>√</b>	1	✓	NA	NA
For: Fast and agile Alternatives: 1.	for a 2.5 to										ast sa	loon.								
Flying Spur V8	300.00*	3993/8	8A	660	507	2450			275/45 R19	1	1	NA	NA	NA	1	1	1	1	NA	NA
Flying Spur	335.00*	5998/12		800		2475	90		275/45 R19	1	1	NA	NA	NA	1	1		1	NA	NA
MULSANN																			ALL	>
For: NA. Against:	: NA. Verd	dict: NA.																,	0	1220

575.00\* | 6752/8 | 8A | 1020 | 512 | 2685 | 96 | 443 | 265/45 | R20 | 🗸 | 🗸 | NA | NA | NA | 🗸 | 🗸 | 🗸



Alternatives: 1. Rolls-Royce Phantom

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BINW																					
### For: Fun to drive, spackous, rear-wheel drive. **Against: Price. **Verdict: if you want a BMW badge in your garage **Alternatives: 1. Microcioss Benz A-Class 2. Microcioss-Benz A-Class 3. Volvo V40 Oross Country  1168 Prestige 20.09 1 19804	MODEL NAME	PRICE (IN LAKH RUPEES)	OUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
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### For: Fun to drive, spackous, rear-wheel drive. **Against: Price. **Verdict: if you want a BMW badge in your garage **Alternatives: 1. Microcioss Benz A-Class 2. Microcioss-Benz A-Class 3. Volvo V40 Oross Country  1168 Prestige 20.09 1 19804								_	_		_	_				_	_	_	_		
Alternatives: 1. Mercedes-Benz A-Class 2. Mercedes-Benz B-Class 3. Volvo V40 Cross Country	1 SERIES																				
148   Prestige   28,76   1995/4   8A   220   136   1385   43   NA   205/45 R16   Z   Z   NA   NA   NA   NA   Z   Z   Z   Z   NA   NA	For: Fun to drive, s	pacious, re	ear-wheel	drive.	Agaiı	nst: P	rice. <b>V</b> e	erdi	ct: If y	ou want a BN	1VV k	oadge	in you	r garage	∋				(	8 (	
118d Sport Plus											7										
For: Performance, fuel efficiency. Against: Ride quality. Verdict: If you are looking for performance, look no further.  Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Berz C-Class 320d Prestige 33.68; 1995/4 8A 380 184 1495 57 87 880 225/55 R16	118d Prestige	28.76	1995/4	8A	320	143	1420	43	NA	205/55 R16	1	1	9.51	187	11	1	1	1	1	NA	NA
For: Performance, fuel efficiency. Against: Ride quality. Verdict: If you are looking for performance, look no further.  Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Berz C-Class 320d Prestige 33.68; 1995/4 8A 380 184 1495 57 87 880 225/55 R16	3 SERIES						- 1			20		-									
Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class   320d Prestige   33.65°   1995/4   8A   380   184   1495   57   480   225/55 R16   V   V   8.03   235   13.5   V   V   V   Aug 12   ******   326l Evary Line   42.50°   1997/4   8A   350   245   1505   80   480   225/56 R17   V   V   8.03   235   13.5   V   V   V   V   Aug 12   ******   328i Sport Line   42.50°   1997/4   8A   350   245   1505   80   480   225/56 R18   V   V   6.48   250   9.2   V   V   V   V   Sep 12   ******   35   SERIES GRAN TURISMO		fuel effeter			Otala au		/li-	<b>a.</b> 16.		a la al da a fau a	- J-C-				la au					A	7610
Series   33.65   1995/4   8A   80   184   1495   67   480   225/56 R16   \( \forall						-		-	ou ar	e looking for p	erro	mano	ce, loor	k no tun	ner.						0
220d Luxury Line   37.15'   1995/4   8A   380   184   1490   57   480   225/50 R17   7   7   8.03   235   13.5   7   7   7   7   7   8.09   225   7   7   7   7   8.09   225   7   7   7   7   8.09   225   7   7   7   7   8.09   225   7   7   7   7   7   8.09   225   7   7   7   7   7   7   8.09   225   7   7   7   7   7   7   7   8.09   225   7   7   7   7   7   7   7   7   7									480	225/55 B16	1	1	8.03	235	13.5	1	1	1	1	NA	NA
3 SERIES GRAN TURISMO For: More refined, usable, space, big boot. Against: Down on thrills, price. Verdict: Aspirational, practical, fun and exclusive car.  Alternatives: 1. Aucil A4 2. Volvo Sc0 3. Mercedes-Benz C-Class 320d GT Luxury Line    42.75°   1995/4   8A   380   184   1640   60   480   225/50 R18   v   v   9.05   208   13.25   v   v   v   Jul 14   *****  5 SERIES  For: Performance, driving pleasure. Against: Price. Verdict: Refined mile-muncher.  Alternatives: 1. Aucil A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo SS0 520d Prestige    46.20°   1995/4   8A   380   184   1695   70   520   225/50 R17   v   v   NA   234   NA   v   v   v   v   NA   NA   S20d Inxury Plus   49.20°   1995/4   8A   380   184   1695   70   520   225/50 R18   v   v   NA   234   NA   v   v   v   v   NA   NA   NA   S20d Luxury   49.20°   1995/4   8A   380   184   1695   70   520   245/45 R18   v   v   NA   234   NA   v   v   v   v   NA   NA   NA   N				_				_			-					-			-		
For: More refined, usable, space, big boot. Against: Down on thrills, price. Verdict: Aspirational, practical, fun and exclusive car.  Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class 3 20d GT Luxury Line 42.75° 1995/4 8A 380 184 1640 60 480 225/50 R18 ✓ 9.05 208 13.25 ✓ ✓ ✓ ✓ Jul 14 ★★★★  5 SERIES  For: Performance, driving pleasure. Against: Price. Verdict: Refined mile-muncher.  Alternatives: 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80   20d Prestige 46.20° 1995/4 8A 380 184 1695 70 520 225/50 R17 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Modern 49.20° 1995/4 8A 380 184 1695 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Luxury 49.20° 1995/4 8A 380 184 1695 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Luxury Plus 54.50° 1995/4 8A 450° 218 1725 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 530d M Sport 58.60° 2993/6 8A 540 258 1785 70 520 275/40 R18 ✓ ✓ 6.21 250 10 ✓ ✓ ✓ ✓ Jan 14 ★★★★ M5 129.70° 4395/8 7A 680 560 1945 80 NA 295/35 R19 ✓ ✓ 5.9 250 3.3 ✓ ✓ ✓ Nov 12 ★★★★ M6 Gran Coupé 117.50° 2993/6 8A 630 313 1865 70 NA 295/30 ZR20 ✓ ✓ NA NA NA NA NA VA ✓ ✓ ✓ NA NA NA NA Carde Gran Coupé 1175.0° 2993/6 8A 630 313 1865 70 NA 295/30 ZR20 ✓ ✓ NA NA NA NA NA VA ✓ ✓ ✓ NA NA NA NA Carde Gran Coupé 1175.0° 4395/8 7A 680 560 1950 70 NA 295/30 ZR20 ✓ ✓ NA NA NA NA NA VA ✓ ✓ ✓ NA NA NA NA NA Carde Gran Coupé 1175.0° 2993/6 8A 630 313 1865 70 NA 295/30 ZR20 ✓ ✓ NA NA NA NA NA VA ✓ ✓ ✓ NA NA NA NA NA NA VA ✓ ✓ ✓ NA NA NA NA NA Carde Gran Coupé 1175.0° 2993/6 8A 630 313 1865 70 NA 295/30 ZR20 ✓ ✓ NA	328i Sport Line	42.50*	1997/4	8A	350	245	1505	60	480	225/45 R18	1	1	6.48	250	9.2	1	1	1	1	Sep 12	****
For: More refined, usable, space, big boot. Against: Down on thrills, price. Verdict: Aspirational, practical, fun and exclusive car.  Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class 3 20d GT Luxury Line 42.75° 1995/4 8A 380 184 1640 60 480 225/50 R18 ✓ 9.05 208 13.25 ✓ ✓ ✓ ✓ Jul 14 ★★★★  5 SERIES  For: Performance, driving pleasure. Against: Price. Verdict: Refined mile-muncher.  Alternatives: 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80   20d Prestige 46.20° 1995/4 8A 380 184 1695 70 520 225/50 R17 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Modern 49.20° 1995/4 8A 380 184 1695 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Luxury 49.20° 1995/4 8A 380 184 1695 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 520d Luxury Plus 54.50° 1995/4 8A 450° 218 1725 70 520 245/45 R18 ✓ ✓ NA 234 NA ✓ ✓ ✓ ✓ NA NA NA 530d M Sport 58.60° 2993/6 8A 540 258 1785 70 520 275/40 R18 ✓ ✓ 6.21 250 10 ✓ ✓ ✓ ✓ Jan 14 ★★★★ M5 129.70° 4395/8 7A 680 560 1945 80 NA 295/35 R19 ✓ ✓ 5.9 250 3.3 ✓ ✓ ✓ Nov 12 ★★★★ M6 Gran Coupé 117.50° 2993/6 8A 630 313 1865 70 NA 295/30 ZR20 ✓ ✓ NA	3 SERIES	GRAN	J TUF	RISI	MΩ						66 V	2 0				- 10			- 1	1	
Alternatives: 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class  320d GT Luxury Line				_	_	eti Do	wn on t	thrille	prioc	Vordiot: A	aniro	ational	proeti	cal fun	and a	voluc	i (O (	oor		10	THE REAL PROPERTY.
320d GT Luxury Line					_				, price	. Veruict. A	spire	atioi iai	, practi	cai, iui i	ailu 6/	Cluc	oive (	Jai.		6	
For: Performance, driving pleasure. Against: Price. Verdict: Refined mile-muncher.  Alternatives: 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80  520d Prestige	320d GT Luxury Line	42.75*	1995/4	8A	380	184	1640	60	480	225/50 R18	1	1	9.05	208	13.25	1	1	1	1	Jul 14	****
For: Performance, driving pleasure. Against: Price. Verdict: Refined mile-muncher.  Alternatives: 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80  520d Prestige 46.20¹ 1995/4 8A 380 184 1695 70 520 225/50 R17	5 SEDIES																_	-	-		- 10
Alternatives: 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80  520d Prestige																				All Control	
S20d Prestige		0 .	_																	DA COMMISSION OF THE PERSON OF	
520d Modern		ì		1							1	,	NIA	224	NIA		-	1	1	NIA	NIA
520d Luxury						_		_			-	_									
530d M Sport 58.60° 2993/6 8A 540 258 1785 70 520 275/40 R18								_			-							-	1	NA	
M5								_			-	-				-		-	-		
6 SERIES GRAN COUPÉ  For: One of the most beautiful four-door coupés. Against: Price. Verdict: Still an unmatched style statement.  Alternatives: 1. Audi A7 2. Mercedes-Benz CLS-Class 640d Gran Coupé				_		_		_			-	_				-	_	-	-		
For: One of the most beautiful four-door coupés. Against: Price. Verdict: Still an unmatched style statement.  Alternatives: 1. Audi A7 2. Mercedes-Benz CLS-Class  640d Gran Coupé   111.50*   2993/6   8A   630   313   1865   70   NA   275/35 R19   V   V   5.7   250   10   V   V   V   Jan 13   *****  M6 Gran Coupé   175.40*   4395/8   7A   680   560   1950   70   NA   295/30 ZR20   V   V   NA   NA   NA   V   V   V   NA   NA					000	300	1343	00	IVA	293/33 1119			0.0	230	0.0				•	1407 12	^^^^
Alternatives: 1. Audi A7 2. Mercedes-Benz CLS-Class  640d Gran Coupé  111.50*  2993/6  8A  630  313  1865  70  NA  275/35 R19  ✓  ✓  5.7  250  10  ✓  ✓  ✓  NA  NA  NA  NA  NA  NA  NA  N	6 SERIES	GRAN	I COL	JPE																	
640d Gran Coupé	For: One of the mo	st beautifu	l four-dooi	r coup	és. A	gains	t: Price	e. Ve	rdict	: Still an unma	atche	ed sty	le state	ement.					I	-	TIME
M6 Gran Coupé 175.40* 4395/8 7A 680 560 1950 70 NA 295/30 ZR20	Alternatives: 1.	Audi A7 <b>2.</b>	. Mercede	s-Ber	z CLS	S-Class	3													- 6	
7 SERIES  For: Loaded with cutting-edge technology. Against: Price. Verdict: More stylish and more capable than its predecessor.  Alternatives: 1. Mercedes-Benz S-Class 2. Audi A8 3. Jaguar XJ  730Ld 102.90* 2993/6 8A 560 258 1975 80 500 245/50 R18				_					_		-	1				_			_		****
For: Loaded with cutting-edge technology. Against: Price. Verdict: More stylish and more capable than its predecessor.  Alternatives: 1. Mercedes-Benz S-Class 2. Audi A8 3. Jaguar XJ  730Ld 102.90* 2993/6 8A 560 258 1975 80 500 245/50 R18	M6 Gran Coupé	175.40*	4395/8	7A	680	560	1950	70	NA	295/30 ZR20	1	1	NA	NA	NA	1	1	1	1	NA	NA
Alternatives: 1. Mercedes-Benz S-Class 2. Audi A8 3. Jaguar XJ  730Ld 102.90* 2993/6 8A 560 258 1975 80 500 245/50 R18																				-4	
730Ld 102.90* 2993/6 8A 560 258 1975 80 500 245/50 R18									More	e stylish and m	nore	capa	ble thai	n its pre	edeces	sor.					
ActiveHybrid 7L 135.00* 2979/6 8A 500 354 2045 80 500 245/50 R18								_	500	2/5/50 D10	1	1	7.2	250	0.1		1	1	1	Jul 12	+++++
750Li 139.90* 4395/8 8A 650 450 2055 82 500 275/40 R19 🗸 🗸 6.6 250 6.2 🗸 🗸 🗸 🗸 Feb 11 ****								_	_		-					-	-	-	-		
760Li 186.90* 5972/8 8A 750 544 2250 82 500 275/40 R19 🗸 🗸 NA 250 NA 🗸 🗸 V NA NA	750Li			_							-	_				-	_	-	-		
	760Li	186.90*	5972/8	8A	750	544	2250	82	500	275/40 R19	1	1	NA	250	NA	1	1	1	1	NA	NA



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BU BMW	<b>▶</b> F	IAT																		
MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
X1													lan en						-	i.
For: Price, fuel effic	iency Aaa	ainst: Stif	f ride	tiaht f	it for fo	our Ve	rdict	t∎ One	of the easies	t wa	avs to	aet inta	the RN	√lW fan	nilv				1	
Alternatives: 1.										. ,,,	tyo to	900 11 100	) (1 10 DI	VIVV ICCII	y.				0	
sDrive 20d Expedition sDrive 20d Sport Line sDrive 20d xLine	30.75* 36.00* 36.00*	1995/4 1995/4 1995/4	8 8 8	380 380 380	184 184 184	1565 1565 1565	61 61 61	420 420 420	225/50 R17 225/50 R17 225/50 R17	√ √	\frac{1}{\sqrt{1}}	8.8 8.8 8.8	200 200 200	12.87 12.87 12.87	√ √ √	√ √	√ √ √	1	NA Mar 13 NA	N/ **** N/
X3		d. od								(2 t)									11	1. 32
For: Performance, r	ear leg-roo	om. <b>Agai</b> i	nst: F	Price, a	doesn'	t handl	e like	a BM	W. <b>Verdict:</b>	A bi	g imp	roveme	ent, but	not qui	te th	nere.				0 0
Alternatives: 1.					-			_												
Drive 20d Advantage		1995/4	8A	380	184	1715	67	NA	225/60 R17	1	1	9.56	210	10.6	1	1	1	1	Dec 11	****
Drive 20d Expedition Drive 30d Expedition	47.90* 54.90*	1995/4 2993/6	8A 8A	380 560	184 258	1715 1715	67	NA NA	225/60 R17 245/50 R18	1	1	9.56 7.11	210 210	10.6	1	1	1	1	Dec 11 Apr 12	****
Drive 300 Expedition	54.90	2993/0	0A	360	200	1713	67	INA	245/50 N 16	-	V	7.11	210	10	V	-	/	V	Apr 12	****
For: Wieldy, handson Alternatives: 1. In Aprile 20 DPE				<b>2.</b> Po			ne <b>3.</b>	_	Q7	1	1	7.15	230	7.63	1	1	1	1	Jul 14	****
<b>7</b> 4 for: Performance, t	Mercedes	SLK-Class	s <b>2.</b> F	orsch	e Boxs	ster						0.00	050	5.00						
Drive 35i Prestige Drive 35i DPT	70.90* 71.90*	2979/6 2979/6	7A 7A	400	306 306	1600 1600	_	310	255/35 R18 255/35 R18	1	1	6.63	250 250	5.88 5.88	1	1	1	1	NA Feb 14	N/ ****
BUGA EYRON																				
ior: The only one c		nat will nev	ver be	made	again	Agai	nst:	Price.	Verdict: A	colle	ctor's	item.						0	6	20
B 16.4	ВО	7993/16	7A	1250	1001	1888	100	NA	365/25 ZR21	1	1	NA	407	NA	1	1	1	1	NA	N/
Grand Sport	1650.00*	7993/16			1001				365/25 ZR21	1	1	NA	NA	NA	1	1	1	1	NA	N/
Super Sport	ВО	7993/16	7A	1500	1200	1838	NA	NA	365/25 ZR21	1	<b>√</b>	NA	415	NA	1	1	1	1	NA	NA
DATS	UN																		<u> </u>	AD
For: Space, efficier safety has been utte		_			-							: Good	l buy fo	r the pr	ice,	but				



1.2 P D

1.2 P A

1.2 P T

Waiting for another week can be worse than having waited all these years.

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May 14

NA

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155/70 R13

NA

NA

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NA

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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LTRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOOK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
				20											Ë		0,			
<b>FERR</b>	AR	1																		
CALIFORN		•																_		
For: NA. Against:		diet. NA																	1	0
ror: ⋈A. Against: Alternatives: 1.			<b>2.</b> Ast	on Ma	artin Va	intage														0
California T	во	3855/8	7A	755		1625	78	240	285/40 R19	1	1	NA	316	NA	1	1	1	1	NA	N.
458 ITALIA																				
		Eas-NIA																		1
For: NA. Against: Alternatives: 1.			3																	W
458 Italia	257.00*	4499/8	7A	540	570	1485	86	230	295/35 R20	1	1	NA	NA	NA	1	1	1	1	NA	N
458 Spyder	291.00*	4499/8	7A	540	570	1485	86	230	295/35 R20	1	1	NA	NA	NA	1	1	1	1	NA	N.
FF									-/-											
	NIA <b>N</b>																		9 0	
For: NA. Against: Alternatives: 1.			GT Sn	need															0	
FF .	341.00*	6262/12		683	660	1880	91	450	295/35 R20	1	1	NA	NA	NA	1	1	1	1	l NA	N
E4 ODEDLU		_																		
F12BERLI																				
For: NA. Against:																				
Alternatives: Lar F12berlinetta	100 nborgnini /	6262/12	7A	690	740	1525	92	320	315/35 ZR20	1	1	NA	340	NA	1	_	1	1	NA	N
1 12Derillietta	411.00	0202/12	1/A	030	740	1323	32	320	313/33 ZHZU	-	-	INA	340	INA	-	/	1	-	INA	IN
															-					
FIAT																				
GRANDE F	TIALIC	$\overline{a}$																	-	District Control
					CI I				2 11 11	-									La Laboratoria	
For: Looks, value for Alternatives: 1.									500a-100KIng 8	ana	tun to	arive r	natcn.						88	
1.2 P Active	5.84	1172/4	5	96	68	1090	45	280	165/80 R14	Ϊ-	-	18.3	154.2	10.7	1	-	1	-	Nov 09	***
1.2 P Dynamic	6.10	1172/4	5	96	68	1090	45	280	165/80 R14	-	1	18.3	154.2	10.7	1	-	1	-	NA	N
1.4 P Emotion	7.83	1368/4	5	115	90	1115	45	280	195/60 R15	-	1	NA	NA	NA	1	1	1	1	NA	N.
MultiJet D Active	6.73	1248/4	5	197	76	1130	45	280		ļ-	-	17.5	154.5	18.9	1	-	-	-	NA	N.
MultiJet D Dynamic	7.47	1248/4	5	197	76	1130	45	280	165/80 R14	·	/	17.5	154.5	18.9	1	-	1	-	NA A 00	N.
MultiJet D Emotion MultiJet D 90 Sport	8.18 8.61	1248/4 1248/4	5	197 209	76 93	1130 1144	45 45	280	195/60 R15 195/60 R15	÷	1	17.5 NA	154.5 NA	18.9 NA	1	1	-	1	Aug 09 NA	****
LINEA CLA																			A	AB
For: Looks, equipm								/s, rea	ar space. <b>Ver</b>	dict	: Elec	gant an	d practi	cal at t	he s	ame	tim	e.	(F)	01
Alternatives: 1.		7	, ,		,	1	1		Ē .== .	r		r	1		7					
1.4 P	6.81	1368/4	5	115		1180		500	175/65 R14	-	-	13.9	170	12.3	1	-	-	-	NA NA	N.
Multi lot D Plus	8.10	1248/4	5	197	76	1210		500	175/70 R14	ļ-	-	19.48	153.3		1	-	-	-	NA Ian 14	N.



19.48 153.3 18.5 🗸

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197 76 1210 45 500 175/70 R14

MultiJet D Plus

1248/4

# GBU FIAT ➤ GENERAL MOTORS

### LINEA

For: Looks, equipment. Against: Engine feels breathless at high revs, rear space. Verdict: Elegant and practical at the same time. Alternatives: 1. Ford Fiesta 2. Honda City 3. Volkswagen Vento

Alternatives: II	1 014 1 10010		a Oity	<b>O</b> : 00	II COVVac	JOH VOI	110													
1.4 P Active	8.14	1368/4	5	115	90	1180	45	500	195/60 R15	-	-	13.9	170	12.3	1	-	1	-	NA	NA
1.4 P Dynamic	9.26	1368/4	5	115	90	1180	45	500	195/60 R15	-	1	13.9	170	12.3	1	1	1	1	Mar 09	****
T-Jet P Active	8.80	1368/4	5	207	114	1230	45	500	195/60 R15	-	1	NA	NA	NA	1	-	1	-	NA	NA
T-Jet P Dynamic	9.78	1368/4	5	207	114	1230	45	500	195/60 R15	-	/	NA	NA	NA	1	1	1	1	NA	NA
T-Jet P Emotion	10.24	1368/4	5	207	114	1230	45	500	205/55 R16	-	1	12.5	173.5	11.25	1	1	1	1	Apr 14	NA
MultiJet D Active	9.54	1248/4	5	209	93	1210	45	500	195/60 R15	-	-	11.8	168	16.3	1	-	1	-	NA	NA
MultiJet D Dynamic	10.70	1248/4	5	209	93	1210	45	500	195/60 R15	-	1	11.8	168	16.3	1	1	1	1	NA	NA
MultiJet D Emotion	11.11	1248/4	5	209	93	1210	45	500	205/55 R16	-	/	11.8	168	16.3	1	1	1	1	Jan 09	****

# **FORCE MOTORS**

## **FORCE ONE**

For: Space, Mercedes drivetrain. Against: Upgrade still doesn't offer airbags. Verdict: Spacious and rugged Alternatives: 1. Mahindra XI IV500

Teraicti opacioc	is and rugge	d. Aiteii	ICILIA	C3. I.	IVICIIII	i laia m	J V O O	0												
EX BS III	10.29	2596/4	5	230	82	NA	70	NA	235/70 R16	-	-	NA	NA	NA	1	-	-	-	NA	NA
SX 2.2 (6+D)	13.85	2149/4	5	321	141	NA	70	NA	235/70 R16	-	1	15.5	162	9.12	1	-	1	1	NA	NA
SX 2.2 (5+D)	13.94	2149/4	5	321	141	NA	70	NA	235/70 R16	I -	1	15.5	162	9.12	1	-	1	1	Dec 11	*****

## **FORCE GURKHA**

For: NA. Against: NA. Verdict: NA.

Alternatives: 1.	iviariiriura	Hai																		
Soft Top 4x2	7.23	2596/4	5	230	82	NA	63	NA	235/70 R16	-	-	NA	NA	NA	1	-	1	1	NA	NA
Soft Top 4x4	9.64	2596/4	5	230	82	NA	63	NA	245/70 R16	-	-	NA	NA	NA	1	-	1	1	NA	NA
Hard Top 4x4	9.99	2596/4	5	230	82	1460	63	NA	245/70 R16	-	-	NA	NA	NA	1	-	1	1	NA	NA

For: Refined engine, sweet-shifting gearbox, value for money Against: Performance and fuel economy a tad disappointing, styling.

Verdict: A compet	Verdict: A competent family car on budget. Alternatives: 1. Maruti Suzuki Ritz 2. Nissan Micra 3. Hyundai Grand i10																			
1.2 LXI P	4.72	1196/4	5	102	71	1040	45	284	175/65 R14	-	-	17.09	161	13	-	-	-	-	NA	NA
1.2 Titanium P	6.12	1196/4	5	102	71	1090	45	284	175/65 R14	-	1	17.09	161	13	F	1	1	1	Apr 10	****
1.4 TDCi LXi	5.93	1399/4	5	160	68	1090	45	284	175/65 R14	-	-	17.8	156	17.5	-	-	-	-	NA	NA
1.4 TDCi Titanium	7.36	1399/4	5	160	68	1130	45	284	175/65 R14	-	1	17.8	156	17.5	F	1	1	1	May 10	****

## **CLASSIC**

For: Refined diesel engine. Exciting petrol. Against: Stiff ride, conservative styling. Verdict: A good car, but looks dated now.

Alternatives: 1.	Arternatives: 1. Maruli Suzuki SX4 2. Nissan Sunny 3. Hyundai Xdeni																			
1.6 LXi P	5.95	1596/4	5	146	101	1110	45	430	175/65 R14	-	-	11.8	176.5	14.1	1	-	-	-	NA	NA
1.6 Titanium P	7.65	1596/4	5	146	101	1130	45	430	175/65 R14	-	1	11.8	176.5	14.1	1	1	1	1	Jan 06	****
1.4 TDCi LXi	7.51	1399/4	5	160	68	1150	45	430	175/65 R14	-	-	16.8	164.4	17.1	1	-	-	-	NA	NA
1.4 TDCi Titanium	8.97	1399/4	5	160	68	1150	45	430	175/65 R14	-	1	16.8	164.4	17.1	1	1	1	1	Nov 06	****



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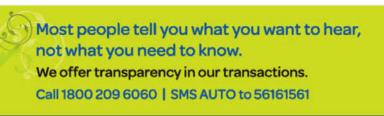


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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
FIESTA																				
					_					_					_	_	_			THE REAL PROPERTY.
For: Design, equipmediates 1.			00							ne p	ertorn	nance i	s a let c	down.				9		8
1.5 TDCi Ambiente	9.09	1498/4	Wage 5	204	91	1157	43	430	195/60 R15	١.	1	12.7	178.5	14.5	1	1	Ι-	- 1	NA	l N
1.5 TDCi Trend	10.10	1498/4	5	204	91	1157	43	430	195/60 R15	1-	1	12.7	178.5	14.5	1	1	1	-	NA	N
1.5 TDCi Titanium	10.96	1498/4	5	204	91	1157	43	430	195/60 R15	-	1	12.7	178.5	14.5	1	1	1	1	Sep 11	****
ECOSPOR	Т	-																		-
For: Trendsetter, first						petrol e	engin	e. <b>Ag</b>	ainst: Space	e. <b>V</b> e	erdic	t: Goo	d, fun u	ırban S	UV.				Total States	
Alternatives: 1.	1	4	1	1		1000	74	004	195/65 R15			LNIA	LNIA	NIA	L		,		NIA	
1.5 Ambiente 1.5 Trend	6.74 7.79	1499/4 1499/4	5	140	112	1200	71	364 364	195/65 R15	-	-	NA NA	NA NA	NA NA	F	-	1	-	NA NA	N N
1.5 Titanium A/T	10.04	1499/4	6A	140	112	1268	71	364	205/60 R16	-	1	NA	NA	NA	1	1	1	1	NA	, N
EcoBoost Titanium	9.38	999/3	5	170	125	1259	71	364	205/60 R16	1-	1	NA	NA	NA	1	7	1	1	NA	N
EcoBoost Titanium O	9.84	999/3	5	170	125	1259	71	364	205/60 R16	1-	1	12.2	181.7	12.75	1	1	1	1	Dec 13	****
1.5 TDCi Ambiente	8.17	1498/4	5	204	91	1248	71	364	195/65 R15	-	-	NA	NA	NA	F	-	1	-	NA	N
1.5 TDCi Titanium O	10.89	1498/4	5	204	91	1290	71	364	205/60 R16	-	1	14.1	165.9	NA	1	1	1	1	Jun 13	****
ENDEAVO	IID								l.										1	WOEN'S
ENDEAVO	UN																		. 45	
For: Mammoth pre-										stat	ure.									
Alternatives: 1.	1	7		1	, ,		1		r e	,			,					, ,		
2.5 4x2	23.31	2499/4	5	330		1879	71	NA	245/70 R16	-	1	NA	NA	NA	1	1	1	1	NA	N
3.0 4x2 AT	25.03	2953/4	5A	380	156	1930	71	NA	245/70 R16	ļ.	1	12.1	NA	9.5	1	1	1	1	Dec 10	****
3.0 4x4 AT	27.33	2953/4	5A	380	156	2014	71	NA	245/70 R16	ŀ	/	13.2	168	8.7	1	/	1	/	Nov 09	****
							_													
GENE	<b>1∶</b> ₹^	14	M					5												
			щ	$\sim$								,		_	_		_	_		
SPARK																			65	
For: Refined, efficie	nt and fru	aal onaino	aroa	t cahir	and r	ido Ac	aine	<b>+</b> • G	parbox could b	201/0	hoor	hottor							1	A 8
Verdict: A great of		0 0												3 Tata	Indi	na X	′ota			
1.0	4.03	995/4	5	90	63	1075	38	NA	155/70 R13	l _		16	152	15.97	-	Ja /	-	- 1	NA	N
1.0 LS	4.34	995/4	5	90	63	1075	38	NA	155/70 R13	+-	-	16	152	15.97	1	-	1	-	NA	N
1.0 LS LPG	4.51	995/4	5	90	63	1095			155/70 R13	+-	-	NA	NA	NA		-	-	-	NA	N
1.0 LT	4.68	995/4	5	90	63	1095				1-	-	16	152	15.97	1	-	1	-	May 07	****
1.0 LT LPG	4.84	995/4	5	90	63	1095			155/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	N
DEAT																				-
BEAT																				-
For: Price, good va	alue for mo	nev, looks	Aga	inst:	Fuel e	efficienc	v, no	remo	te lockina svs	tem.									A .	-
Verdict: Sporty to												<b>3.</b> Hor	nda Bric						0	9
1.2 PS	4.70	1199/4	5	-	80.5	965	35	170	r -	-	-	14.2	1	13.63	-	-	-	- 1	NA	N
1.2 LS	5.00	1199/4	5		80.5	965	35	170		-	-	14.2		13.63	1	-	-	-	NA	N
1.2 LT (O)	6.12	1199/4	5		80.5	965	35	170		-	-	14.2		13.63	1	-	-	-	Feb 10	****
1.0 TCDi PS	5.75	936/3	5		58.5	1027	35	170		-	-	22.5	148.5	NA	1	-	-	-	NA	N
1.0 TCD: LC	6.00	000/0	E	150	EO E	1007	25	170	10E/0E D14	1		00 E	140 E	NIA	1				NIA	N.I.



