



JAGUAR F-TYPE COUPÉ ■ BMW 3 SERIES GT ₹ 125.00

# car

www.carindia.in

Volume 9 | Issue 008 | March 2014

India

**EXCLUSIVE  
FIRST DRIVE**

**McLAREN P1**

Flat out in the supercar  
that redefines speed



# AWESOME AUTOS

*We drive ten of the best automatic cars*



HYUNDAI  
SANTA FE



EXCLUSIVE  
BMW i8

MARUTI  
CELERIO



**TESTED**

Porsche Panamera ■

Honda City ■

Audi Q5 ■



**FEATURES:** AUTO EXPO 2014 ■ AUDI DRIVING EXPERIENCE



BE THE FORCE



www.forceone.co.in







**FORCE**  
MOTORS  
Personal Vehicles Division

# TOWER OVER THE REST FOR JUST RS. 8.99 LACS\*

**3 NEW VARIANTS** - EX, SX & LX with stunning looks, spacious interiors & 3 row airconditioning.



Follow us on:    

**Available in 4X4 and ABS with EBD**

\*Ex-showroom price of EX model. Terms and conditions apply. Accessories shown may not be part of standard equipment



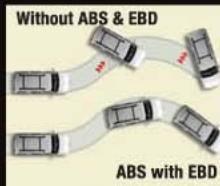
Spacious Seating



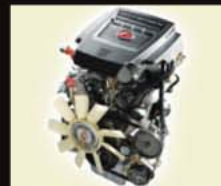
4WD- Electronic Shift & Limited Slip Differential



Three Row Airconditioning



Anti-lock Brake System with Electronic Brake Distribution



Powerful & Reliable Mercedes Licenced Engines



Ride & Handling Tuned By Lotus Engg. UK



# SONY

## ENJOY SCREEN MIRRORING AND VOICE CONTROL



**XAV-712BT** (In-Car AV Centre)  
7" Touch Screen Multimedia Receiver  
**MRP Rs. 33,990/-**

Also available

**XAV-612BT** (In-Car AV Centre)  
6.1" Touch Screen Multimedia Receiver  
**MRP Rs. 30,990/-**



### MIRRORLINK CONNECTIVITY

Access and control your smartphone content and apps via your car visual head unit

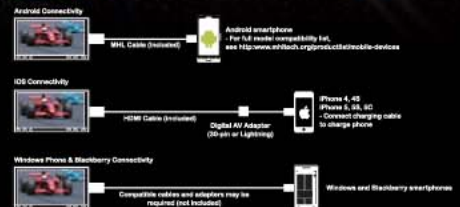


**MirrorLink**

### MHL/HDMI INTERFACE **NEW!**

The MHL/HDMI interface recognises digital video and audio input from compatible smartphones.

**HDMI MHL**



### APP REMOTE VERSION 2.0

#### Voice Control **NEW!**

Voice control enables you to operate basic functions using voice commands, including navigation, music, video and phonebook apps on your smartphone.



Compatible with Android™

#### Auto Read Out Of Incoming Messages **NEW!**

Incoming SMS, Facebook, Twitter, calendar, RSS and other info from your smartphone can be automatically read out.



Compatible with Android™

#### Two-way Music Control

App Remote unifies car audio music and smartphone (Android & iPhone) apps, and enables you to safely control either from your car audio or smartphone.



Compatible with Android™

Apple iPod iPhone

#### Sound Settings on Smartphone Remote Screen **NEW!**

Detailed sound settings are now available, including manual adjustments of Listening Position (time alignment).



Compatible with Android™

Apple iPod iPhone

New Sony In-Car AV Centre Head Units range starts from MRP Rs. 16,990/- onwards.



Buy only from authorised Sony Channel, with original bill and warranty card.

\*MRP inclusive of all taxes. Quoted MRP is for 1 unit of the product. Accessories shown are not a part of the standard equipment. Images shown are simulated. For sales and service queries, call 1800-103-7799 (Toll Free from all landline & mobile phones) or e-mail us at: [sonyindia.care@ap.sony.com](mailto:sonyindia.care@ap.sony.com) or visit us at [www.sony.co.in](http://www.sony.co.in)



# Contents

MARCH 2014

THIS MONTH'S STORIES AT A GLANCE

## REGULARS

- 6 WELCOME
- 8 BULLETIN - AUTO EXPO SPECIAL
- 40 INBOX
- 42 EMISSION ZERO
- 44 BOSCH TECHNO BIBLE
- 131 THE GOOD, THE BAD AND THE UGLY
- 162 TRAILING END

## FEATURES

- 84 **AUDI DRIVING EXPERIENCE**  
We drive the R8 V10 at the legendary Nurburgring
- 108 **SKODA OCTAVIA TRAVELOGUE**  
A 3,500-km drive in the 2.0 TDI variant of the Czech notchback
- 112 **SHELL ECO-MARATHON**  
Four Indian teams in a quest to make the most fuel-efficient car

# 50

**BMW i8**

Exclusive drive of the futuristic hybrid sports car with a kidney grille

## TESTS

- 88 PORSCHE PANAMERA DIESEL
- 96 AUDI Q5 3.0 TDI S-LINE
- 102 HONDA CITY i-VTEC VX MT & CVT

## FIRST DRIVES

- 72 BMW 3 SERIES GT
- 76 JAGUAR F-TYPE R COUPÉ

## MOTOR SPORT

- 116 FORMULA 1 PREVIEW
- 124 WRC SWEDEN
- 126 NEWS



- 46 **MARUTI SUZUKI CELERIO**  
We drive India's first hatchback with an automated manual transmission



- 60 **HYUNDAI SANTA FE**  
We experience the latest Korean SUV in Kochi

# 64

**MCLAREN P1**

An exclusive drive in the hypercar at the Sakhir circuit in Bahrain





# KENWOOD



## STAY CONNECTED DRIVE CONNECTED



YOUR SMARTPHONE + DNN9330BT

**A PERFECT  
WI-FI CONNECTION**



BUILT-IN GARMIN AND NAVTEQ MAPS

**THE MOST RELIABLE  
NAV-SOLUTION**

PRESENTING THE REVOLUTIONARY **DNN9330BT**

- the Network Navigation System from **KENWOOD**

With a high resolution 7" touchscreen, in-built Wi-Fi, Bluetooth and Navigation

**IT MAKES THE PERFECT ENTERTAINMENT PACKAGE FOR YOUR CAR!**

**NIPPON**

**NIPPON AUDIOTRONIX LTD**

D-8, SECTOR-X, G.B. NAGAR, NOIDA-201301 U.P. (INDIA)

TEL: 0120-2555555, 4266100, FAX: 0120-2527967

E-mail: sales@nipponaudio.com

Customer Care Number: 1800 1800 080

KENWOOD HOME PAGE (Worldwide) <http://www.kenwood.com>  
(India) <http://india.kenwood.com>

Kenwood follows a policy of continuous advancement in technical development. For this reason, specifications may be changed without notice.

iPod/iPhone is a trademark of Apple Inc., registered in the U.S. and other countries.



Scan the QR code from your smartphone



# Editor's Letter

## The Best to Date

The automobile industry witnessed a lot of activity before and during the recent 12th Auto Expo. The Hyundai Xcent was the first car to be launched on the fourth of February, one day before the first Press Day. The Xcent is the first sub-four-metre sedan from Hyundai and it is based on the Grand iro platform. With the launch of the Xcent, Hyundai have completed their small car line-up. The action at the Auto Expo was not limited to the affordable segment as quite a few premium cars were also launched.

This year's Auto Expo was the best I have attended to date, one that can stand comparison with any international motor show. The Society of Indian Automobile Manufacturers (SIAM) must be

congratulated for putting up an excellent show; right from the accreditation process for the Press passes, which were delivered to our office in Pune, to keeping out unwanted crowd on the Press Day. It was easy to get our work done without being jostled or pushed around.

This month we have an in-depth report on the Auto Expo and a full road test of the Honda City AT/MT petrol and the Porsche Panamera. The latest excise duty cuts should give some welcome breathing space to the industry. Let us hope that they are continued beyond June 2014.

**ASPI BHATHENA**  
EDITOR



## Why we are unique/different

- Unlike other automobile magazines, *Car India* is devoted cent per cent to CARS, SUVs and MUVs. 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 eight years. Not a single wrong one!



*Car India* Magazine, 401-B, Gandhi Empire, 5th Floor, 2 Serene Estate, Kondhwa Road, Pune 411 040. INDIA  
Tel: +91-20-32930291/2 Fax: +91-20-26830465 carindia@nextgenpublishing.net

Editor Aspi Bhathena  
Copy Editor Deepak Upadhye

Correspondents

Ravi Chandnani, Gaurav Nagpal

Staff Writers and Reporters

Shridhar Chari, Piyush Sonsale,  
Jim Gorde, Rommel Albuquerque,  
Harket Suchde, Sayem Parvez Syed

Editorial Contributor

Navroze Contractor

Art Director Ramnath Chodankar

Senior Designer Ravi Parmar

Designers Varun Kulkarni, Santosh Wadhai,  
Shajib Shamim

Senior Photographer Sanjay Raikar

Picture Agencies DPPI, Corbis

Production Executive Dinesh Bhajinik

Creative Director & Head Production

Atul Bandekar

EDITORIAL ADVISORY BOARD

Phil McNamara, H S Billimoria,

Sam Katgara, Aspi Bhathena

PUBLISHER Marzban Jasoomani

MARKETING HEAD OFFICE

Next Gen Publishing Ltd.

2nd Floor, C Wing, Trade World,

Kamala Mills Compound, Senapati Bapat Marg

Lower Parel (W), Mumbai 400013, India.

Tel + 91 22 43525252 Fax + 91 22 24955394

SUBSCRIPTION SUPERVISOR Sachin Kelkar

Tel + 91 22 43525220 Fax + 91 22 24955394

E-mail: subscriptions.nextgenpublishing.net

Apple Newsstand & Magzter Queries:

help@magzter.com

Zinio Subscriptions Queries:

http://in.zinio.com/help/index.jsp

For Pocket Mags Queries: help.pocketmags.com

REGIONAL MARKETING OFFICES

Next Gen Publishing Ltd.

26-B, Ground Floor, Okhla Industrial Estate,

Phase III, New Delhi 110 020, India

Tel +91 11 4234 6600 / 6678

Fax + 91 11 42326679

Unit No. 509, 5th Floor 'B' Wing, Mittal Towers,

MG Road, Bengaluru 560 001,

India Tel + 91 80 66110116/17

Unit No. 20, 3rd Floor, Modern Towers, No. 35/23

West Cott Road, Royapettah, Chennai 600 014,

India Tel + 91 44 39149889

Fax + 91 44 39149892

305, 3rd Floor, AEON Complex

Near Angira Society, Vijay Cross Roads

Navrangpura, Ahmedabad 380 009, India

Tel +91 79 26405061/2/3

Richard G.C., Territory Sales Incharge

(Circulation), Hyderabad, India

Tel + 91 9949217127

Vidyasagar Gupta, Territory Sales Incharge,

(Circulation), Kolkata 700 035, India

Tel + 91 09804085683

*Car India* is a licensee product of Bauer Consumer Media Ltd., UK. Views and opinions expressed in the magazine are not necessarily those of Next Gen Publishing Ltd. Next Gen Publishing does not take responsibility for returning unsolicited manuscripts, photographs or other material. All material published in *Car India* is copyright and no part of the magazine may be reproduced in part or full without the express prior written permission of the publisher. Printed by Marzban Jasoomani Next Gen Publishing Ltd., Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013. Published by Marzban Jasoomani on behalf of Next Gen Publishing Ltd., Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013. Printed at Kala Jyoti Process Pvt. Ltd., 1-1-60/5 RTX Roads, Hyderabad - 20. Published at Next Gen Publishing Ltd., Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013.

Editor - Aspi Bhathena Member - 

**NEXT GEN**  
PUBLISHING



# Sell your old car before you buy a new SUV.

OLX.in, India's No.1 Marketplace  
for used cars.



CLICK



UPLOAD



SELL



Download the free OLX mobile app.



**POST A  
FREE AD**

**Bech de**  
www.olx.in



# Bulletin

AUTOMOTIVE NEWS FROM ALL OVER THE WORLD

## GLITZY AFFAIR

The 12th edition of Auto Expo was one of the best shows to date. New cars, future cars and scintillating concepts dazzled the floors of the India Expo Centre, Noida. We were there to witness the start of good times

### AUDI

INDIA'S NUMBER ONE LUXURY car brand Audi came to Auto Expo with a very important car – the A3 sedan. This new sedan, which is smaller than the A4, will elevate the company to new heights as it is going to be priced very aggressively in the Indian market. Expected launch is by mid-2014. Along with this big news, Audi also had the recently launched coupé, the RS7, on display. However, it was the A3 Cabriolet that stole the show at the Audi stand. Audi plan to sell this convertible in India as a CBU. The famous Quattro Concept was also present to add some glamour to the already glitzy line-up. Other cars on display included the Q SUVs, the beautiful R8 V10 and the cute sports car, TT. Audi also displayed the ultra-luxurious A8 L, which attracted a lot of attention from potential clients. Finally, there was the R18 e-tron quattro LMP racer, perfect eye candy for everybody.



▲ The A3 Sedan - Audi's next big car for India

◀ It looks gorgeous and will be coming to India - the A3 Cabriolet

▶ That is the Le Mans winning R18 e-tron quattro LMP racer



**Sell your old car before you buy a new car.**

**OLX.in, India's No.1 Marketplace.**

Download the free OLX mobile app.



POST A FREE AD



CLICK



UPLOAD



SELL



Bech de  
www.olx.in





## BMW

THE BAVARIANS WERE ALSO present with some of their best products. First in line was the simple and elegant 3 Series GT, which was launched at the show carrying a tag of Rs 42.75 lakh (ex-showroom). Apart from the 3 Series GT, BMW also showcased the next-generation X5 and the gorgeous performance coupé, M6 Gran Coupé. However, the main star at the BMW stand was none other than the ultra-modern sports car, the i8, which was unveiled by master-blaster Sachin Tendulkar. The i8 will go on sale in India later this year and will be imported as a CBU. Alongside the main stand, BMW's small car brand, MINI, also had a cute corner where the only new car on display was the JCW or John Cooper Works car. We were expecting to see the new MINI at the Expo, but it just wasn't there. The company will launch the new MINI in India later this year.



▲ BMW's soul stirring M6 Gran Coupé

☑ That is the i8 posing with Sachin Tendulkar and Philipp von Sahr, President BMW Group India

☑ MINI John Cooper Works car



## FIAT

THE ITALIANS CAME TO THE EXPO WITH THREE new cars, but the star at their stand was a crossover based on the Punto platform. FIAT call this concept crossover the 'Avventura', which has a rugged mini SUV look. It features body cladding, a butch front bumper and a tailgate-mounted spare wheel and functional roof rails. Along with the concept, FIAT also displayed the facelift Linea that will soon go on sale in India. For the fashionista speed freaks, FIAT had a big surprise. The company showcased the hot 500 Abarth that is also going to be a part of the company's Indian line-up.

☑ FIAT's off-roading hatch is quite an interesting subject

☑ Racer boy dream comes true - the Abarth 500



**DOWNLOAD THE OLX MOBILE APP TO SELL ON THE GO.**

OLX.in, India's No.1 Marketplace.

Download the free OLX mobile app.



POST A FREE AD



CLICK



UPLOAD



SELL



Bech de  
www.olx.in



## FORD

AFTER A VERY LONG WAIT, FORD FINALLY showcased the new Fiesta in India and soon it will be seen in Ford dealerships across the country. The new Fiesta has a racier exterior design, although much of the interior and powertrain have been carried over from the earlier model. However, the main attraction at the Ford stand was the Figo sedan concept, featuring a very smart design that looked production-ready. The company says that it will take some time before the Figo sedan concept becomes a reality. Finally, there was the 2014 Figo with Wi-Fi connectivity, a feature that is a first in this segment. Ford also had their entire line-up on display.



Finally Ford, you realised our need for the new Fiesta

Ford's tease is too much too resist. Please make it soon Ford



The GM Adra looks much more pleasing than the model

## GENERAL MOTORS

WE'VE BEEN WAITING FOR ages for the new Beat to show up in India and GM finally announced it at the Auto Expo. The new Beat is basically the same car as earlier, but it now has a sharper exterior design especially up front. GM also showcased a compact SUV concept, called the Adra, that was designed entirely by the firm's Indian designers at GM's technical centre in Bengaluru. GM want to establish themselves in the

growing compact SUV segment and intend to do so with the Adra concept. Size-wise, the Adra is on par with the Renault Duster, which is seen as its main rival. Will the Adra become a reality? Well, that is yet to be seen. Along with the Adra concept, GM also displayed their supercharged muscle car, the Camaro ZL1. The latest generation Corvette Z06 was also there adding glamour to the GM stand.

## HONDA

JAPANESE GIANT HONDA CAME to the Expo with two very interesting cars that will soon be available in the Indian market. These two cars are the new Jazz and the much-talked-about MPV, Mobilio. The new Jazz is based on a new platform and much of it will be made in India, meaning the price is going to be highly competitive. The Mobilio will also be made in India and will be priced in the same price bracket as the Maruti Ertiga, which is seen as its main rival. Apart from these two interesting propositions, Honda had a compact SUV concept, called the XS-1, which looked quite promising. However, there are no details



about the viability of its production for now. Honda also announced the new Accord Hybrid, which is aimed straight at the Toyota Camry Hybrid that was launched last year. The star at Honda stand, however, was the NSX Concept. It is a dream of every sports car lover and we hope that it soon becomes a reality and comes to India.

We drove it last year in Japan, it's time we drove it in India. Honda are you listening?

XS-1, Honda please build it and put a smile on our face



**SELL YOUR OLD CAR TO UPGRADE TO A NEW SEDAN.**

OLX.in, India's No.1 Marketplace.

Download the free OLX mobile app.



POST A FREE AD



CLICK



UPLOAD




SELL



Bech de  
www.olx.in





Porsche recommends **Mobil** 

[www.porsche.in](http://www.porsche.in)

## A roof over your head. Not always a necessity.

### The new 911 Targa.

By Design. All down the line. The new 911 Targa epitomizes a timeless concept.

And it not only represents the comeback of the distinctive Targa aluminium bar, but also combines the iconic design of the first 911 Targa with an innovative, fully automatic roof system. A classic in 1965. Today a dream for eternity.



**PORSCHE**

#### Porsche Centre Ahmedabad

Kataria Cars Pvt. Ltd.  
Telephone (+91) 8511 000 911  
E-mail: [info@porsche-ahmedabad.in](mailto:info@porsche-ahmedabad.in)

#### Porsche Centre Bengaluru

Friendly Automotives (India) Pvt. Ltd.  
Telephone (+91) 8884 000 911  
E-mail: [info@porsche-bengaluru.in](mailto:info@porsche-bengaluru.in)

#### Porsche Centre Chandigarh

Krishna Exclusive  
Telephone (+91) 8725 000 911  
E-mail: [info@porsche-chandigarh.in](mailto:info@porsche-chandigarh.in)

#### Porsche Centre Gurgaon

Zenica Performance Cars Pvt. Ltd.  
Telephone (+91) 8800 000 911  
E-mail: [info@porsche-gurgaon.in](mailto:info@porsche-gurgaon.in)

#### Porsche Centre Hyderabad

Mahavir Deccan Auto Pvt. Ltd.  
Telephone (+91) 8885 000 911  
E-mail: [info@porsche-hyderabad.in](mailto:info@porsche-hyderabad.in)

#### Porsche Centre Kochi

EVM Premium Cars India Pvt. Ltd.  
Telephone (+91) 8590 000 911  
E-mail: [info@porsche-kochi.in](mailto:info@porsche-kochi.in)

#### Porsche Centre Kolkata

Mohan Motor Sales Pvt. Ltd.  
Telephone (+91) 8584 000 911  
E-mail: [info@porsche-kolkata.in](mailto:info@porsche-kolkata.in)

#### Porsche Centre Mumbai

Aadya Motor Company (India) Pvt. Ltd.  
Telephone (+91) 8452 000 911  
E-mail: [info@porsche-mumbai.in](mailto:info@porsche-mumbai.in)





## HYUNDAI

AT THE AUTO EXPO, THE KOREANS UNVEILED YET ANOTHER weapon which will help them to the number one spot. This new weapon is a compact sedan, called the Xcent, which has given Hyundai a chance to cash in on the huge gap that exists between the i10 and the Verna. The price is not known yet, but expect it to be in the Honda Amaze and Maruti DZire range. Hyundai will be launching the Xcent later this year. Another big launch from Hyundai at the Expo was the third-generation Santa Fé that gets the company's 'Fluidic Design' language. You can read more about it in our first drive report in this very issue. Apart from the Xcent and Santa Fé, Hyundai also showcased their WRC i20 and the gorgeous HND-9 concept.

❑ Xcent - Small car big ambition

❑ Come on Hyundai its time to show the world that you can build a sportscar

❑ Santa Fe - posing with Hyundai's top bosses



## JAGUAR-LAND ROVER

Big news from luxury British car-makers Jaguar was the unveiling of the F-Type Coupé, which will soon be available in India. The F-Type Coupé is a lot different from its convertible avatar and to know more about it you can read the first drive report in this very issue. Jaguar also had the famous Project 7 F-Type on display. The company's first SUV concept, the C-X17, which looked as elegant as the cars they make, was also seen at the J-LR stand. Jaguar are currently working on the C-X17 to make it a production reality. On the SUV front, J-LR showcased the long-wheelbase version of the Range Rover which has been launched from Rs 2.08 crore (ex-showroom). Along with the Range Rover L, Land Rover also showcased the nine-speed ZF gearbox-equipped Evoque and the updated version of the Discovery. We also saw the beautiful and talented actress Priyanka Chopra at the unveiling of the new models.



❑ Drop dead gorgeous are the only words to describe the F-Type Coupé

❑ Thank you Ian Callum for this magnificent Project 7 F-Type. Marvellous

❑ Rooney's new ride the Range Rover L



## HOW TO SELL YOUR CAR OR BIKE ON OLX?

- 1 Click multiple pictures of your used car or bike.
- 2 Log on to [www.OLX.in](http://www.OLX.in)
- 3 Write an ad with a catchy title and then post it.
- 4 Let the buyer contact you.
- 5 Meet the buyer, seal the deal and earn quick cash.
- 6 Use this cash to make downpayment for your new car or bike.







## TYRE CHANGER AND WHEEL BALANCER WAY AHEAD OF THE FUTURE, PRICES FAR BACK FROM THE PAST!



b 9600



geodyna® 3700

### Wheel balancer

#### key features:

- 19" color monitor with graphic interface
- Patented RPM Real Plan Measurement Technology
- Motorized balancer with safety hood
- Automatic input of distance, diameter - 2D SAPE
- HSP split weight mode

### Tyre changer

#### key features:

- Tilt back post tyre changer with pneumatically locking post and mounting head
- Self centring for jaw chuck with chamfered jaws, accurate and safe clamping (inside clamping range -12"-22")
- Pneumatic double acting bead breaker (Bead breakfree = 10 KN)
- Standard accessories: manual type inflator, tyre lever, air servicing unit



T 2500



monty® 2500

Snap-on presents JohnBean and Hofmann wheel balancer and tyre changers. Trusted all over the globe, these are the best and safest equipments one can lay one's hands upon. Far superior than the Chinese models, these machines will help you serve your customers better and give you returns much higher than usual.

From the House of **Snap-on**

For more details sms SNAPON to 58888

For more information contact:

#### Snap-on Tools Pvt. Ltd.

**CORPORATE OFFICE :** 6/2, Begumpur Khatola, Behind Toyota Showroom, NH-8, Gurgaon-122004. Tel.: 0124-4599700, Fax: 0124-4056866, Email: esales.in@snapon.com, Website: www.snaponindia.in, Toll Free No.: 1800-419-0450. **REGIONAL OFFICES:** **WEST (Mumbai):** Dikrap Chambers, 404/406, 4th Floor, Fun Republic Lane, Nr. Bansali Engineering, Veera Desai Road, Andheri (West), Mumbai-400053. Tel.: 022-67020909/67020400, Fax: 022-67413788. **SOUTH (Bengaluru):** B-327, 1<sup>st</sup> 'B' Block, AECS Layout, Opp. To Brooks Field, Kundalahalli, Bengaluru-560037. Tel.: 080-65375197/98/99, Fax: 080-28540618. **EAST (Kolkata):** 52 E, 1<sup>st</sup> Floor, Ballygunge Circular Road, Kolkata-700019. Tel.: 033-40081440/441, Fax: 033-40080985. **SALES OFFICES:** **Pune:** GAT NO. 2328/1, Chokhi Dhani Road, Off Nagar Road, Wagholi, Pune-412207. Tel.: 020-4682112/3. **Ahmedabad:** B-101, SuryaKetu Tower, Near Sambhav Press, Bodakdev, Ahmedabad-380054. Tel.: 079-40051416. **Chennai:** Flat # N, "Cee Dee Yes Enclave", Old # 1/3, New # 27, Kumaran Colony, Third Street, Vadapalani, Chennai-600026. Tel.: 044-43021304. **Secunderabad:** 1-8-308/4, 1st Floor, Beside Bajaj Service, Street # 1, Patigadda, Secunderabad-500003. Tel.: 040-27907650.