150 58.5 1027 35 170 165/65 R14 150 58.5 1027 35 170 165/65 R14

936/3

936/3

5

6.09

7.21

1.0 TCDi LS

1.0 TCDi LT (O)



NA

Aug 11

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22.5 148.5 NA

148.5

NA

22.5

# GENERAL MOTORS ➤ HONDA

Continer	GEN GEN	EKAL	MUI	UF	(2)	<b>&gt;</b> [	101	וטו	4\												
Ort: Interior space. Against: Performance fails to excite. Verdict: A good city car with good amount of space Liternatives: 1. FIAT Grande Punto 2. Ford Figo 3. Hyundai Grand I10 2. S. 5.26 1199/4 5 113 86 1065 42 248 175/70 R14 - NA NA NA NA  - NA NA NA	MODEL NAME	PRICE (IN LAKH RUPEES)			MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
Ort: Interior space. Against: Performance fails to excite. Verdict: A good city car with good amount of space Liternatives: 1. FIAT Grande Punto 2. Ford Figo 3. Hyundai Grand I10 2. S. 5.26 1199/4 5 113 86 1065 42 248 175/70 R14 - NA NA NA NA  - NA NA NA	CAIL LLV	٨																			
			D (																		
2 LT ABS										d city car with	goo	d amo	ount of	space					-	00	
2.LT ABS	Aiternatives: 1 1.2					,				175/70 R14	١.	Ι.	INΔ	NΔ	NΔ	١.			. 1	NΔ	1
3.7CDi LS 7,05 1248/4 5 205 78 1124 42 248 175/70 R14 - 16.56 163 15.25 NA JANA 3.7CDi LTABS 7.94 1248/4 5 205 78 1124 42 248 175/70 R14 - V 16.56 163 15.25 NA JANA ****    A	1.2 LT ABS			_	_			_	_		-	_		_		_	_	_	_		i
Continue	1.3 TCDi LS	7.05	1248/4	5	205	78	1124		248		-	-	16.56	163	15.25	_	-	-	-	NA	1
Cor: Price, Interior space.   Against: Performance.   Verdict:   A spacious and comfortable sedan.   Internatives:   1. Honda Amaze   2. Maruti Suzuki Swift   DZIre   3. Tata Indigo   eCS   2.   5.44   11994/4   5   113   86   1065   42   370   175/70 R14   -   15.9   161   10   -   -   NA   NA   NA   V   V   V   Feb 13   X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X	1.3 TCDi LT ABS	7.94	1248/4	5	205	78	1124	42	248	175/70 R14	-	1	16.56	163	15.25	1	1	1	1	Jan 13	***
Cor: Price, Interior space.   Against: Performance.   Verdict:   A spacious and comfortable sedan.   Internatives:   1. Honda Amaze   2. Maruti Suzuki Swift   DZIre   3. Tata Indigo   eCS   2.   5.44   11994/4   5   113   86   1065   42   370   175/70 R14   -   15.9   161   10   -   -   NA   NA   NA   V   V   V   Feb 13   X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X*X	SAII		/ x										100							150	
Liternatives: 1. Honda Amaze 2. Maruti Suzuki Swift DZIre 3. Tata Indigo eCS   2.			-!! D-			/ a al:	- <b>!</b> - ^ -			al a a sasfa stalala		al a sa	_	_	_						-100
2.2 LT ABS											e se	uan.							1		70
2.LTABS 7.49 1199/4 5 113 86 1065 42 370 175/70 R14 -	1.2										1 -	-	159	161	10	1 -	-	1-	- 1	NA	
3 TCDi LS	1.2 LT ABS			_				_	_		-	_				_	_	_	-		
CORUZE  Cor: Diesel engine, performance, interior. Against: Turbo lag. Verdict: Has got the right ingredients to be a great seller for GM.  Internatives: 1. Skoda Octavia 2. Toyota Corolla Altis  IT. 17.31 1991/4 6 380 166 NA 60 450 205/60 R16 - V NA NA NA V V V NA NA NA NA NA V V V NA	1.3 TCDi LS	_	_	_	_				_		-	-		_	_	-	-	-	_		
Or: Diesel engine, performance, interior: Against: Turbo lag. Verdict: Has got the right ingredients to be a great seller for GM.  Itternatives: 1. Skoda Octavia 2. Toyota Corolla Altis  T	1.3 TCDi LT ABS	8.92	1248/4	5	205	78	1124	42	370	175/70 R14	-	1	17.3	NA	15.25	1	1	1	1	Feb 13	****
Or: Diesel engine, performance, interior: Against: Turbo lag. Verdict: Has got the right ingredients to be a great seller for GM.  Itternatives: 1. Skoda Octavia 2. Toyota Corolla Altis  T	CRUZE																				
17.31   1991/4   6   380   166   NA   60   450   205/60 R16   -				_		T .						Į.		_					-	State At	7
TOTAL	-						iag. V	eraic	CT: Ha	as got the righ	rınç	greale	ทเร เด ม	e a gre	eat selle	rior	GIVI			Man	8
TZ	LT		1	1	1		NΙΔ	60	450	205/60 R16	Ι.	1	NΙΔ	NΔ	NΙΔ	1	1	1		NΔ	١
TZAT 19.76 1991/4 6A 380 166 NA 60 450 205/60 R16 -	LTZ			_							1						_				I.
Cor: Efficiency, price, space.   Against: Refinement, ride quality, interiors, lacks performance.   Verdict: A good MUV for bur operators as well as large families.   Alternatives: 1.   Mahindra Xylo   2.   Tata Sumo Grande   3.   Mahindra Scorpio	LTZ AT			_	_						-	_			_	_	_		_		N
Cor: Efficiency, price, space.   Against: Refinement, ride quality, interiors, lacks performance.   Verdict: A good MUV for bur operators as well as large families.   Alternatives: 1.   Mahindra Xylo   2.   Tata Sumo Grande   3.   Mahindra Scorpio														diameter (							
Pur operators as well as large families. Alternatives: 1. Mahindra Xylo 2. Tata Sumo Grande 3. Mahindra Scorpio  leo 3 LS BSIII 10.78 2499/4 5 186 80 NA 55 NA 205/65 R15 - NA	IAVERA			_	_	_	_	_	_		_	_	_	_	_	_					
leo 3 LS BSIII 10.78 2499/4 5 186 80 NA 55 NA 205/65 R15 - NA	For: Efficiency, p	rice, space.	Against:	: Refin	ement	, ride d	quality,	interio	ors, la	cks performar	nce.	Verd	lict: A	good N	MUV for					1	Alam
ENJOY  for: Space, handling, good alternative to the Ertiga. Against: Feels underpowered. Verdict: Good family car.  liternatives: 1. Maruti Suzuki Ertiga 2. Mahindra Quanto 3. Tata Sumo Gold  4. LS-8 6.22 1399/4 5 131 104 1260 50 NA 175/70 R14 - NA NA NA V NA NA NA V V V May 13  3. TCDi LS-8 7.71 1248/4 5 188 77.5 1345 50 NA 175/70 R14 - NA NA NA NA V V V V May 13  3. TCDi LTZ-7 9.20 1248/4 5 188 77.5 1345 50 NA 175/70 R14 - V 20.73 150.3 NA V V V May 13  CAPTIVA  Or: Punchy, refined and efficient engine, looks. Against: Gearbox, low-rev response could be better.	tour operators as	well as large	families.	Alter	native	es: 1.	Mahin	dra X	(ylo <b>2</b> .	Tata Sumo G	aran	de <b>3.</b>	Mahin	dra Sco	orpio					-	
Tor: Space, handling, good alternative to the Ertiga. Against: Feels underpowered. Verdict: Good family car.    Internatives: 1. Maruti Suzuki Ertiga 2. Mahindra Quanto 3. Tata Sumo Gold   A.L.S8   6.22   1399/4   5   131   104   1260   50   NA   175/70 R14   -	Neo 3 LS BSIII			_	_			_	_		-	-				-	-				1
Cor: Space, handling, good alternative to the Ertiga.   Against: Feels underpowered.   Verdict: Good family car.	Neo 3 LT BSIII	13.25	2499/4	5	186	80	NA	55	NA	205/65 R15	-	-	NA	NA	NA	1	-	1	/	NA	1
Cor: Space, handling, good alternative to the Ertiga.   Against: Feels underpowered.   Verdict: Good family car.	FN.IOY																				
A LS-8		ш			- v							• 0	1.6	.,	_						
.4 LS-8 6.22 1399/4 5 131 104 1260 50 NA 175/70 R14 NA NA NA V NA NA NA NA V NA NA NA NA V NA NA NA NA V - V V MAY 13 NA NA NA NA NA V NA NA NA NA NA NA V V V V MAY 13 NA	the state of the s	0.0			_	_					dic	t: Go	od tam	ıly car.						( A)	
.4 LTZ-7 7.91 1399/4 5 131 104 1260 50 NA 175/70 R14 -		- 1	1	1	1			-				-			1		-	-	1	- 0	- 5
.3 TCDi LS-8 7.71 1248/4 5 188 77.5 1345 50 NA 175/70 R14 NA NA NA V NA NA NA V NA NA NA NA V NA NA NA NA V NA NA NA V NA NA NA NA NA NA V NA NA NA NA NA NA NA V NA											1	_				-		-	-		1
3 TCDi LTZ-7 9.20 1248/4 5 188 77.5 1345 50 NA 175/70 R14 - V 20.73 150.3 NA V V V May 13  CAPTIVA  For: Punchy, refined and efficient engine, looks. Against: Gearbox, low-rev response could be better.				_							-	_		_	_	-	_	-	_	,	r
CAPTIVA  For: Punchy, refined and efficient engine, looks. Against: Gearbox, low-rev response could be better.				-	_			_	_		+-	_				-	_	_	_		1
or: Punchy, refined and efficient engine, looks. Against: Gearbox, low-rev response could be better.		1 0.20	1	Ť	- 55		- 3.3								- " '						
	<u>CAPTIVA</u>																			1	
	For: Punchy refir	ned and effic	ient engine	e lool	κs Δα	ainst	: Gearl	oox l	0\W-re	v response co	nuld	he he	etter							1	-//
	* * * * * * * * * * * * * * * * * * * *		0		_									i Santa	Fe					The same	- T

Verdict: A diesel a	/erdict: A diesel alternative to the CR-V. Alternatives: 1. Ford Endeavour 2. Honda CR-V 3. Hyundai Santa Fe																4			
2.2 LT MT FWD	29.75	2231/4	6	424	184	NA	65	465	235/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA
2.2 LTZ AT AWD	32.45	2231/4	6A	424	184	NA	65	465	235/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA

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MODEL NAME	PROE IN LAKH RUPEES)	DUBIC CAPACITY IN DC/CYLINDERS	OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	ESZE	IRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	rop speed (in km/h)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
MO	PRICE (N LAX	38	9	(IN Nm)	Σ¥	<b>番</b> 某		8 Z	Z Z	H.	ANT BRA	0-10	卢		M	AIR	STE	ALC	DAT	
HIND	IG'	TA	M	W			<u></u> ☐	D	9											
			_		_	Щ	<u> </u>	7	<u> </u>	_	_				_	_	_			
MITSUBIS	HI PA	JERC	) SI	POF	<u> </u>															
For: Pedigree, chas Alternatives: 1.		, .						-	•		ader.								-	
2.5L DI-D	27.21	2477/4	6	400 eavour	178	2065	-	NA NA	265/65 R17	l /	1	13.5	178.1	10.62	1	1	1	1	May 12	****
				100		2000			200,001111	·		10.0		10.02		Ť	Ė			
MITSUBIS																				
For: Off-road capal if looks don't matter	2 '	2 1	0	_								, I							4	
3.2 AT DI-D	54.76	3200/4	5A	441	202	2310		NA	265/65 R17	1	1	NA	174	NA	1	1	1	1	NA	NA
HOND																				
		-													_		_		T.	
BRIO										,								-		1
For: Engine refinem Alternatives: 1.		-									noney	/ packa	ge.					-	_#	AND S
E MT	4.69	1198/4	5	109	88	920	35	NA	175/65 R14	-	-	13.03	141	20.0	1	-	-	-	NA	NA
VMT	6.22	1198/4	5	109	88	930	35	NA	175/65 R14	-	-	13.03	141	20.0	1	-	1	1	Nov 11	****
VX MT VX AT	6.32 6.98	1198/4 1198/4	5 5A	109	88 88	930 970	35 35	NA NA	175/65 R14 175/65 R14	-	1	13.03	141	20.0 12.62	1	1	1	1	NA Dec 12	NA ****
AMAZE																			A 100	
	and fuel of	ficionay A	ara in		olity o	fintaria	~ V	a wali a	♣• Cata a nau	, ba	aabra	arle in th	. a. b.	for in 1900	tro c	oto	200		1	
For: Interior space : Alternatives: 1.		-	_		-							ark iri u	ie sub i	iour-me	eire c	Jale	gory			8
i-VTEC Petrol E	6.04	1198/4	5	109	88	950	35	400	175/65 R14	-	-	NA	NA	NA	1	-	-	- [	NA	NA
i-VTEC Petrol VX MT	7.93	1198/4	5	109	88	950	35	400	175/65 R14	-	1	NA	NA	NA	1	1	1	1	NA	NA
i-VTEC Petrol S AT	7.97 8.98	1198/4 1198/4	5A 5A	109	88 88	950 1005	35 35	400 400	175/65 R14 175/65 R14	-	1	NA NA	NA NA	NA NA	1	- /	1	- /	NA NA	NA NA
i-DTEC Diesel E	7.47	1498/4	5	200	100	1060	35	400	175/65 R14	-	1	NA	NA	NA	1	-	-	-	NA	NA NA
i-DTEC Diesel VX	9.16	1498/4	5	200	100	1075	35	400	175/65 R14	-	1	11.3	191.3	21.5	1	1	1	1	May 13	****
MOBILIO									7											ABR
For: NA. Against:	NA. Verd	lict: NA.																	-0	0 0
Alternatives: 1.	Maruti Suz	uki Ertiga :	<b>2.</b> Ch	evrolet	Enjoy															9
i-VTEC Petrol E	6.49*	1497/4	5	145	119	1131	42	NA	185/65 R15	-	-	NA	NA	NA	1	-	-	-	NA	NA
i-VTEC Petrol VX i-DTEC Diesel E	8.77* 7.89*	1497/4 1498/4	5	145 200	119	1161 1214	42 42	NA NA	185/65 R15 185/65 R15		1	NA NA	NA NA	NA NA	1	✓ -	✓ -	/	NA NA	NA NA
i-DTEC Diesel VX	9.76*	1498/4	5	200	100	1246	42	NA	185/65 R15	-	1	NA	NA	NA	1	1	1	1	NA	NA
i-DTEC Diesel RS	10.86*	1498/4	5	200	100	1246	42	NA	185/65 R15	-	1	NA	NA	NA	1	1	1	1	NA	NA





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# CITY

For: Punchy engine, class-leading interior, equipment levels. Against: High-speed stability. Verdict: A fabulous car that de and fuel-efficiency Alternatives: 1. Skoda Ranid 2. Volkswagen Vento 3. FIAT Linea 4. Hwyn

elive	rs			- 2
Ver	na			_ 0
1	1	- 1	NA	NA
1	1	1	Mar 14	****
1	1	-	NA	NA
1	1	1	Mar 14	****
	-			

urimatcheu perionni	ance and i	nel-ellicle	icy. A	ireiii	alive	3. I.	nuuc	ı napı	u Z. Voinsvvag	JEH	venio	3. II/	Lillea	T I Iyu	llua	i vei	1 la			
i-VTEC (P) E MT	8.65	1497/4	5	145	119	1029	40	510	175/65 R15	-	1	10.2	194	17	1	1	1	- 1	NA	NA
i-VTEC (P) VX MT	11.70	1497/4	5	145	119	1065	40	510	175/65 R15	-	1	10.2	194	17	1	1	1	1	Mar 14	****
i-VTEC (P) SV CVT	11.09	1497/4	CVT	145	119	1070	40	510	175/65 R15	-	1	11.3	169.3	14.2	1	1	1	-	NA	NA
i-VTEC (P) VX CVT	12.91	1497/4	CVT	145	119	1085	40	510	175/65 R15	-	1	11.3	169.3	14.2	1	1	1	1	Mar 14	****
i-DTEC (D) E	10.26	1498/4	6	200	100	1125	40	510	175/65 R15	-	1	15.4	157.5	19.5	1	1	1	- 1	NA	NA
i-DTEC (D) VX	13.32	1498/4	6	200	100	1165	40	510	175/65 R15	-	1	15.4	157.5	19.5	1	1	1	1	Feb 14	****
		-										1								

# CR-V

For: Car-like driving experience, comfort. Against: Price. Verdict: A great SUV just got better. Alternative of Mary ti Curry ki Crand Vitara 2 Chayralat Cantive 2 Mitaubiahi Dajara Spar



Alternatives. I.	IVIAI UII OUZ	uni Giailu	VILCII C	2.0	IC ALOIG	o Capi	va o	· IVIILO	abisi i ajeio c	phoi	ι									Acres and the second
2.0 MT	26.50	1997/4	6	190	156	1470	58	NA	225/65 R17	-	1	12.2	NA	9	1	1	1	1	Jun 13	****
2.0 AT	26.90	1997/4	5A	190	156	1500	58	NA	225/65 R17	-	1	NA	NA	NA	1	1	1	1	NA	NA
2.4 AT 4x4	28.86	2354/4	5A	226	190	1600	58	NA	225/65 R17	-	1	12.17	NA	7.87	1	1	1	1	NA	NA
2.4 AT 4x4 AVN	30.77	2354/4	5A	226	190	1600	58	NA	225/65 R17	-	1	12.17	NA	7.87	1	1	1	1	Jul 13	****

For: For: Modern design, space, quality of interiors, fit & finish. Against: Steering feel. Verdict: Ready to take on the Alto.



Alternatives: 1.	viaruli Suzl	JKI AILO OU	U Z. L	Jaisuri	G0 3	<ul> <li>Crievi</li> </ul>	oler .	spark												
D-Lite	3.45	814/3	5	74.5	56	725	32	215	145/80 R12	-	-	18.62	132.2	NA	-	-	-	-	NA	NA
Sportz	4.56	814/3	5	74.5	56	725	32	215	155/70 R13	-	-	18.62	132.2	17.75	F	1	1	-	Dec 11	****
D-Lite+ LPG	3.96	814/3	5	74.5	56	NA	32	NA	145/80 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Magna+ LPG	4.49	814/3	5	74.5	56	NA	32	NA	155/70 R13	-	-	NA	NA	NA	F	-	-	-	NA	NA
1.0 Kappa Magna+	4.50	998/3	5	94	69	NA	32	215	155/70 R13	-	-	NA	NA	NA	F	-	-	-	NA	NA

# **SANTRO XING**

For: Refined, comfortable, efficient, compact. Against: Performance. Verdict: A very competitive small hatch and a good deal.



Alternatives: 1.	viaruli Suzi	uki vvagori	1 K Z.	rata ir	idica /	tela 3.	Che	vroiet	Spark											-
GL	3.66	1086/4	5	89	63	778	35	225	155/70 R13	-	-	16.4	142.2	19.9	-	-	-	-	NA	NA
GLS	4.74	1086/4	5	89	63	778	35	225	155/70 R13	-	-	16.4	142.2	19.9	F	-	1	-	Feb 07	****
GL Plus LPG	4.52	1086/4	5	89	63	778	35	218	155/70 R13	-	-	NA	NA	NA	F	-	-	-	NA	NA
GLS LPG	4.79	1086/4	5	89	63	778	35	218	155/70 R13	-	-	NA	NA	NA	F	-	1	-	NA	NA

# i10

For: Great looks, interiors, gear shift, ride quality. Against: Fuel economy. Verdict: Best car to come out of the Hyundai stable.



Alternatives: 1.	Chevrolet I	Beat <b>2.</b> M	laruti S	Buzuki	Celerio	3. Ni	ssan	Micra												0
Era	4.66	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	1	-	-	-	Dec 07	****
Sports GLS	5.27	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	1	-	-	-	NA	NA
Sports GLS LPG	5.41	1086/4	5	99	69	860	35	218	155/80 R13	-	-	NA	NA	NA	1	-	-	-	NA	NA