#### AUTHORISED RESELLER

**JOHNBEAN:** **NORTH:** NCR/Haryana - R.L. Exports International: 9811048560. Punjab/Himachal Pradesh - R.K. Associates: 9910377883. **Haryana** - Service Solution: 9910377883. **Punjab/Himachal Pradesh** - R.L. Exports International: 9811048560. **Uttar Pradesh** - The Next Generation: 9918822222; Hitech Engg.: 9540241277; Apex Technologies: 9839131747. **Uttarakhand** - Service Solution: 9910377883. **Madhya Pradesh** - One Stop Enterprises: 9826047942/9826047943. **Rajasthan** - Service Solution: 9910377883. **Jammu & Kashmir** - R.K. Associates: 9317761365. **SOUTH:** **Tamil Nadu/Kerala/Karnataka:** Radial Trading Centre: 9900061110. **Tamil Nadu/Kerala** - Core Automotive Equipments: 9578221000. **Telangana** - Sanjana Enterprises: 9000300002. **Telangana & Rayalaema** - S.S. Enterprises: 9866221025. **WEST:** **Maharashtra** - Shakti Sai Equipments: 9022171515; Nikhil Enterprises: 9923410806; Malhar Corporation: 9422205420; One Stop Enterprises: 9826047942. **Gujarat** - Falcon Equipment: 9328139051. **Goa** - Blue Pearl Auto & Tools: 9890275274. **EAST:** **West Bengal** - Tools and Tools: 9339054433/9831681717. **Odisha** - S.K. Enterprises: 9437272747. **Bihar** - Colour Zone: 9431049351. **Jharkhand** - Tools and Tools: 9831681717. **Chhattisgarh** - Daga Machinery: 9425205987. **North East States** - (Assam, Arunachal Pradesh, Sikkim, Tripura, Nagaland, Meghalaya, Mizoram, Manipur): Fujoma Marketing: 9435041712. **Andamans** - Orient Hardware & Tools Corporation: 9360170077.

**HOFMANN:** **NORTH:** NCR/Haryana - Galaxy Motors: 9811048560. Punjab/Himachal Pradesh - R.K. Associates: 9317761365. **Uttar Pradesh** - My Style Equipments: 9839800354. **Madhya Pradesh** - Western Sales and Service: 9302123089. **Rajasthan** - R.L. Exports International: 9811048560. **SOUTH:** **Tamil Nadu/Kerala/Karnataka** - Orient Hardware & Tools Corporation: 9943988008. **Andhra Pradesh** - R. K. Pneumatic & Equipment: 8885519828. **WEST:** **Maharashtra** - Shakti Sai Equipments: 9022171515; Saileen Technocrats: 9767108187; One Stop Enterprises: 9826047942. **Gujarat** - HM Technologies: 9825060637. **Goa** - Blue Pearl Auto & Tools: 9890275274. **EAST:** **West Bengal** - Tyre World: 9434060241. **Odisha** - S.K. Enterprises: 9437272747. **North East States** - (Assam, Arunachal Pradesh, Sikkim, Tripura, Nagaland, Meghalaya, Mizoram, Manipur) - Fujoma Marketing: 9435041712. **Andamans** - Orient Hardware & Tools Corporation: 9360170077.



## MAHINDRA AND MAHINDRA

M&M'S FOCUS AT THE 12TH AUTO EXPO SEEMED to be more on alternative technology and that is the reason we saw an electric sports car being unveiled. This sports car is called the Halo and it will see the light of day in the next three years, although it would be the overseas markets that will get it before we do. Another product that displayed the company's commitment to environment was the hybrid XUV500. Currently in concept stage, the XUV500 Hybrid is powered by a diesel motor that is assisted by electric motors to lower the fuel consumption. Along with these two eco-warriors, the company also displayed an electric version of the Verito. Mahindra also showcased its motor sport interest by displaying their Formula E racer. Other vehicles on display included AMT-equipped Quanto and Mahindra Adventure vehicles. The Indian giant also showcased a new concept SUV from SsangYong, called the LIV-1.



▲ SUV makers Mahindra's attempt at sportscar, that too electric, is a brave move

► After motorcycle racing Mahindra hopes to show its might in open wheel racing with this e-racer

❑ Concerned about ecology? Wait for the Hybrid XUV500



▲ It is a car and not a vegetable - Maruti Celerio

► Ciaz concept is a glimpse of future Suzuki cars

❑ Mud-plugging SX4, that should be interesting

## MARUTI SUZUKI

INDIA'S LARGEST CAR-MAKERS UNVEILED TWO new cars at the Auto Expo, one of which was a dazzling new concept that hints at what we can expect from Suzuki in the future, and the other was a humble-looking crossover based on the SX4. It is called the S Cross and it looks more like a compact SUV. Maruti will be launching it in India very soon. The other Maruti car unveiled at the Expo was the Ciaz concept, a mid-size sedan hinting at the next-generation SX4. Maruti also launched the much-talked-about Celerio hatchback at the Expo. You can read more about it in our first drive impressions in this very issue. Along with these three products Maruti also showcased modified project cars based on their current line-up.



**SELL YOUR OLD HATCHBACK BEFORE YOU BUY A NEW CAR.**

OLX.in, India's No.1 Marketplace.

Download the free OLX mobile app.



POST A FREE AD

CLICK

UPLOAD

SELL



Bech de  
www.olx.in



# SOUNDS PURE



**Full Wood Speakers**  
Wood Sound. Good Sound.



**Gold Series**  
Pure Sound. Breathe It!



**Clarity Headsets**  
Sun sunao...gun gunao...clearly



**Portable Speakers**  
Easy to carry!

**iBALL AUDIO**  
SPEAKERS & HEADSETS

www.iBall.co.in | Over 35 million iBall products sold

Best IT World (India) Pvt. Ltd.: Email: sales@iball.co.in Mumbai - 022 6774 5100 / 3081 5100 / 98900 52890, Ahmedabad - 9909012276, Bangalore - 9611194666, Bhubneswar - 9861033284, Cochin - 0484 - 2207141 / 42 / 43 / 44, Chennai - 044-42168560, Dehradun - 9639004150, Guwahati - 9435731459, Goa - 080070 35766, Hubli - 9611194669, Haryana / Himachal - 8750076813, Indore - 98270 89906 / 73899 09965, Jaipur - 9351782703, Kolkata - 8017518545, Ludhiana - 95011 04921 / 22, Lucknow - 8400272727, New Delhi - 8860080588, Nagpur - 9371403907, Nashik - 9371469439, Pune - 9970198418, Patna - 0612-2200664, Raipur - 7879783948, Ranchi - 065-12341022, Secunderabad - 9246802281

Product specifications are subject to change without notice • All trademarks, logos, brands and product names are properties of their respective owners • All product features specified are as per ideal test conditions • No claims / damages shall arise directly or indirectly for non-performance / under performance of one or more features specified • This product is sold subject to terms and conditions at www.iBall.co.in • Printed image may differ from actual device. \*MRP is subject to change from time to time due to various factors, accordingly MRP reflected here may differ from MRP on actual product.





## MERCEDES-BENZ

MERCEDES-BENZ ARE GETTING serious about their position in India and the company plans to launch an array of products this year, some of which were seen at the Auto Expo. Mercedes-Benz showcased the production ready GLA-

Class crossover, which plays in the same league as the Audi Q3, BMW X1 and Volvo V40 CC. This new crossover will be launched in India soon. Big news from Mercedes was the unveiling of the CLA45 AMG, which will become a part of the company's

Indian line-up. Mercedes-Benz also showed their protective side by unveiling the M500 Guard SUV, which was launched at the show. Other cars at Mercedes-Benz stand included the S-Class, the SLK, the GL and the sporty little A-Class.

▲ Q3 and X1 beware the GLA is coming fast

▼ Nowadays big things come in small packages like this CLA 45 AMG



▲ One car many avatars: Datsun's MPV, the Go+

▼ Datsun has officially adopted Go as the base name for everything. Here's Redi-Go concept

► Nissan's Sunny gets a face-lift

## NISSAN

JAPANESE GIANT NISSAN SHOWCASED THEIR Friend-me Concept that seemed quite interesting because it showed what future Nissan cars would look like. However, the bigger news at the Nissan stand was the Datsun brand. They showcased the Go+, an MPV that will compete with Honda's Mobilio when both of them are launched in the Indian market. Nissan also showed the Datsun Redi-Go concept, which looks more like a big hatch. Nissan's Sunny sedan with a facelift, which now has a revamped front end, was also unveiled at the show along with a slightly refreshed Evalia MPV. Nissan also had the GT500 GT-R race car on display.



**Sell your old car accessories before buying new car accessories.**

**OLX.in, India's No.1 Marketplace.**

Download the free OLX mobile app.



POST A FREE AD



CLICK



UPLOAD



SELL



Bech de  
www.olx.in



A NEW TREND

*Carry music wherever you are!*



Your eyeball view.  
Our technology new.



UFO3

- Portable Bluetooth® Speaker with Mic
- USB / Micro SD/ AUX Inputs
- High quality sound and digital control
- Rechargeable Battery



MusicBoat

- USB / SD/ AUX Inputs
- High quality sound with FM & Alarm clock
- Rechargeable Battery
- Also available in Black color



Opus

- USB / SD/ AUX Inputs
- Mini Remote control
- Rechargeable Battery



Melody Bar

- Slim Full USB Speaker
- Multiple positioning with bundled removable clip and base stand
- Single USB connection for Power and Audio

**i** PORTABLE  
ba11 SPEAKERS

[www.iBall.co.in](http://www.iBall.co.in) | Over 35 million iBall products sold

Best IT World (India) Pvt. Ltd.: Email: [sales@iball.co.in](mailto:sales@iball.co.in) Mumbai - 022 6774 5100 / 3081 5100 / 98900 52890, Ahmedabad - 9909012276, Bangalore - 9611194666, Bhubaneswar - 9861033284, Cochin - 0484 - 2207141 / 42 / 43 / 44, Chennai - 044-42168560, Dehradun - 9639004150, Guwahati - 9435731459, Goa - 080070 35766, Hubli - 9611194669, Haryana / Himachal - 8750076813, Indore - 98270 89906 / 73899 09965, Jaipur - 9351782703, Kolkata - 8017518545, Ludhiana - 95011 04921 / 22, Lucknow - 8400272727, New Delhi - 8860080588, Nagpur - 9371403907, Nashik - 9371469439, Pune - 9970198418, Patna - 0612-2200664, Raipur - 7879783948, Ranchi - 065-12341022, Secunderabad - 9246802281

Product specifications are subject to change without notice • All trademarks, logos, brands and product names are properties of their respective owners • All product features specified are as per ideal test conditions • No claims / damages shall arise directly or indirectly for non-performance / under performance of one or more features specified • This product is sold subject to terms and conditions at [www.iBall.co.in](http://www.iBall.co.in) • Printed image may differ from actual device. \*MRP is subject to change from time to time due to various factors, accordingly MRP reflected here may differ from MRP on actual product.



## RENAULT

FRENCH CAR-MAKERS RENAULT DID COME TO the Expo with a brand-new car which was a concept. This new concept is the first one to be unveiled outside Europe. Called the KWID, it has been designed by a team from Brazil, India and Russia: which also happen to be major markets for the manufacturer. This concept showed that the company is working on a compact SUV for the aforementioned markets. Renault also showed the facelift Fluence and new Koleos, both of which are now available. A special-edition Duster, called the 'Duster Adventure', was also on display at the Expo and is now available in showrooms as well.



▶ Renault Concept KWID, no, not the British term for currency



▶ Why so serious? Cheer up Skoda's new Yeti

## ŠKODA

ŠKODA AUTO, THE CZECH ARM OF THE VW Group, showcased the new Yeti which will go on sale in India this year. The Yeti gets the company's new design language along with a set of new features. It looks much more contemporary than the current Yeti and Škoda hope that it will be able to attract new customers. The company also showcased the facelift version of their flagship sedan, the Superb, which was launched just after the Expo with a price tag of Rs 18.87 lakh (ex-showroom, Delhi).

## TATA MOTORS

Tata Motors certainly hope to make their presence felt in almost all segments of the Indian automotive market. The company had a few concept cars on display that promised a lot from the Indian carmaker in the years to come. The Nexon concept, a sub-four-metre crossover, shows Tata's ambition to storm the compact SUV segment. It looks quite promising and since it is based on the company's X1 platform, one which already serves

most of its small cars, the Nexon may soon become a reality but in a slightly toned-down way. Another concept was the ConnectNext that was loaded with intelligent connectivity options, some of which we might be able to see in the forthcoming cars from the manufacturer. Apart from the concepts, Tata Motors also showcased two products that will soon grace showroom floors: the Bolt and the Zest, both of which are



based on the X1 platform as well. The Bolt is a new hatchback that has a smart design and a host of features inside that make it stand

out. The Zest, on the other hand, is a compact sedan that is very much like the Indigo CS but with a more modern looking front and rear design. We expect both these products to be priced in the same region as the Indica Vista and Indigo CS. Tata also displayed an AMT Nano, a new Nano Twist Active, with a boot that can be opened just like a normal car, the Safari Ladakh Edition and their range of trucks.



▶ The Nexon - an Indica in a concept avatar

▶ Zest - Indigo CS with a smarter looking design inside and out side

▶ The Bolt - Tata's new X1 based car that is "very different" from the Indica Vista



**Sell your old car before you buy a new SUV.**

OLX.in, India's No.1 Marketplace.

Download the free OLX mobile app.



POST A FREE AD



CLICK

UPLOAD

SELL



Bech de  
www.olx.in



## TOYOTA

TOYOTA ANNOUNCED TWO NEW cars that will soon join their Indian line-up, the first being the latest-generation Corolla Altis, which now looks much more contemporary than it ever did. The re-designed Corolla offers a lot of

new features and a revamped cabin, which will have a more premium feel to it. Along with the new Corolla, Toyota also showcased the Etios Cross, a crossover car based on the Etios Liva platform. The design of the Etios Cross is

basically like the Liva's with heavy body cladding and better ground clearance which give it a more rugged and muscular look. It will be launched sometime around mid-2014 at a price slightly higher than the Liva hatchback's.



Now you can go off-roading in an Etios thank to Toyota

Finally we are blessed with the new Corolla. We hope this one is even better than the earlier one



It's small yet has a lot of space and looks good too. What are you waiting for VW? Just build it and it will sell itself

## VOLKSWAGEN

VOLKSWAGEN WERE probably the quietest of them all as the German giant only showcased the new Taigun concept at the Expo. This new concept is VW's idea of a compact SUV that they hope will do wonders for them in Asian markets. The Taigun is less than four metres long, which means that it will benefit from the excise cut for small cars and we expect it to be powered by 1.2-litre TSI petrol and TDI diesel engines which will again help in keeping costs in check. Space-wise, the Taigun might just be better than anything out there because it has decent space in the second row and also has a generous boot. The Taigun is VW's study subject, but we can tell you that the company is serious about it and in the next two years it will become a reality. Apart from the Taigun, the only thing that attracted attention was the Polo WRC car, which was simply amazing.

**Sell gadgets, furniture, cars and more on the go.**

OLX.in, India's No.1 Mobile Marketplace.

Download the free OLX mobile app.



POST A FREE AD



CLICK



UPLOAD



SELL



Bech de  
www.olx.in



## STUNNING NEW MERCEDES

MERCEDES-BENZ HAVE unveiled a smashing new car in the S-Class Coupé, a fitting replacement for the exotic CL-Class, which bid adieu in the wake of the new model launch. The new S-Class Coupé is sleek and sporty while packing in all the luxury and

technology for a car of its stature. The car will feature a lengthy list of standard equipment when it comes to comfort, safety and entertainment, including a SuperSport steering wheel, PreSafe brake with pedestrian detection, Adaptive HighBeam Assist Plus,

NightView Assist Plus and Collision Prevention Assist Plus. Meanwhile, the options list will include Magic Body Control as well as full-LED headlamps, each embedded with 47 Swarovski crystals, to deliver an aura like no other. The S500 Coupé is powered

by the 4.7-litre twin-turbo V8 with 460 PS and 700 Nm of torque. The car will also mark the début of the Curve Tilt Function, which lets the car lean into corners like a motorcycle. The S500 Coupé will be shown to the world at the 2014 Geneva Motor Show this month.



## NEW BMW X3 MAKES ITS DÉBUT



BMW UNVEILED A refreshed version of their crossover, the X3, at the 2014 Chicago Auto Show with new and updated engines, including an entry-level two-wheel-drive four-cylinder variant. The new car features a sharper design language, including restyled headlamps, full-LED options and a new kidney-grille. The big change comes under the bonnet. The X3 gets a new base variant – the sDrive 18d – which

houses a 2.0-litre, four-cylinder TwinPower Turbo diesel engine with 150 PS and 360 Nm (up from 143 PS and 320 Nm of the earlier engine). The eight-speed automatic transmission drives only the rear wheels. There is also a 190 PS/400 Nm version of the 20d. Both have the eight-speed Sports Automatic and xDrive intelligent all-wheel-drive as standard. The new BMW X3 should arrive in India later this year.



## FLUENCE FACELIFT LAUNCHED

AT THE 12TH AUTO EXPO this year Renault launched the facelift Fluence sedan in India. The new Fluence is already on sale in markets abroad and is now available in the Indian market in two variants, E2 and E4, which are priced at Rs 14.22

lakh and Rs 15.81 lakh (ex-showroom, Delhi) respectively. The new Fluence features restyled headlamps, a new front bumper with integrated fog-lamps and daytime running lights as well as a new grille with a large Renault badge.

### SELL YOUR OLD PHONE BEFORE YOU BUY A NEW PHONE.

OLX.in, India's No.1 Marketplace.

Download the free OLX mobile app.



POST A FREE AD



Bech de  
www.olx.in





THE FARTHER YOU GO,  
**THE CLOSER  
YOU COME.**

## HIGH PERFORMANCE TUBELESS TYRES

WET GRIP | QUICK STOP | HIGH STABILITY | OFF-ROAD CONTROL

At JK Tyre, we believe that journeys bring people together. That's why we've created superior tyres that don't just take you far, but bring you closer to the ones you love.

[www.jktyre.com](http://www.jktyre.com) Follow us on: [f /JKTyre](#) [You Tube /JKTyreCorporate](#)



UX1 | Vectra | Ultima NXT | Elanza NXT | Brute 4x4



## 'T' FOR TURBO

FERRARI HAVE LAUNCHED THE new California T, a makeover for the ages. Gone is the old bodywork and stiff face and in comes a car mighty pleased with its new heart. Under that beautiful Italian skin is an all-new 3,855-cc turbocharged DI V8 engine

and a dual-clutch F1 gearbox. You get 560 PS at a screaming (for a turbo-motor) 7,500 RPM and a substantial 755 Nm of torque – just 10 PS less than the 458, but 215 Nm more! Moreover, those twists come at just 4,750 RPM, still high for a turbo, but low enough

for you to consider not skipping breakfast and lunch so you can afford the fuel after you've bought the car. Ferrari promise 100 km/h in 3.6 seconds and a top speed of 316 km/h. They also stick out a huge horse neck and say that it will deliver up to 9.5 km/litre!



## NEW GHOST IN TOWN

ROLLS-ROYCE HAVE announced a special edition of the Ghost super-luxury saloon available from January to June 2014 to celebrate the V12 engine. The Ghost and Ghost Extended Wheelbase will be available to order in the 'V-Specification' limited edition. They will be available in a unique selection of five special colours or, if customers so wish, they have the marque's 44,000 hues to choose

from. The powerful 6.6-litre, twin-turbo, direct-injected V12 engine has been tuned up specifically for V-Specification, resulting in an astounding 600 PS on tap. Also on the options list are visible chrome exhausts and 21" part-polished wheels.

The V-Specification is available in India at a Rs 30-lakh premium over the prices of the Ghost and Ghost Extended Wheelbase models.



## AUDI S3 CABRIOLET

AUDI WILL UNVEIL THE all-new S3 Cabriolet at the Geneva Motor Show, but not before giving the world a sneak preview of their latest rather affordable contribution to open-top motoring. A sporty yet elegant black interior with metal highlights underscore its performance intent. Nestled beneath the smooth lines and chrome-accented Bulgarian beard front grille is the 2.0 TFSI motor with 300 PS and 380 Nm of torque. Offered as standard are

quattro all-wheel-drive and the six-speed twin-clutch S-tronic automatic transmission. One unique characteristic of the transmission is the one-way clutch, which becomes active in Audi drive select's 'efficiency' mode as the driver steps off the accelerator. With the use of magnesium and aluminium in construction and the soft-top roof, the S3 Cabriolet weighs just 1,625 kg and can accelerate to 100 km/h in a claimed 5.4 seconds with its top speed limited to 250 km/h.



**Sell your old bike before you buy a new bike.**

**OLX.in, India's No.1 Marketplace.**

Download the free OLX mobile app.



POST A FREE AD



CLICK

UPLOAD

SELL



Bech de  
www.olx.in



# DON'T SPEND TIME LOOKING FOR TOOLS. SPEND TIME WORKING WITH THEM.

**BLUE-POINT** tools storage, from the house of Snap-on. America's finest toolmakers.

Get the exact tool without wasting a second. Carries 508kgs of weight, with casters fastened to roll cab that glides along effortlessly.

- Sturdy design with extra reinforcement on walls and sides
- Excellent load bearing capacity of casters and channels
- No sharp edges. Absolutely smooth and safe
- High quality powder coating. No peeling off



## Tool Storage



Storage Solutions



Power Tools



Master Tool Kits



Wrenches



Pliers



Screwdrivers



Borescope



Sockets

For more details sms SNAPON to 58888

From the House of **Snap-on**.

For more information contact:

**Snap-on Tools Pvt. Ltd.**

**CORPORATE OFFICE:** 6/2, Begumpur Khatola, Behind Toyota Showroom, NH-8, Gurgaon-122004. Tel.: 0124-4599700, Fax: 0124-4056866, Email: esales.in@snapon.com, Website: www.snaponindia.in, Toll Free No.: 1800-419-0450. **REGIONAL OFFICES:** **WEST (Mumbai):** Dilkap Chambers, 404/406, 4th Floor, Fun Republic Lane, Nr. Bansali Engineering, Veera Desai Road, Andheri (West), Mumbai-400053. Tel.: 022-67020909/67020400, Fax: 022-67413788. **SOUTH (Bengaluru):** B-327, 1<sup>st</sup> 'B' Block, AECS Layout, Opp. To Brooks Field, Kundalahalli, Bengaluru-560037. Tel.: 080-65375197/98/99, Fax: 080-28540618. **EAST (Kolkata):** 52 E, 1<sup>st</sup> Floor, Ballygun Circular Road, Kolkata-700019. Tel.: 033-40081440/441, Fax: 033-40080985. **SALES OFFICES:** **Pune:** GAT NO. 2328/1, Chokhi Dhani Road, Off Nagar Road, Wagholi, Pune-412207. Tel.: 020-4682112/3. **Ahmedabad:** B-101, SuryaKetu Tower, Near Sambhav Press, Bodakdev, Ahmedabad-380054. Tel.: 079-40051416. **Chennai:** Flat # N, 'Cee Dee Yes Enclave', Old # 1/3, New # 27, Kumaran Colony, Third Street, Vadapalani, Chennai-600026. Tel.: 044-43021304. **Secunderabad:** 1-8-308/4, 1st Floor, Beside Bajaj Service, Street # 1, Patigadda, Secunderabad-500003. Tel.: 040-27907650.