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	(n)	=			PS)	μÔ	FUEL TANK CAPACITY (IN LITRES)			TRACTION CONTROL	Σ	SEC)	SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KIVIL)	S					(5
Ш	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY CC/CYLINDERS	တ္တ		MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	<del> </del>			ΙĘ	< SYSTEM	≝.	Z		POWER WINDOWS				_	OVERALL RATING
MODEL NAME			OF GEARS	MAX TORQUE (IN Nm)	#	등립	Ř≈ O	SPACE RES)	111	۱ŏ	X X	0-100 KM/H (IN	le	AVERAGE FUE ECONOMY (IN	Į₹	,,		ALLOY WHEEL	DATE TESTED	\ <u>\</u>
		55	Щ О	5 =	ò			BOOT SPA (IN LITRES)	TYRE SIZE		ANTI-LOCK BRAKING S	₹		8 €	<u>~</u>	AIR BAGS		$ \leq $		
	<u>       </u>			MAX T(	×	HE Z		BOOT (N LTF	#	8	불	8	0 do			3 B/	STEREO			
Σ	분질	28	9	Ž≅	Ž	쥬투	모골	MZ	≽	JE	₹ H	Ö	2	₹ 🖁	18	₹	S	₹	ă	б
<b>GRAND</b> i1	0																			
For: Interior quality,		acticality, h	andlir	na. valu	ue for	monev.	Aga	inst	Lack of top-e	end i	ounch	n from t	he dies	sel enai	ne.				0-0	
Verdict: Very prac				0.		-	_							0		ılt Pu	ulse		0	
LPG 1.0 Magna	5.70	998/3	5	90	67	NA	34	256	165/65 R14	-	-	NA	NA	NA	1	-	1	1	NA	NA
VTVT 1.2 Era	5.11	1197/4	5	114	83	NA	41	256	165/65 R14	-	-	NA	NA	NA	F	-	-	-	NA	NA
VTVT 1.2 Asta O	6.32	1197/4	5	114	83	NA	41	256	165/65 R14	-	1	NA	NA	NA	1	✓	1	1	Apr 14	****
VTVT 1.2 Asta AT	6.98	1197/4	4A	114	83	NA	41	256	165/65 R14 165/65 R14	-	-	NA OO EE	NA 140.0	NA	<b>√</b>	-	1	1	NA	NA
CRDi 1.1 Era CRDi 1.1 Asta O	6.34 7.75	1120/4 1120/4	5	160 160	71 71	NA NA	41	256 256	165/65 R14	-	-	23.55	148.2 148.2	NA NA	F	-	-	-	NA Oct 13	NA ****
	7.70	1120/4		100		14/1		200	100/001114		_	20.00	140.2	14/1	-	Ů			00110	2222
i20																			1	
For: Interior, ride qu		_					_		~	,	_			-					Mark Mark	
Verdict: One of the								_		Pun	to <b>3.</b>			1					6	
VTVT 1.2 Era	5.77	1197/4	5	112	80	NA	45	370	175/70 R14	ļ-	-	15.13	152.5	12	1	-	/	-	NA	NA
VTVT 1.2 Asta (O)	8.07	1197/4	5	112	80	NA	45	370	185/65 R14	-	1	15.13	152.5	12	V	1	1	1	Feb 09	****
1.4 Sportz AT CRDi 1.4 Era	9.19 7.39	1396/4 1396/4	4A 6	135 220	100 90	NA NA	45 45	NA NA	185/65 R14 175/70 R14	-	-	NA 11.77	NA 167.7	NA 19.1	1	-	1	/	NA Jul 10	NA ****
CRDi 1.4 Asta	9.20	1396/4	6	220	90	NA	45	NA	185/65 R14	i.	1	11.77	167.7	19.1	1	1	1	1	NA	NA
	0.20	1000/1		LLO	00	1471	10	1471	100/001111				107.7	10.1	Ė	Ė	Ė		10/1	147.
XCENT																				
ACLIVI																				
	nent, NVH	levels. Aq	ains	t: Feel	s unde	erpowe	red. s	soft si	uspension. <b>V</b> e	erdi	ct: A	fittina r	eplacer	ment fo	r the	Acc	cent			2
For: Interior, equipn		_								erdi	ct: A	fitting r	eplacer	ment fo	r the	e Acc	cent			200
For: Interior, equipn		_								erdi  -	ct: A	fitting r	eplacer	ment fo	r the	- Acc	cent		NA NA	NA
For: Interior, equipm Alternatives: 1.	Honda Am	naze <b>2.</b> Ma	aruti S	uzuki [	DZire 3	3. Ford	Fiest	a Cla	ssic										NA NA	NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 S O AT	Honda Am 5.35 7.39 7.17	1197/4 1197/4 1197/4 1197/4	5 5 4A	uzuki [ 114 114 114	0Zire <b>3</b> 83 83 83	3. Ford	Fiest 43 43 43	NA NA NA NA	165/65 R14 175/60 R15 165/65 R14	-	-	NA	NA NA NA	NA NA NA	F	-	-	-	NA NA	NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O VTVT 1.2 SX O AT	Honda Am 5.35 7.39 7.17 8.20	1197/4 1197/4 1197/4 1197/4 1197/4	5 5 4A 4A	uzuki [ 114 114 114 114	83 83 83 83 83	NA NA NA NA NA	Fiest 43 43 43 43	NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √	NA NA NA NA	NA NA NA	NA NA NA NA	F	- ✓ -	- 1 1	- ✓ -	NA NA NA	NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1	Honda Am 5.35 7.39 7.17 8.20 6.36	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4	5 5 4A 4A 5	uzuki [ 114 114 114 114 114	83 83 83 83 83 72	NA NA NA NA NA NA	Fiest 43 43 43 43 43	NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14	-	- √ √	NA NA NA NA	NA NA NA NA	NA NA NA NA	F ✓ ✓	- √ - √	- 1 1 1	- √ - √	NA NA NA	NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O	Honda Am 5.35 7.39 7.17 8.20	1197/4 1197/4 1197/4 1197/4 1197/4	5 5 4A 4A	uzuki [ 114 114 114 114	83 83 83 83 83	NA NA NA NA NA	Fiest 43 43 43 43	NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √	NA NA NA NA	NA NA NA	NA NA NA NA	F	- ✓ -	- 1 1	- ✓ -	NA NA NA	NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1	Honda Am 5.35 7.39 7.17 8.20 6.36	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4	5 5 4A 4A 5	uzuki [ 114 114 114 114 114	83 83 83 83 83 72	NA NA NA NA NA NA	Fiest 43 43 43 43 43	NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14	-	- √ √	NA NA NA NA	NA NA NA NA	NA NA NA NA	F ✓ ✓	- √ - √	- 1 1 1	- √ - √	NA NA NA	NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4	5 5 4A 4A 5 5	uzuki [ 114 114 114 114 114 180 180	83 83 83 83 83 72 72	NA NA NA NA NA NA NA	Fiest 43 43 43 43 43	NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √ -	NA NA NA NA NA 20.99	NA NA NA NA NA 152.3	NA NA NA NA NA 16.25	F ✓ ✓	- √ - √	- 1 1 1	- √ - √	NA NA NA	NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA For: Many available	Honda Am	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4	5 5 4A 4A 5 5	uzuki [   114   114   114   114   180   180	83 83 83 83 72 72	NA NA NA NA NA NA NA	Fiest 43 43 43 43 43 43	NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √ -	NA NA NA NA NA 20.99	NA NA NA NA NA 152.3	NA NA NA NA NA 16.25	F ✓ ✓	- √ - √	- 1 1 1	- √ - √	NA NA NA	NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 2. Volksv	5 5 4A 4A 5 5	uzuki [ 114 114 114 114 180 180	83 83 83 83 72 72 72	NA NA NA NA NA NA NA NA	Fiest 43 43 43 43 43 43 43 43	NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √ -	NA NA NA NA 20.99	NA NA NA NA NA 152.3	NA NA NA NA 16.25	F ✓ ✓ F	- √ - √	- / / /	- - - -	NA NA NA NA May 14	NA NA NA NA ****
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA For: Many available Alternatives: 1.	Honda Am	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4	5 5 4A 4A 5 5 ent, fre	uzuki [   114   114   114   114   180   180	83 83 83 83 72 72	NA NA NA NA NA NA NA	Fiest 43 43 43 43 43 43	NA NA NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	-	- √ √ -	NA NA NA NA NA 20.99	NA NA NA NA NA 152.3	NA NA NA NA NA 16.25	F ✓ ✓	- √ - √	- 1 1 1	- √ - √	NA NA NA	NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA For: Many available Alternatives: 1. VTVT 1.4	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42  e trim levels Honda Citt 8.34	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 2. Volksy 1396/4	5 5 4A 4A 5 5 ent, free wager 5	114 114 114 114 1180 180 esh dea	83 83 83 83 72 72 72 sign. <b>J</b>	NA NA NA NA NA NA NA NA	Fiest 43 43 43 43 43 43 43 43 43	NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	Verd	- / / / / - / / / / dict:	NA NA NA NA 20.99	NA NA NA NA NA 152.3	NA NA NA NA 16.25	F  /  F  /	- - - -	- / / /	- 1 - 1 - 1	NA NA NA NA May 14	NA NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O VERNA For: Many available Alternatives: 1. VTVT 1.4 VTVT 1.6 SX AT	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42  etrim levels Honda City 8.34 10.81	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 2. Volks 1396/4 1591/4	struti S 5 5 4A 4A 5 5 wager 5 4A	114 114 114 114 1180 180 esh dea Vento	83 83 83 83 72 72 72 sign. <b>A</b> 107 123	NA N	Fiest 43 43 43 43 43 43 43 43 43	NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15	-   -   -   -   -	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99	NA NA NA NA 152.3	NA NA NA NA 16.25	F	- - - - - -	- / / / - / / / /	- / - / - /	NA NA NA NA May 14	NA NA NA NA NA *****
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1. VTVT 1.4 VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX AT	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 1396/4 1396/4 1582/4	5 5 4A 4A 5 5 ent, free wager 5 4A 5 6 4A	uzuki [	83 83 83 83 72 72 72 8ign. <b>J</b> 107 123 123 90 128	NA N	Fiest 43 43 43 43 43 43 43 43	a Clas NA NA NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16	-   -   -   -   -	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99	NA NA NA NA 152.3 Or mon NA NA 192.7 NA NA	NA NA NA NA 16.25	F / / / / / / / / / / / / / / / / / / /	- / - / - / - /	- / / / / / / / / / / / / / / / / / / /	- / - / - / / / / / / / / / / / / / / /	NA NA NA May 14  NA	NA NA NA NA *****  NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA For: Many available Alternatives: 1. VTVT 1.4 VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX AT CRDi 1.6 SX AT CRDi 1.6 SX (O)	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 1396/4 1591/4 1396/4 1582/4	aruti S 5 4A 4A 5 5 4A 4A 5 6 4A 6	uzuki [ 114 114 114 114 180 180 180 186 155 155 220 260 260	83 83 83 83 72 72 72 8ign. 107 123 123 90 128 128	NA N	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Clar NA NA NA NA NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 185/65 R15 195/55 R16 185/65 R15 195/55 R16 195/55 R16	-   -   -   -   -   -   -   -   -   -	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99 Value f	NA NA NA NA 152.3 Or mon NA NA 192.7 NA NA 191	NA NA NA 16.25	F	- / / - / / / / / / / / / / / / / / / /	-	-   -   -   -   -   -   -   -   -   -	NA NA NA May 14  NA NA NA NA NA NA NA NA Jun 11 NA NA Jul 11	NA NA NA NA *****  NA NA NA NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1. VTVT 1.4 VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX AT	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 1396/4 1396/4 1582/4	5 5 4A 4A 5 5 ent, free wager 5 4A 5 6 4A	uzuki [	83 83 83 83 72 72 72 8ign. <b>J</b> 107 123 123 90 128 128	NA N	Fiest 43 43 43 43 43 43 43 43	a Clas NA NA NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16	Werd	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99	NA NA NA NA 152.3 Or mon NA NA 192.7 NA NA	NA NA NA NA 16.25	F / / / / / / / / / / / / / / / / / / /	- / - / - / - /	- / / / / / / / / / / / / / / / / / / /	-	NA NA NA May 14  NA	NA NA NA NA *****  NA NA NA
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA For: Many available Alternatives: 1. VTVT 1.4 VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX AT CRDi 1.6 SX AT CRDi 1.6 SX (O)	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 1396/4 1591/4 1396/4 1582/4	aruti S 5 4A 4A 5 5 4A 4A 5 6 4A 6	uzuki [ 114 114 114 114 180 180 180 186 155 155 220 260 260	83 83 83 83 72 72 72 8ign. 107 123 123 90 128 128	NA N	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Clar NA NA NA NA NA NA NA NA NA NA NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 185/65 R15 195/55 R16 185/65 R15 195/55 R16 195/55 R16	-   -   -   -   -   -   -   -   -   -	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99 Value f	NA NA NA NA 152.3 Or mon NA NA 192.7 NA NA 191	NA NA NA 16.25	F	- / / - / / / / / / / / / / / / / / / /	-	-   -   -   -   -   -   -   -   -   -	NA NA NA May 14  NA NA NA NA NA NA NA NA Jun 11 NA NA Jul 11	NA NA NA NA *****  NA NA NA NA NA NA
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For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1. VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX AT CRDi 1.6 SX (O)	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91 13.78	1197/4 1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 120/4 1596/4 1591/4 1582/4 1582/4	5 5 4A 4A 5 5 5 4A 4A 5 5 6 4A 6 4A 6 4A	uzuki [ 114 114 114 114 180 180 esh dea Vento 136 155 220 260 260 260 260	83 83 83 83 83 83 72 72 83 90 123 123 90 128 128 128	NA N	Fiest 43 43 43 43 43 43 43 43 43 43 43 43	a Classina Ana Na	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16	Werd	- / / / / / / / / / / / / / / / / / / /	NA NA NA NA 20.99 Value f	NA NA NA NA 152.3	NA NA NA 16.25	F	-	-	-   -   -   -   -   -   -   -   -   -	NA NA NA May 14  NA NA NA NA NA NA NA NA Jun 11 NA NA Jul 11	NA NA NA NA *****  NA NA NA NA NA
For: Interior, equipm Alternatives: 1.  VTVT 1.2  VTVT 1.2 SX O  VTVT 1.2 SX O AT  VTVT 1.2 SX O AT  VTVT 1.2 SX O AT  CRDi 1.1  CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1.  VTVT 1.6 SX AT  VTVT 1.6 SX (O)  CRDi 1.4  CRDi 1.6 SX (O)  Alternatives: 1.  VTVT 1.8 S	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42 e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91 13.78 hent. <b>Agai</b> Skoda Oc. 15.11	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 1120/4 1396/4 1591/4 1582/4 1582/4 1582/4 1582/4	5 5 4A 4A 5 5 5 4A 4A 5 6 4A 6 4A 6 4A 6	uzuki [ 114 114 114 1180 180 180 180 260 260 260 260 260 27 260 260 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	83 83 83 83 83 83 72 72 72 8 sign. A 123 123 90 128 128 128 128 128	NA N	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Cla: NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16	Werd	- / / / - / / / / / / / / / / / / / / /	NA N	NA NA NA NA 152.3  Or mon  NA NA 192.7 NA NA 191 NA	NA N	F / / / / / / / / / / / / / / / / / / /	-	-	-   -   -   -   -   -   -   -   -   -	NA NA NA May 14  NA NA NA NA NA NA NA NA Jun 11 NA NA Jul 11	NA NA NA NA *****  NA NA NA NA NA
For: Interior, equipm Alternatives: 1.  VTVT 1.2  VTVT 1.2 SX O  VTVT 1.2 SX O AT  VTVT 1.2 SX O AT  VTVT 1.2 SX O AT  CRDi 1.1  CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1.  VTVT 1.4  VTVT 1.6 SX AT  VTVT 1.6 SX AT  VTVT 1.6 SX (O)  CRDi 1.4  CRDi 1.6 SX (O)  CRDi 1.6 SX (O)  CRDi 1.6 SX (O)  CRDi 1.6 SX (O)  Alternatives: 1.  VTVT 1.8 SX  VTVT 1.8 SX	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42  e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91 13.78  hent. <b>Agai</b> Skoda Oc 15.11 16.53	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 1120/4 1591/4 1591/4 1582/4 1582/4 1582/4 1797/4	5 5 4A 4A 5 5 5 4A 5 6 4A 6 4A 6 6 4A 6 6 6 6 6 6	uzuki [ 114 114 114 114 180 180 180 186 155 155 220 260 260 260 260 27 260 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	83 83 83 83 83 83 72 72 72 8sign. 1 107 123 123 123 128 128 128 128 128 150 150	NA N	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Cla: NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16		- / / / - / / / / / / / / / / / / / / /	NA N	NA N	NA N	F / / / / / / / / / / / / / / / / / / /	- / / / / / / / / / / / / / / / / / / /	- / / / / / / / / / / / / / / / / / / /	- / / · / / / / / / / / / / / / / / / /	NA N	NA N
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For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1. VTVT 1.6 SX AT VTVT 1.6 SX AT VTVT 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX (O) CRDi 1.6 SX (O) CRDi 1.6 SX (O) AT  ELANTRA  For: Looks, equipm Alternatives: 1. VTVT 1.8 SX VTVT 1.8 SX VTVT 1.8 SX VTVT 1.8 SX AT CRDi 1.6	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42  e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91 13.78  ment. <b>Agai</b> Skoda Oc 15.11 16.53 17.67 15.88	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 1120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 120/4 12	5 5 4A 4A 5 5 5 4A 5 5 6 4A 6 4A 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	uzuki [ 114 114 114 114 180 180 180 180 190 190 190 190 190 190 190 190 190 19	83 83 83 83 83 83 72 72 83 107 123 123 128 128 128 128 150 150 150 128	3. Ford NA	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Cla: NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 185/65 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/50 R16 205/60 R16 205/60 R16 205/60 R16	Verd	dict:	NA N	NA N	NA N	F / / / / / / / / / / / / / / / / / / /	- / / / / / / / / / / / / / / / / / / /		- / / - / / / / / / / / / / / / / / / /	NA N	NA N
For: Interior, equipm Alternatives: 1. VTVT 1.2 VTVT 1.2 SX O VTVT 1.2 SX O AT VTVT 1.2 SX O AT VTVT 1.2 SX O AT CRDi 1.1 CRDi 1.1 SX O  VERNA  For: Many available Alternatives: 1. VTVT 1.6 SX AT VTVT 1.6 SX AT VTVT 1.6 SX AT CRDi 1.6 SX (O) CRDi 1.4 CRDi 1.6 SX (O) CRDi 1.6 SX (O) CRDi 1.6 SX (O) AT  ELANTRA  For: Looks, equipm Alternatives: 1. VTVT 1.8 SX VTVT 1.8 SX VTVT 1.8 SX VTVT 1.8 SX	Honda Am 5.35 7.39 7.17 8.20 6.36 8.42  e trim levels Honda City 8.34 10.81 11.17 9.91 12.67 12.91 13.78  ment. <b>Agai</b> Skoda Oc 15.11 16.53 17.67	1197/4 1197/4 1197/4 1197/4 1197/4 1120/4 1120/4 1120/4 1396/4 1591/4 1591/4 1582/4 1582/4 1582/4 1797/4	5 5 4A 4A 5 5 5 4A 5 5 6 4A 6 4A 6 4A 6	uzuki [ 114 114 114 114 180 180 26h dea Vento 136 155 220 260 260 260 260 27 260 260 27 27 27 27 27 27 27 27 27 27 27 27 27	83 83 83 83 83 83 72 72 83 107 123 123 90 128 128 128 150 150 150 128 128	3. Ford NA	43 43 43 43 43 43 43 43 43 43 43 43 43 4	a Cla: NA	165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 165/65 R14 175/60 R15 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 195/55 R16 205/60 R16		dict:	NA	NA N	NA	F / / / / / / / / / / / / / / / / / / /	-		- / / - / / / / / / / / / / / / / / / /	NA N	NA N



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# GBU HYUNDAI >> LAMBORGHINI

# SANTA FE

For: Feature-packed, engine. Against: Image, price. Verdict: Establishing Hyundai as a premium brand.

Alternatives: 1. Chevrolet Captiva 2. Toyota Fortuner 3. Mitsubishi Paiero Sport

CRDi 2WD	31.60	2199/4	6	420	197	1896	64	NA	235/60 R18	-	1	NA	NA	NA	1	1	1	1	NA	NA
CRDi 2WD AT	32.16	2199/4	6A	436	197	1934	64	NA	235/60 R18	-	/	NA	NA	NA	1	1	1	1	NA	NA
CRDi 4WD AT	34.50	2199/4	6A	436	197	2001	64	NA	235/60 R18	1	1	9.31	184	9.13	1	1	1	1	Apr 14	NA

# SONATA

For: Sporty design, luxorious interior, feature packed. Against: No diesel option. Verdict: Sporty and tech-laden petrol sedan. Alternatives: 1. Maruti Suzuki Kizashi 2. Skoda Superb

215/55 R17 2.4 GDi MT 22.82 2359/4 6 249 201 NA 70 NA NA NA NA 1 2.4 GDi AT 25.37 2359/4 249 201 1522 70 215/55 R17 11.2 NA 7.5 6A NA May 12



For: Value for money, suspension. Against: Poor NVH levels, fit and finish, low end grunt. Verdict: Good MUV alternative.

Alternatives: 1. Tata Sumo 2. Mahindra Bolero 3. Chevrolet Tavera

7	rata carrio			0.0.0	- 00	*10.00		^												
LD CRD-Fi 9-Seater	7.18*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	1	-	-	-	NA	NA
SD CRD-Fi 9-Seater	8.64*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	1	-	1	-	NA	NA
VD CRD-Fi 7-Seater	9.28*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	1	-	1	-	NA	NA

For: NA. Against: NA. Verdict: NA.

Alternatives: 1. Toyota Fortuner 2. Mitsubishi Pajero Sport 3. Ford Endeavour 19.99 2999/4 360 163 1900 76 NA 245/70 R16 NA NΑ MU-7 Hi Pack 21.87\* 2999/4 360 163 1900 76 NA 245/70 R16 NA NA NA NA NA



For: Value for money. Against: Bare bones equipment list. Verdict: First Japanese pick-up in India.

Alternatives: 1. Tata Xenon 2. Mahindra Scorpio Getaway

Space Cab 6.09\* 294 | 136 | 1655 | 76 | NA | 215/70 R15 | - | -2499/4 NA NA NA NA 5 NA Space Cab Arch 294 136 1650 76 NA 215/70 R15 NA NΑ NA

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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KWH (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
JAGU	AE																			
JAGU															_	_				
XF																				
For: Performance, I	looks, it's a	a Jaguar. 🖊	\gain	st: In	terior s	pace,	servic	e and	d availability, pr	ice.									100	
Verdict: A true Brit	ish car wit	h good loc	oks. A	ltern	ative	s: 1. N	Merce	des-l	Benz E-Class 2	2. B	MW 5	5 Series	s <b>3.</b> Au	di A6 <b>4</b>	. Vo	olvo S	S80		V	
XF 2.0 Petrol Luxury	61.58	1999/4	8A	340		1700	68	500		1	1	8.68	250	8.12	1	1	1	1	Jun 14	****
XF 2.2 Diesel Luxury	61.78	2179/4	8A	450	190	1780	68	500		1	1	9.53	225	9.75	1	1	1	1	Jun 13	****
XF V6 Diesel S	69.22	2993/6	8A	600		1820	68	500	245/45 R18	1	/	8.03	250	NA	1	1	1	1	Apr 12	****
XF R	130.82	5000/8	8A	625	510	1891	70	500	275/30 R19	1	/	NA	250	NA	1	1	1	1	NA	NA
XJ																			4	2
For: Luxury, space.	Against	: Price Ve	erdic	t: Dor	n't wan	it a Ger	man	lı ıxı ır	/ car? This is th	ne o	ne for	VOLL						_	1	- Among
Alternatives: 1.	_							-	, 641. 11110 10 1	10 0	110 101	you.							NIE.	
i4 P Premium Luxury	153.00	1999/4	8A	340		1718	82	520	245/45 R18	1	1	NA	241	NA	1	1	1	1	NA	NA
i4 P Portfolio	158.50	1999/4	8A	340	240	1718	82	520	255/40 R19	1	1	NA	241	NA	1	1	1	7	NA	NA
V6 D Premium Luxury		2993/6	8A	600	_	1772	82	520		1	1	7.47	250	7.12	1	1	1	1	NA	NA
V6 D Portfolio	114.50	2993/6	8A	600	275	1772	82	520	255/40 R19	1	1	7.47	250	7.12	1	1	1	1	Feb 14	****
XK		10 10							is.				-				V 1		15	
ΛN																		_		
For: A sportscar that													3.						more II s	8 8
Alternatives: 1.	Audi R8 V	10 <b>2.</b> Pors	sche 9	11 Tu	rbo 3.	Aston	Marti	n DB	9 <b>4.</b> Bentley C	onti	nenta	GT								
XKR Coupé	170.00*	5000/8	6A	625	_	1753	NA		NA	1	1	NA	250	NA	1	1	1	1	NA	NA
XKR Convertible	ВО	5000/8	6A	625	510	1800	NA	313	NA	1	1	NA	250	NA	1	1	1	1	NA	NA
XKR-S	211.67	5000/8	6A	680	550	1753	71	NA	295/30 ZR20	1	/	5.10	300	NA	1	1	1	1	May 12	****
F-TYPE																				83
For: Exclusivity, pov	vor Anaii	net: Price	Vor	dict:	Evoitin	a and r	21/1/ 61	onter	nar nar									í	0 -	
Alternatives: 1.	_					_	avv o	JOI 130	Jai.										9(	1
V6 Coupé	122.00*	2995/6	8A	450		1577	72	407	NA NA	1	1	NA	260	NA	1	1	1	1	NA	NA
V6 Coupe V6 S Coupé	127.00*	2995/6	8A	460	380	1594	72	407	NA NA	1	1	NA	275	NA	1	1	1	1	NA NA	NA NA
V6 S Cabriolet	137.00*	2995/6	8A	460	380	1614	72	196	NA NA	1	1	NA	275	NA	1	1	1	1	NA	NA
V8 S Cabriolet	161.00*	5000/8	8A	625	495	1665	72		295/30 ZR20	1	1	4.74	300	4.63	1	1	1	1	Apr 14	****
R Coupé	185.00*	5000/8	8A	680		1650	70	407	NA	1	1	NA	300	NA	1	1	1	1	NA	NA
			_																	
LAME	$\{ ullet \}$	:{Η		N																
-						_	-			_					_	_		_		
<b>AVENTADO</b>	$\overline{OR}_{-}$																		140	E A
For: NA. Against:		rdict: NA																	90	-10/
Alternatives: 1.			١.																	
LD 700 4 Courá					1	1			Y	1			1							



Waiting for another week can be worse than having waited all these years.

We offer faster processing.

LP 700-4 Coupé 483.73\* 6498/12 7A 690 700 1575 90 NA 335/30 ZR20 \$\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sq}}}}}}}}} \sigmatinity} \sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sq}}}}}}}}} \sqrt{\sqrt{\sint{\sintitita}}}}}} \signt{\sqrt{\sintitita}}}}} \signti\signt{\sqrt{\sint{\sint{\sint{\sint{\sint{\sini}}}}}}\signt{\sint{\sint{\sint{\sintititit{\sintititit{\siniti}

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# GBU LAND ROVER ➤ MAHINDRA

	MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm) MAX POWER (IN PS)	KERB WEIGHT OF	FUEL TANK CAPACITY (IN LITRES) BOOT SPACE	(N LI KES) TYRE SIZE		TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KWH (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
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# FREEL ANDER 2

For: Good off-roading capabilities, luxury and comfort. Against: Refinement, price and availability.

Verdict: Good SUV with Land Rover's legendary off-roading ability. Alternatives: 1. Audi Q5 2. BMW X3 3. Volvo XC60 TD4 S BF NA 2179/4 6A 420 150 1880 68 755 235/65 R17 NA NA NA 1 1 NA TD4 SE 1 1 1 49.42 2179/4 6A 420 150 1880 68 755 235/65 R17 NA NA NA NA NA SD4 HSE 55.89 2179/4 11 6A 420 190 1880 68 755 235/65 R17 / NA NA NA NA NA



For: Good off-roading capabilities with comfort. Against: Price, service network.

Verdict: Has got Land Rover heritage for off-road ability. Alternatives: 1. Audi Q7 2. Mercedes-Benz GL-Class 3. BMW X5 100.00 2993/6 8A 600 249 2570 82 280 255/55 R19 🗸 🗸 NA 180 11 NA NA TDV6 HSF 107.00 2993/6 8A 600 249 2570 82 280 255/55 R19 180 NA / 11 NA NA

# RANGE ROVER EVOQUE

For: Contemporary looks and good handling. Against: Ride quality, space, price.

Verdict: If you want style and don't mind the price, go for it. Alternatives: Pricewise-Audi Q7, Spacewise-Audi Q3

SD4 Pure 66.80 2197/4 9A 420 190 1670 58 575 235/65 R17 🗸 🗸 11 1 NA NA NA NA 2197/4 2197/4 SD4 Dynamic 1 75.80 9A 420 190 1685 58 575 235/60 R18 NA NA NA 1 NA NA 7 SD4 Prestige 77.16 9A 420 190 1685 58 575 235/60 R18 NA NA NA NA NA / 11 Si4 Dynamic Coupé 84.40 1999/4 9A 340 240 1640 58 550 235/60 R18 1 NA NA NA NA NA

# RANGE ROVER SPORT

For: Luxury. Against: Price. Verdict: If you want to stand out from the crowd...

Alternatives: 1. Porsche Cayenne 2. Toyota Landcruiser 200 3. Mercedes-Benz GL-Class

SDV6 S 109.91\* 2993/6 8A 600 292 2115 80 NA 255/55 R19 7.97 210 8.12 1 11 NA NA SDV6 SE 2993/6 8A 600 292 2115 80 NA 255/50 R20 7.97 210 8.12 NA NA NA SDV6 HSE 185.00 2993/6 8A 600 292 2115 80 NA 255/50 R20 7.97 210 8.12 1 1 1 1 1 Dec 13 \*\*\*\* 1 SCV8 Autobiography 165.85\* 5000/8 8A 625 510 2310 105 NA 255/50 R20 NA NA NA 1 1 NΑ NΑ

# RANGE ROVER

For: Luxury of a limo. Against: Price. Verdict: Great off-roading ability with luxury.

Alternatives: 1. Toyota Landcruiser 200 2. Mercedes-Benz GL-Class

	,																			
TDV6 HSE	172.00	2993/6	8A	600	258	2160	85	909	255/55 R19	1	1	NA	NA	NA	1	1	1	1	NA	NA
TDV6 Vogue	181.00	2993/6	8A	600	258	2160	85	909	255/55 R19	1	1	NA	NA	NA	1	1	1	1	NA	NA
SDV8 Vogue SE	200.80	4367/8	8A	700	339	2360	105	909	255/50 R20	1	1	7.29	218	9.0	1	1	1	1	Jun 13	****
SDV8 Autobiography	ВО	4367/8	8A	700	339	2360	105	909	255/50 R20	1	1	7.29	218	9.0	1	1	1	1	NA	NA
SCV8 Autobiography	ВО	5000/8	8A	625	510	2330	105	909	255/50 R20	1	1	NA	NA	NA	1	1	1	1	NA	NA

# RANGE ROVER I

For: Even more luxury than the standard Range Rover. Against: Price. Verdict: The first of the super-luxury SUVs.

Alternatives: NO	ie																	-	<u></u>	
TDV6 Vogue	208.00*	2993/6	8A	600	258	NA	105	NA	255/50 R20	1	1	NA	NA	NA	1	1	1	1	NA	NA
SDV8 Vogue SE	ВО	4367/8	8A	700	339	NA	105	NA	255/50 R20	1	1	NA	NA	NA	1	1	1	1	NA	NA
SDV8 Autobiography	ВО	4367/8	8A	700	339	NA	105	NA	255/50 R20	1	1	NA	NA	NA	1	1	1	1	NA	NA
SCV8 Autobiography	263.00*	5000/8	8A	625	510	NA	105	NA	255/50 R20	1	1	NA	NA	NA	1	1	1	1	NA	NA



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)		TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
MAH	ME	D/		2	W	A	П	TN	BB	A										
					11	-1	Ц			لة										
E20																			1	
For: Zero-emissio	ne Againe	eti Spaca	rana	o prio	. Voi	diatı 🗆	lootri	o oor o	good opough f	or ch	ort oit	h / drivoc	,							
Alternatives: No	•	sti space	, rang	e, price	∋. vei	uict:	iecin	c car (	good erlougi i ii	JI SI	IOI L CII	ly unves	٥,							
T01	5.64	I/Motor	Α	53.9	20	813	NA	NA	155/70 R13	Ι.	1 -	NA	75	NA	1 -	١.	1	ſ.	NA NA	NA
T2 Premium	6.52	I/Motor	A	53	26	830	NA		155/70 R13	-	-	NA	81	NA NA		-	1	-	NA NA	NA NA
T20 Quick2Charge		I/Motor	Α	53	26	830	NA		155/70 R13	-	-	NA	81	NA	-	-	1	-	NA	NA
VEDITO	(IDE									50							V/			
VERITO V	IBE		_				_	_		_	_				_	_	_		(C.L)	
For: Fuel efficience	y, space. A	gainst: [	Desigr	n could	l be sr	marter. '	Verd	lict: S	Spacious and f	uga	l com	pact sal	oon.						1	1
Alternatives: 1.	. Maruti Suzu	uki Swift DZ	Zire <b>2.</b>	Honda	a Amaz	ze <b>3.</b> Ta	ata Ind	digo e	CS										C C	
D2	6.38	1461/4	5	160	65	1150	50	330	185/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
D4	6.68	1461/4	5	160	65	1150	50	330	185/70 R14	-	-	NA	NA	NA	1	-	-	-	NA	NA
D6	7.35	1461/4	5	160	65	1150	50	330	185/70 R14	-	1	16.04	153	NA	1	1	1	1	Jul 13	****
VERITO																			A	
									0.1.1											
For: Space, gearl			_																保	
and practical. A gre	1	7	1	7		1				<b>.</b> ⊣y	T			1	/lanz	a			110	NIA
1.4 G2 1.4 G4	6.04	1390/4 1390/4	5	110	75 75	1080	50	510 510		1	-	NA NA	NA NA	NA NA	-	-	-	-	NA NA	NA NA
1.5 D2	7.29	1461/4	5	160	65	1140	50	510		+	-	16.82	152	16.75	1	-	-	-	NA NA	NA NA
1.5 D4	7.54	1461/4	5	160	65	1140	50	510	185/70 R14	-	-	16.82	152	16.75	1	-	-	-	NA	NA
1.5 D6	8.31	1461/4	5	160	65	1140	50	510	185/70 R14	-	1	16.82	152	16.75	1	1	1	-	NA	NA
TLIAD	110								l.			-11:								
THAR																			Action 1	1
For: Off-roading of	capability, at	tention gra	abber.	Agaiı	nst: 🛚	ated, b	ouild o	quality	<b>'</b> .											
Verdict: A vehicle	e for masse	s who hav	e to t	ackle r	ough t	terrain c	n a c	daily b	asis. Alterna	tiv	es: 1	<ul><li>Force</li></ul>	Motor	s Gurkt	na					-
CRDe	7.50	2498/4	5	247		1670	60	NA	235/70 R16	-	-	18.41	134	11.75	-	-	1	-	Mar 11	****
Di 2WD	NA	2523/4	5	182.5	-	2090	45	NA	P 185 R16	Ŀ	-	NA	NA	NA	·	-	-	-	NA	NA
Di 4WD	NA	2523/4	5	182.5	64	2090	45	NA	P 185 R16	-	-	NA	NA	NA	Ŀ	-	-	-	NA	NA
BOLERO																			10 A	100
	dala da M	II N 41 D 7																		WILE ST
For: Rugged, relia		_									- 101	41 = 1		T-t- O						A 15
Verdict: : Get one		7	0	-		1		1	1	es:	7	1	1		umo					
Bolero SLE	7.63	2523/4	5	195	63	NA	60	NA	215/75 R15 215/75 R15	-	-	NA 21.0	NA 120.4	NA 10.2	1	-	1	-	NA Son 05	NA
Bolero SLX Bolero ZLX	8.21 8.34	2523/4 2523/4	5	195 195	63 63	NA NA	60	NA NA	215/75 R15 215/75 R15	1	-	31.8 NA	120.4 NA	10.3 NA	1	-	1	-	Sep 05 NA	****
				133	00	INA	50	14/	210/101110			14/	14/	14/	Ľ		Ľ		INA	INA
<b>SCORPIO</b>	GET <i>E</i>	YAWA																		
For: Tons of lugga				Ansi	net:	Crampo	nd int	oriore	noor high-en	ood	hand	lina								,
Verdict: Fun, ine	0 1		,	_				,				0						4	-	<b>**</b>
Getaway 4x2	8.69	2609/4	5	7	115	1910	-	460	r -	-	ISUZU	NA NA	NA	NA	1	-	1		NA	NA
Gotaway 4x2	0.09	2509/4		105		NIA	_		235/70 N I S	1	i i	NIA	NA	NIA	1	-	1	_	NA NA	IVA