### AUTHORISED RESELLER

**NORTH:** Delhi/NCR: Prime Tools & Equipments Pvt. Ltd., Mayur Vihar, 011-45152838; G.N. Trading Company, Kashmiri Gate, 9810523201; Competent Pneumatic Pvt. Ltd., Janak Puri, 011-25504201; Toptul Pvt. Ltd., Chawri Bazaar, 9810214864; Elin Techmart Pvt. Ltd., Aditya Corporate Hub, Ghaziabad, 0120-4158330; Hi Tech Pneumatics, Govindpuram, Ghaziabad, 9810568176; Dynamic Tightwell, Phase II, Noida, 9810189334; Sanjeev Industries, NIT, Faridabad, 0124-3298321; SGN Marketing, NIT, Faridabad, 0129-2416619; Punjab: Hi-Tech Tools & Gauges, Focal Point, Ludhiana, 0161-2678074; BBR Enterprises, Focal Point, Ludhiana, 9888366010; R.K. Associates, Anandpur Road, Pathankot, 9815171365; Haryana: JMD Air Technology, Novelty Road, Karnal, 8950114679; Vardhman Enterprises, Sector 9 & 11, Hissar, 9991115559; Uttar Pradesh: Vimal Vinod & Co., Latouche Road, Kanpur, 9415133387; Hi Tech Pneumatics, Begumbagh, Meerut, 9810568176; Rajasthan: Neha Enterprises, Jhotwara, Jaipur, 9826047983; P M Marketing, Vaishali Nagar, Jaipur, 9314207082; Techno Pneumatic Engineers, Vedram Shopping Complex, Bhiwadi, 9829118304; Madhya Pradesh: Kent Enterprises, M.G. Road, Indore, 9827029994; WEST: Maharashtra: CMN Distributors, Goregaon (East), Mumbai, 9820343844; Mehta Tools, Ravivar Peth, Pune, 9860435935; Saurabh Engineering, Tal Haveli, Pune, 9822813598; Trumala Enterprises, Pimpri, Pune, 9822532644; VVS Tools, Chikali, Pune, 9673264064; Prompt Trading, Synagogue Street, Camp, Pune, 020-30584058; Sai Automobiles, Shivajinagar, Pune, 9011616169; Shri Marketing Associates, Osmanpura, Aurangabad, 9422212150; Shreeteck Marketing, Raj Town, Nagpur, 9823100268; APG Automation, Tal Hatkanangale, Kolhapur, 9822022424; Gujarat: Excel Pneumatic, Navrangpura, Ahmedabad, 9824049060; Device International, O.P. Road, Vadodara, 9726896343; Jal Trading Corp, Baranpur Naka, Vadodara, 9825028339; Shil Trading, SaiyajiGunj, Vadodara, 9825041618; H J Enterprise, SVP Road, Surat, 9426119977; Team Maintenance Service, Bharat Road, Surat, 9724317220; Sanjay Tools Centre, Dhebar Road, Rajkot, 9825063666; SOUTH: Tamil Nadu: Shri Bhavani Associates, Ettakkuthangal, Chennai, 9840050752; Fusion Technical Services (India) Pvt. Ltd., Velappanchavadi, Chennai, 9092333777; Excel Enterprises, ATT Colony, Coimbatore, 9842352089; Orient Hardware & Tools Corporation, Neelambur, Coimbatore, 9363105372; Aeolus Engineering Solutions, Rajiv Gandhi Nagar, Chennai, 8056199777; H D Traders, Sembudoss Street, Chennai, 9840874956; Unique Industrial Supplies, Broadway, Chennai, 9841059953; Karnataka: Ferro Tiger, Mercara Road, Mysore, 9945820878; Deluxe Traders, H. Siddalah Road, Bangalore, 080-22278744; BOI Industrial Supplies Pvt. Ltd., Kaikondrahalli, Sarjapur Road, Bangalore, 9663249988; Sri Lakshmi Narasima Traders, S.J.P. Road Cross, Bangalore, 9482681919; Andhra Pradesh: Rotex Petrochem, Tolchowaki Road, Hyderabad, 9848019010; Balaji Pneumatics & Hydraulics, Balanagar, Hyderabad, 9849991092; MAS Trading Corporation, Ranigunj, Secunderabad, 9885206352; Kerala: Mechno Tool Traders, Kaloar, Ernakulam, 0484-2535493; Technical Trading Co., Trikkakkara, Cochin, 9745200820; Puducherry: Balaji Machine Tools, Rangapillai Street, 9443732818; EAST: West Bengal: Landscape, Camac Street, Kolkata, 9830055098; Emcon Industries, Old China Bazaar Street, Kolkata, 9830933782; D.G.T. Engineering Pvt Ltd., British India Street, Kolkata, 9830044158; H.M. Traders, Strand Road, Kolkata, 033-22102417; Odisha: Shubham Enterprises, Civil Township, Rourkela, 9437041443; Chattisgarh: Himanshu Corporation, K.K. Road, Raipur, 9754824700; Bihar: Smartcare, Ashiana Road, Patna, 9507325701; Assam: Prem Automobile, A.T. Road, Guwahati, 9864031662.



## VW POLO PASSES; OTHERS FAIL

THE FIRST-EVER independent crash tests have confirmed India's abysmal safety standards. Global NCAP selected some of the most popular Indian hatchbacks and subjected their entry-level variants to a simple frontal crash test at 64 km/h wherein India's most popular and important small cars failed miserably, showing a high risk of injuries in crashes should they occur.

All the cars selected by Global NCAP for the test received zero-star adult protection ratings. The models are the Maruti-Suzuki Alto 800, Tata Nano, Ford Figo,



Hyundai i10 and Volkswagen Polo. It's interesting to note that these five cars combined made up for about 20 per cent the total new car

sales in India in 2013. The cars chosen were the entry-level variants and, as such, none was fitted with airbags as standard. This doesn't

come as a shock because of the complete disregard of the population en masse towards their own safety as well as that of others is unashamedly wide-spread. The non-use of seat-belts and lighting aside, the ignorance towards basic stability and safety features like ABS and airbags is laughable. With two airbags (driver and front passenger), the Polo achieved a four-star rating, following which Volkswagen India announced that all variants would be offered with dual front airbags as standard, with a corresponding price increase of only 2.7 per cent.

## NEW RANGE ROVER L, EVOQUE, DISCOVERY

JAGUAR-LAND ROVER (J-LR) have launched the new Range Rover L (long wheelbase) model in India. The model features enhanced rear legroom and an 'L' badge on the exterior accents behind each front wheel-arch.

The price ranges from Rs 2.08 to Rs 2.63 crore.

J-LR also launched the 2014 Evoque with a nine-speed ZF

automatic gearbox. It is available in one petrol trim and three diesel trims, priced between Rs 55.28 and Rs 95.52 lakh.

The third launch by J-LR is the updated Discovery, with a new grille and front bumper, among other exterior changes. Available in two trims, the price range is Rs 1.08 crore to Rs 1.14 crore (all prices ex-showroom, New Delhi).



## EVOQUE Si4 AUTOBIOGRAPHY DYNAMIC

LAND ROVER WILL introduce a new top-end Range Rover Evoque in Geneva. The new trim level will include many goodies from big brother's Autobiography trim while retaining its sporty credentials. The 2.0-litre turbo-four petrol motor now makes

285 PS and 400 Nm and is paired to the nine-speed ZF auto 'box driving all wheels, which is flexible enough to allow for outright acceleration or maximum economy. It also features the Terrain Response2 system and Torque Vectoring by Braking.



## PORSCHE CENTRE IN GURGAON

PORSCHE INAUGURATED a new showroom in Gurgaon, Haryana, last month on the upmarket Golf Course Road. Built according to the company's global retail architectural standards, the facility offers 10,900 square feet of space across two levels with space to display up to 15 cars. There is also a dedicated fitting lounge with

samples of optional elements to showcase the extensive individualisation programme offered for each car. To further enhance the experience, the Porsche Centre Gurgaon also features a bistro, a shop-in-shop section for Porsche merchandise, an open terrace for private functions and a dedicated car delivery area.





# EVERY JOURNEY HAS ITS OWN HAZARDS

Now Drive with **FALKEN** Confidence

INTRODUCING **FALKEN**  
**FREE ROAD HAZARD**  
**WARRANTY\***



Call now on  
**1800 103 9696**



Visit:  
**www.falkentyre.in**

## **FALKEN**

*Let The Race Begin*



\*Terms & Conditions Apply. For more information visit [www.falkentyre.in](http://www.falkentyre.in) or call on 1800 103 9696



## READY FOR ADVENTURE

RENAULT HAVE launched a special edition of their popular Duster SUV, called the Adventure. Unveiled at the Auto Expo, the Duster Adventure edition looks rugged and ready to venture off the road. Mechanically, the car is identical to the RxL trim of the 1.5-litre diesel variant, but has a few additional accessories and cosmetic touches.

On the outside, the car gets

smoked headlamps, door sills, new alloys, plastic strip bordering the lower side of the body and 'Adventure' decals on the D-pillar. Inside the cabin, it gets camel brown upholstery and door panel fabric, silver grab-handles and a piano black fascia and steering wheel.

The Adventure edition has increased the rugged appeal of the Duster and is priced at Rs 12.18 lakh (ex-showroom, Delhi).



## MITSUBISHI'S BIG PLANS FOR INDIA

### GLOBAL CAR BRAND

Mitsubishi may have been off the radar for quite some time in the country, but that is soon to change come 2016. The Japanese car-maker is set to take the Indian market by storm and is planning to launch five models, including its

two compact cars – the Mirage hatchback and Attrage sedan – as well as two new SUVs. Plans are also afoot to introduce a new-generation Mitsubishi Outlander. Sources close to Mitsubishi reveal that the company is studying the compact SUV segment in India.

## GM ANNOUNCE FORD ECOBOOST RIVAL

GENERAL MOTORS HAVE developed a new 1.0-litre direct-injection, turbocharged three-cylinder petrol engine to compete against American rival, Ford. The new powerplant is an addition to GM's Ecotec family of engines and has an all-aluminium construction and a new lightweight six-speed manual transmission. The engine has two versions; one with a power output of 90 PS while the other pumps out 115 PS but both have the same

torque output of 165 Nm between 1,800-4,750 RPM.

The engine incorporates technologies like variable valve timing, counter-rotating balance shaft, integrated exhaust manifold within the cylinder-head, low-inertia water-cooled turbocharger and engine start/stop.

The 1.0-litre Ecotec is aimed directly at Ford's 1.0-litre EcoBoost engine and will be shown at the Geneva Motor Show this month.



## AUDI'S NEW ALL-WHEEL-DRIVE TECH

AUDI HAVE PLANS TO develop a new patented technology on an all-wheel-drive system with a hybrid transmission. Audi technicians are working on two new technologies, the first utilizes hinged flaps between the spokes of an alloy wheel. The flaps move radially over the spokes as the

wheel speeds up, creating a completely flat wheel cover, thereby improving the car's overall aerodynamic performance. The second technology involves an all-new all-wheel-drive system that uses an electrically driven rear axle which allows brake regeneration forces to vary according to road conditions.



**lenovo**  
**VIBE X**  
SMARTPHONE

**BLEND IN. STAND OUT.  
NONE OF THE ABOVE.**

Conformance is a burden  
I choose not to carry.  
That's me. That's my vibe.



**I. ME.  
MY VIBE.**

**MY FEATURES**



**REMARKABLY  
THIN AND LIGHT**  
6.9mm thin  
and 121g light.



**EXTREMELY DURABLE  
AND STYLISH**  
Gorilla® Glass 3  
screen and  
laser-etched exterior.



**CRYSTAL-CLEAR  
DISPLAY**  
12.7cm(5) Full HD  
(1920x1080)  
IPS Display.



**STUNNING  
PICTURES**  
13MP rear  
camera with  
BSI sensor.



**SHARPER  
SELFIES**  
5MP front  
camera with  
84° wide-angle lens.

**TO KNOW MORE** ©1800-3000-9990 | **BUY AT** [WWW.THEDOSTORE.COM](http://WWW.THEDOSTORE.COM)

© Lenovo 2014. All rights reserved. Lenovo, the Lenovo logo and For Those Who Do are trademarks or registered trademarks of Lenovo. Android is a trademark of Google Inc. Other company, product and service names may be trademarks or service marks of others. Lenovo reserves the right to alter product offering and is not responsible for photographic or typographic errors. Terms and conditions apply.

**lenovo** **FOR**  
**THOSE**  
**WHO DO.**



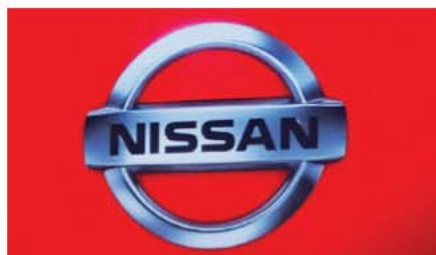


## ŠKODA'S NEW VISION

ŠKODA WILL SHOWCASE their new Vision C concept at the 2014 Geneva Motor Show 2014. This new concept from the Czech car-makers aims at an Octavia-based sleek new five-door coupé. The new Vision C concept will be based on the same MQB platform and wheelbase as the Škoda Octavia. The overall appearance of the Vision C will be sportier than the Octavia, thanks to its lower roofline, shallower side windows and more steeply raked windscreen. But unlike the Octavia, the Vision C concept is set to have a hatchback, rather than a conventional boot. Škoda officials have stated that this new concept indicates the next step in the development of the Škoda design language.

## NISSAN TAKE CONTROL

NISSAN HAVE TAKEN BACK control of their distribution network in India, after breaking their alliance with Hover Automotive India (HAI), who were in charge of sales, marketing and distribution until now. The Japanese car-maker's announcement has caused a stir in the country's automotive circles, and has led to a very public stand-off with HAI with legal recourse also being bandied about as



a possible means of resolution for this particular situation. While an official Nissan statement cites the length of time the company has spent in India as the justification for making this move, speculation is rife that complaints from the dealership network, inadequate promotion and sales effort, and poor after-sales executions by HAI are the reasons for the termination of this partnership.

## DATSUN GO IS COMING

DATSUN HAVE STARTED the production of their first offering for the Indian market: the Datsun Go hatchback. The entry-brand of the Renault-Nissan alliance commenced production at Renault-Nissan's factory at Oragadam, near Chennai.

Datsun has been revived to rejuvenate sales in the small car segment with an offering which would take on established names head-on in the small car segment. The Go is expected to be powered by the same engine that powers the Micra and the Pulse – a 1.2-litre, three-cylinder petrol – paired to manual transmission. The Go is set to



feature an essential list of basics while offering typically Japanese reliability and refinement levels, at a price which will be hard to ignore.

The Datsun Go was on display at the Auto Expo 2014 in Noida. Officials at Renault-Nissan have revealed that the

bookings for the Datsun Go will start within a few days and that this low-cost hatchback is set to go on sale next month. Although the price of the Go has not yet been revealed by Renault-Nissan, we expect it to be in the Rs 3.5-4 lakh bracket.

## BOOKINGS OPEN FOR DATSUN GO

THE DATSUN GO HATCHBACK IS well on its way to Indian roads, and Datsun have just taken another decisive step in the pursuit of this goal. Datsun are currently using parent company Nissan's distribution network to reach out to prospective customers, and have opened bookings for the Go, with deliveries slated to commence this month itself. This means customers interested in purchasing the three-cylinder 1.2-litre petrol-powered Go can simply walk into a Nissan showroom, pay the booking amount and secure their opportunity to receive the car when deliveries get under way. While the final price of the Go is still under wraps, the base model is widely expected to be priced at less than Rs 3 lakh.





**MAK<sup>®</sup>**  
**LUBRICANTS**

# PROTECT YOUR ENGINE. IMPROVE YOUR MILEAGE.



# **MAK<sup>®</sup>**

**DZL ZENITH**

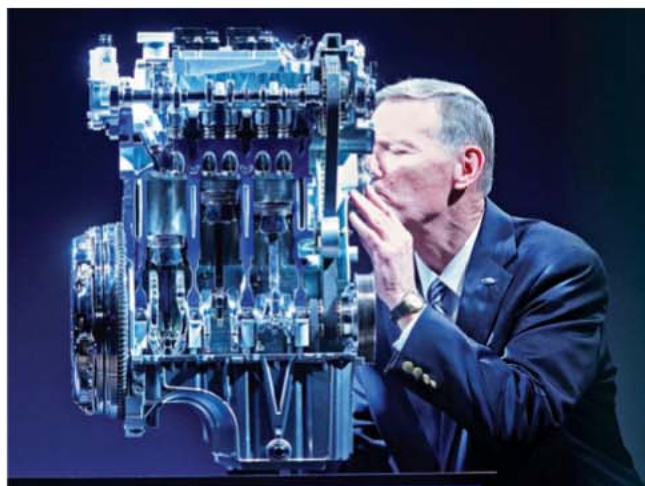
SEMI SYNTHETIC PREMIUM DIESEL ENGINE OIL  
FOR EXTRA MILEAGE AND ENGINE LIFE  
TAILOR-MADE FOR NEW-AGE DIESEL CARS, SUV'S & MUVS  
API CI-4, SAE 10W-30





## HONDA'S TAPUKARA PLANT BECOMES OPERATIONAL

HONDA CARS INDIA LTD (HCIL) formally commenced production of cars at their plant at Tapukara in Rajasthan, which is also the first car manufacturing plant in that State. The function was attended, among other dignitaries, by Chief Minister Vasundhara Raje and Yasuhisa Kawamura, Minister and Deputy Chief of Mission, Embassy of Japan in India. Spread over a 450-acre area, the Tapukara plant is an integrated unit with forging, press shop, powertrain shop and other functions available. The initial installed capacity is 1,20,000 units and the cumulative investment is Rs 3,526 crore. The first car to roll out from this plant is the Honda Amaze.



## FORD'S ENGINE RESURGENCE

FORD HAVE REVEALED AN all-new Focus for Europe, and while the car may not come to India, the engines it is powered by got eyes opened wide. There are new 1.5-litre EcoBoost petrol and TDCi diesel engines on offer and the lower displacement, higher output mantra has, quite evidently, set in firmly.

The 1.5-litre EcoBoost turbo-

petrol is available in 150 PS and 180 PS guises. The 1.0-litre three-cylinder EcoBoost continues to be offered in 100 PS and 125 PS guises. On the diesel front, the new 1.5-litre TDCi turbo-diesel four-cylinder engine is available with 95 PS or 120 PS. While no torque figures were specifically mentioned, it isn't hard to figure out that they will be substantially higher than their predecessors'.

## CHEVROLET'S TWO NEW LIMITED EDITIONS

THE CHEVROLET SAIL SEDAN AND U-VA hatch have both been given a few tweaks and embellishments and reintroduced into the Indian market as limited-edition versions. These limited-edition cars come equipped with a raft of upgrades over their standard counterparts, including parking sensors, indicator lights on the wing mirrors, new seat-covers, carpet mats, pillows, a steering wheel cover, and a hint of chrome on the boot-lid. The cars also carry 'limited edition' badges, and all this at the same price of Rs 4.21 lakh to Rs 7.45 lakh for the U-VA (ex-showroom, New Delhi) and Rs 5.07 lakh to Rs 7.45 lakh (ex-showroom, New Delhi) for the Sail.





Launching **AUTO COMPONENTS INDIA**

WE ARE  
10

Ten clearly defined and focussed titles for  
our readers and advertisers!



[www.nextgenpublishing.in](http://www.nextgenpublishing.in)



## FAREWELL, MY LADY

NISSAN HAVE DISCONTINUED THE 370Z IN INDIA.

The iconic sports car, also the Fairlady Z in many markets, was sold in limited numbers to enthusiasts. The two-door coupé was the latest descendent in a long line of sports cars which began in October 1969 when the first Nissan Fairlady Z was launched. It was also exported as the Datsun 240Z. The Z34 370Z has been in production since 2009. It is still available worldwide in coupé and convertible iterations, but lack of numbers in India has pushed the company to pull the plug. The X-Trail has also been pulled off the shelves until a new model arrives.



## DIESEL ENERGY

RENAULT HAVE RAISED THE curtains on their new Energy dCi160 Twin-Turbo diesel engine. The new unit is a 1.6-litre four-cylinder motor but delivers power and torque output figures to put some 2.0-litre units to shame. Peak power is 160 PS, translating into a specific output of 100 PS/litre, while torque is a massive 380 Nm – or 237.5 Nm/litre. While it peaks

at 1,750 RPM, almost 90 per cent of it is available from 1,500-2,750 RPM! The higher injection pressures also mean better bottom- and mid-range performance. Adding to the good news is the fact that its efficiency figures are 25 per cent better than competitive 2.0-litre units as well. The new engine will power the all-new Megane and may even appear in the new Koleos.



## MAHINDRA XUV 500 GOES AUTOMATIC

THE CELEBRATED SUV FROM MAHINDRA IS all set to get the automatic treatment with the Indian marque targeting a mid-2015 launch. The gearbox is originally being developed by their Korea-based subsidiary, Ssangyong, for their own line of SUVs, but Mahindra will use the same six-speed automatic transmission system for the XUV 500 as well. This will mark only the second vehicle in Mahindra's history, after the Scorpio, to sport an automatic gearbox.

## YOKOHAMA OPENS FIRST PLANT IN INDIA

YOKOHAMA INDIA, A SUBSIDIARY OF Yokohama Japan, opened its first-ever tyre manufacturing unit in India at Bahadurgarh in Haryana. The plant was inaugurated by Bhupinder Singh Hooda, Chief Minister of Haryana, and Takeshi Fujino, Managing Director, Yokohama India. With an investment of over Rs 300 crore, the first phase of production is expected to commence in the third quarter of 2014. This new plant will manufacture the Yokohama Earth Type-1 tyres which cater to majority of the small and medium car segments in the Indian market.

## NEW R&D HEAD AT DAIMLER

MERCEDES-BENZ Research and Development Centre India (MBRDI), responsible for Group Research and Mercedes-Benz Cars Development, recently announced Manu Saale as the new Managing Director and CEO of MBRDI. Manu Saale succeeds Dr Jens Cattarius and had joined Daimler in 2011 and worked at MBRDI as head of the department of electrical and electronics engineering. His new post of Managing Director and CEO will become effective as of 1 April 2014.





Now read your favourite magazine wherever you go...  
Available on PC... Mac... Tablet... or any other handheld device!



Digital Platform Partners

Available on



[www.zinio.com/bikeindia](http://www.zinio.com/bikeindia)  
<http://pocketmags.com/nextgen>





# 'Our aspiration is to be number one in many markets'

In conversation with Terrence Bryce Johnson, Vice-president of Audi's Overseas Sales, and Joe King, Head of Audi India. Here are the excerpts

Interviewed By: Aspi Bhathena

**CI:** Last year Audi became number one and with sales about to cross the 10,000 unit mark, what are your plans for the company's future in India? How will you sustain this growth, especially with the competition going all out to catch up?

**TBJ:** We don't mind being hunted down. I mean, we're number one in a couple of Asian markets, first being China and now India, and we do not plan to stop there. Worldwide we are number one in around 40 countries and, obviously, our aspiration is to be number one in many markets. We are fighting hard for each customer and we think we are doing a good job and we aim to be number one in every market. Anyway, that's certainly what we all strive for, and as

for what is next for India, Joe is the right guy to tell you all about it.

**CI:** So, Joe, what will Audi India launch next? What can we expect?

**Joe King (JK):** I think the game-changer is the A3 sedan. It's absolutely the right product for the Indian market. It's right products that have got us to the 10,000 mark, that's what got us to number one, and continuing to bring the right products to the market will not change. The next step is the A3 sedan: the next step of the story of Audi in India.

**CI:** The other two Germans have brought in their hatchbacks, but in India we do not consider hatches as

luxury cars. Since the A3 is not a hatch, in India at least, it is presumably the best bet for you, but how soon can we expect to see it on our roads?

**JK:** Mid-2014 it will be here on Indian roads and, as you said, I think there was the option of the hatch as well, but we really stick to our principles where it's got to be right for the market. It's not just about bringing every product in, but bringing in the right product, the right specification, to meet the demand of the consumer.

**CI:** The Q3 has been a runaway success for you. Are you planning to bring in a more stripped-down version of it or will you just stick to the top end?





**JK:** We are currently looking at different specifications which are being worked on, but we will have several grades and several engines. So there'll be some good variety within the range, again with the consumer in mind.

**CI:** The general election is about to take place, and probably the government will change. So are you taking any precautionary measures when that happens? What are your plans for the future?

**JK:** The basic fundamental here is that before the election, we're very much ensuring that we're working on, exactly as you said, the preparation. We increased our workshop capacity by 52 per cent last year. We'll ensure that we do the same this year. We'll further extend our network this year as well. So the foundations are being worked on. We think that with all those, our number one position will remain.

**CI:** How was the month of January for the company compared to last year?

**JK:** Yeah, January was another good month, and we're well on the road for 2014. The Q3 has continued to even surprise us with the response to that car. It's been phenomenal.

**CI:** Will the A3 be

**priced substantially lower than the Q3 or will it be very close to it?**

**JK:** We'll announce the final price later, but, obviously, it'll be on the premium side of the luxury hatches available in the market, and, obviously, lower than the Q3. So it will be at what I believe is the right price. It's about the value composition: when the consumer looks at the value, and if the price is right for the value of the car, it'll be a runaway success, as it has already been around the world.

**CI:** Now, Terrence, your most successful flagship, the Q7, is getting on in years. I think it should have been replaced a couple of years ago.