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2523/4

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Getaway 4x4

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							  -			L			₽						
	<sub>@</sub>	₹			S)	μÔ	CAPACIT			TRACTION CONTROL	I≥	0-100 KM/H (IN SEC)	SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	ls l				(5
ш	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	ပ္က	l	MAX POWER (IN	KERB WEIGHT OF THE VEHICLE IN KG	AP PP			ΙĘ	STEM	E	¥   <u>Z</u>		POWER WINDOWS		U.		OVERALL RATING
MODEL NAME		A H	OF GEARS	MAX TORQUE (IN Nm)	<b> </b>	분필	IV _	BOOT SPACE (IN LITRES)	l			Į	l e		١₹١		STEREO ALL OY WHER	DATE TESTED	¥.
		0 = 1	H	E =		# ₹	TANK TANK	P. H.		[후	182	🛓			lál	468	n }		
	PRICE	<u>9</u> 8	9	Ι×Ξ	\tilde{\X}	1 H 4	FUEL TAN (N LITRES)	BOOT SPA (IN LITRES)	MRE SIZE	18	ANTI-LOCK BRAKING SY	9	10P.9			AIR BAGS	STEREO		🖫
Σ		00	Ž	Σ€	Σ	五片	Œ €	m€	-	Ë	A 99	Ö		€ M	ď	₹	හ   <u>අ</u>		0
QUANTO	)																	400	
For: Space. Ag	gainst: Looks	, handling	. Ver	dict:	Good	space	for a	four-n	netre car.										To Anna
Alternatives:	-		1	7		Ý				,	,							-	8-
C2 C8	6.94 8.71	1493/3 1493/3	5	240	100	1640 1640	55	690 690	205/65 R15 205/65 R15	-	-	17.35	140.8	-	-	-	 / -	NA Nov 12	NA ***
	0.71	1493/3		240	100	1040	33	090	203/03 H13			17.33	140.0	11.23	V	_	V -	1407 12	AAAAA
XYLO										_					_	_		A STATE OF	
For: Value for n						d ride. <b>1</b>	Verd	ict: ⊺	The best bang	for	your b	ouck in	the MU	V segn	nent.				
Alternatives:			1	1				00.4	005/05 D.5	1	1		1				7 7		
D2 mDl D4 mDl	8.57 9.08	2489/4 2489/4	5	220	94	1800	55 55	234	205/65 R15 205/65 R15	1	÷	NA NA	NA NA	11.5	-	-	 / -	1471	NA NA
H4 mHawk	9.81	2179/4	5	280	120	1800	55	234	215/75 R15	-	1	NA	NA	11.5	1	-	11		NA NA
H8 mHawk	11.11	2179/4	5	280	120	1800	55	234	215/75 R15	-	1	NA	NA	11.5	1	1	11	_	NA
H9 mHawk	12.32	2179/4	5	280	120	1800	55	234	215/75 R15	ŀ	/	NA	NA	12	1	✓	11	NA NA	NA
SCORPI	0																	THE E	de
For: Smooth, tr	ractable CRDe	engine, V	/FM S	UV. <b>A</b>	gains	t: High	-spee	ed dyr	namics. <b>Verd</b> i	ict:	The b	oest bu	dget Sl	JV arou	und.				
Alternatives:	1. Tata Safari	2. Toyota	Innov	/a							y					-		0	-05
EX	8.79	2179/4	5	290	120	1890	60	460	235/70 R16	-	-	NA	NA	NA	1	1	11	' NA	NA
LX 4x4	9.83	2179/4	5	290	120	1980	60	460	235/70 R16	-	-	NA	NA	NA	1	-	<b>√</b> -	1111	NA
VLX VLX 4x4	12.03 13.46	2179/4 2179/4	5	290	120 120	1890 1980	60	460 460	235/70 R16 235/70 R16	-	1	16.4	155.2 155.2	11.83	1	1	1 1		****
VLX AT	12.74	2179/4	6A	290	120	1920	60	460	235/70 R16	-	1	NA	NA	NA	1	1	11		NA
VLX 4x4 AT	13.90	2179/4	6A	290	120	2010	60	460	235/70 R16	-	1	NA	NA	NA	1	1	11	NA NA	NA
XUV 500																			
For: Price, perf		na Anair	et: (-	Spar eh	oift fit a	and finis	eh of	interio	re <b>Vardict:</b> \	V/alu	ıe for r	money	_	_			_		Same.
Alternatives:		_				and mind	51101	II ILGIIO	is. Verdict.	vaic	16 101 1	i i ioi iey.						(E)	
W4	12.67	2197/4	6	330	140	1785	70	NA	235/65 R17	1	1	12.8	181.3	11	1	1	1 -	NA	NA
W6	14.09	2197/4	6	330	140	1785	70	NA	235/65 R17	1	1	12.8	181.3	11	1	1	1 -		NA
W8 W8 AWD	15.94 17.21	2197/4 2197/4	6	330	140 140	1785 1865	70	NA NA	235/65 R17	1	1	12.8	181.3	11	1	1	1 1		****
WOAWD	17.21	2197/4	0	330	140	1000	70	INA	235/65 R17	1	/	NA	NA	NA	1	/	11	INA	NA
MAL		GI	F	П	14	П									100				
	ФП	30	76									,				_			
ALTO 80	00																		740
For: : Value for	money. <b>Agai</b> ı	nst: High	NVH	levels.	Verd	ict: Th	e larç	gest se	elling car in the	e co	untry	just got	t better.					59	
Alternatives:			1	1			1			,									
Std	2.95	796/3	5	69	48	695	35	NA	145/80 R12	-	-	19.38	NA	NA	-	-		NA	NA
LX LXi	3.34 3.59	796/3 796/3	5	69 69	48 48	715 720	35 35	NA NA	145/80 R12 145/80 R12	-	-	19.38 19.38	NA NA	NA NA	-	-			NA
VXi	3.97	796/3	5	69	48	715	35	NA	145/80 R12	-	-	19.38	NA	NA	1	1	1 -		NA
ALTO K1	10																	1	THE TAIN
For: Performan		nov sonio	~ A~	ainet	• Rida	al rality	ener	70 V4	ardict: A goo	nd o	ntn/ lo								
Alternatives:			_				, spa	JO. <b>V</b> (	J. a.ot. A goo	a e	i iti y-le	voi cai.							- 8
LXi	3.84	998/3	5	90	68	760	35	NA	155/65 R13	1 -	-	13.97	156.2	17.5	1-1	-	-   -	l NA	NA
VXi	3.99	998/3	5	90	68	765	35	NA	155/65 R13	Ē	Ŀ	13.97	156.2		1	Ξ			*****
A-STAR			-	-									-					FIN	ALL S
For: Fuel efficie	ncy handling	nerformer	nce #	azin	et: Ga	ar shift	lack	of sp	ace at the rea	r									5-8
Verdict: Read	, , , , , , , , , , , , , , , , , , , ,			_							hevro	let Beat	t					3	
LXi	4.49	998/3	5	90	68	860	35	NA	155/80 R13	-	-	15.51	155.5	15.9	1-1	-	-   -	NA	NA
VXi	4.84	998/3	5	90	68	860	35	NA	155/80 R13	-	-	15.51	155.5	15.9	1	-	1 -	Dec 08	**** <u>\$</u>
Automatic	5.49	998/3 998/3	4A 5	90	68 68	895 880	35 35	NA NA	155/80 R13	-	1	NA 15.51	NA 155.5	NA 15.0	1	-	1 -		NA NA
ZXi	5.42							I INA	155/80 R13	1 -	/	15.51	155.5	15.9	1	/	<b>  √   -</b>	I NA	ı NA

	The second second second																			
		_			<u></u>							6	I F							
	l 6	≧			MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	TANK CAPACITY TRES)			TRACTION CONTROL	∑	SEC)	SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS					(5
111	#	E &	တ္က		E	2 Z				ΙŻ	< SYSTEM	Ĭ	<del>È</del>	l罒춪	ΙŔ		(	SI ,		ĕ
\$		X H	∦	ΙÄ	E	[ 품발	  0 _	9_		Ιŏ	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Į		∄€	ΙŻ		ļļ	₩   E		'≸
Ž	1	5₹	OF GEARS	ľĔ			TAN PRS)	F (3)	A	18		⋛		జ ≶	\$	(S		\$   ₹		I∃
	₩¥	일동	6	ΙĔĒ	[8		벌레	E E	S III	15	[필호]	Ìò		¥ ¥	Ιψ	I ĕ	W   3	≿l¦	_	<b>1</b>
MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY CC/CYLINDERS	9	MAX TORQUE (IN Nm)	≩	A A A	5 4 2 4 5	BOOT SPACE (IN LITRES)	IYRE SIZE	Æ	ANTI-LOCK BRAKING S	0-100 KM/H (IN	卢	198	Ιò	AIR BAGS	STEREO	ALLOY WHEELS	8 H	OVERALL RATING
2		00		25	2	X F	IL E	ш =	<u> </u>	-	ΔШ	0	-	₹Ш	1	4	0) .	<u>م</u>		0
WAGON	R																			ALC:
For: Flexible inte	-	-		-	-	-			_		y gear	rshift, b	ody rol	I, blanc	l inte	erior :	styling	g.		
Verdict: A good								_		ark								.,	-	
LX	4.18	998/3	5	90	68	860	35	NA	145/70 R13	-	-	16.32	150.7	15.5	-	-	-	-	NA	NA
LXi	4.56	998/3	5	90	68	870	35	NA	145/70 R13	-	-	16.32	150.7	15.5	-	-	_	-	NA	NA
VXi	4.85	998/3	5	90	68	885	35	NA	155/70 R13	-	0	16.32	150.7	15.5	1	0	1	-	Jun 10	****
STINGRA	V																		(1)	
STINGHA	<b>₹1</b>																			NAME OF TAXABLE PARTY.
For: NA. Again	st: NA. Verd	dict: NA.																	LA	
Alternatives:	1. Hyundai i1	0 <b>2.</b> Chev	rolet E	Beat 3	Ford	Figo														
LXi	4.66	998/3	5	90	68	870	35	NA	155/65 R14	I -	-	NA	NA	NA	F	-	- [	- [	NA	NA
VXi	4.98	998/3	5	90	68	885	35	NA	155/65 R14	-	-	NA	NA	NA	1	-	1	/	NA	NA
VXi (O)	5.31	998/3	5	90	68	885	35	NA	155/65 R14	-	1	NA	NA	NA	1	1	1	/	NA	NA
OEL EDIG											_							_	-	
CELERIC	)																		<b>E</b>	
For: Conveniend	ce smooth er	naine nrice	ρΔα	ainet	. lerk	/ gear s	hifts	hand	ling safety <b>V</b>	erdi	ict: A	ffordah	le autoi	matic					-	
Alternatives:							or in to,	i idi id	iii ig, caloty.			iiioiaac	io datoi	matio.					8	
LXi		998/3	5	90			25	235	155/80 R13	-	-	NIA	LNIA	LNIA	T-		-1	-	NIA	NA
VXi	4.34	998/3	5	90	68 68	810 NA	35 35	235	165/70 R14	-	-	NA NA	NA NA	NA NA	1	-	_	-	NA NA	NA NA
LXi AMT	4.06	998/3	5A	90	68	NA	35	235	155/80 R13	-	-		153.4	13.88	-	-	_	-	NA NA	NA NA
VXi AMT	5.12	998/3	5A	90	68	NA	35	235	165/70 R14	-		18.34 18.34	153.4	13.88	1	-	_	-		****
Green VXi CNG	5.42	998/3	5A	90	68	NA	35	235	165/70 R14	-	-	NA	NA	NA	1	-	_	-	May 14 NA	NA
ZXi	5.01	998/3	5	90	68	NA	35	235	165/70 R14	-	-	NA	NA	NA	1	1	_	-	NA	NA NA
ZXi O	5.52	998/3	5	90	68	830	35	235	165/70 R14	1	1	NA	NA	NA	1	1	_	/	NA	NA NA
2/110	0.02	000/0	"	50	00	000	00	200	100/101114			14/1	14/1	14/1				•		14/1
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RITZ																			1	
RITZ	· fa real angle			/a al . ta		l /n atual	V		- A tell le co fee	a ile			the e Co	:0					69	
For: Ride quality		_				**	*			nily :	alterna	ative to	the Sw	vift.					AND SHE	3
For: Ride quality Alternatives:	1. FIAT Grand	de Punto	<b>2.</b> Hy	undai	Grand	i10 <b>3.</b>	Niss	an M	cra	į										
For: Ride quality Alternatives: LXi	<b>1.</b> FIAT Grand 5.11	de Punto :	<b>2.</b> Hy	undai 113	Grand 85	i10 <b>3.</b>	Niss 43	an M 236	cra 165/80 R14	-	-	14.92	162.1	17.4	-	-	_	- (	NA NA	NA NA
For: Ride quality Alternatives: LXi VXi	<b>1.</b> FIAT Grand 5.11 5.46	de Punto 3 1197/4 1197/4	<b>2.</b> Hy 5 5	undai 113 113	Grand 85 85	i10 <b>3.</b> 1005 1015	43 43	an M 236 236	cra 165/80 R14 165/80 R14	-	- 0	14.92 14.92	162.1 162.1	17.4 17.4	1	-	-	-	NA	NA
For: Ride quality Alternatives: LXi VXi ZXi	5.11 5.46 6.18	de Punto : 1197/4 1197/4 1197/4	<b>2.</b> Hy 5 5 5	undai 113 113 113	Grand 85 85 85	1005 1015 1030	43 43 43 43	an M 236 236 236	165/80 R14 165/80 R14 185/70 R14	-	- 0 •	14.92 14.92 14.92	162.1 162.1 162.1	17.4 17.4 17.4	1	-	- / ,	- /	NA Jul 09	NA ★★★☆
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT	5.11 5.46 6.18 7.20	de Punto : 1197/4 1197/4 1197/4 1197/4	5 5 5 4A	undai 113 113 113 113	Grand 85 85 85 85 85	1005 1015 1030 1030	43 43 43 43 43	an M 236 236 236 236	165/80 R14 165/80 R14 165/80 R14 185/70 R14	- - - -	- 0 1	14.92 14.92 14.92 14.92	162.1 162.1 162.1 162.1	17.4 17.4 17.4 17.4	1	- 1	- / ,	- 1 1	NA Jul 09 NA	NA ★★★☆ NA
For: Ride quality Alternatives: LXi VXi ZXi ZXI LDi	5.11 5.46 6.18 7.20 6.40	de Punto 2 1197/4 1197/4 1197/4 1197/4 1248/4	5 5 5 4A 5	113 113 113 113 113 190	85 85 85 85 85 75	1005 1015 1030 1030 1100	43 43 43 43 43 43	an M 236 236 236 236 236 236	165/80 R14 165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14		- 0 1	14.92 14.92 14.92 14.92 14.71	162.1 162.1 162.1 162.1 170	17.4 17.4 17.4 17.4 20.75	\frac{1}{\sqrt{1}}	- √ -	- √ , √ ,	- / /	NA Jul 09 NA NA	NA **** NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi LDi VDi	5.11 5.46 6.18 7.20 6.40 6.78	de Punto 2 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4	5 5 5 4A 5 5	undai 113 113 113 113 119 190	6rand 85 85 85 85 85 75 75	1005 1015 1030 1030 1100 1100	43 43 43 43 43 43 43	an M 236 236 236 236 236 236	165/80 R14 165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14	- - - -	- 0 1	14.92 14.92 14.92 14.92 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXI LDi	5.11 5.46 6.18 7.20 6.40	de Punto 2 1197/4 1197/4 1197/4 1197/4 1248/4	5 5 5 4A 5	113 113 113 113 113 190	85 85 85 85 85 75	1005 1015 1030 1030 1100	43 43 43 43 43 43	an M 236 236 236 236 236 236	165/80 R14 165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14		- 0 1	14.92 14.92 14.92 14.92 14.71	162.1 162.1 162.1 162.1 170	17.4 17.4 17.4 17.4 20.75	\frac{1}{\sqrt{1}}	- √ -	- / · · · · · · · · · · · · · · · · · ·	- / /	NA Jul 09 NA NA	NA **** NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi	5.11 5.46 6.18 7.20 6.40 6.78	de Punto 2 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4	5 5 5 4A 5 5	undai 113 113 113 113 119 190	6rand 85 85 85 85 85 75 75	1005 1015 1030 1030 1100 1100	43 43 43 43 43 43 43	an M 236 236 236 236 236 236	165/80 R14 165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14		- 0 1	14.92 14.92 14.92 14.92 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi	5.11 5.46 6.18 7.20 6.40 6.78 7.53	de Punto : 1197/4 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4	2. Hy 5 5 5 4A 5 5 5	undai 113 113 113 113 190 190	85 85 85 85 85 75 75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100	43 43 43 43 43 43 43 43	an M 236 236 236 236 236 236 236	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14	-	- 0 1 1	14.92 14.92 14.92 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXi LDi VDi ZDi SWIFT For: Service net	5.11 5.46 6.18 7.20 6.40 6.78 7.53	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5	undai 113 113 113 113 190 190 190	85 85 85 85 85 75 75 75	1005 1015 1030 1030 1100 1100 1100	Niss 43 43 43 43 43 43 43	an M 236 236 236 236 236 236 236	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14	-   -   -   -   -   -	- 0 / - - /	14.92 14.92 14.92 14.92 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi	5.11 5.46 6.18 7.20 6.40 6.78 7.53	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5	undai 113 113 113 119 190 190 bks like	85 85 85 85 85 75 75 75	1005 1015 1030 1030 1100 1100 1100	Niss 43 43 43 43 43 43 43 Verd	236 236 236 236 236 236 236 236 236	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14	-   -   -   -   -   -	- 0 / - - /	14.92 14.92 14.92 14.92 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXi LDi VDi ZDi SWIFT For: Service net	5.11 5.46 6.18 7.20 6.40 6.78 7.53	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5	undai 113 113 113 113 190 190 190	85 85 85 85 85 75 75 75	1005 1015 1030 1030 1100 1100 1100	Niss 43 43 43 43 43 43 43 43 443	an M 236 236 236 236 236 236 236	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14	-   -   -   -   -   -	- 0 / - - /	14.92 14.92 14.92 14.92 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / -	NA Jul 09 NA NA Jul 09	NA **** NA NA NA ***
For: Ride quality Alternatives: LXi VXi ZXI ZXI AT LDi VDi ZDi SWIFT For: Service net Alternatives:	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 FIAT (	undai 113 113 113 119 190 190 bks like	85 85 85 85 75 75 75	1005 1015 1030 1030 1100 1100 1100	Niss 43 43 43 43 43 43 43 Verd	236 236 236 236 236 236 236 236 236	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14	- - - - - - -	- 0 / - - /	14.92 14.92 14.92 14.92 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170	17.4 17.4 17.4 17.4 20.75 20.75 20.75	\frac{1}{3}	- √ - -	- / · · · · · · · · · · · · · · · · · ·	- / / - - /	NA Jul 09 NA NA Jul 09 NA	NA ****** NA NA *****
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains en Polo 2. 1197/4 1197/4	2. Hy 5 5 5 4A 5 5 5  **T**  *	undai 113 113 113 113 190 190 190 0ks like Grandel 114 114	85 85 85 85 75 75 75 75 87 87	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 1100	Niss   43   43   43   43   43   43   43	an M 236 236 236 236 236 236 236 236 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/80 R14	-   -   -   -   -   -   -	- 0 / - - /	14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170 170	17.4 17.4 17.4 17.4 20.75 20.75 20.75	\frac{1}{\sqrt{1}}	- √ - - √	- / · · · · · · · · · · · · · · · · · ·	- / / - /	NA Jul 09 NA NA Jul 09 NA NA Jul 09 NA	NA **** NA NA NA NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains en Polo 2. 1197/4 1197/4 1197/4 1248/4	2. Hy 5 5 5 4A 5 5 5  **T**  *	undai 113 113 113 113 190 190 190 bks like Grande	Grand  85  85  85  85  75  75  75  e the ce Punt  87  87  75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 1100	Niss 43 43 43 43 43 43 43 44 42 42 42 42 42	236 236 236 236 236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14		- 0 / - - - i i20 5	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 19.5	\frac{1}{\sqrt{1}}	- - - - -	- / · · · · · · · · · · · · · · · · · ·	- / / / / / / / / - / / / / - / / / / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA	NA **** NA NA NA NA NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi VDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains on Polo 2. 1197/4 1197/4 1197/4 1248/4 1248/4	5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 113 190 190 190 0ks like Grande 114 114 114 190 190	Grand  85  85  85  85  75  75  9 the cean Punt  87  87  75  75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 0 <b>3.</b> Hy 960 970 990 1050 1060	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42	236 236 236 236 236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 165/80 R14		- O / / / / / / / / / / / / / / / /	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 19.5 19.5	/ / / / / / / / / / / / / / / / / / /	- / / / / /	- / , ,	- / / / / / / - / - / / / / - / / / / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA NA NA NA NA NA NA NA NA	NA **** NA NA *** NA NA NA NA NA NA NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains en Polo 2. 1197/4 1197/4 1197/4 1248/4	2. Hy 5 5 5 4A 5 5 5  **T**  *	undai 113 113 113 113 190 190 190 0ks like Grande 114 114 114	Grand  85  85  85  85  75  75  75  e the ce Punt  87  87  75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 1100	Niss 43 43 43 43 43 43 43 44 42 42 42 42 42	236 236 236 236 236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14		- 0 / - - /	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.71 14.71	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 19.5	/ / / / / / / / /	- / / /	- / , ,	- / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA	NA **** NA NA *** NA NA ** NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi  SWIFT For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains on Polo 2. 1197/4 1197/4 1197/4 1248/4 1248/4	5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 113 190 190 190 0ks like Grande 114 114 114 190 190	Grand  85  85  85  85  75  75  9 the cean Punt  87  87  75  75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 0 <b>3.</b> Hy 960 970 990 1050 1060	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42	236 236 236 236 236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 165/80 R14		- O / / / / / / / / / / / / / / / /	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 19.5 19.5	/ / / / / / / / / / / / / / / / / / /	- / / / / /	- / , ,	- / / / / / / - / - / / / / - / / / / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA NA NA NA NA NA NA NA NA	NA ***  NA NA NA  NA NA NA  NA NA  NA NA  NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi VDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4  // Agains on Polo 2. 1197/4 1197/4 1197/4 1248/4 1248/4	5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 113 190 190 190 0ks like Grande 114 114 114 190 190	Grand  85  85  85  85  75  75  9 the cean Punt  87  87  75  75	100 <b>3.</b> 1005 1015 1030 1030 1100 1100 1100 0 <b>3.</b> Hy 960 970 990 1050 1060	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42	236 236 236 236 236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 165/80 R14		- O / / / / / / / / / / / / / / / /	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 19.5 19.5	/ / / / / / / / / / / / / / / / / / /	- / / / / /	- / , ,	- / / / / / / - / - / / / / - / / / / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA NA NA NA NA NA NA NA NA	NA **** NA NA *** NA NA NA NA NA NA NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi  DZIRE For: Frugal, pow	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4 1248/4 1248/4 1248/4  ctical diese	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 113 190 190 190 190 191 114 114 1190 190 190	85 85 85 85 85 75 75 75 9 the c 9 Punt 87 75 75 75	100 3. 1005 1030 1030 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42	236 236 236 236 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14		- 0 / / / / tty anccord to the state of the state o	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 165 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 17.6 17.6 17.6 19.5 19.5	J J J J J J	- / / / / / / / / / / / / / / /	- / · · · · · · · · · · · · · · · · · ·	- / / / / / / - / - / / / / - / / / / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA NA NA NA NA NA NA NA NA	NA **** NA NA *** NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi  DZIRE For: Frugal, pow level saloon at th	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practis price. Great	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 5 5 5 5 7 5 7 8 8 8 8 8 8 8	undai 113 113 113 113 190 190 190 190 114 114 1190 190 190	85 85 85 85 85 75 75 75 9 Henc c 87 87 75 75 75	100 3. 1005 1030 1030 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42	236 236 236 236 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15x	qualinda 	- O / / / / Vercerito 2	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 165 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 19.5 19.5 19.5	J J J J J J	- V	- / , /		NA Jul 09 NA NA Jul 09 NA NA NA NA NOV 11 NA NOV 11	NA **** NA NA *** NA NA NA NA NA NA NA NA NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi Di VDi ZDi For: Frugal, pow level saloon at th	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practis price. Grea 5.78	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	undai 113 113 113 113 190 190 190 190 190 190 great 114 1190 190	85 85 85 85 75 75 75 9 the c 9 Punt 87 75 75 value. a bit be 87	100 3. 1005 1000 1100 1100 1100 1100 1100 110	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15x 0 good to look 165/80 R14	qualinda 	o / / / / / / / / / / / / / / / / /	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 165 165 165	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 19.5 19.5 19.5 19.5	J J J J J J J J J J J J J J J J J J J	- V	- / / / · · · · · · · · · · · · · · · ·	- / / / / / / / / / / / / / / / / /	NA Jul 09 NA NA Jul 09 NA NA NA NOV 11 NA NOV 11 NA NA NOV 11	NA **** NA NA NA NA NA NA NA NA NA *** NA NA ***
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi SWIFT For: Service net Alternatives: LXi VXi ZXi DDi DZIRE For: Frugal, pow level saloon at th LXi VXi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  wwork, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practics price. Great 5.78 6.40	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 6 6 6 7 8 8 8 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8	undai 113 113 113 113 119 190 190 190 190 190 190 190	85 85 85 85 85 75 75 75 87 87 87 87 87 88 87 87 88 87 88 88 88	100 3. 1005 1030 1100 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15x	quali - - - - - - - - - - - - - - - - - - -	o v v v ancoret ity v ancoret ity ancoret	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 170 170 17	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 17.6 19.5 19.5 19.5	J J J J J J J J J J J J J J J J J J J	- J	- / ,		NA Jul 09 NA NA Jul 09 NA NA NA NA NA NOV 11 NA NA NOV 11 NA NA NOV 11	NA **** NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi  SWIFT For: Service net Alternatives: LXi VXi ZXi DDi DZIRE For: Frugal, pow level saloon at th LXi VXi ZXi LXi VXi ZXi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  wwork, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and pradis price. Great 5.78 6.40 7.43	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 6 6 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	undai 113 113 113 119 190 190 190  great 114 114 114 114 114 114 114	85 85 85 85 85 75 75 75 87 87 87 87 87 87 87 87 87	100 3. 1005 1030 1100 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15 0 good to loo	quali nda - - - - - - - -	o v v v ancorate i i i 20 s v v erce i to	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 170 170 170 17	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 17.6 19.5 19.5 19.5 NA NA	- V V V C C C C C C C C C C C C C C C C	- V	- / ,		NA Jul 09 NA NA Jul 09 NA NA NA NA NOV 11 NA NOV 11 NA NA NA NA NA NA NA NA	NA **** NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi  SWIFT  For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi  DZIRE  For: Frugal, pow level saloon at th LXi VXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practics price. Great 5.78 6.40 7.43 7.76	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4 1248/4 1248/4 1248/4 1248/4 1197/4 1197/4 1197/4 1197/4 1197/4 1197/4 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 119 190 190 190  great 114 1190 190 190 190	85 85 85 85 85 75 75 75 9 the c 9 Punt 87 87 75 75 75 75 88 87 88 87 87 87 87	100 3. 1005 1015 1030 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15 185/65 R15 185/65 R15	quali - - - - - - - - - - - - - - - - - - -	o o o o o o o o o o o o o o o o o o o	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 165 165 165 165 NA NA NA	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 19.5 19.5 19.5 19.5 NA NA NA	J J J J J J J J J J J J J J J J J J J	- V	- / ,		NA Jul 09 NA NA Jul 09 NA NA NA NA NOV 11 NA	NA **** NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi  SWIFT  For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi  DZIRE  For: Frugal, pow level saloon at th LXi VXi ZXi ZXi ZXi LDi LXi VXi ZXi LDi LXi LDi LXi LXi LDi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practics price. Greates 5.78 6.40 7.43 7.76 7.20	de Punto : 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 113 1190 190  bks like Granda 114 114 1190 190  great 114 114 114 114 119	85 85 85 85 85 75 75 75 75 87 87 75 75 75 75 75 75 75 75 75 75 75 75 75	100 3. 1005 1015 1030 1030 1100 1100 1100 1100	43 43 43 43 43 43 43 43 43 43 43 42 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 185/70 R14 165/80 R14 185/65 R15 165/80 R14 165/80 R14 185/65 R15x		ty anccording to the second se	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.75 14.35 14.35 14.35 14.26 14.26 14.26 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 165 165 165 165 NA NA NA NA	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 19.5 19.5 19.5 19.5 NA NA NA NA 19.3	v v v v v v v v v	-	- / ,		NA Jul 09 NA NA Jul 09 NA NA NA NOV 11 NA	NA **** NA
For: Ride quality Alternatives: LXi VXi ZXi ZXi AT LDi VDi ZDi  SWIFT  For: Service net Alternatives: LXi VXi ZXi LDi VDi ZDi  DZIRE  For: Frugal, pow level saloon at th LXi VXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi ZXi	1. FIAT Grand 5.11 5.46 6.18 7.20 6.40 6.78 7.53  work, reliablity 1. Volkswage 5.28 5.79 6.75 6.66 7.22 8.14  verful and practics price. Great 5.78 6.40 7.43 7.76	de Punto : 1197/4 1197/4 1197/4 1197/4 1248/4 1248/4 1248/4 1248/4 1248/4 1248/4 1248/4 1197/4 1197/4 1197/4 1197/4 1197/4 1197/4 1197/4	2. Hy 5 5 5 4A 5 5 5 4A 5 5 5 5 5 5 5 5 5 5 5	undai 113 113 113 119 190 190 190  great 114 1190 190 190 190	85 85 85 85 85 75 75 75 9 the c 9 Punt 87 87 75 75 75 75 88 87 88 87 87 87 87	100 3. 1005 1015 1030 1100 1100 1100 1100 1100	43 43 43 43 43 43 43 43 44 42 42 42 42 42 42 42 42 42 42 42 42	236 236 236 236 236 236 236 237 237 237 237 237 237 237 237 237 237	165/80 R14 165/80 R14 185/70 R14 185/70 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 165/80 R14 185/65 R15 165/80 R14 185/65 R15 185/65 R15 185/65 R15	ranguali nda 	o o o o o o o o o o o o o o o o o o o	14.92 14.92 14.92 14.92 14.71 14.71 14.71 14.71 14.35 14.35 14.35 14.26 14.26 14.26	162.1 162.1 162.1 162.1 170 170 170 170 170 170 165 165 165 165 NA NA NA	17.4 17.4 17.4 17.4 20.75 20.75 20.75 20.75 17.6 17.6 19.5 19.5 19.5 19.5 NA NA NA	J J J J J J J J J J J J J J J J J J J	- V	- / , ,		NA Jul 09 NA NA Jul 09 NA NA NA NA NOV 11 NA	NA **** NA *** NA NA NA NA NA NA NA NA NA

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# GBU MARUTI SUZUKI ➤ MERCEDES-BENZ