**When do we see the new Q7?**

**TBJ:** The funny thing with the Q7 is that it continues to grow in volume worldwide, which would seem a little counter-intuitive, but even in pretty tough times in Europe, and Western Europe in particular, the Q7 continues to do very well. So it's a package, it's a styling that's still very relevant today. But, clearly, we're working on stage two. The centre of gravity for our brand has everything to do with the A4, the A6, the A8 on the sedan side and definitely the Q7 all about establishing the brand on the SUV side and it plays a unique role with the seating configuration. So it's still doing very

well, until putting the right product to replace it on a brand-new architecture, looking forward to that, but in the meantime it'll find a lot of happy homes for sure.


**CI:** The A4 has been around for quite some time now and since Mercedes-Benz are going to bring in the new C-Class, do Audi have plans to launch a new A4 in India anytime soon?

**TBJ:** It's coming. We're not at the point where we're going to talk about the A4 yet, but the heart of our business is the A4, the A6, the Q5, the Q7 so, yeah, we're really excited about where we are today with the A4 and you'll enjoy the next generation when it comes along.

**CI:** I road-tested the Q7 back in 2007-08. That SUV had low-profile tyres and I had suggested that the company should adopt higher profile tyres for India and they have done so. You guys make cars that have a perfect blend of sportiness, luxury, handling and comfort. What are your thoughts on that?

**TBJ:** That's really nice to hear. I think a mix of perfect petrol and diesel engines plays a big role. I think it's nice to see the luxury landscape take on added shape and the Audis look so distinctive on the roads. I mean, it's such a great design. The light technology keeps moving forward. We have the new laser technology that we showed in the sports quattro here. Just shows what really lies ahead so, yeah, that's good to hear. I think coming out with the A3 now is because the team has placed such a priority on listening to the market and focusing on sedans rather than, perhaps, hatchbacks.

**CI:** Your competitors are now following in your footsteps. Their cars have become softer than earlier, but I believe that Audi still have the edge when it comes to a perfect suspension. What do you have to say about that?

**TBJ:** The dynamic suspension really allows us to do things with the chassis and then the set-up, so you can still have a very dynamic experience if that's what you're looking for, but if you need something a little bit more forgiving on tough roads, then you have that. So that's good. And then there is the quattro system, right? A lot of people associate quattro with snow and ice conditions, and people forget just how slippery it is the first time it rains here. So the quattro makes driving quite fun. 





## **'We are working constantly to make our customers happy'**

**The Toyota Etios is undoubtedly a good car to drive. However, the quality of its interior has been an issue. We recently caught up with Akio Nishimura, the man responsible for the Etios, for a frank tête-à-tête**

**Interviewed By: Aspi Bhatena**



**Car India (CI):** Firstly, I would say that the Etios is a great car. It features a lot of space, offers good fuel efficiency and drives really well. However, the interior design and quality are somewhat a letdown and that reflects the fact that the Etios was made to a price. What do you have to say to that?

**Akio Nishimura (AN):** Frankly speaking, the interior quality, the fabric and plastic have come up as compared to earlier and we are working on improving it even more.

**CI:** Today when we look at the Japanese cars, we see that the interior quality is not up to the mark, whereas the Koreans offer very good quality in terms of interior and the material used. Toyota being such a big brand why is it that the Etios has the reliability but not quality interior?

**AN:** For all these years it has been a learning for us and keeping in mind the kind of customers we have, we have made a few minor changes and introduced new fabric, different colour plastic and also used different material. The Etios with all these changes is now available in the showroom. We are also going out and talking to dealers and customers, taking feedback and doing changes to the car accordingly. It is a positive change for us and the changed interior is being appreciated by our customers. Earlier, we had some issues with the quality of the interior, but now the change is taking place and we are confident about it. You see, we don't come out in a big way when we do the changes, but we are trying our best to give the customers what they want.

**CI:** I accept the fact that Toyota are working hard to bring the quality up, but still there are a lot of things that

need improvement. If you look at Koreans, you will realise that even their small cars have good quality interiors and a lot of features which the Indian consumer thinks is better value for money even though it's not completely true. Toyota cars are built like tanks as nothing goes wrong with them mechanically, so why not take the interior to the same level?

**AN:** We are trying hard to understand the Indian customer. We are working to better equip our cars with more features that will eventually help the customer while buying. Telling the customers this is the job of marketing. Hence we have the three-years-or-one-lakh-kilometres warranty which is outstanding. Our motto is Quality, Driveability and Reliability, and we are working hard to convey that to our customers. In the recent times the Indian customer has started to understand that and has started to appreciate it as well and this has reflected very well as our sales figures have started going up.

**CI:** There are still some differences in terms of quality. How do you propose to address those?

**AN:** Yes, we do understand that now and we are working on that and soon the Etios will also follow the path of the 'Kaizen', which will help us to satisfy our customers. However, there won't be a huge change immediately but over time you will see the overall car improve in terms of design and quality.

**CI:** You see, in India customers and many journalists are looking for things like steering-mounted controls, Bluetooth and stuff like that, which are obviously missing from the Etios. For them if a car doesn't come with all this stuff, it is not a good car. The Etios is

no doubt a brilliant car when it comes to safety, comfort, driveability and handling, but the average Indian consumer is not able to understand that. When you launched the Etios people thought that they would be getting all of that just like they would, say, in a Corolla or a Camry, but they didn't. What are your thoughts on that?

**AN:** We understand that. As I said, we are working on that.


**CI:** Another thing that I would like to point out is the single windscreen wiper which really becomes an issue in the dusty Indian environment. It doesn't really wipe the windscreen properly. Do you propose to change that?

**AN:** That is an interesting observation and we surely will work on making it better in the future models of the Etios.

**CI:** You have such great engineering history, but somehow people don't really feel good about the Toyota brand when it comes to the Etios. However, it shouldn't really be a problem for Toyota. What would you say?

**AN:** You see, we are working constantly to make our customers happy, even a single customer is very important for us. That has been our philosophy since the beginning. We want to provide our customers very good quality and I think with our engineering we can make that happen and, of course, if the customers are happy, the volumes will definitely go up.

**CI:** What are your thoughts on bringing a diesel small car into the market with an automatic gearbox?

**AN:** We do understand the need for a small diesel car with automatic gearbox and we would certainly consider that. 



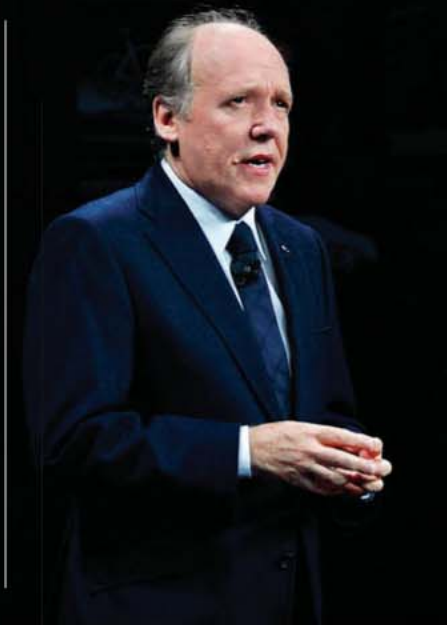
# Meet the Maker

**He is the man responsible for the fabulous Jaguar F-Type Coupé and the gorgeous C-X17 Concept. We caught up with the J-LR design guru on the sidelines of the recent 12th Auto Expo**

**Interviewed By: Ravi Chandnani**

**Car India (CI): What were the design challenges that you faced while designing the F-Type Coupé?**

**Ian Callum (IC):** The biggest challenge we faced was probably with the roofline because we wanted it to be as low as possible although it is higher than the original concept by 20 mm. Also the design of the rear spoiler and the triangular pieces on it: we had to have them, so we went through a huge amount of challenge just to preserve the shape. The biggest challenge in terms of sheet metal was the monoside – meaning the one whole piece of sheet metal on the side of the car which is in aluminium and stretches from the wheel-arch to the inside of the C-pillar. When the engineers saw that, they said that it was not possible. We had done it in clay, but the engineers said



**'We like to keep launching newer variants in the market rather than launching everything at once because that kind of ends everything'**

'no'. However, our engineers loved working on this car and they love challenges, so we worked together for months and months and eventually found a way to tool this particular piece the way we wanted it. There were many other challenges, too, one of which was the structure of the car. The new regulations in America for roll-over protection meant that we had to strengthen the structure to make it safer. We have a set of roll-bars behind the seats that are hidden from plain view, but they provide the necessary roll-over protection.

**CI: Currently the F-Type Coupé features the biggest and most powerful engine in the line-up along with smaller units. Is Jaguar looking at introducing more engines in the F-Type to make it more versatile?**


**IC:** Well, we experiment with engines all the time, smaller units, bigger units, but you have to wait and see which ones come out. We are working on it and you can expect to see this car with changes just like what Porsche does with its 911 models, so we might give it a different gearbox and things like that. In a few years you will see

new models of the F-Type coming up. In the past we have come out with different variants of our models with different engines and stuff. We like to keep launching newer variants in the market rather than launching everything at once because that kind of ends everything. The F-Type is like our marketing tool, our PR car and it is doing that extremely well and, of course, it is a brilliant car but the volumes are always going to be low. The interesting thing is what this car is doing for Jaguar, its credibility has helped the brand immensely and now people look at Jaguar very differently.

**CI: What about the C-X17 Concept? When is Jaguar planning to bring it in?**

**IC:** There is a long way to go before anything can be done about the C-X17 concept. There is a fair amount of realism in the concept and we have designed it to safety standards that already exist today. The C-X17 meets all of them. So if we were to build it, we would probably build something very similar to it because we don't want to promise something and then deliver something completely opposite. We put in a lot of effort in the design stages to make sure it is compliant with the legal requirements, and you can expect something very similar when we build it.

**CI: What do you think of the show cars of today as compared to those of the 1950s? How has that changed?**

**IC:** The show cars that were built earlier were designed by companies that were looking for some work and that is the reason you saw so much exaggeration. When we have to build cars today, we have to adhere to so many things and to create something from your fantasy, you know you can never build it makes no sense in investing in it. So today we try and make the concepts as close to reality as possible. 



# CAR PRICES SLASHED

**Government announces tax revision to create pre-election goodwill**

**W**ITH EXCISE DUTY cuts in the interim budget announced by Finance Minister P.

Chidambaram, the price tag trimming has begun with all major manufacturers.

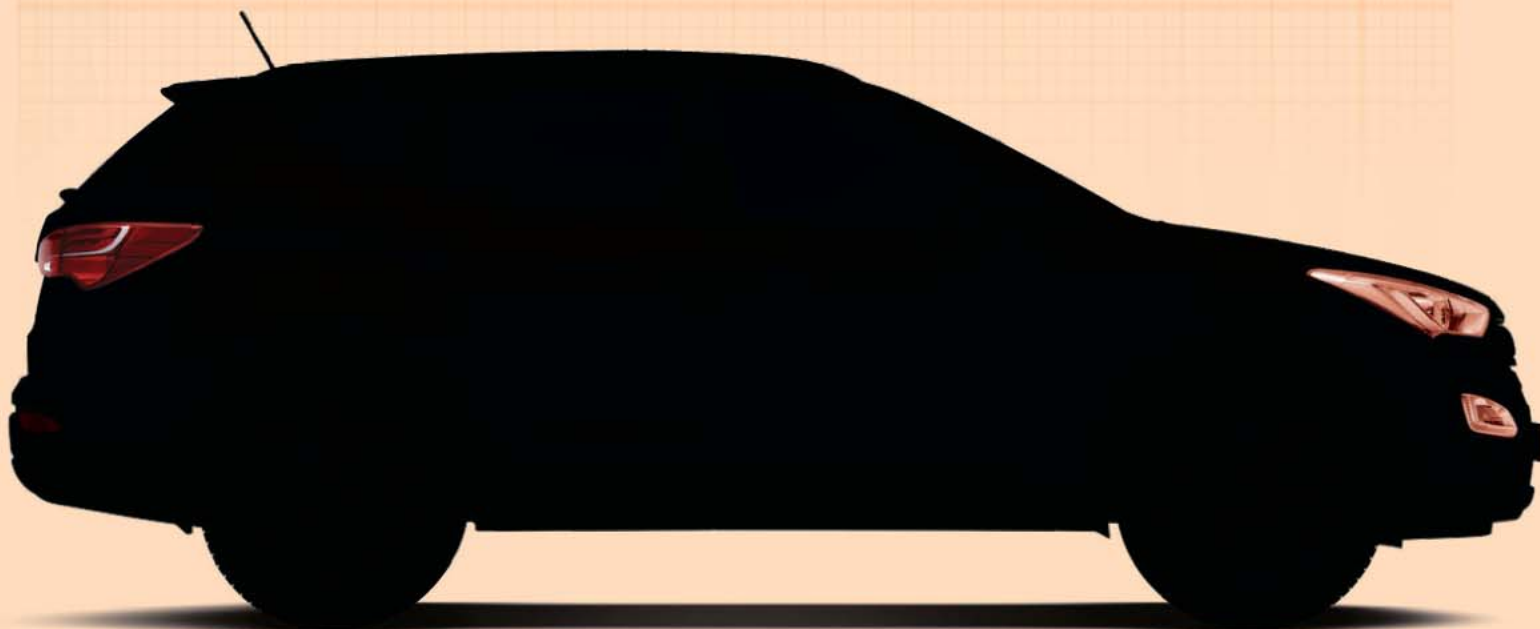
The drop in excise duty is seen a welcome move by car manufacturers as

well as auto component makers as it will benefit the customers and may provide the necessary boost to the whole industry during the ongoing slump.