MODEL NAME	PRICE (IN LAKH RUPEES)	OUBIC CAPACITY IN OC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	IYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
SX4	L S	00	Z	25	2	ΧĖ		m €	F	F	< @	0	F	₹ Ш	<u>_</u>	⋖	· ο	∢		0
For: Feature-page	cked, great sp	oace, reas	onabl	e perf	orman	ce. <b>Ag</b>	ains	<b>t:</b> Riva	als are slightly	fast	er and	d quick	er.						and the	
Verdict: A conte	emporary all-1 8.50	ound pac 1586/4	kage. 5	Alter 145	rnativ	es: 1.	Ford	Fiest 505	a <b>2.</b> Honda C	City 3	<b>.</b> Hyu	ındai Ve 12.4	erna   179.2	12.62	1	- 1	1	-	NA	NA NA
ZXi ZXi AT	9.36	1586/4	5 4A	145	104	1210	50	505	205/60 R16 205/60 R16	-	1	12.4	179.2 179.2	12.62	1	1	1	/	NA	NA ****
VDi	9.86	1586/4 1248/4	5	145 200	104 90	1210 1225	50 50	505 505	195/65 R15	Ė	-	12.4 14.9	16.12	12.62 15.25	1	-	1	-	Jun 07 NA	NA
ZDi	9.44	1248/4	5	200	90	1245	50	505	205/60 R16	-	/	14.9	161.2	15.25	1	1	/	/	Apr 11	****
KIZASHI			_	_		_	_	_		_	_	_		_	_	_	_	4	400	
For: NA. Again: Alternatives:			Skoda	. Octa	via													4		
MT AT	20.17	2393/4 2393/4	6 CVT	230 230	178 178	1460 1500	63 63	_	215/55 R17 215/55 R17	-	1	NA NA	NA NA	NA NA	1	1	-	/	NA NA	NA NA
OMNI	21.09	2030/4	OVI	200	170	1300	00	401	213/33 1117			INA	IVA	INA					INA	INA
For: Cheap-as-c	chins, oodles	of space.	maint	enanc	e. Aa	ainst:	Uns	afe. m	inimalistic.				_							
Verdict: A chea	ip van with da	angerously	dicey	dyna dyna	mics a	and safe	ety is	sues.	Alternative	s: N									-	0
5-Seater 8-Seater	2.99 3.02	796/3 796/3	4	59 59	35 35	785 800	36	NA NA	145/70 R12 145/70 R12	-	-	NA NA	NA NA	NA NA	-	-	_	-	NA NA	NA NA
EECO												-1	1000							RUSE
For: Price, space	e, engine pov	ver and re	fineme	ent. 🗛	gains	t: Box	y look	s, har	rd suspension	. Ve	rdict	t: A pra	actical a	nd affo	rdab	ole o	ption			Daniel I
for big middle-cla 5-Seater STD	ss families, g	ood option	n for c	ar pod	oling. 1 73	Altern 908	ative	es: No	one as yet	١.	-	NA	NA	NA		- 1	-1	. 1	NA	NA
7-Seater STD	3.80	1196/4	5	102	73	928	40	NA	155 R13	ŀ	-	NA	NA	NA	-	-	_	-	NA	NA
5-Seater AC	3.94	1196/4	5	102	73	923	40	NA	155 R13	Ė	_	NA	NA	NA		-	-	-	NA	NA NA
ERTIGA	and the latte			la Va	a itta a .	la av va di	a a dai		. of ocoto on h				_	_	_	_	_			
For: Value for mo Verdict: A car in		, ,								00									20	- 1
LXI CNG	6.95 7.35	1373/4 1373/4	5	130	95 95	1760 NA	45	NA NA	185/65 R15 185/65 R15	-	-	NA NA	NA NA	NA NA	-	-	_	-	NA NA	NA NA
VXI	7.86 8.65	1373/4	5	130	95 95	1760	45	NA	185/65 R15	Ŀ	1	NA	NA NA	NA	1	-	-	-	NA NA	NA
LDI	8.78	1373/4 1248/4	5	130 200	90	1760 1845	45 45	NA NA	185/65 R15 185/65 R15	Ė	-	NA 14.72	164.4	NA 13.6	-	-	-	-	NA	NA NA
VDI ZDI	9.54 10.26	1248/4 1248/4	5 5	200	90	1845 1845	45	NA NA	185/65 R15 185/65 R15	ŀ	-		164.4 164.4	13.6 13.6	1	-	1	- /	NA Aug 12	NA ****
GRAND \	/ITARA								4.				A 100 100 100 100 100 100 100 100 100 10							ans.
For: Good looks	, well-priced	in its class							e. Verdict: \	Well-	rounc	led on/	off-road	der.						MANUE
Alternatives:	1. Honda CR	-V <b>2.</b> Ford	d Ende			nevrolet 1614		tiva 398	225/65 R17	Î.		12.01	179	9				/	Aug 00	
AT	BO	2393/4	4A			1636	_	398		-	1	NA	NA NA	NA NA	1	1	_	/	Aug 09 NA	****
	OE					1														
MER	CEL	辽	2	Б		Y	1											4		
A-CLASS	<b>3</b>	le s							7.				(AC)				v de	6		
For: Your entry in							uality,	value	for money. V	erdi	ct: A	fun ha	tch, but	at a pi	rice.			8		
Alternatives: 'A180 CDI Style	1. Mini Coop 28.76	er <b>2.</b> Volv 2143/4	o V40   <b>7A</b>	Cross 250		1475	50	341	225/45 R17	1	1	10.74	171.2	12.25	1	1	/ .	/	Nov 13	****
A180 CDI Edition A180 Sport		2143/4 1595/4	7A 5A	250 200	109	1475 1395	50		225/45 R17	1	√ √	10.74	171.2		1	1	1	/	NA Sep 13	NA ****
A 100 SPOIL	20.10	1090/4	JA.	_ ∠00	122	1393	50	341	223/43 HT/	1	<b>V</b>	9.23	201	9.5	<b>V</b>	<b>V</b>	V	_	3ep 13	****

															ш		ш	Щ		
MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
									-	-			Ė		E			-		
B-CLASS																				
For: The three-poin					,	,	,		0				premiu	m hatcl	hbad	ck wi	th	10		0
solid German build o	quality <b>Alt</b> o	1					7	n <b>2.</b> \ 486	/olvo V40 Cro 205/55 R16	1		í	NA	LNIA				1	NIA	NIA
B180 Sport	33.52	1595/4 1595/4	5A 5A	200	122	1425 1425	50	486	205/55 R16 225/45 R17	1	1	NA NA	NA NA	NA NA	1	1	1	1	NA NA	NA NA
B180 CDI Style	30.72	2143/4	7A	250	109	1505	50	486	225/45 R17	1	1	11.72	170	12.87	1	1	1	1	Aug 13	****
B180 CDI Edition 1	33.22	2143/4	7A	250	109	1505	50	486	225/45 R17	1	1	11.72	170	12.87	1	1	1	1	NA	NA
<b>CLA-CLAS</b>	SS																			
For: Performance, I	handlina, c	dvnamics.	Agai	nst: (	Grounc	d cleara	ance.	ride o	ualitv (in the c	itv). ı	rear h	eadroo	m.					-	A 9	
Verdict: Extremely	0.	-							. , ,									2	-0	
CLA45 AMG 4MATIC	68.50*	1991/4	7A	450	360	1585	56	470	235/40 R18	1	1	5.98	250	8	1	1	1	1	Aug 14	****
C-CLASS																				
For: The three-poin	tod star A	animatı [	Orioo	Vord	ioti C	mallaat	- oods	on from	n the Merced	an at	tabla k	200 000	od rido	au iolituu				6	1	TO EE
Alternatives: 1.		•					. Seuc	all IIOI	II ti le ivierceut	38 SI	lable I	ias you	ou nae	quality.				7	6	
C200 CGI Grand	45.74	1796/4	7A	285		1540	66	475	225/45 R17	1	1	9.42	250	NA	1	1	1	1	Sep 11	****
C220 CDI Edition C	49.40	2143/4	7A	400	170	1610	_	475	245/40 R17	1	1	8.49	231	11.5	1	1	1	1	Jan 14	****
C63 AMG	101.00*	6208/8	7A	600	457	1730	80	475	235/40 R18	1	1	NA	NA	NA	1	1	1	/	NA	NA
E-CLASS																			AF DI	
For: Technology, st	atus svmb	ol. <b>Again</b>	st: Pi	ice. V	erdic	t: Bes	t alter	native	to Audi.										a	OLED.
Alternatives: 1.	,	_																73		
E200 CGI	46.92	1991/4	7A	300		1615			245/45 R17	1	1	9.84	233	9	1	1	1	1	Nov 13	****
E250 CDI E63 AMG	57.84 129.00*	2143/4 5461/8	7A 7A	500 720	204 557	1800 1845	80	540 540	245/45 R17 285/35 R18	1	1	8.93 4.89	242	10.87 4.25	1	1	1	1	Sep 13 Dec 13	****
		3401/0	1/4	720	337	1043	00	340	203/33 1110			4.03	230	4.20	-			•	Dec 10	*****
CLS-CLAS	SS																	_	ale An	
For: Distinctive, bet																		8		
Verdict: Refreshin	Ĭ	1	1				7	1		1	7								_ (0)	
CLS350 CLS63 AMG	89.90* 124.00*	3498/6 5461/8	7A 7A	370 700	306 525	1735 1870	89	520 495	245/45 R17 255/35 R19	1	1	NA NA	250 250	NA NA	1	1	1	1	NA NA	NA NA
	12 1.00	0101/0	771	700	OLO	1070	- 00	100	200/001110	Ľ		101	200	1471	_	•	-	•	1471	147
S-CLASS																	Ι,	1		
For: Luxury, dynam		-			_		Price.	Verd	<b>lict:</b> Elegant I	ooks	s with	top-of-	the-line	e luxury	feat	ures	. 1	0	_	100
Alternatives: 1.												r =								
S350 CDI L S500 L	107.00* 136.00*	2987/6 4663/8	7A 7A	620 700	258 455	2132 2200	_			1	1	7.94 5.51	250 250	8.75 4.87	1	1	1	1	Jul 14 Jan 14	****
	100.00	1000/0	771	700	100	LLOO	00	000	2 10/ 10 1110	Ė	_	0.01	200	1.07		·		_	our i i	*****
M-CLASS																				The same
For: : Great soft-roa					nage. I	Again	st: 🖯	quipm	ent level. <b>Ve</b> r	dic	<b>t:</b> Sta	te of th	e art te	chnolo	gy a	nd Ic	oks		0	
Alternatives: 1.		1	1				,			,				1		, ,			11 - 6	
ML250 CDI 4MATIC ML350 CDI 4MATIC	56.45 68.97	2143/4 2987/6	7A 7A	500 619		2150 2175	_	-		1	1	7.5	NA 224	NA 9	1	1	1	1	NA Jun 12	NA ****
ML63 AMG 4MATIC	149.00*	5461/8		760	_	2345	-	_		1	1	5.25	250	4.38	1	1	1	1	Jul 14	****
CL CLASS			-								-				-					
GL-CLASS																			11871	CEL ST
For: Build quality, g	-	-					-	_			nily ca	r for jev	vellers	and bu	sine	ssme	en.		1	-
Alternatives: 1. GL350 CDI 4MATIC	Audi Q/ <b>2</b> 91.00	■ loyota L 2987/6			200 <b>3</b>			er Ran 620		ort 🗸	/	8.76	NA	7.75	1		7	1	Aug 12	++++
GL63 AMG 4MATIC	166.00*	5461/8		_	557	2580		620		1	1	5.63	250	4.25	1	1	1	1	Aug 13 Jun 14	****
				_	_		-	_	A	•		_		_	-		_	_		

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# GBU MERCEDES-BENZ ➤ POLARIS

Columbration   Colu	SU	MEK	CEDE	9-DI		-	P	JLA		3												
For Performance, officed excelobity, Against: Prece, use efficency, Verdict: The car to have if you want to be different.   Adams	MODEL NAME		PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL		0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
For Performance, off-road expacibly, Against: Free, but efficiency, Verdict: The car to have if you want to be different.   Adams	G-C	LASS																			4	Z
Alternatives: 1. Porsche Coyenne Turbo 2. Iard Rose Range Power Sport (968) AMB (AMB) (175/96 Pile)   Z   Z   NA   NA   NA   V   Z   Z   NA   NA   NA   NA   NA   V   Z   Z   NA   NA   NA   NA   NA   NA			off-road ca	nability. A	gains	s <b>t:</b> Pri	ce, fue	el effice	ncv. T	Verdi	i <b>ct:</b> The car to	ha	ve if v	ou war	nt to be	differer	nt.				1	
Section   Force   Against: Proc.   Verdict:   Have the money?   Buy it.					_				-			,	,		,						1	B
For: A full-fieldged sports car. Against: Price: Verdict: Have the money? Buy it. Alternatives: 1. Aucil 17 2. Proceine Boxetier 3, LiMW 24   Str350   91.32   34986   7A   370   305   570   60   335   24540 R17   7   7   6.9   250   7.7   7   7   7   7   7   7   7   7	G63 AM	IG 4MATIC	175.00*	5461/8	7A	760	544	2550	96	480	275/55 R19	1	1	NA	NA	NA	1	1	1	1	NA	NA
SILK350	SLK	-CLAS	S																			
SUK350				Against	<b>P</b> rice	. Ver	dict:	Have th	ne ma	ney?	Buy it.											-
COOPER							-				0.45/40.045									3	_ 0	
COOPER For: Performance, Looks. Against: Ride quality, no spare wheel, space, price. Verdict: Lourious small car with a hefty lag.  Alternatives: 1. PAT 500 2. Volkswagen Boetle 3. Mercedoss-Renz A. Class:  Cooper 32.09 1598/4 6A 160 122 1075 40 160 175/66 R15 / Z NA NA NA NA V Z V V NA NA NA NA OCOPER COOPER STAND 1598/4 6A 240 184 1140 50 160 175/66 R15 V Z NA NA NA NA V Z V V NA NA NA NA V Z V NA NA NA NA NA V Z V NA												-	_						-	_		
For: Performance, Looks: Against: Ride quality, no spare wheel, space, price.   Verdict: Luxurious small car with a helfy tag.																						
For: Performance, Looks: Against: Ride quality, no spare wheel, space, price:   Verdict: Luxurious small car with a hefty tag.	M	INI																				
For: Performance, Looks: Against: Ride quality, no spare wheel, space, price:   Verdict: Luxurious small car with a hefty tag.	000	DED	_		_	_	_	_	_	_			_	_			_	_				
Alternatives: 1. FIAT 500 2. Volkswagen Beetle 3. Metroaces-Benz A/Class																					A T	1
Cooper			_			, ,			· 1			<b>:</b> Lu	xuriou	ıs smal	l car wi	th a hef	fty ta	ıg.		ě		
Cooper Convertible   35.93   1598/4   6A   240   184   1140   50   160   175/65 R15   7   7   8.07   NA   11   7   7   7   7   7   7   NA   NA   NA		atives: 1.										1	1	NA	NA	NA	1	1	1	1	NA	NA
COOPER COUNTRYMAN				1598/4	6A	240	184	1140	50	160	175/65 R15	1	1	8.07	NA	11	1	1	1	1	Jun 12	
For: A spacious Mini. Against: Ride quality, price, no spare wheel. Verdict: Buy the Countryman if you want a Mini. Alternatives: 1. Audi Cx 2. EMW X1 3. Volvo V40 Cross Country  One Countryman 23.50° 1598/4 6A 153 98 1265 47 350 205/45 R17 V V NA 168 NA V V V V J NA NA S Countryman 44.96 1598/4 6A 260 184 1310 47 350 205/45 R17 V V 8.76 210 9 V V V V J U112 ***** Countryman 25.60° 1995/4 6A 270 112 1310 47 350 205/45 R17 V V 11.11 NA 11.62 V V V NA NA NA D Countryman 25.60° 1995/4 6A 270 112 1310 47 350 205/45 R17 V V 11.11 NA 11.62 V V V NA NA NA D Countryman High 28.90° 1995/4 6A 270 112 1310 47 350 225/45 R18 V V 11.11 NA 11.62 V V V Sep 13 NA  NICRA  For: Good space given its compact footprint, visibility, easy to drive. Against: Engine refinement, build doesn't feel tough enough.  Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand 110 3. Ford Figo Verdict: Val					-					_		-	_			-	_	_	-	-		
For: A spacious Mini.   Against: Ride quality, price, no spare wheel.   Verdict: Buy the Countryman if you want a Mini.   Alternatives: 1. Audi C3 2. BMW X1 3. Volvo V40 Cross Country  One Countryman   23.50"   1588/4   6A   153   98   1265   47   350   205/45 R17   V   V   8.76   210   9   V   V   V   V   MA   NA   SCountryman   24.50"   1995/4   6A   270   112   1310   47   350   205/45 R17   V   V   11.1   NA   11.62   V   V   V   V   NA   NA   D Countryman   28.90"   1995/4   6A   270   112   1310   47   350   225/45 R18   V   V   11.1   NA   11.62   V   V   V   NA   NA   D Countryman   1995/4   6A   270   112   1310   47   350   225/45 R18   V   V   V   11.1   NA   11.62   V   V   V   Sep 13   NA    NICRA  For: Good space given its compact footprint, visibility, easy to drive.   Against: Engine refinement, build doesn't feel tough enough.   Verdict: Value-for-money hatchback   Alternatives: 1. Volkswagen   Pole 2. Hyundai Grand i10 3. Ford Figo  XE (P)   5.28   1198/3   5   104   76   860   41   251   165/70 R14     NA   NA   NA   NA   V   V   V   NA   NA							211	1200	50	100	14/ (	Ľ	•	14/ (	147.	14/1		_			147 (	1471
Alternatives: 1. Audi Q3 2. BMW X1 3. Volvo V40 Cross Country One Countryman 23.50* 1598/4 6A 153 98 1265 47 350 205/45 R17 V V 8.76 210 9 V V V V NA NA S Countryman 44.96 1598/4 6A 270 112 1310 47 350 205/45 R17 V V 8.76 210 9 V V V V V Juli 12 ***** D Countryman 25.60* 1995/4 6A 270 112 1310 47 350 205/45 R17 V V 11.1 NA 11.62 V V V V NA NA D Countryman High 28.90* 1995/4 6A 270 112 1310 47 350 225/45 R18 V V 11.1 NA 11.62 V V V V Sep 13 NA D Countryman High 28.90* 1995/4 6A 270 112 1310 47 350 225/45 R18 V V 11.1 NA 11.62 V V V V Sep 13 NA  NORTH S COUNTRY NA	COC	JPER (	COUN	HRYI	MA	N														_		
One Countryman   23.50*   1598/4   6A   153   98   1266   47   350   205/45 R17   7   7   NA   168   NA   7   7   7   NA   NA   NA   SCountryman   44.96   1598/4   6A   260   184   1310   47   350   205/45 R17   7   7   8.76   210   9   7   7   7   7   7   NA   NA   NA   DCountryman   25.60*   1995/4   6A   270   112   1310   47   350   205/45 R18   7   7   7   11.1   NA   11.62   7   7   7   7   NA   NA   NA   DCountryman   1995/4   6A   270   112   1310   47   350   225/45 R18   7   7   7   11.1   NA   11.62   7   7   7   7   7   NA   NA   NA   NA			_							erdi	ct: Buy the C	ount	rymar	n if you	want a	Mini.					1_#	
SCOUNTRYMAN										350	205/45 R17	1	1	NA	168	NA	1	1	1	1	NA	NA
D Countryman High   28.90°   1995/4   6A   270   112   1310   47   350   225/45 R18   \$\sqrt{V}\$   \$\sqrt{V}\$   11.1   NA   11.62   \$\sqrt{V}\$   \$			44.96	1598/4	6A	260	184	1310		350	205/45 R17	-			210	9	1	-	1	1	Jul 12	
NICRA  For: Good space given its compact footprint, visibility, easy to drive. Against: Engine refinement, build doesn't feel tough enough.  Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand i10 3. Ford Figo  XE (P)					_							-					_	-	_	_		
## For: Good space given its compact footprint, visibility, easy to drive. *# Against: Engine refinement, build doesn't feel tough enough. *# Verdict: Value-for-money hatchback. *# Alternatives: 1. Volkswagen Polo 2. Hyundai Grand i10 3. Ford Figo    XE (P)	D Count	iryinan nign	26.90	1995/4	0A	210	112	1310	47	330	223/43 N 10	1	•	11.1	INA	11.02	,	-	-		Sep 13	INA
## For: Good space given its compact footprint, visibility, easy to drive. *# Against: Engine refinement, build doesn't feel tough enough. *# Verdict: Value-for-money hatchback. *# Alternatives: 1. Volkswagen Polo 2. Hyundai Grand i10 3. Ford Figo    XE (P)	M	92																				
For: Good space given its compact footprint, visibility, easy to drive. Against: Engine refinement, build doesn't feel tough enough.  Verdict: Value-for-money hatchback. Alternatives: 1. Volkswagen Polo 2. Hyundai Grand i10 3. Ford Figo  XE (P)	Ш	<u> </u>	411						_								_	_	_	_		
Verdict: Value-for-money hatchback.   Alternatives: 1.   Volkswagen   Polo   2.   Hyundai   Grant   i10   3.   Ford   Figoral   Figora	MIC	RA																			M	
XE (P)	For: Go	ood space g	jiven its co	mpact foo	tprint,	visibili	ty, eas	y to dri	ve.	Agair	<b>nst:</b> Engine re	finer	ment,	build d	loesn't t	feel tou	gh e	enou	gh.		AUA D	
XE Plus (P)		t: Value-for-							_			arand	01i b			L NIA					NIA	NA
XL (P) 6.02 1198/3 5 104 76 860 41 251 165/70 R14 13.51 NA 15.1 V V NA NA NA XV (P) 6.80 1198/3 5 104 76 860 41 251 175/60 R15 - V 17.2 140.3 10.5 V V V Sep 13 *****  XV DCi 7.45 1461/4 5 160 64 945 41 251 165/70 R14 15.21 NA 17.1 V V V NA NA NA XV Premium DCi 7.99 1461/4 5 160 64 945 41 251 175/60 R15 - V 15.21 166 17.1 V V V V J J J J J J J J J J J J J J J		(P)										-	-				-	-	-	-		
XV DCi	XL (P)	(. )										-	_				_	-	$\overline{}$	_		
SUNNY  For: Ride quality, interiors and space. Against: Fuel efficiency. Verdict: Comfortable car, especially if chauffeur-driven  Alternatives: 1. Mahindra Verito 2. Tata Indigo Manza 3. Ford Fiesta 4. Toyota Etios 5. Maruti Suzuki Swift DZire  XE (P) 7.36 1498/4 5 134 99 998 41 490 185/70 R14 - V 12.8 NA 11.75 - V V - NA NA  XL (P) 8.67 1498/4 5 134 99 1022 41 490 185/70 R14 - V 12.8 NA 11.75 V V V - NA NA  XL CVT (P) NA 1498/4 CVT 134 101 1040 41 490 185/70 R14 - V 12.8 NA NA NA NA NA NA  XV (P) 9.62 1498/4 5 134 99 1027 41 490 185/65 R15 - V 12.8 NA 11.75 V V V MAR 12 *****  XL DCi 10.07 1461/4 5 200 86 1092 41 490 185/65 R14 - V 13.44 168.3 15.75 V V V - NA NA												-							-	_		
SUNNY  For: Ride quality, interiors and space. Against: Fuel efficiency. Verdict: Comfortable car, especially if chauffeur-driven  Alternatives: 1. Mahindra Verito 2. Tata Indigo Manza 3. Ford Fiesta 4. Toyota Etios 5. Maruti Suzuki Swift DZire  XE (P) 7.36 1498/4 5 134 99 99 84 1 490 185/70 R14 - ✓ 12.8 NA 11.75 - ✓ ✓ - NA NA NA XL (P) 8.67 1498/4 5 134 99 1022 41 490 185/70 R14 - ✓ 12.8 NA 11.75 ✓ ✓ ✓ - NA NA NA XL CVT (P) NA 1498/4 CVT 134 101 1040 41 490 185/70 R14 - ✓ NA NA NA NA NA V ✓ ✓ - NA NA NA XV (P) 9.62 1498/4 5 134 99 1027 41 490 185/65 R15 - ✓ 12.8 NA 11.75 ✓ ✓ ✓ Mar 12 *****  XL DCi 10.07 1461/4 5 200 86 1092 41 490 185/65 R14 - ✓ 13.44 168.3 15.75 ✓ ✓ ✓ - NA NA		nium DCi							_			-					_	-				
For: Ride quality, interiors and space. Against: Fuel efficiency. Verdict: Comfortable car, especially if chauffeur-driven.           Alternatives: 1. Mahindra Verito 2. Tata Indigo Manza 3. Ford Fiesta 4. Toyota Etios 5. Maruti Suzuki Swift DZire           XE (P)         7.36         1498/4         5         134         99         998         41         490         185/70 R14         -         ✓         12.8         NA         11.75         -         ✓         -         NA         NA <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td><td></td><td></td><td>12,20,110</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>								4			12,20,110											
Alternatives: 1. Mahindra Verito 2. Tata Indigo Manza 3. Ford Fiesta 4. Toyota Etios 5. Manuti Suzuki Swift DZire           XE (P)         7.36         1498/4         5         134         99         998         41         490         185/70 R14         -         ✓         12.8         NA         11.75         -         ✓         -         NA         V         V         V         NA         NA         NA         NA         NA         NA         NA         NA         NA																				,		
XE (P)																				1		
XL (P) 8.67 1498/4 5 134 99 1022 41 490 185/70 R14 -		atives: 1.									,						-	1	1	- 1	NA	NA
XV (P) 9.62 1498/4 5 134 99 1027 41 490 185/65 R15 - V 12.8 NA 11.75 V V V Mar 12 ***** XL DCi 10.07 1461/4 5 200 86 1092 41 490 185/65 R14 - V 13.44 168.3 15.75 V V V NA NA	XL (P)		8.67	1498/4	5	134	99	1022	41	490	185/70 R14	-	1	12.8	NA	11.75	_	1	1	-	NA	NA
XL DCi 10.07 1461/4 5 200 86 1092 41 490 185/65 R14 - \(\sigma\) 13.44 168.3 15.75 \(\sigma\) \(\sigma\) \(\sigma\) \(\sigma\) \(\sigma\) \(\sigma\) \(\sigma\) NA NA		(P)										-					_	_				
					_				_			Ė					_	-	-	-		7.1.
						_			_			-					_	-	-	1		

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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KW/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KW/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
EVALIA																				
For: NA. Against	t: NA. Verd	dict: NA.																		-
Alternatives: 1.		Tavera 2.	Mahir		/lo <b>3.</b>		Innov	а											9	5
XE XL	10.51	1461/4 1461/4	5	200	86 86	1446 1446	55 55	NA NA	LT 165 R14 LT 165 R14	-	1	NA NA	NA NA	NA NA	-	-	-	-	NA NA	NA NA
XV	12.41	1461/4	5	200	86	1446	55	NA	185/65 R15	-	1	NA	NA	NA	1	1	1	7	NA NA	NA NA
TEDDANG	-																			
TERRANC				_									_	_	_	_	_	_		STANCE IN
For: Handling, ride Alternatives: 1.			,					_		d go	ood va	alue for	money	<b>'</b> .					≥a	
XL Petrol	11.78	1598/4	5	145	104	1755		475	215/65 R16		1	NA	NA	NA	1	1	1	-	NA	NA
XE dCi 85	11.36	1461/4	5	200	85	1749	50	475	215/65 R16	-	Ė	NA	NA	NA	1	1		-	NA	NA
XL dCi 85	12.99	1461/4	5	200	85	1764	50	475	215/65 R16	-	1	NA	NA	NA	1	1	1	1	NA	NA
XL Plus dCi 85 XL dCi 110	13.31 13.78	1461/4 1461/4	5	200	85 110	1764 1759	50	475	215/65 R16	-	1	NA	NA NA	NA NA	1	1	1	1	NA	NA NA
XV dCi 110	14.78	1461/4	6	248	110	1759	50 50	475 475	215/65 R16 215/65 R16	H	1	NA NA	NA	NA	1	1	1	1	NA NA	NA NA
XV Premium dCi 11		1461/4	6	248	110	1787	50	475	215/65 R16	-	1	12.46	169	12.25	1	1	1	1	Jan 14	****
TEANA	20.		,, .								ir o									
For: Refinement. s those who like bein				_								exception	onally g	ood ca	r for			•	0	-
250 XL	26.13	2496/6	4A	228	182	1506	70	448	205/65 R16	ella   /	1	10.58	205	10.25	1	1	1	1	NA	NA
250 XV	30.69	2496/6	4A	228	182	1537	70	448	215/55 R17	1	1	10.58	205	10.25	1	1	1	1	Oct 09	****
X-TRAIL	-																			
			_				_				_		_			_		_	(FE)	
For: Compact size of third-row seats.						_											ack	ù	A-1	
	1	1995/4								l		1			1 44		اد		3	
LE MT SLX MT	28.34	1995/4	6	320	150 150	1618 1630	65 65	603 603	215/65 R16 215/60 R17	1	1	10.75	197 197	14	1	1	1	1	NA Oct 09	NA ****
SLX AT	33.69	1995/4	6A	320	150	1663	65	603	215/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA
POLA																				
FOL	عبيب			,											_					
<b>RANGER</b>																				MITA
For: NA. Against	t: NA. Verd	dict: NA																	.6	1
Alternatives: N		<b>410t1</b> 1 0 t.																	6	0.70
400	ВО	455/1	Α	NA	29.4	476	34.1	NA	25 x11-12	-	- 1	NA	NA	NA	I -	-	- [	- [	NA	NA
Crew 500	ВО	498/1	Α	NA	32.4	585	34.1	NA	25 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Crew 800	ВО	760/2	Α	NA	40.5	678	34.1	NA	26 x11-12	-	-	NA	NA	NA	Ŀ	-	-	-	NA	NA
Diesel	ВО	904/3	Α	NA	24	652	34.1	NA	25 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
RANGER	RZR																			
For: NA. Against	t: NA. Verd	dict: NA.																		Dela
Alternatives: N	4																			
Youth	ВО	169/1	Α	NA	NA	223	9.5	NA	20 x 10-9	-	-	NA	NA	NA	-	-	- 1	-	NA	NA
570	ВО	567/1	Α	NA	NA	440	27.4		25 x 10-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
800	ВО	760/2	Α	NA	NA	569	27.4	NA	27 x 11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
900 XP	BO	875/2	Α	NA	89.2	539	27.4	NIA.	27 x 11-12	-	-	NA	NA	NA	-	-	-	- 1	NA	NA

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MODEL NAME		PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHIOLE IN KG	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
D(	DRS	CL	Ш								(n ()			877				i di			
			_		_	_		_	_			_		_		_	_	_	_	00	
	JAMEF																				
										-in-one of luxu s-Benz S-Clas		nd pe	rforma	nce, thi	s is it.					7,00 (10)	3)
Paname		117.11*	3604/6	7A	400	310	1730	80	445	275/45 ZR18	1	/	NA	259	NA	1	1	1	1	NA	NA
Paname		119.78*	3604/6	7A	400	310	1820	80	445	275/45 ZR18	1	1	NA	257	NA	1	1	1	1	NA	NA
Paname Paname		NA NA	2997/6 2997/6	7A 7A	520 520	420 420	1810 1870	80 100	445 445	275/45 ZR18 275/45 ZR18	1	1	NA NA	287 286	NA NA	1	1	1	1	NA NA	NA NA
Paname	era Diesel	121.06*	2967/6	8A	550	250	1900	80	445	275/45 ZR18	1	1	6.71	244	9.0	1	1	1	1	Mar 14	****
	era GTS era Turbo	157.52* 196.00*	4806/8 4806/8	7A 7A	520 700	440 520	1925 1970	100		275/45 ZR18 285/40 ZR19	1	1	NA NA	288 305	NA NA	1	1	1	1	NA NA	NA NA
		100.00	1000,0	111	100	020		100	102	200, 10 21110		Ė			101						1111
MA										_									_	1	
	sportscar wi	0 0					rice. V	erdic	et: Co	ompact crosso	over v	with s	sportsc	ar perto	ormanc	e.			-		
	S Diesel	98.18*	2967/6	7A	580	245	1880	60	500	255/55 R18	1	1	NA	230	NA	1	1	1	1	NA	NA
Macan	Turbo	108.98*	3604/6	7A	550	400	1925	75	500	255/55 R18	1	/	NA	266	NA	1	1	1	1	NA	NA
CAY	<b>ENNE</b>																				
										fficiency. <b>Ver</b> Q7 <b>2.</b> Range F				a car v	vith a				-		
Cayenn	e Diesel	77.62*	2967/6	8A	550	245	2100	85	670	255/55 R18	1	1	NA	220	NA	1	1	1	1	NA	NA
Cayenn	e S Diesel	100.64* 69.87*	4134/8 3598/6	8A 8A	850 400	382	2195 2030	85 85	670 670	255/55 R18 255/55 R18	1	1	NA NA	252 NA	NA NA	1	1	1	1	NA NA	NA NA
	e S Hybrid	89.39*	2995/6	8A	440	333	2240	85	670	255/55 R18	1	1	NA	252	NA	1	1	1	1	NA	NA
Cayenn		98.10*	4806/8 4806/8	8A 8A	500 515	400 420	2065 2085	85 85	670 670	255/55 R18 275/45 R20	1	1	NA 7.04	252 265	NA NA	1	1	1	1	NA Feb 13	NA ****
Cayenn Cayenn	e Turbo	113.90* 157.93*	4806/8	8A	700	500	2170	100		265/50 R19	1	✓ ✓	NA	278	NA	1	1	1	1	NA	NA
Cayenn	e Turbo S	205.07*	4806/8	8A	750	550	2215	100	670	295/35 R21	1	✓	NA	283	NA	1	1	1	1	NA	NA
BO	<b>STER</b>																				
	A. Against: atives: 1.			les-Be	nz SLI	K-Clas	S												4		
Boxster		77.95*	2706/6		280	265		64		NA	1	1	NA	264	NA	1	1	1	1	NA	NA
Boxster		89.84* BO	3436/6 3436/6		360 370	315	1320 1340	64 64	280	265/45 ZR18 265/35 ZR20	1	1	NA NA	279 281	NA NA	1	1	1	1	NA NA	NA NA
			25,5																		
	MAN robably the b	oet handlin	na enortec	oar on	salo to	nday	\aaine	•• Dr	ico th	nanks to our in	nnort	dutv	etri ioti	ıro							
	•		· .			-				Audi TT <b>2.</b> BN		-	Sirucii	л <del>с</del> .					1		
Caymar		81.36*	2706/6			275	1340	64		265/45 ZR18	1	1	NA	264	NA	1	1	1	1	NA NA	NA
Caymar		92.27* BO	3436/6 3436/6		370 380		1350 1345	64 64	150 150	265/40 ZR19 265/35 ZR20	1	✓ ✓	6.2 NA	283 285	NA NA	1	1	1	1	Nov 13 NA	***** NA
911																					
	O years later,	still one of	the most	desire	ed and	revere	ed spor	tscar	s, on	par with the b	est. 🏻	Agai	nst: F	rice.						100	
			, ,	1						-Type <b>2.</b> Aud				1				-1			
Carrera Carrera	Cabriolet	126.20* 143.32*	3436/6 3436/6	_	390 390	350 350	1380 1450	64 64	135 135	285/35 R19 285/35 R19	1	1	NA NA	289 286	NA NA	1	1	1	1	NA NA	NA NA
Carrera	4	136.10*	3436/6	7/7A	390	350	1430	68	125	295/35 R19	1	/	NA	285	NA	1	1	1	1	NA	NA
Carrera Carrera		147.40* 157.28*	3800/6 3800/6		440 440	400 400	1395 1445	64 68	135 125	295/30 R20 305/30 R20	1	✓ ✓	NA 5.23	304 299	NA NA	1	1	1	1	NA Apr 13	NA ****
	4S Cabriolet	173.85*	3800/6		440	400	1515	68	125	305/30 R20 305/30 R20	1	1	NA	299	NA	1	1	1	1	NA NA	NA
Targa 4		во	3436/6	7/7A	390	350	1430	68	125	295/35 R19	1	1	NA	282	NA	1	1	1	1	NA	NA
Targa 4 Turbo	S	BO 215.11*	3800/6 3800/6	7/7A 7A	440 660	400 520	1445 1595	68 68	125 135	305/30 R20 305/30 R20	1	1	NA NA	296 315	NA NA	1	1	1	1	NA NA	NA NA
Turbo S	3	261.26*	3800/6	7A	700	560	1605	68	135	305/30 R20	1	/	NA	318	NA	1	1	1	1	NA	NA
GT3		209.30*	3799/6	7A	440	475	1430	64	125	305/30 R20	1	✓	NA	315	NA	1	1	1	1	NA	NA

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	Call and Passer San						>		S. Diri area de construente de la Compania de Compania				<u></u>						
		Z			(S)	9	FUEL TANK CAPACITY (IN LITRES)			TRACTION CONTROL	5	SEC)	SPEED (IN KM/H)	₹	ω S				45
	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	က္	l	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	₩ A			ΙĘ	< SYSTEM	S Z		AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS		0	3   _	OVERALL RATING
MODEL NAME		l & H	OF GEARS	MAX TORQUE (IN Nm)	£	동병	\ \ \ \ \			ĕ	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0-100 KM/H (IN			I₽		STEREO	E TESTED	I A
Ž		8	<u>@</u>	K _	Š		NES (S)	SE	IYRE SIZE	₫		💆		동병	<u>&gt;</u>	AIR BAGS			
	PAICE (N LAK		Ö	MAX TC (IN Nm)	×	[8]	温島	155	W		ANTI-LOC BRAKING	8	<u> </u>	ĮŘŽ		M	STEREO		
Θ	ĒZ.	38	ģ	I≨≧	₹	声量	5 4 4 5 7 7 8	BOOT SPACE (IN LITRES)		È	A K	0-	현	₩ M	8	H H	B    =		8
				_					-										
PREN	///=	R /	ı Vı	JI															
					$\widetilde{}$		_	_								_		-	
RIO																		(G	
For: Creates a new	v seament	in India. et	fficient	t diese	l enair	ne. Aga	ainst	t: Ove	erall quality cou	ıld b	e bet	ter.							
Verdict: A decent	~					_							dra Qua	anto				-	
GX	7.06	1173/4	5	104	76.6	1080	46	454	205/70 R15	I -	-	NA	NA	NA	1	-	-   -	NA.	NA NA
GLX	7.37	1173/4	5	104	76.6	1080	46	454	205/70 R15	-	1	NA	NA	NA	1	-	11		
CRDi4 DX	7.63	1248/4	5	189	72	1145	46	NA	205/70 R15	ļ -	-	NA	NA	NA	1	•	11		
CRDi4 LX	7.98	1248/4	5	189	72	1145	46	NA	205/70 R15	-	1	NA	NA	NA	1	-	1 1	′ NA	NA NA
BENI	П				· · · · · ·							la e						*	, t
RENA																			
			_	_	_		_				_				_	_	_		
PULSE																			
For: Good cabin s	pace and v	isibility A	gains	st: Eng	gine re	finemer	nt and	d build	d quality not as	s go	od as	in he c	ther ha	tchbac	ks.			(Parket	- b
Alternatives: 1.																			39
RxE (P)	5.08	1198/3	5	104	76	NA	41	251	NA	-	-	NA	NA	NA	-	1	-   -	N/	NA NA
RxL (P)	6.00	1198/3	5	104	76	NA	41	251	NA	-	-	NA	NA	NA	1	1	/ -		
RxZ (P) RxL DCi	6.70 7.45	1198/3 1461/4	5	104	76 64	NA NA	41	251 251	NA 165/70 R14	-	-	NA 15.2	NA 166	NA 17.1	1	1	/ -		
RxZ DCi	8.10	1461/4	5	160	64	NA	41	251	175/60 R15	1	-	15.2	166	17.1	1	1	\ \ \ \ \		
	0110	1.0.7.	Ů	100	0.	101		201	17 67 66 1116			TOIL	100		Ė	÷		- IVICA	NAME OF THE PERSON OF THE PERS
SCALA																			
For: NA Against:	NA Verdi	ict: NA																	40000
Alternatives: 1.			ıti Suz	uki SX	4 <b>3.</b> N	lissan S	Sunny	<b>y</b>										8	
RxE (P)	8.64	1498/4	5	134	99	1010	41	490	185/70 R14	-	1	NA	NA	NA	1	1	1 -	N/A	NA NA
RxL (P)	9.57	1498/4	5	134	99	1010	41	490	185/65 R15	-	1	NA	NA	NA	1	1	11		
RxL (P) CVT	10.93	1498/4	CVT	134	99	1028	41	490	185/65 R15	ļ -	1	NA	NA	NA	1	1	1 1		
RxZ (P) CVT RxE DCi	12.00 10.05	1498/4 1461/4	CVT 5	134 200	101 86	1028 1085	41	490 490	185/65 R15 185/65 R15	-	1	NA NA	NA NA	NA NA	1	1	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	NA NA	
RxL DCi	10.66	1461/4	5	200	86	1085	41	490	185/65 R15	-	1	NA	NA	NA	1	1	11		
RxZ DCi	11.73	1461/4	5	200	86	1085	41	490	185/65 R15	-	1	NA	NA	NA	1	1	11	' NA	NA NA
FLUENCE				-					V.								, , , , , , , , , , , , , , , , , , ,		
FLUENCE			_	_	_	_	_	_			_	_	_	_					M. Comments
For: Good ride qua																		#	
Verdict: Good alte											rolla A				ra				
Diesel E2	16.52	1461/4	6	240	110	NA	NA	NA	205/60 R16	1	1	12.79	181	13.25	1	1	1 1		
Diesel E4	18.45	1461/4	6	240	110	NA	NA	NA	205/60 R16	1	/	12.79	181	13.25	1	1	1 1	NA NA	NA NA
DUSTER																		ALC:	
For: Handling, ride	quality Ac	ainetı Da	or loo	, cnac	2 0110	lity of pl	lactic	o Vor	diet. A woll o	nair	ooro	d oar a	nd ann	d value	forr	mon	2)./		THE REAL PROPERTY.
Alternatives: 1.			-			-				er igir	ieered	u Car ar	iu good	ı value	101 1	TIOH	∃y.	0	-
Petrol RxE	8.61	1598/4	5	145	104	1740	50		i -	1 -	-	NA	NA	NA	1	-	-   -	NA NA	NA
Petrol RxL	9.70	1598/4	5	145	104	1740	50	475	215/65 R16	i.		NA	NA	NA	1	-	/ -		
DCi85 RxE	10.61	1461/4	5	200	85	1758	50	_		-	-	NA	NA	NA	1	-			
DCi85 Adventure	11.71	1461/4	5	200	85	1758	50	475		-	-	NA	NA	NA	1	-			_
DCi85 RxL	11.78	1461/4	5	200	85	1758 1758	50	475		-	-	NA	NA	NA	1	-	/ -	_	
DCi85 RxL+ O Nav DCi110 RxL+	13.40 13.30	1461/4 1461/4	5 6	200	85 110	1758	50	475 475		-	1	NA 12.46	NA 168.4	NA 12.25	1	1	√ - √ -		
DCi110 Adventure	13.76	1461/4	6	248	110	1781	50	475	215/65 R16	1	1	12.46	168.4	12.25	1	1	1 1		
DCi110 RxZ	14.00	1461/4	6	248	110	1781	50	475	215/65 R16	-	1	12.46	168.4	12.25	1	1	11	Oct	12 ★★★☆
DCi110 RxZ+ O Nav	14.89	1461/4	6	248	110	1781	50	475	215/65 R16	-	1	12.46	168.4	12.25	1	1	1 1	′ NA	NA NA
KOLEOS		ė.							k			-					7 - A	,	
																		-	111
For: NA. Against:			N.III	on V T	ioil														
Alternatives: 1.	1	1				1000	65	AEO	205/60 547			NIA	NIA	NIA	1		1	, NIA	NIA.
Koleos 4x2 MT Koleos 4x4 MT	25.69 28.84	1995/4 1995/4	6	320	150 173	1692 1750	65 65	450 450	225/60 R17 225/60 R17	1	1	NA NA	NA NA	NA NA	1	1	1 1		
Koleos 4x4 MT	29.98	1995/4	6A	360	173	1794	65	450	225/60 R17	1	1	NA	NA	NA	1	1	1 1	_	
	-	-		-			_			-					_			1	

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# GHOST

For: NA. Against: NA. Verdict: NA. Alternatives: 1. Bentley Flying Spur

Antonnativoor ii	Doi lay i iy	ii ig opai																		
Ghost	435.00*	6592/12	8A	780	570	2360	82.5	490	255/50 R19	1	1	NA	250	NA	1	1	1	1	NA	NA
Ghost V-Specification	466.00*	6592/12	8A	780	600	2360	82.5	490	285/35 R21	1	1	NA	250	NA	1	1	1	1	NA	NA
Ghost Extended	490.00*	6592/12	8A	780	570	2420	82.5	490	255/50 R19	1	1	NA	250	NA	1	1	1	1	NA	NA
Ghost V-Spec Extended	520.00*	6592/12	8A	780	600	2420	82.5	490	285/40 R20	1	1	NA	250	NA	1	1	1	1	NA	NA

# WRAITH

For: NA. Against: NA. Verdict: NA.

Alternatives: 1. Bentley Continental GT Speed

Wraith	460.00*	6592/12	8A	800	632	2360	83	470	285/40 R20	1	1	NA	250	NA	1	1	1	1	NA	NA
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# **PHANTOM**

For: Massive presence. Against: Massive presence. Verdict: Out of my way, little man.

Alternatives: 1. Bentley Mulsanne

Alternatives: II	Don they Ivid	aloui ii io																		
Phantom	640.00*	6749/12	8A	720	460	2560	100	460	285/45 R21	1	1	NA	240	NA	1	1	1	1	NA	NA
Phantom Extended	750.00*	6749/12	8A	720	460	2670	100	460	285/45 R21	1	1	NA	240	NA	1	1	1	1	NA	NA
Phantom Coupé	410.00*	6749/12	8A	720	460	2580	100	395	285/45 R21	1	1	NA	250	NA	1	1	1	1	NA	NA
Phantom Drophead	745.00*	6749/12	8A	720	460	2630	80	315	285/45 R21	1	1	NA	240	NA	1	1	1	1	NA	NA

# **SSANGYONG**

For: Space, good quality of interiors Against: Body-roll, spongy brake feel. Verdict: A good pick for those looking for a more

anordable option in	ille segille	III AILEIII	alive	:5. I.	TOYOU	a i Ortui		• 1 OIC	Lilueavoui										7	
RX5 (MT)	21.64	2696/5	5	340	162	2760	78	NA	235/75 R16	-	1	NA	NA	NA	1	1	1	1	NA	NA
RX6 (MT)	22.50	2696/5	5	340	162	2760	78	NA	235/75 R16	-	1	NA	NA	NA	1	1	1	1	NA	NA
RX7 (AT)	24.42	2696/5	5A	402	184	2760	78	NA	235/75 R16	-	1	10.6	NA	6.87	1	1	1	1	Dec 12	****

For: Build quality, high speed stability and ride Against: Service, engine clatter Verdict: Solid car, but let down by a poor engine.

Alternatives: 1.	Ford Flesia	a Z. Hona	a City	<b>3.</b> Hy	undai	verna 4	• VO	ikswa	gen vento									. 3	100	0
Active MPI	8.30	1598/4	5	153	105	1145	50	595	175/70 R14	-	-	11.8	188.5	14.1	1	-	1	- 1	NA	NA
Ambition MPI	9.70	1598/4	5	153	105	1145	50	595	175/70 R14	-	1	11.8	188.5	14.1	1	1	1	-	NA	NA
Elegance MPI	10.40	1598/4	5	153	105	1145	50	595	185/60 R15	-	1	11.8	188.5	14.1	1	1	1	1	Jan 12	****
Ambition MPI AT	10.81	1598/4	6A	153	105	1720	50	595	185/60 R15	-	1	NA	NA	NA	1	1	1	1	NA	NA
Elegance MPI AT	11.50	1598/4	6A	153	105	1720	50	595	185/60 R15	-	1	NA	NA	NA	1	1	1	1	NA	NA
Active TDI	9.79	1598/4	5	250	105	1757	50	595	175/70 R14	-	-	11.9	183.6	17.25	1	-	1	-	NA	NA
Ambition TDI	11.11	1598/4	5	250	105	1757	50	595	175/70 R14	-	1	11.9	183.6	17.25	1	1	1	-	Mar 12	****
Elegance TDI	11.87	1598/4	5	250	105	1757	50	595	175/70 R14	-	1	11.9	183.6	17.25	1	1	1	1	NA	NA

# **OCTAVIA**

For: Loaded with technology, performance, equipment list. Against: Price. Verdict: A genuine D-segmenter loaded with goodies.

Alternatives: 1.	Volkswage	n Jetta <b>2.</b>	Chev	rolet C	Cruze \$	3. Toyo	ta Co	orolla •	<b>4.</b> Hyundai Ela	antra	l								0	
Active 1.4 TSI	16.94	1390/4	6	250	140	1260	55	590	205/55 R16	1	1	NA	NA	NA	1	1	-	-	NA	NA
Ambition 1.4 TSI	18.11	1390/4	6	250	140	1260	55	590	205/55 R16	1	1	NA	NA	NA	1	1	1	1	NA	NA
Elegance 1.8 TSI AT	21.99	1798/4	7A	250	180	1376	55	590	205/55 R16	1	1	NA	NA	NA	1	1	1	1	NA	NA
Active 2.0 TDI	19.14	1968/4	6	320	143	1340	55	590	205/55 R16	1	1	NA	NA	NA	1	1	-	-	NA	NA
Ambition 2.0 TDI	20.34	1968/4	6	320	143	1340	55	590	205/55 R16	1	1	11.14	196.5	13.5	1	1	1	1	Aug 14	****
Ambition 2.0 TDI AT	21.54	1968/4	6A	320	143	1395	55	590	205/55 R16	1	1	NA	NA	NA	1	1	1	1	NA	NA
Elegance 2.0 TDI AT	24.02	1968/4	6A	320	143	1395	55	590	205/55 R16	1	1	9.52	200	12.75	1	1	1	1	Dec 13	****

										T					Т	Т		П		
	(S)	<u>Z</u> ≥			(Salv	F Z Z	TANK CAPACITY RES)			TRACTION CONTROL	N N	0-100 KM/H (IN SEC)	SPEED (IN KM/H)	(JWVL)	SM					9
AME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS		MAX POWER (IN	KERB WEIGHT OF THE VEHICLE IN KG	X O	9 (		8	ANTI-LOCK BRAKING SYSTEM	<u>U</u>		AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS			ALLOY WHEELS		OVERALL RATING
MODEL NAME	ÄŽ	2 2 2 3 3 4	OF G	MAX TORQUE (IN Nm)	POM		FUEL TAN (IN LITRES)	BOOT SPACE (IN LITRES)	IYRE SIZE	JOES .	95	O KA	SPE	AGE NOM	     	AIR BAGS	9	       	E TESTED	TAK
MO	A A A		9	MAX T(	MAX	## H		88	T TRI	HA	ANT BRA	0-10	10 d	A MER	ğ	AIR	STEREO	ALLO	DATE	8
SUPERB																		_		
For: Performance,											A O .		1-1 0				1	*		AB
Verdict: A genuine 1.8 TSI	ely well-equ 24.90	1798/4	ury se 6	edan. 🗗 250	160	1567	<b>6</b> 0	1NISS	an Teana <b>2.</b> A 205/55 R16	udi /	43 <b>3.</b>	Hyuno 9.25	ai Sona   219	ata   11.62	1	1	1	1	Jun 10	****
1.8 TSI AT 2.0 TDI AT	26.42 30.67	1798/4 1968/4	7A 6A	250 320	160 140	1567 1471	60 60	565 565	205/55 R16 205/55 R16	1	1	NA 10.92	NA 198	NA 11.5	1	1	1	1	NA May 09	NA ****
YETI	00.07	1900/4	O/ t	OZO	140	14/1	00	000	200/001110	Ĺ		10.02	150	11.0	Ė	Ť	Ė	÷	1	21/20
For: Space, utility.	Against:	Oddball Id	oks. <b>I</b>	Verdi	ct: Mu	ulti-task	er, of	fers c	omfort of a ca	r and	d cap	ability c	of an SL	JV.						100
Alternatives: 1.	Renault Du	ıster <b>2.</b> N	issan i	Terrand	3. N	1ahindr	a XU\	<b>V</b> 500	4. Chevrolet	Capt	tiva									
Active TDI Ambition TDI	17.22 18.17	1968/4 1968/4	5 5	250 250	110 110	1445 1445	55 55	416 416	215/60 R16 215/60 R16	1	1	11.63 11.63	NA NA	14.1	1	1	1	1	NA NA	NA NA
Ambition TDI 4x4 Elegance TDI 4x4	19.47 21.37	1968/4 1968/4	6	320 320	140 140	1543 1543	60 60	416 416	215/60 R16 215/60 R16	1	1	11.63 11.63	NA NA	14.1 14.1	1	1	1	1	NA Dec 10	NA ****
							00	410	213/00 H10		•	11.03	IVA	14.1	ľ		Ý	•	Dec 10	****
SUZU	IKA	R	A(	CI	N	G														
ATV										M									-	~
For: NA. Against:		lict: NA.																	000	
A24 110	1.76	110/1	Α	NA	7.5	NA	NA	NA	NA x 7	-	-	NA	65	NA	-	-	-	- 1	NA	NA
A54 125 A64 250	1.78 1.93	125/1 250/1	A	NA NA	8.1 17	NA NA	NA NA	NA NA	NA x 8 NA	-	-	NA NA	65 80	NA NA	ŀ	-	-	-	NA NA	NA NA
<b>TATA</b>		<u> </u>	O	1	5															
NANO																			4	
For: Sheer value fo Verdict: A real 'ca			_					-, ,+;	o 900 <b>o</b> Hara	ndai	Eon								A A-	- B
Base	1.82	624/2	4	51	38	600	15	80	155/65 R12	-	-	29.6	106.2	22	1 -	-	-	-	NA	NA
CX LX	2.25 2.55	624/2 624/2	4	51 51	38 38	600 600	15 15	80 80	155/65 R12 155/65 R12	-	-	29.6 29.6	106.2 106.2	22 22	-	-	-	-	NA Apr 09	NA
Twist TX	2.66	624/2	4	51	38	660	15	80	155/65 R12	-	-	29.6	106.2	22	1	-	1	-	NA NA	NA
emax CNG CX emax CNG LX	2.78 3.06	624/2 624/2	4	49 49	32.5 32.5	NA NA	15 15	80	155/65 R12 155/65 R12	-	-	NA NA	NA NA	NA NA	-	-	-	-	NA NA	NA NA
INDICA	5.50	- "E		.5							v		<u> </u>							
For: Reliable and e	fficient dies	sel space	. ecor	nomica	l to ru	n and n	nainta	ain. 🛕	<b>gainst:</b> Refin	eme	ent. bi	uild qua	ality. NVI	H levels	3.					
Verdict: One of th		t cars to c	wn ar	nd run.		rnativ	es:	1. Ch	evrolet Sail U-'			ota Étic	s Liva 🕻	3. Man		uzuk	ki Sv	vift		
eV2 LS CR4 eV2 LX CR4	4.80 5.53	1396/4 1396/4	5	140 140	70 70	1080		217 217	165/65 R14 165/65 R14	-	-		155.6 155.6		1	-	-	-	NA May 11	NA ★★★☆
INDICA VIS		1200, 1	Ė			- 355														
For: Reliable and e		sel, space	, ecor	nomica	l. Aga	ninst:	: Refi	neme	nt, build qualit	y, N\	VH lev	/els.								
Verdict: Easy to o	1	1						U-Va   232		⁄a <b>3.</b>	Maru		1		l e				NIA	NIA
GLX Safire Petrol GVX Safire Petrol	5.17 5.43	1172/4 1172/4	5 5	96 96	65 65	1140 1140		232	175/70 R13 175/65 R14	-	-	NA NA	NA NA	NA NA	F	-	1	-	NA NA	NA NA
LS TDI	5.23	1405/4	5	135	71	1075		217	175/70 R13	-	-	NA	NA	NA	Ŀ	-	-	-	NA NA	NA
LX TDI LS Quadrajet D	5.83 5.84	1405/4 1248/4	5 5	135 190	71 75	1075 1140		217	175/70 R13 175/65 R14	-	-	NA 17.22	NA NA	NA 18	F -	-	-	-	NA NA	NA NA
VX Quadrajet D	6.57	1248/4	5	190	75 75	1140	37	232	175/65 R14	-	1	17.22	NA	18	1	-	1	-	Oct 08	****
VX Tech Quadrajet D	7.01	1248/4	5	190	75	1140	37	232	175/65 R14	-	/	17.22	NA	18	1	-	/	-	NA	NA ]

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Part
Section   Program   Prog
Processor   Proc
Program   Prog
For: NA Against: NA Verdict: NA   Alternatives: 1. Manuti Suzuki Suvit DZre 2. Hyundis Xoent 3. Honda Arnaze 4. Wehindra Verico
For: NA   Against: NA   Verdict: NA   Alternatives: 1.   March   Suzule
For: NA   Against: NA   Verdict: NA   Alternatives: 1.   March   Suzule
For: NA   Against: NA   Verdict: NA   Alternatives: 1.   March   Suzule
For: NA   Against: NA   Verdict: NA
For: NA   Against: NA   Verdict: NA
Alternatives: 1. Man (Suzuki Swift Dire 2. Hyundai Xoent 3. Honda Amaze 4. Mehindra Verito   PRevitorn XM
PRevotron XL
PReviotron XM
PRevotron XT     NA
DF-Tronic XLA  NA  1248/4  5A  200  90  1170  44  400  18566 PH5  V NA  NA  NA  NA  V V V NA  NA  NA  NA
DF-Tronic XMA NA 1248/4 5A 200 90 1170 44 400 185/60 R15 V NA NA NA NA NA NA NA V V V NA NA NA NA NA V V V NA NA NA NA NA NA NA V V V NA
DF-Tronic XTA
## For: Value for money, comfort, space. **Against: Plastic quality. **Verdict: Tata's best sedan yet*  **Alternatives: 1. Meruli Suzuki Swift DZre 2. **Mahndra Verito 3. Toyofa Etios**  **Saffre 90 GLS P
For: Value for money, comfort, space.   Against: Plastic quality.   Verdict: Tata's best sedan yet
Alternatives: 1. Meruli Suzuki Swift D7re 2. Mehnorica Verilo 3. Toyola Elios Safire 90 GLS P 6.65 1368/4 5 116 90 1100 44 460 185/60 R15 14.41 NA 13.5 NA Safire 90 GLS P 6.93 1368/4 5 116 90 1115 44 460 185/60 R15 - V 14.41 NA 13.5 V V Jan 11 ** Safire 90 GEX P 8.43 1368/4 5 116 90 1125 44 460 185/60 R15 - V 14.41 NA 13.5 V - V V Jan 11 ** Safire 90 GEX P 8.43 1368/4 5 116 90 1125 44 460 185/60 R15 - V 14.41 NA 13.5 V - V V Jan 11 ** Safire 90 LS D 6.78 1248/4 5 200 90 1200 44 460 185/60 R15 - V 14.07 167 17.1 V - V V NA Quadrajet 90 LX D 7.40 1248/4 5 200 90 1200 44 460 185/60 R15 - V 14.07 167 17.1 V - V V NA Quadrajet 90 LX D 7.40 1248/4 5 200 90 1200 44 460 185/60 R15 - V 14.07 167 17.1 V - V V NA SUMO  For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling. Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.  Alternatives: 1. Chevrolet Takers 2. Verhindra Bolero Gold GX BS4 8.59 2956/4 5 250 120 1705 65 NA 215/75 R15 - NA NA NA NA V - V NA Movus DICOR X 9.24 2179/4 5 250 120 1705 65 NA 235/70 R16 - NA NA NA NA V - V NA  XENON  For: Dual-purpose utility. Against: Build, ride quality. Verdict: Can be used as a pick-up; avoid unless necessary.  Alternatives: 1. Mainindra Scorpio Getavaey. 2. Isuzu D-Max XFEX 492 NA 2956/4 5 320 140 1900 65 NA 235/70 R16 - NA NA NA NA V - V NA XFEX 492 10.77 2179/4 5 320 140 1900 65 NA 235/70 R16 - NA NA NA NA V - V NA XFEX 492 10.77 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA NA V - V NA XFEX 492 10.91 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA NA V - V NA XFEX 492 10.91 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA NA V - V NA XFEX 492 10.91 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA V - V NA XFEX 494 11.89 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA V - V NA XFEX 494 11.89 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA V - V NA XFEX 494 11.89 2179/4 5 320 140 2170 65
Safire 90 GLS P
Safire 90 GLX P
Safire 90 GEX P  8.43  1388/4  5 116  90 1125  44 460  185/60 R15  -
Quadrajet 90 LS D         6.78         1248/4         5         200         90         1200         44         460         185/60 R15         -         14.07         167         17.1         ✓         ✓         V         NA           Quadrajet 90 LX D         7.40         1248/4         5         200         90         1200         44         460         185/60 R15         -         ✓         14.07         167         17.1         ✓         ✓         Volved         Nov 09         ★★           SUMO           For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling.           Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.           Atternatives: 1. Chewrice! Tavers 2. Mahindra Botero           Gold QX BS4         8.59         2956/4         5         250         84         1705         65         NA         235/70 R16         -         NA         NA         NA         V         -         NA           Movus DiCOR IX         9.24         2179/4         5         250         120         1705         65         NA         235/70 R16         - <td< td=""></td<>
Quadrajet 90 LX D         7.40         1248/4         5         200         90         1200         44         480         185/60 R15         -         ✓         14.07         167         17.1         ✓         ✓         ✓         NA         ××           SUMO           For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling.           Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.           Alternatives: 1. Obevrolet Tavera 2. Mahindra Bolero           Gold GX B84         8.59         2956/4         5         250         84         1705         65         NA         215/75 R15         -         NA         NA         NA         V         ✓         NA           XENON           XENON           XENON           Tor. Dual-purpose utility. Against: Build, ride quality. Verdict: Can be used as a pick-up; avoid unless necessary.           Alternatives: 1. Mahindra Scorpio Getsway 2. Isuzu D-Max           DICOR 4x2         NA         2956/4         5         320         140         1900         65         NA         215/70 R16         -         NA         N
Quadrajet 90 EX D         9.21         1248/4         5         200         90         1210         44         460         185/60 R15         -         ✓         14.07         167         17.1         ✓         ✓         -         ✓         NA           SUMO           For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling.           Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.           Alternatives: 1. Chevrolett Taver a 2, Mathindra Botolero           Gold GX B84         8.59         2956/4         5         250         84         1705         65         NA         235/70 R16         -         NA         NA         NA         A         ✓         ✓         NA           Alternatives: 1. Medindra Scorpio Cetaway 22. Isuzu D-Max           Dicorpi Cetaway 22. Isuzu D-Max           Dicorpi Cetaway 22. Isuzu D-Max           Dicorpi Customers in Mathindra Scorpio Cetaway 22. Isuzu D-Max           Alternatives: 1. Medindra Scorpio Cetaway 22. Isuzu D-Max           Visual Dicorpi Customers in Mathindra Scorpio Cetaway 22. Isuzu D-Max           Visual Dicorpi Customers in Mathindra Scorpio Customers in Mathindra
For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy locks, build quality, interiors, ride and handling.  Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.  Alternatives: 1. Chevrolet Tavera 2. Mahindra Bolero Gold GX BS4
For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling.  Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.  Alternatives: 1. Chevrolet Tavera 2. Mahindra Bolero  Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.  Alternatives: 1. Chevrolet Tavera 2. Mahindra Bolero  Good RX 854 8.59 2956/4 5 250 120 1705 65 NA 235/70 R16 - NA NA NA NA V - V - NA  Movus DICOR IX 9.24 2179/4 5 250 120 1705 65 NA 235/70 R16 - NA NA NA NA V - V - NA  Movus DICOR GX 10.60 2179/4 5 250 120 1705 65 NA 235/70 R16 - NA NA NA NA V - V - NA  XENON  **Terror**  Mahindra Scorpio Getaway 2. Isuzu D-Max  DICOR 4x2 NA 2956/4 5 300 112 1700 65 NA 235/70 R16 - NA 143 NA V - V - NA  XT EX 4x2 10.77 2179/4 5 320 140 1990 65 NA 235/70 R16 - NA NA NA NA V - V - NA  XT EX 4x2 11.89 2179/4 5 320 140 1990 65 NA 235/70 R16 - V NA NA NA NA V - V - NA  **SAFARI**  For: Big, spacious, rides well, mile munching capability Against: Not efficient, build, refinement, body roll.  Verdict: Big, spacious and comfortable, but not nimble, Alternativess 1. Force One 2. Mahindra Scorpio  EX DICOR 4x2 10.91 2179/4 5 320 140 2170 65 981 235/70 R16 - 15.2 159.2 9 V - V - NA  XOX DICOR 4x2 12.69 2179/4 5 320 140 2170 65 981 235/70 R16 - 15.2 159.2 9 V - V - NA  XX DICOR 4x2 11.10 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA V - V NA NA NA NA V - V NA NA NA NA V NA V
For: Practical, spacious, efficient, cheap to own and maintain. Against: Boxy looks, build quality, interiors, ride and handling. Verdict: Good, rugged option for four operators and rural customers. Competition is better, but more expensive too.  Alternatives: 1. Chevrolet Tavera 2. Mahindra Bolero Gold GX RS4
Verdict: Good, rugged option for tour operators and rural customers. Competition is better, but more expensive too.           Alternatives: 1. Chevrolet Tavera 2. Malnindra Bolero           Gold GX BS4         8. 59         2956/4         5         250         84         1705         65         NA         215/75 R15         -         NA         NA         NA         V         -         NA           Gold GX BS4         8. 59         2956/4         5         250         120         1705         65         NA         235/70 R16         -         NA         NA         NA         -         -         NA           Movus DICOR (X)         10.60         2179/4         5         250         120         1705         65         NA         235/70 R16         -         NA         NA         NA         -         -         NA           Amount of Compose utility. Against: Build, ride quality. Verdict: Can be used as a pick-up; avoid unless necessary.           Alternatives: 1. Malnindra Scorpio Getaway 2. Isuzu D-Max           DICOR Ay2         NA         2956/4         5         300         140         1900         65         NA         215/70 R16         -         NA         143         NA         V         -
Alternatives: 1. Chevrolet Tavera 2. Mahindra Bolero
Gold GX BS4 8.59 2956/4 5 250 84 1705 65 NA 215/75 R15 NA NA NA V - V - V - NA Movus DICOR LX 9.24 2179/4 5 250 120 1705 65 NA 235/70 R16 NA NA NA NA V - V - V - NA MA MOVUS DICOR GX 10.60 2179/4 5 250 120 1705 65 NA 235/70 R16 NA NA NA NA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA V - V - V - NA MA MA MA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA MA WA V - V - V - NA MA WA WA V - V - V - NA MA WA WA V - V - V - NA MA WA
Movus DiCOR LX Movus DiCOR (X) 10.60 2179/4 5 250 120 1705 65 NA 235/70 R16 NA NA NA NA V - V - NA NA NA NA NA V - V - NA NA NA NA NA V - V - NA
Movus DiCOR GX
Variable   Variable
## Por: Dual-purpose utility. *Against: *Build*, ride* quality. *Verdict: *Can be used as a pick-up; avoid unless necessary.  ## Alternatives: 1. *Mahindra Scorpio Getaway** 2.* Isuzu D-Max**    DiCOR 4x2
Alternatives: 1. Mahindra Scorpio Getaway 2. Isuzu D-Max  DicOR 4x2 NA 2956/4 5 300 112 1700 65 NA 215/70 R16 NA 143 NA
DICOR 4x2
DICOR 4x2
SAFAR
SAFARI         For: Big, spacious, rides well, mile munching capability Against: Not efficient, build, refinement, body roll.         Verdict: Big, spacious and comfortable, but not nimble. Alternatives: 1. Force One 2. Mahindra Scorpio         EX DiCOR 4x2       10.91       2179/4       5       320       140       2170       65       981       235/70 R16       -       15.2       159.2       9       ✓       -       NA         GX DICOR 4x2       12.69       2179/4       5       320       140       2170       65       981       235/70 R16       -       15.2       159.2       9       ✓       -       NA         VX DICOR 4x2       14.10       2179/4       5       320       140       2170       65       981       235/70 R16       -       15.2       159.2       9       ✓       -       NA       NA         VX DICOR 4x4       15.19       2179/4       5       320       140       2170       65       981       235/70 R16       -       √       15.2       159.2       9       ✓       ✓       NA         SAFARI STORME         For: NA Against: NA Verdict: NA         Alternatives: 1. Force One 2. Mahindra Scorpio
For: Big, spacious, rides well, mile munching capability Against: Not efficient, build, refinement, body roll.  Verdict: Big, spacious and comfortable, but not nimble. Alternatives: 1. Force One 2. Mahindra Scorpio  EX DiCOR 4x2 10.91 2179/4 5 320 140 2170 65 981 235/70 R16 - 15.2 159.2 9 ✓ - ✓ - NA  GX DiCOR 4x2 12.69 2179/4 5 320 140 2170 65 981 235/70 R16 - 15.2 159.2 9 ✓ - ✓ NA  VX DiCOR 4x2 14.10 2179/4 5 320 140 2170 65 981 235/70 R16 - ✓ 15.2 159.2 9 ✓ ✓ ✓ Nov 07 ★★  VX DiCOR 4x4 15.19 2179/4 5 320 140 2170 65 981 235/70 R16 - ✓ 15.2 159.2 9 ✓ ✓ ✓ ✓ Nov 07 ★★  SAFARI STORME  For: NA Against: NA Verdict: NA  Alternatives: 1. Force One 2. Mahindra Scorpio  LX 11.83 2179/4 5 320 140 2170 65 981 235/70 R16 - NA NA NA NA - NA NA NA NA ONA NA NA NA NA NA ONA NA N
For: Big, spacious, rides well, mile munching capability Against: Not efficient, build, refinement, body roll.           Verdict: Big, spacious and comfortable, but not nimble. Alternatives: 1. Force One 2. Mahindra Scorpio           EX DiCOR 4x2         10.91         2179/4         5         320         140         2170         65         981         235/70 R16         -         -         15.2         159.2         9         ✓         ✓         NA           GX DiCOR 4x2         12.69         2179/4         5         320         140         2170         65         981         235/70 R16         -         -         15.2         159.2         9         ✓         ✓         NA           VX DICOR 4x2         14.10         2179/4         5         320         140         2170         65         981         235/70 R16         -         √         15.2         159.2         9         ✓         ✓         Nov 07         ★★           SAFARI STORME           For: NA Against: NA Verdict: NA           Alternatives: 1. Force One 2. Mahindra Scorpio           LX         11.83         2179/4         5         320         140         2170         65         981         235/70 R16         -         N
Verdict: Big, spacious and comfortable, but not nimble. Alternatives: 1. Force One 2. Mahindra Scorpio           EX DICOR 4x2         10.91         2179/4         5         320         140         2170         65         981         235/70 R16         -         -         15.2         159.2         9         ✓         ✓         -         NA           GX DICOR 4x2         12.69         2179/4         5         320         140         2170         65         981         235/70 R16         -         -         15.2         159.2         9         ✓         ✓         NA           VX DICOR 4x2         14.10         2179/4         5         320         140         2170         65         981         235/70 R16         -         15.2         159.2         9         ✓         ✓         Nov 07         ★★           VX DICOR 4x2         14.10         2179/4         5         320         140         2170         65         981         235/70 R16         -         ✓         15.2         159.2         9         ✓         ✓         NA           SAFARI STORME           For: NA Against: NA Verdict: NA           Alternatives: 1. Force One 2. Mahindra Scorpio
EX DICOR 4x2
SAFARI STORME   12.69   2179/4   5   320   140   2170   65   981   235/70 R16     15.2   159.2   9
VX DICOR 4x2       14.10       2179/4       5       320       140       2170       65       981       235/70 R16       -       ✓       15.2       159.2       9       ✓       ✓       ✓       Nov 07       ★★         SAFARI STORME         For: NA Against: NA Verdict: NA         Alternatives: 1. Force One 2. Mahindra Scorpio         LX       11.83       2179/4       5       320       140       2170       65       981       235/70 R16       -       NA       NA       NA       NA       -       -       NA         EX       12.66       2179/4       5       320       140       2170       65       981       235/70 R16       -       NA       NA       NA       NA       -       -       NA         VX 4x2       14.69       2179/4       5       320       140       2170       65       981       235/70 R16       -       NA       NA       NA       NA       V       ✓       V       NA         VX 4x4       16.18       2179/4       5       320       140       2170       65       981       235/70 R16       -       NA       NA       NA       <
VX DICOR 4x4
SAFARI STORME  For: NA Against: NA Verdict: NA  Alternatives: 1. Force One 2. Mahindra Scorpio  LX
For: NA Against: NA Verdict: NA  Alternatives: 1. Force One 2. Mahindra Scorpio  LX
Alternatives: 1. Force One 2. Mahindra Scorpio  LX
Alternatives: 1. Force One 2. Mahindra Scorpio  LX
LX
EX 12.66 2179/4 5 320 140 2170 65 981 235/70 R16 NA NA NA V - V - NA NA VX 4x2 14.69 2179/4 5 320 140 2170 65 981 235/70 R16 NA NA NA NA V V V V NA NA VX 4x4 16.18 2179/4 5 320 140 2170 65 981 235/70 R16 NA NA NA NA V V V V NA
VX 4x2
ADIA
ARIA
For: Gearshift, engine refinement, safety kit. Against: Not enough space optimisation, price. Verdict: Lots of kit, but too expensive.
Alternatives: 1. Toyota Innova 2. Mahindra Scorpio
Pure 4x2   13.59   2179/4   5   320   140   NA   60   NA   235/70 R16   -   ✓   15.38   171   11.6   ✓   -   ✓   -   NA
Pleasure 4x2 15.09 2179/4 5 320 140 NA 60 NA 235/70 R16 - ✓ 15.38 171 11.6 ✓ ✓ ✓ - Sep 11 ★★
Prestige 4x2 17.04 2179/4 5 320 140 NA 60 NA 235/65 R17 - 🗸 15.38 171 11.6 🗸 🗸 🗸 NA
Pride 4x4 18.91 2179/4 5 320 140 NA 60 NA 235/65 R17 ✓ ✓ 15.35 178 10.62 ✓ ✓ ✓ Nov 10 ★★

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l	RUPEES)	OUBIC CAPACITY CC/CYLINDERS	ြဟ		<b> </b> <u>Z</u> .	KERB WEIGHT OF THE VEHICLE IN KG				ΙĘ	K SYSTEM		<del> </del>	<u></u> \( \frac{1}{2}	POWER WINDOWS			Ŋ		OVERALL RATING
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ETIOS LIV	A																		-	
For: Good drivabilit	ty and cabi	in snace	Δαair	et: S	inale v	winer do	nesn'	t clear	n windscreen	nror	nerly d	nuality c	of interio	or plast	ic				No.	
Verdict: Good val	-				_							quality C	) II ILOI I	oi piaot	10.					
1.2 P J		, ,				, ,			,	Jai I I		1404	LNIA	14775	1			-	NIA	NIA
1.2 P G	5.35	1197/4	5	104	80	890	45	251	175/65 R14 175/65 R14	ļ-	-	14.94	NA	17.75	-	-	-	-	NA	NA
1.2 P V SP	5.60	1197/4	5	104	80	900	45	251 251		-	-	14.94	NA NA	17.75	1	-		-	NA Averate	NA
	6.90	1197/4	_	104	80	920	45	_	175/65 R14	-	1	14.94		17.75	1	1	-	/	Aug 11	****
1.5 P TRD Sportivo	7.01	1496/4	5	132	90	925	45	251	185/60 R15	-	1	NA	NA	NA 10	1	1	-	/	NA	NA
D-4D JD	6.68	1364/4	5	170	68	980	45	251	175/65 R14	-	1	17.01	NA	19	1	1	-	-	NA O-t-11	NA
D-4D G D	7.07	1364/4	5	170	68	980	45	251	175/65 R14	-	1	17.01	NA	19	1	1		-	Oct 11	****
D-4D TRD Sportivo	7.70	1364/4	5	170	68	995	45	251	185/60 R15	ļ-	1	17.01	NA	19	1	-		/	NA	NA
D-4D V D SP	8.01	1364/4	5	170	68	980	45	251	175/65 R14	ļ -	/	17.01	NA	19	1	1	1	-	NA	NA
<b>ETIOS CR</b>	nee	A							(c)	100	91 13			*			-		CO THE	
EIIOSUN	USS																			
For: NA. Against	: NA. Verd	dict: NA.																	ENE	
Alternatives: 1.			olo																- B	
1.2 G Petrol	6.44	1197/4	5	104	80	935	45	251	185/60 R15	1 -	-	NA	NA	l NA	1	-	1	/	NA	NA
1.5 V Petrol	8.30	1496/4	5	132	90	950	45	251	185/60 R15	+-	1	NA	NA	NA	1	1	_	/	NA NA	NA
D-4D GD	7.83	1364/4	5	170	68	1015	45	251	185/60 R15	† <u>-</u>	1	NA	NA	NA	1	-	_	/	NA	NA
D-4D VD	8.29	1364/4	5	170	68	1030	45	251	185/60 R15	+-	1	NA	NA	NA	1	1	-	/	NA	NA
D 4D VD	0.23	1004/4	J	170	00	1000	70	201	100/001110			14/1	14/1	14/1	Ľ	Ľ			1471	147.0
ETIOS																				
ETIOO																		_		
																			Management of	- Transition
For: Fuel efficiency	, space, dr	riveability.	Agair	nst: C	uality	of interi	or pla	astics.	Verdict: Go	od v	work h	norse.							0	
For: Fuel efficiency Alternatives: 1.		-	_		-					od v	work ł	norse.							0	
		-	_		-					ood v	work h	norse.	171	17.75	-	-	- 1	- 1	NA	NA
Alternatives: 1.	Skoda Ra	oid <b>2.</b> Mah	nindra	Verito	<b>3.</b> Ma	aruti Su	zuki S	Swift [	DZire	ood v		V	171 171	17.75 17.75	-   <b>/</b>	- 0	_	- 0	NA NA	NA NA
Alternatives: 1. 1.5 P J	Skoda Rap 6.47	oid <b>2.</b> Mah 1496/4	nindra 5	Verito 132	<b>3.</b> Ma	aruti Su 900	zuki S 45	595	)Zire 175/65 R14	-	-	11.57			_	- 0 1	0	_		
Alternatives: 1. 1.5 P J 1.5 P G	Skoda Rap 6.47 6.89	oid <b>2.</b> Mah 1496/4 1496/4	nindra 5 5	Verito 132 132	<b>3.</b> Ma	eruti Su 900 915	zuki 9 45 45	595 595	75/65 R14 175/65 R14	-	- 0	11.57 11.57	171	17.75	1	_	0	0	NA	NA
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP	Skoda Rap 6.47 6.89 8.54	oid <b>2.</b> Mah 1496/4 1496/4 1496/4	nindra 5 5 5	Verito 132 132 132	90 90 90	900 915 930	zuki 9 45 45 45 45	595 595 595 595	175/65 R14 175/65 R14 175/65 R14 185/60 R15	-	- 0 •/	11.57 11.57 11.57	171 171	17.75 17.75	1	1	0 1	0 •/	NA Jan 11	NA ★★★★
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP D-4D JD	Skoda Rap 6.47 6.89 8.54 7.73	1496/4 1496/4 1496/4 1496/4 1496/4	5 5 5 5	Verito 132 132 132 132	90 90 90 90	900 915 930 930	zuki 9 45 45 45 45 45	595 595 595 595 595	175/65 R14 175/65 R14 175/60 R15 185/60 R15		- 0 1	11.57 11.57 11.57 11.57	171 171 171	17.75 17.75 17.75	1	√ √	0 1 1	0 1	NA Jan 11 NA	NA ★★★★ NA
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP D-4D JD D-4D G D D-4D V D SP	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4	5 5 5 5 5	Verito 132 132 132 132 170	90 90 90 90 90 68	900 915 930 930 990	zuki 3 45 45 45 45 45 45	595 595 595 595 595 595	175/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14		- 0 1	11.57 11.57 11.57 11.57 16.18	171 171 171 160	17.75 17.75 17.75 18.75	\frac{1}{\sqrt{1}}	<ul><li>✓</li><li>✓</li><li>O</li></ul>	0 1 1	0 1 1	NA Jan 11 NA NA	NA **** NA NA
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP D-4D JD D-4D G D D-4D V D SP	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4	5 5 5 5 5	Verito 132 132 132 132 170	90 90 90 90 90 68	900 915 930 930 990	zuki 3 45 45 45 45 45 45	595 595 595 595 595 595	175/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14		- 0 1	11.57 11.57 11.57 11.57 16.18	171 171 171 160	17.75 17.75 17.75 18.75	\frac{1}{\sqrt{1}}	<ul><li>✓</li><li>✓</li><li>O</li></ul>	0 1 1	0 1 1	NA Jan 11 NA NA	NA **** NA NA
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP D-4D JD D-4D G D D-4D V D SP  COROLLA	Skoda Raj 6.47 6.89 8.54 7.73 8.16 9.39	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4	5 5 5 5 5 5 5	Verito 132 132 132 132 170 170	90 90 90 90 90 68 68	900 915 930 930 930 990 1005	zuki ( 45 45 45 45 45 45 45	595 595 595 595 595 595 595	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15	-	- 0 1 1	11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160	17.75 17.75 17.75 18.75	\frac{1}{\sqrt{1}}	<ul><li>✓</li><li>✓</li><li>O</li></ul>	0 1 1	0 / /	NA Jan 11 NA NA	NA **** NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39	1496/4 1496/4 1496/4 1496/4 1364/4 1364/4	5 5 5 5 5 5 5	Verito 132 132 132 132 170 170	90 90 90 90 68 68	900 915 930 930 930 990 1005	zuki § 45 45 45 45 45 45 45 45	595 595 595 595 595 595 595	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15	- - - - -	- O V O V	11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75	\frac{1}{\sqrt{1}}	<ul><li>✓</li><li>✓</li><li>O</li></ul>	0 1 1	0 / /	NA Jan 11 NA NA	NA **** NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformanc -segment p	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4	5 5 5 5 5 5 5 5 with th	Verito	90 90 90 90 90 68 68 68	900 915 930 930 990 1005 gainst	20ki \$ 45 45 45 45 45 45 45 45 45	595 595 595 595 595 595 595	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pass 1. Skoda	- - - - -	o v o v	11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75	\frac{1}{\sqrt{1}}	\frac{1}{\sqrt{1}}	0 1	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NA Jan 11 NA NA Oct 11	NA **** NA NA ****
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformance- segment p 13.67	Did <b>2.</b> Mat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 Se, interior a performer v 1794/4	onindra  5  5  5  5  5  5  with th	Verito 132 132 132 132 170 170 de quale Toyol 173	90 90 90 90 90 68 68 ota baca 140	900 915 930 930 990 1005 <b>gainst</b>	45 45 45 45 45 45 45 45 45 45	595 595 595 595 595 595 595 595	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pes: 1. Skoda	Octa	o v o v cular f	11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75 18.75	\( \sqrt{1} \)	✓ ✓ ✓	0 /	0 1 1 1	NA Jan 11 NA NA Oct 11	NA **** NA NA *** NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformancesegment p 13.67 15.66	1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 S e, interior a performer v 1794/4 1794/4	5 5 5 5 5 5 5 6 with th	Verito 132 132 132 130 170 170 de qual 173 173	90 90 90 90 68 68 68 bta bar 140 140	900 915 930 930 930 990 1005 gainst 1180 1180	45 45 45 45 45 45 45 45 45 50	595 595 595 595 595 595 595 470 470	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pes: <b>1.</b> Skoda 195/60 R15	Octa	- O / O / Cullar f	11.57 11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75 18.75	\( \sqrt{1} \)	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1	0 1 1 1	NA Jan 11 NA NA Oct 11  NA NA	NA **** NA NA NA *** NA NA NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D  1.8 J S  1.8 G  1.8 G CVT	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformance-segment p 13.67 15.66 17.14	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 S e, interior a performer 1794/4 1794/4	solution in the second rice with the second rice wi	Verito  132 132 132 132 170 170  de qual e Toyo 173 173	90 90 90 90 90 68 68 68 140 140 140	900 915 930 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230	45 45 45 45 45 45 45 45 45 50 50	595 595 595 595 595 595 595 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pes: 1. Skoda 195/60 R15 195/60 R15	-   -   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 11.57 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75 18.75	\( \frac{1}{3} \)	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1	0 1 1 1 1	NA Jan 11 NA NA Oct 11  NA NA NA NA NA	NA **** NA NA ***  NA NA NA NA NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Deerformance -segment p 13.67 15.66 17.14 17.53	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 S e, interior a performer ( 1794/4 1794/4 1794/4	5 5 5 5 5 5 5 5 5 5 6 With th	Verito  132  132  132  130  170  170  de qual  e Toyo  173  173  173	90 90 90 90 68 68 68 140 140 140	900 915 930 930 990 1005 <b>gainst</b> 1180 1180 1230 NA	45 45 45 45 45 45 45 45 50 50 50	595 595 595 595 595 595 595 595 470 470 470 470	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pess: 1. Skoda 195/60 R15 195/60 R15 195/60 R15	-   -   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -       -       -       -       -       -       -       -       -       -       -         -       -         -         -         -	o o o o o o o o o o o o o o	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Ela NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75	\( \frac{1}{2} \)	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1	0 1 1 - 1 1 1	NA Jan 11 NA NA Oct 11  NA NA NA NA NA NA	NA **** NA NA NA *** NA NA NA NA NA NA
Alternatives: 1. 1.5 P J 1.5 P G 1.5 P V SP D-4D JD D-4D G D D-4D V D SP  COROLLA  For: Good mix of p Verdict: Potent D- 1.8 J S 1.8 G 1.8 G CVT 1.8 GL 1.8 VL CVT	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformance -segment p 13.67 15.66 17.14 17.53 19.24	1496/4 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 S e, interior a performer v 1794/4 1794/4 1794/4 1794/4	5   5   5   5   5   5   5   5   6   CVT	Verito 132 132 132 132 170 170  de qua e Toyo 173 173 173 173	90 90 90 68 68 140 140 140 140 140	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 NA 1270	45 45 45 45 45 45 45 45 50 50 50 50 50	595 595 595 595 595 595 595 595 470 470 470 470 470	75/65 R14 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 excel in any pest: <b>1.</b> Skoda 195/60 R15 195/60 R15 195/60 R15 195/60 R15	oct:	oular for avia 2	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75 18.75 NA. NA. NA. NA. NA. NA. NA. NA. NA. NA.		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1	0	NA Jan 11 NA NA Oct 11  NA NA NA NA NA NA NA NA	NA **** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D:  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI Derformance -segment p 13.67 15.66 17.14 17.53 19.24 15.11	1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1364/4 S e, interior a performer v 1794/4 1794/4 1794/4 1794/4 1364/4	5   5   5   5   5   5   5   5   6   CVT   CV	Verito 132 132 132 132 170 170 de qua e Toyo 173 173 173 173 205	90 90 90 68 68 140 140 140 140 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1180 NA 1270 1230	22Uki ( 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50	595 595 595 595 595 595 595 470 470 470 470 470 470	2Zire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15  excel in any pest: 1. Skoda 195/60 R15 195/60 R15 195/60 R15 205/55 R16 195/65 R15	-   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -       -       -       -       -       -       -       -       -         -         -           -	oular favia 2	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 / / / / / / / /	0 1 1 1 1 1 1 1 1	NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA NA NA NA NA NA NA NA NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI berformanc segment p 13.67 15.66 17.14 17.53 19.24 15.11	5 Did 2. Mai 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1364/4 1794/4 1794/4 1794/4 1364/4 1364/4	5   5   5   5   5   5   5   5   5   6     CVT   6   6   6   CVT   6   6   6   6   CVT   6   6   6   6   CVT   6   6   6   CVT   6   6   6   CVT   6   6   6   CVT   6   CVT   6   CVT   6   CVT   6   CVT   6   CVT   CV	Verito 132 132 132 130 170 170 170 173 173 173 173 205 205	90 90 90 90 68 68 68 bota bacta bacta bacta 140 140 140 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1180 NA 1270 1230 1230	45 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50	595 595 595 595 595 595 595 595 470 470 470 470 470 470	2Zire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15  excel in any pes: 1. Skoda 195/60 R15 195/60 R15 195/60 R15 205/55 R16 195/65 R15	-	- O V V V V V V V V V V V V V V V V V V	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Elai NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA		/ 0 / / / / / /	\( \sqrt{1} \) \( \sq		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39  ALTI Derformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4	5 5 5 5 5 5 5 5 CVT 6 6 6 6 6	Verito  132  132  132  132  132  170  170  173  173  173  173  173  205  205	90 90 90 90 90 68 68 140 140 140 140 140 140 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 NA 1270 1230 1230	zuki (	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15  excel in any pes: 1. Skoda 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15	-   -   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -       -     -     -       -       -       -       -       -       -       -       -       -       -       -       -       -         -       -         -       -         -         -	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Elai NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA		\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI berformanc segment p 13.67 15.66 17.14 17.53 19.24 15.11	5 Did 2. Mai 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1364/4 1794/4 1794/4 1794/4 1364/4 1364/4	5   5   5   5   5   5   5   5   5   6     CVT   6   6   6   CVT   6   6   6   6   CVT   6   6   6   6   CVT   6   6   6   CVT   6   6   6   CVT   6   6   6   CVT   6   CVT   6   CVT   6   CVT   6   CVT   6   CVT   CV	Verito 132 132 132 130 170 170 170 173 173 173 173 205 205	90 90 90 90 68 68 68 bota bacta bacta bacta 140 140 140 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1180 NA 1270 1230 1230	45 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50	595 595 595 595 595 595 595 595 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15	-	- O V V V V V V V V V V V V V V V V V V	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Elai NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA		/ 0 / / / / / /	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J S  D-4D J S  D-4D G  D-4D GL	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39  ALTI Derformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4	5 5 5 5 5 5 5 5 CVT 6 6 6 6 6	Verito  132  132  132  132  132  170  170  173  173  173  173  173  205  205	90 90 90 90 90 68 68 140 140 140 140 140 140 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 NA 1270 1230 1230	zuki (	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470	2Zire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15  excel in any pes: 1. Skoda 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15	-   -   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -       -     -     -       -       -       -       -       -       -       -       -       -       -       -       -       -         -       -         -       -         -         -	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Elai NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA		\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G	Skoda Ray 6.47 6.89 8.54 7.73 8.16 9.39  ALTI Derformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4	5 5 5 5 5 5 5 5 CVT 6 6 6 6 6	Verito  132  132  132  132  132  170  170  173  173  173  173  173  205  205	90 90 90 90 90 68 68 140 140 140 140 140 140 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 NA 1270 1230 1230	zuki (	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470	2Zire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15  excel in any pes: 1. Skoda 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15	-   -   -   -   -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -       -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -     -	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 16.18	171 171 171 160 160 dai Elai NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA		\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY	Skoda Rat 6.47 6.89 8.54 7.73 8.16 9.39 ALTI berformancesegment properties of the segment properties of the segmen	5 Nat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 136	5 5 5 5 5 5 5 5 5 6 CVT 6 6 6 6 6 6	Verito  132  132  132  130  170  170  173  173  173  173  205  205  205	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 1230 1230 1230	45   45   45   45   45   45   45   45	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15	Oct:	Cullar f	11.57 11.57 11.57 11.57 16.18 16.18 ield. NA NA NA NA NA NA NA NA	171 171 171 160 160 dai Elai NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA	\frac{1}{3} \tag{7} \t	\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY  For: Space, comfo	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformancesegment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in	Did 2. Mat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1364/4 1794/4 1794/4 1794/4 1364/4 1364/4	5   5   5   5   5   5   5   5   5   5	Verito  132  132  132  130  170  170  173  173  173  173  205  205  205  205	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 1230 1230 1230 1270	2Ukl \$ 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15	-   -   -   -   -   -   -   -   -   -	Cular f	11.57 11.57 11.57 11.57 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA	171 171 171 160 160 dai Elai NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA	/ / / / / / / / / / / / / / / / / / /	\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY  For: Space, comform of the composition of	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI 0erformanc -segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most c	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4	stand riccional standard riccion	Verito  132  132  132  132  170  170  173  173  173  173  205  205  205  vith ecoffeur of	90 90 90 90 90 68 68 140 140 140 88 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 1230 1230 1230 1270 ent, slicicar in its	2Ukl \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15 205/55 R16		Cular f	11.57 11.57 11.57 11.57 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA	171 171 171 160 160 dai Elai NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA	/ / / / / / / / / / / / / / / / / / /	\frac{1}{3}	\frac{1}{\sqrt{1}}		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY  For: Space, comfort  Verdict: Perhaps  Alternatives: 1.	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cells and accells and accel	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4	stand riccional standard riccion	Verito 132 132 132 132 170 170 173 173 173 173 205 205 205 vith ec	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88 88	900 915 930 930 990 1005 gainst dge. Al 1180 1230 1230 1230 1230 1270 ent, slict car in its	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	2Zire  175/65 R14  175/65 R14  185/60 R15  185/60 R15  175/65 R14  185/60 R15  205/60 R15  195/60 R15  195/60 R15  195/60 R15  195/65 R15  195/65 R15  195/65 R15  205/55 R16	oction a bit is a bit in a bit is a bit in a bit is a bit in a bit	Cular f d	11.57 11.57 11.57 11.57 16.18 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D G  CAMRY  For: Space, comform of the composition of t	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI 0erformanc -segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most c	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4	stand riccional standard riccion	Verito 132 132 132 132 170 170 173 173 173 173 173 205 205 205 205 Vith ecoffeur of	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88 88	900 915 930 930 990 1005 <b>gainst</b> dge. <b>Al</b> 1180 1230 1230 1230 1230 1270 ent, slicicar in its	2Ukl \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	22ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15 195/65 R15 205/55 R16		Cular f	11.57 11.57 11.57 11.57 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA	171 171 171 160 160 dai Elai NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA	/ / / / / / / / / / / / / / / / / / /	\frac{1}{3}	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY  For: Space, comfort  Verdict: Perhaps  Alternatives: 1.  Hybrid	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cells and accells and accel	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4	stand riccional standard riccion	Verito 132 132 132 132 170 170 173 173 173 173 205 205 205 vith ec	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88 88	900 915 930 930 990 1005 gainst dge. Al 1180 1230 1230 1230 1230 1270 ent, slict car in its	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	2Zire  175/65 R14  175/65 R14  185/60 R15  185/60 R15  175/65 R14  185/60 R15  205/60 R15  195/60 R15  195/60 R15  195/60 R15  195/65 R15  195/65 R15  195/65 R15  205/55 R16	oction a bit is a bit in a bit is a bit in a bit is a bit in a bit	Cular f d	11.57 11.57 11.57 11.57 16.18 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J S  D-4D G  D-4D GL  CAMRY  For: Space, comfort  Verdict: Perhaps:  Alternatives: 1.	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformance-segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cells and accells and accel	Se, interior a performer v 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4 186/4	stand riccional standard riccion	Verito 132 132 132 132 170 170 173 173 173 173 205 205 205 vith ec	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 88 88 88 88 88	900 915 930 930 990 1005 gainst dge. Al 1180 1230 1230 1230 1230 1270 ent, slict car in its	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 50 50	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	2Zire  175/65 R14  175/65 R14  185/60 R15  185/60 R15  175/65 R14  185/60 R15  205/60 R15  195/60 R15  195/60 R15  195/60 R15  195/65 R15  195/65 R15  195/65 R15  205/55 R16	oction a bit is a bit in a bit is a bit in a bit is a bit in a bit	Cular f d	11.57 11.57 11.57 11.57 16.18 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J  D-4D J  D-4D G  D-4D G  CAMRY  For: Space, comfort  Verdict: Perhaps:  Alternatives: 1.  Hybrid	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformancesegment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cell Honda Accell 34.98	Did 2. Mat 1496/4 1496/4 1496/4 1364/4 1364/4 1364/4 Se, interior a Derformer v 1794/4 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4	stand ricconduction of the control o	Verito 132 132 132 132 170 170 170 173 173 173 173 205 205 205 205 Vith ec	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 3. 88 88 88 88	900 915 930 930 990 1005 gainst dge. Al 1180 1230 1230 1230 1230 1270 ent, slict car in its oda Sul 1625	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 65 65 65 65 65 65 65 65 65 65 65 65 65	595 595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	2Zire  175/65 R14  175/65 R14  185/60 R15  185/60 R15  175/65 R14  185/60 R15  205/60 R15  195/60 R15  195/60 R15  195/60 R15  195/65 R15  195/65 R15  195/65 R15  205/55 R16	oction a bit is a bit in a bit is a bit in a bit is a bit in a bit	Cular f d	11.57 11.57 11.57 11.57 16.18 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J  D-4D J  D-4D G  D-4D G  D-4D G  CAMRY  For: Space, comfort  Verdict: Perhaps:  Alternatives: 1.  Hybrid  PRIUS  For: Environment	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformancesegment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cell Honda Accell 34.98	Did 2. Mat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/	stand riccion of the control of the	Verito 132 132 132 132 170 170 170 173 173 173 173 205 205 205 205 205 205 205 205 205 205	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 3. Sk 205	900 915 930 930 990 1005  gainst dge. Al 1180 1230 1230 1230 1230 1270  ent, slict car in its oda Su 1625	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 60 60 60 60 60 60 60 60 60 60 60 60 60	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	72/ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 205/55 R16 205/55 R16 205/55 R16 205/55 R16 205/55 R16	operation of the second of the	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 16.18 ield. NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D G D  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D:  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J  D-4D J  D-4D G  D-4D G  CAMRY  For: Space, comfort  Verdict: Perhaps:  Alternatives: 1.  Hybrid  PRIUS  For: Environment  Verdict: Good op	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformanc -segment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most c Honda Act 34.98	Did 2. Mat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/	inindra  5 5 5 5 5 5 5 5 6 CVT 6 CVT 6 6 6 6 6 6 6 f f f f f f f f f f f f	Verito 132 132 132 132 170 170 170 173 173 173 173 205 205 205 205 205 205 205 205 205 205	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 3. Ska 205	900 915 930 930 990 1005  gainst dge. Al 1180 1230 1230 1230 1230 1270  ent, slici car in its oda Su 1625	ZUKI \$ 45 45 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 65 65 66 50 66	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	72/ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 205/55 R16 205/55 R17	oction of the state of the stat	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 16.18 16.18 NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			NA Jan 11 NA NA Oct 11  NA Sept 13	NA **** NA
Alternatives: 1.  1.5 P J  1.5 P G  1.5 P V SP  D-4D JD  D-4D V D SP  COROLLA  For: Good mix of p  Verdict: Potent D-  1.8 J S  1.8 G  1.8 G CVT  1.8 GL  1.8 VL CVT  D-4D J  D-4D J  D-4D J  D-4D G  D-4D G  CAMRY  For: Space, comfort  Verdict: Perhaps:  Alternatives: 1.  Hybrid  PRIUS  For: Environment	Skoda Rap 6.47 6.89 8.54 7.73 8.16 9.39  ALTI berformancesegment p 13.67 15.66 17.14 17.53 19.24 15.11 15.77 17.38 19.28  ort, lavish in the most cell Honda Accell 34.98	Did 2. Mat 1496/4 1496/4 1496/4 1496/4 1364/4 1364/4 1794/4 1794/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/4 1364/	inindra  5 5 5 5 5 5 5 5 6 CVT 6 CVT 6 6 6 6 6 CHadded v e chau	Verito 132 132 132 132 170 170 170 173 173 173 173 205 205 205 205 205 205 205 205 205 205	3. Ma 90 90 90 90 90 68 68 140 140 140 140 140 3. Sk 205	900 915 930 930 990 1005  gainst dge. Al 1180 1230 1230 1230 1230 1270  ent, slict car in its oda Su 1625	ZUKI \$ 45 45 45 45 45 45 45 45 50 50 50 50 50 50 50 50 50 50 50 65 65 65 65 65 65 65 65 65 65 65 65 65	595 595 595 595 595 595 595 595 470 470 470 470 470 470 470 470 470 470	72/ire 175/65 R14 175/65 R14 185/60 R15 185/60 R15 175/65 R14 185/60 R15 175/65 R14 185/60 R15 195/60 R15 195/60 R15 195/60 R15 195/65 R15 195/65 R15 195/65 R15 205/55 R16 205/55 R16 205/55 R16 205/55 R16 205/55 R16	operation of the second of the	- O / / O / O / O / O / O / O / O / O /	11.57 11.57 11.57 11.57 16.18 16.18 ield. 2. Hyun NA NA NA NA NA NA NA NA NA NA NA NA NA	dai Elai NA NA NA NA NA NA NA NA NA	17.75 17.75 17.75 18.75 18.75 18.75 18.75 NA NA NA NA NA NA NA NA NA NA NA NA NA	y y y y y y y y y	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0 1 1 1 1 1 1 1 1 1 1		NA Jan 11 NA NA Oct 11  NA	NA **** NA NA NA *** NA

www.carindia.in AUGUST 2014 CAR INDIA 271

BU	TO'
MODEL NAME	
For: N Verdi 2.0 P N D-4D O D-4D O D-4D N	G GX
For: S and or 4x2 M 4x2 AT 4x2 AT 4x4 M	Spaces, n-road ve T TRD Sp
For: ( Alter	Off-road <b>native</b> s
For: S	NDC Super-lux ct: If yo
V	OL
	INN For: N Verdi 2.0 P N D-4D 0 D-4D 0 TO-4D 0

# inement, ride, handling, performance, space, interior **Against:** Hardly anything.

ery capable machine, tough to fault, Alternatives: 1. Chevrolet Tavera 2. Tata Aria 3. Mahindra Xvlo

	10 0110 1 1 1 1010													.,						
2.0 P VX	15.01	1998/4	5	181	132	1585	55	NA	205/65 R15	-	1	NA	NA	NA	1	1	1	1	NA	NA
D-4D G	12.00	2494/4	5	200	102	1660	55	NA	205/65 R15	-	1	17.5	151.2	12	-	-	- 1	- 1	NA	NA
D-4D GX	13.65	2494/4	5	200	102	1675	55	NA	205/65 R15	-	1	17.5	151.2	12	1	1	-	- ,	NA	NA
D-4D VX	15.89	2494/4	5	200	102	1680	55	NA	205/65 R15	-	1	17.5	151.2	12	1	1	1	1	Aug 05	****
D-4D Z	16.47	2494/4	5	200	102	1700	55	NA	205/65 R15	-	1	17.5	151.2	12	1	1	1	1	NA	NA

# NER

refinement, value for money. Against: Big, cumbersome in city traffic Verdict: You want a combination of off-road ehicle, go for it. Alternatives: 1. Mitsubishi Paiero Sport 2. Ford Endeavour 3. Chevrolet Captiva 4. Nissan X-trail

	, 5																			
4x2 MT	26.56	2982/4	5	343	171	1880	80	NA	265/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA
4x2 AT	27.75	2982/4	5A	343	171	1885	80	NA	265/65 R17	1	/	11.6	179.1	9.12	1	1	1	1	Apr 12	****
4x2 AT TRD Sportivo	28.50	2982/4	5A	343	171	1885	80	NA	265/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA
4x4 MT	28.07	2982/4	5	343	171	1970	80	NA	265/65 R17	1	1	NA	NA	NA	1	1	1	1	NA	NA
				-												-			-	

# RUISER PRADO

credentials, road presence. Against: Price, body roll. Verdict: Its a good off roader with a comfortable ride

s: 1. Volkswagen Touareg 2. Mercedes-Benz M-Class 3. BMW X5 4. Mitsubishi Montero 2982/4 5A 410 173 2380 87 620 265/60 R18 🗸 🗸 109.17 13.2 156

# **RUISER 200**

xurious, smooth, powerful, refined. **Against:** Poor fuel efficiency, expensive to buy and run, old-hat image.

ou can afford one, think of it as a Lexus LX for bad roads! **Alternatives: 1.** Audi Q7 **2.** Mercedes-Benz GL-Class 4461/8 6A 650 265 2725 93 620 285/60 R18 🗸 🗸 10.71 210 5.92 🗸 🗸 🗸 Jul 09

# POI O

For: Beautifully built, great interiors, drivability Against: Cramped rear, some essential features missing. Verdict: Probably the most complete hatchback on sale currently. Alternatives: 1. Maruti Suzuki Swift 2. Hyundai i20 3. Toyota Etios Liva

5.82	1198/3	5	110	75	1033	45	NA	175/70 R14	-	-	16.64	169	15.4	- [	1	-	- 1	NA	NA
6.74	1198/3	5	110	75	1049	45	NA	185/60 R15	-	-	16.64	169	15.4	1	1	1	1	NA	NA
7.04	1198/3	5	110	75	1053	45	NA	185/60 R15	-	1	16.64	169	15.4	1	1	1	1	Mar 10	****
9.20	1197/4	7A	175	105	1140	45	NA	185/60 R15	1	1	10.31	NA	12.87	1	1	1	1	Jul 13	****
7.30	1498/4	5	230	90	1126	45	NA	175/70 R14	-	-	NA	NA	NA	-	1	-	-	NA	NA
8.19	1498/4	5	230	90	1142	45	NA	185/60 R15	-	-	NA	NA	NA	1	1	1	1	NA	NA
8.56	1498/4	5	230	90	1158	45	NA	185/60 R15	-	1	15.03	156.47	17.5	1	1	1	1	Aug 14	****
9.10	1498/4	5	230	90	1168	45	NA	185/60 R15	-	/	NA	NA	NA	1	1	1	1	NA	NA
	6.74 7.04 9.20 7.30 8.19 8.56	6.74 1198/3 7.04 1198/3 9.20 1197/4 7.30 1498/4 8.19 1498/4 8.56 1498/4	6.74 1198/3 5 7.04 1198/3 5 9.20 1197/4 7A 7.30 1498/4 5 8.19 1498/4 5 8.56 1498/4 5	6.74     1198/3     5     110       7.04     1198/3     5     110       9.20     1197/4     7A     175       7.30     1498/4     5     230       8.19     1498/4     5     230       8.56     1498/4     5     230	6.74     1198/3     5     110     75       7.04     1198/3     5     110     75       9.20     1197/4     7A     175     105       7.30     1498/4     5     230     90       8.19     1498/4     5     230     90       8.56     1498/4     5     230     90	6.74     1198/3     5     110     75     1049       7.04     1198/3     5     110     75     1053       9.20     1197/4     7A     175     105     1140       7.30     1498/4     5     230     90     1126       8.19     1498/4     5     230     90     1142       8.56     1498/4     5     230     90     1158	6.74         1198/3         5         110         75         1049         45           7.04         1198/3         5         110         75         1053         45           9.20         1197/4         7A         175         105         1140         45           7.30         1498/4         5         230         90         1126         45           8.19         1498/4         5         230         90         1142         45           8.56         1498/4         5         230         90         1158         45	6.74         1198/3         5         110         75         1049         45         NA           7.04         1198/3         5         110         75         1053         45         NA           9.20         1197/4         7A         175         105         1140         45         NA           7.30         1498/4         5         230         90         1126         45         NA           8.19         1498/4         5         230         90         1142         45         NA           8.56         1498/4         5         230         90         1158         45         NA	6.74         1198/3         5         110         75         1049         45         NA         185/60 R15           7.04         1198/3         5         110         75         1053         45         NA         185/60 R15           9.20         1197/4         7A         175         105         1140         45         NA         185/60 R15           7.30         1498/4         5         230         90         1126         45         NA         175/70 R14           8.19         1498/4         5         230         90         1142         45         NA         185/60 R15           8.56         1498/4         5         230         90         1158         45         NA         185/60 R15	6.74 1198/3 5 110 75 1049 45 NA 185/60 R15 - 7.04 1198/3 5 110 75 1053 45 NA 185/60 R15 - 9.20 1197/4 7A 175 105 1140 45 NA 185/60 R15 ✓ 7.30 1498/4 5 230 90 1126 45 NA 175/70 R14 - 8.19 1498/4 5 230 90 1142 45 NA 185/60 R15 ✓ 8.56 1498/4 5 230 90 1158 45 NA 185/60 R15 -	6.74	6.74	6.74 1198/3 5 110 75 1049 45 NA 185/60 R15 16.64 169 7.04 1198/3 5 110 75 1053 45 NA 185/60 R15 - ✓ 16.64 169 9.20 1197/4 7A 175 105 1140 45 NA 185/60 R15 ✓ ✓ 10.31 NA 7.30 1498/4 5 230 90 1126 45 NA 175/70 R14 NA NA 8.19 1498/4 5 230 90 1142 45 NA 185/60 R15 - NA NA 8.56 1498/4 5 230 90 1158 45 NA 185/60 R15 - ✓ 15.03 156.47	6.74	6.74	6.74	6.74	6.74	6.74

# **VENTO**

For: Space, ride quality, handling and build quality Against: Availability, engine clatter Verdict: A complete sedan

Alternatives: 1.	Alternatives: 1. Honda City 2. FIAT Linea 3. Maruti Suzuki SX4 4. Skoda Rapid																			
1.6 P Trendline	8.47	1598/4	5	153	105	1120	55	NA	175/70 R14	-	1	11.87	186.2	14.1	1	1	1	-	NA	NA
1.6 P Comfortline	9.16	1598/4	5	153	105	1130	55	NA	185/60 R15	-	1	11.87	186.2	14.1	1	1	1	-	NA	NA
1.6 P Highline	10.24	1598/4	5	153	105	1130	55	NA	185/60 R15	-	1	11.87	186.2	14.1	1	1	1	1	Oct 10	****
TSi Highline DSG	11.37	1197/4	7A	175	105	1178	55	NA	185/60 R15	-	1	11.68	177.3	12.5	1	1	1	1	Dec 13	****
1.6 TDi Trendline	9.95	1598/4	5	250	105	1190	55	NA	175/70 R14	-	1	11.94	183.6	17.25	1	1	1	-	NA	NA
1.6 TDi Comfortline	10.78	1598/4	5	250	105	1220	55	NA	185/60 R15	-	1	11.94	183.6	17.25	1	1	1	-	NA	NA
1.6 TDi Highline	11.61	1598/4	5	250	105	1220	55	NA	185/60 R15	-	1	11.94	183.6	17.25	1	1	1	1	Dec 10	****

MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY IN CC/CYLINDERS	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT OF THE VEHICLE IN KG	FUEL TANK CAPACITY (IN LITRES)	1551	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
JETTA																				
For: Impeccable bu	uild quality,	steering re	espor	ise, st	ability a	and sus	spens	sion A	<b>gainst:</b> Sligh	ntly e	expen	sive						000	0	-
Verdict: Makes tre	emendous	sense for	India .	Alter	nativ	es: 1.	Skoc	la Oct	avia <b>2.</b> Toyota	a Co	rolla A	Altis 3.	Chevro	let Cruz	ze					
1.4 TSi Trendline	17.24	1390/4	6	200		1445		527		-	1	11.57	NA	11.25	1	1	1	1	NA	NA
1.4 TSi Comfortline	19.28	1390/4	6	200	122	1445		527	205/55 R16	-	1	11.57	NA	11.25	1	1	1	1	Aug 12	****
2.0 TDi Trendline 2.0 TDi Comfortline	19.05 20.89	1968/4 1968/4	6	320 320	140	1445 1445	55 55	527 527	205/55 R16 205/55 R16	1	1	NA NA	NA NA	NA NA	1	1	1	1	NA NA	NA NA
2.0 TDi Highline	22.94	1968/4	6	320	140	1445	55	527	205/55 R16	1	1	NA	NA	NA	1	1	1	1	NA	NA NA
2.0 TDi Highline DSG		1968/4	6A	320	140	1460		527	205/55 R16	1	1	10.54	205	14.25	1	1	1	1	Oct 11	****
<b>VOLV</b>																				
AOLA																				
V40 CROS	<u>e co</u>	LINITE	$\overline{\nabla}$					_												
V40 ChO3	3 00	ONIF	1 I															_		
For: Safety, interiors						-												9	A.	100000
Verdict: Good opt	tion if you d	don't want	some	ething	Germa	n. Alte	erna	tives	<b>1.</b> Audi Q3	2. \	/lerce	des-Be	enz B-C	lass 3.	BM	WX	1	1	-	
D3	42.38	1984/5	6A	350	150	1607	60	335	225/50 R17	1	1	9.48	200	11	1	1	1	1	Aug 13	****
S60																			113	
	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_			
For: Handling, ride															_	0.		1	8 /6	A
Verdict: Good loo		1								-		1	1	1					11 10	
D4 Kinetic D4 Summum	41.10 46.99	1984/5 1984/5	6A 6A	400	163 163	1665 1665			215/50 R17 235/40 R18	1	1	10.16	NA NA	11.25	1	1	1	1	May 12 NA	***** NA
D5	50.84	2400/5	6A	440	215	1680		380	235/40 R18	1	1	NA	NA	NA	1	1	1	1	NA NA	NA NA
D5 Polestar	52.09	2400/5	6A	470	230	1680		380	235/40 R18	1	1	NA	NA	NA	1	1	1	1	NA	NA
000			_								_									
S80																				
For: Build quality, s.	afety. Aga	inst: Fue	l effici	ency, I	brand :	appeal.	Ver	dict:	Good looking	1, SO	lidly b	uilt luxu	ıry car.					1		
Alternatives: 1.	Audi A6 <b>2.</b>	BMW 5 9	Series	<b>3.</b> Me	ercede	s-Benz	E-C	lass 4	Jaguar XF											
D4	56.48	1984/5	6A	400	163	1606	70	480		1	1	10.31	NA	10.25	1	1	1	1	May 12	****
D5	61.09	2400/5	6A	440	215	1643	70	480	225/50 R17	1	1	8.10	NA	10.75	1	1	1	1	NA	NA
D5 Polestar	62.34	2400/5	6A	470	230	1643	70	480	225/50 R17	1	/	NA	NA	NA	1	<b>✓</b>	1	1	NA	NA
XC60											la o						et e e		4	
			6 1				01					0 1								
For: Best looking V												Good	value to	or mone	ey.					
Alternatives: 1.																		- 1		1
D4 Kinetic D4 Summum	54.68	1984/5	6A	400	163	1811 1820	70	495	235/65 R17 235/60 R18	1	1	NA NA	NA NA	NA NA	1	1	1	1	NA NA	NA NA
D5 AWD	61.09 65.65	1984/5 2400/5	6A 6A	440	163 215	1840	70 70	495 495		1	1	9.5	197.7	10	1	1	1	1	NA Jan 11	NA ****
D5 AWD Polestar	66.90	2400/5	6A		230	1840	70	495	235/60 R18	1	1	NA	NA	NA	1	1	1	1	NA	NA
										-	U) (2	A							alt	
XC90																				112.
For: Powerful, built	like a tank	, added sa	afetv.	Agair	ıst: ⊣	eavv or	n gas	. date	d looks. <b>Verd</b>	lict:	A ac	od alte	mative	to the (	Germ	nans	S			
Alternatives: 1.			-	_			. 900	,			90	Ju dito							6 6	
D5 AWD	73.23	2400/5	6A	420		2196	68	530	235/65 R17	1	1	10.94	194.7	6.75	1	1	1	1	Apr 08	****
D5 AWD Polestar	74.48	2400/5	6A		210	2196		530		1	1	NA	NA	NA	1	1	_	1	NA	NA

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# **BLUEPRINT TO SUCCESS**

It's a rarity to see a concept make it to production almost unchanged. Car India showcases nine concept car success stories which stayed true to their original character Maybe not, but this lot gave it a good go

# **Aston Martin Cygnet**



Aston Martin unveiled pictures of their luxury commuter concept car, the Cygnet, in December 2009, stating that they hoped the Toyota iQ-based machine would become a production reality. Sure enough, less than a year later it was confirmed as an addition to the manufacturer's line-up of GT and supercars at Aston's Gaydon plant.

# **BMW i8**



The BMW i8 was first introduced as the BMW Concept VisionEfficientDynamics at the 2009 Frankfurt Motor Show. It had a silly name, butterfly doors and housed a three-cylinder engine with a pair of electric motors; not something you could associate with the German automobile marque. Fast forward a few years, and it seems that the preview was actually a facsimile and the BMW i8 was unveiled at the 2013 Frankfurt Motor Show.

## **Chevrolet Camaro**

Few concepts have the benefit of a film to launch them, and even fewer are takes on an old classic of the golden years of American muscle. Enter the Chevy Camaro. The Camaro's comeback was met



with some disdain as it replaced the VW Bug as the vehicle of beloved Autobot, Bumblebee, in the film version of the animated series, "The Transformers'. It eventually won the hearts of carlovers and revived the rivalry with Ford's Mustang.

## Citroën DS5



It was as early as 2005 that the automobile world first got wind of Citroën's desire to showcase a new, premium-feel grand tourer. The driving position of the DS5 was inspired by aerospace technology and was designed to resemble an aircraft's cockpit. Although Peugeot and Citroën shared the platform and principal components for their automobiles, it took another seven years to see the DS5 emerge as a production car.

# **Ford GT**



In 1995 Ford used the Detroit Auto Show to display their GT90

concept, designed as a spiritual successor to the famous GT40. That car never caught on, but a later concept, shown at the 2002 show, did and resulted in 4,038 examples of the Ford GT supercar, being built between 2004 and 2006. Modernising a classic like the GT40 race car was nothing new, but it just made perfect sense for Ford to celebrate their centennial milestone with something like the GT.

# **Nissan GT-R**



Six years elapsed between Nissan first showing a concept of their Skyline replacement to the GT-R finally being put into production. So long was the car in development that there was, in fact, time for two concepts, with the latter, known as the GT-R Proto, shown at the 2005 Tokyo Motor Show. The Nissan GT-R – three letters, one monster of a car.

# Porsche 918 Spyder



The words supercar and hybrid don't sound like a likely combo. Add the Porsche name and you're nearing pigs-fly statements. Porsche's 918 Spyder hybrid supercar started life as a concept at the 2010 Geneva Motor Show. The

company asked potential customers to sign a letter of interest to gauge reaction to the 33.3 km/l machine. Now confirmed for production, it costs Rs 6.85 crore approx (£6,72,000). Need we say more?

Compiled by: Sayem Parvez Syed

# **Range Rover Evoque**

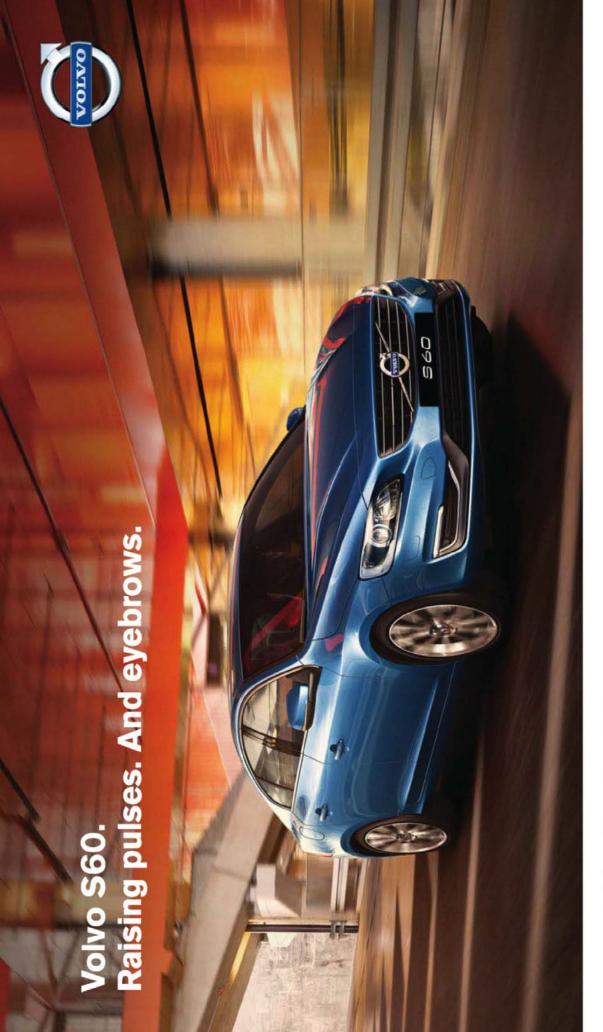


The Land Rover LRX concept was the preview to the Evoque: a car Land Rover design chief Gerry McGovern described as a compact luxury crossover. It went down rather well. The only uncertainty at Land Rover was how much of the three-door LRX's lovely lines would actually make it to the street. When the Evoque was finally launched in 2011, such was the demand that Land Rover managed to sell 80,000 units within a year.

# **Volkswagen Beetle**



The 1994 Beetle concept was designed in California and shown at the 1994 North American Auto Show. The public reacted so favourably that VW put the model, based on the platform of the Golf, into production. It went on sale in 1998. After a generation upgrade in 2011, talk around the town is that VW have plans to develop a new Beetle again come 2015.



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