As per the new rates, small cars will attract eight percent excise duty instead of 12. Duty on mid-size cars has also been reduced by four percent (24 to 20)

and large cars get a three percent reduction from 27 to 24 percent. The biggest beneficiary will be the SUV segment, which are the most heavily taxed vehicles. The excise duty on SUVs has gone down by six percent, from 30 percent to 24 percent!

The above numbers are encouraging







to say the least and manufacturers have been quick to announce the price revisions of their cars.

Commenting on the passing of the benefit of reduction of Excise Duty to the Customers, Mr. Rakesh Srivastava, Sr. Vice President, Sales and Marketing, Hyundai Motor India Ltd said, "The reduction in Excise Duty would substantially reduce the prices, making cars more affordable. The quantum of benefit will vary from Rs. 10,000/- to Rs. 1,35,300/- across all the models. Hyundai Motor India Ltd will extend the benefit of these excise duty cuts to customers

with immediate effect & will also support its dealerships suitably."

Piyush Munot, Managing Director, ZF India also expressed his views saying "The budget will help to boost the sagging morale of the Auto Industry, specially the SUV manufacturers. It's a very good move for the industry, which has been struggling in the recent past. The reduction in Excise Duty would lower the acquisition price thereby making vehicles more affordable. The automotive industry is the backbone of growth for the manufacturing sector, so it's revival would support key industries

✓ Here are some of the confirmed changes in prices across all segments for a clearer understanding

	<b>Maruti-Suzuki Alto</b>	₹ 2.9 – 3.4 lakh (-10,000 – 12,000)	
	<b>Hyundai Grand i10</b>	₹ 4.4 – 6.6 lakh (-15,000 – 23,000)	
	<b>Honda City</b>	₹ 7.5 – 11.1 lakh (-24,000 – 35,500)	
	<b>Mahindra XUV500</b>	₹ 10.9 – 14.8 lakh (-34,000 – 42,000)	
	<b>Toyota Innova</b>	₹ 9.8 – 15.2 lakh (-50,000 – 76,000)	
	<b>Audi A4 2.0 TDI</b>	₹ 29.85 lakh (-72,000)	
	<b>Mercedes-Benz E250 CDI</b>	₹ 46.90 lakh (-76,000)	
	<b>Mercedes-Benz GL350 CDI 4MATIC</b>	₹ 72 lakh (-2.00 lakh)	
	<b>Audi Q7 TDI 3.0 TDI Tech</b>	₹ 78.28 lakh (-3.82 lakh)	

**The drop in the Excise Duty is seen as a welcome move by car manufacturers as well as auto component makers and it will benefit the customers**

like auto components, capital goods, raw materials, electronics, chemicals, plastics, and software. Revived growth in the automotive industry would have a positive impact on these key downstream and upstream manufacturing sectors."

Other automakers, including Ford, Toyota, Nissan, Renault, General Motors and Volkswagen have also stated that they would pass on 100 percent benefit to the customer by reducing the prices throughout their range.

The reduced prices will encourage buyers who buy cars at the end of the financial year for tax benefits. Also, due to the reduced prices, buyers can now opt for a higher variant of the car they want to buy or use the saved money for accessories. However, those interested must hurry as the reduced excise duty is valid only till 30th June 2014.

## DECLARATION

**Statement about ownership and other particulars about CAR INDIA, as required to be published in the first issue of every year after the last day of February.**

**Form IV (See rule 8) (Press and Reg. Of Books Act, 1867)**

Place of Publication : Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013

Periodicity of Publication : Monthly

Printers Name : Mr. Marzban Jasoomani, Nationality : Indian, and printed at

Kala Jyothi Process Pvt. Ltd, 1-1-60/5 RTCX Roads, Hyderabad - 20

Publisher's Name : Mr. Marzban Jasoomani, Nationality: Indian,

Address: Next Gen Publishing Limited, Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013

Editor's Name : Mr. Aspi Bhatena, Nationality: Indian,

Address: Next Gen Publishing Limited, Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013

Names and addresses of individuals who own the newspaper and partners or shareholders holding more than 1% of the total paid up equity capital:

Next Gen Publishing Limited, Trade World, C-Wing, 2nd Floor, Kamala Mills Compound, Senapati Bapat Marg, Lower Parel (W), Mumbai 400013

**Details of shareholders of Next Gen Publishing Limited who are holding more than 1% paid up equity capital of the company as on January 31, 2014.**

i. Shapoorji Pallonji & Company Limited, 70, Nagindas Master Road, Fort, Mumbai 400023

ii. HDFC Limited, 5th Floor, Ramon House, H. T. Parekh Marg, Backbay Reclamation, Mumbai 400 020

iii. Rajpal Singh Sethi, Green Gate, 693, Flat 702, Perry Cross Road, Bandra, Mumbai 400 050

iv. Zubin N. Kamdin (Executor of Estate of late Sam Nariman Polishwala), 29/A, Naoraji Seth Street, Thakurdwar, Mumbai 400 002

v. Aditya Chitale-(Executor of Estate of late C.N.Mistry), F-19,0-1, Bridge View C.H.S.Ltd., Sector-10, Airoli, Navi Mumbai 400 708

vi. Hoshang Billimoria, B-221, Grand Paradi, 572, Dadyseth Hill, August Kranti Marg, Mumbai 400 036

**I, Marzban Jasoomani hereby declare that all particulars given above are true to the best of my knowledge and belief.**

Sd/

Marzban Jasoomani

Signature of the Publisher

Date: January 31, 2014

## LETTER OF THE MONTH

### HOW ABOUT MORE TRAVELOGUES?

I am writing this letter not only because I am a regular reader, but also because I want to tell you chaps that I miss all the travel stories that you used to carry earlier. It seems that suddenly you have decided to do away with such stories. The magazine has also become very predictable, which is not really a nice thing. Please do something about it as Car India is one of my favourite magazines.

**CHIRAG TANDON,  
MUMBAI**

*Dear Chirag,  
Thank you for your candid feedback. We do try to make each*

*issue as comprehensive as possible and are really sorry to learn that you find it predictable. As for travelogues, a few really thrilling ones are in the pipeline. So stay tuned.*



### KEEP UP THE GOOD WORK

I am a regular reader of your wonderful magazine and I really appreciate the content in each issue of the magazine. Recently I bought the latest issue and liked the article on the Auto Expo. I am looking forward to buying a new car and that article definitely helped me a lot. I am right now waiting for your upcoming issue in which I expect to read an in-depth report on all the beauties that were shown at the Auto Expo. I also wanted to tell you that the international stories you carry are the best in the country and there is no one else who provides such in-depth reviews of cars that are not here in India. Keep up the good work!

**RAJIV MISHRA, KANPUR**

*Dear Rajiv,*

*Thank you very much for your fulsome praise. We do try our best to bring out a comprehensive and readable issue, one which will also be helpful to our readers. You can read our extensive coverage of the Auto Expo in this very issue. Best wishes to you and happy motoring!*

### THE RIGHT SUV

I am writing this letter to seek some advice from you. You have been churning out exceptional issues one after the other.

I live in the hilly region of Arunachal Pradesh and the roads here are in a battered condition. I want to buy an SUV which is not too expensive,

but not too cheap as well. My requirements are that it should be rugged, reliable and should have good fuel efficiency. I don't want to go in for a 4X4 off-roader as they are too crude for a family chap like me. Please advise me.

**THOMAS NORBU, ARUNACHAL PRADESH**



*Dear Thomas,*

*Thank you for your compliment. The SUV that will meet most of your requirements is the Renault Duster. It has a reliable engine, good power and torque along with good fuel efficiency. Besides, it can also do a bit of off-roading when the situation demands.*

### A PLEASANT SURPRISE

It's not that I fancied automotive magazines much, but I love cars and when I picked up a copy of Car India last month, I was surprised to see that there actually is a magazine in India dedicated solely to cars. You are doing a great job by providing us readers such good content about cars. I have decided to become a regular reader of your magazine and will be buying a subscription soon.

**PALAK SAINI, CHANDIGARH**



*Dear Palak,*

*It is always heartening to see the tribe of automobile enthusiasts grow and, as a new member, we welcome you to the Car India family!*







# TECNA®

Intelligent welding  
in car body repair



*A Complete Solution*

**ARO EQUIPMENTS PVT. LTD.**

300, Phase-II, Udyog Vihar, Gurgaon (Haryana)

Tel. : 0124 - 458 5400, Fax : 0124 - 458 5401

info@aroequipments.com www.aroequipments.com

# NATURALLY GREEN

**The Audi A3 Sportback g-tron, running on climate-friendly Audi e-gas as well as conventional natural gas and petrol, is a shot in the arm for sustainable mobility**

**Story: Gaurav Nagpal**



**I**T DOES NOT TAKE MUCH to raise the hackles of environmentalists these days, with automobiles being a much-favoured target of potshots by the green brigade. Among other manufacturers, Audi have striven hard to assuage these concerns, and the newly launched A3 Sportback g-tron represents a huge step towards sustainable future mobility.

The first natural gas car from Audi that has gone into production, the A3 Sportback g-tron is a revelation of the company's extensive technological

expertise. It represents a showcase of ultra-lightweight technology, state-of-the-art CNG technology, and fuel storage technology.

The gas is stored at a pressure of 200 bar in two tanks located below the trunk floor, with a capacity of about seven kg (15.43 lb) each; positioning these in the spare wheel well has minimised the reduction of load capacity. The tanks themselves are ultra-lightweight, undercutting equivalent steel bottles by 70 per cent (27 kg each).

The compact and lightweight electronic gas pressure regulator works to bring down the pressure of the gas to five to

nine bar. It maintains the right pressure according to the driving conditions and requirements – low pressure for high efficiency at low speeds, and higher pressure when more power and torque are required.

The powerplant is a modified 1.4 TFSI, with the cylinder-head, turbocharger, injection system and catalytic converter specifically designed to run on gas. 110 PS and 200 Nm power this five-door compact to a 0-100 km/h time of under 11 seconds and a top speed of over 190 km/h. Immediately after refuelling or when it is very cold, the car starts up with petrol and





#### ▲ **NATURALLY NUMERO UNO**

The A3 Sportback g-tron is Audi's first natural-gas-powered car that has gone into production.

#### ► **ECO EVANGELIST**

A 100-km drive requires less than 3.5 kg of e-gas/natural gas and adds less than 95 g/km CO<sub>2</sub> to the atmosphere.



#### ◀ **POWER-PACKED**

The modified 1.4 TFSI powerplant takes the car from 0 to 100 km/h in less than 11 seconds and to a top speed of over 190 km/h.

#### ► **FEATHERWEIGHT FUEL STORAGE**

Two ultra-lightweight fuel tanks located in the recess for the spare wheel store a total of 14 kg of gas.



then switches over to e-gas/natural gas as soon as possible.

The biggest USP of the A3 Sportback g-tron remains the claimed class-best emission and economy statistics. New European Driving Cycle (NEDC) results indicate CO<sub>2</sub> emission under 95 g/km, and fuel expenses of Rs 342 (EUR 4)/100 km. Over 100-km

distance, the car uses less than 3.5 kg of natural gas or Audi e-gas, which is produced at Audi's Werlte e-gas plant from CO<sub>2</sub> and water using renewable power (for more details, refer to the November 2013 issue of Car India).

The Audi A3 Sportback g-tron is all set to hit the roads, with advance sales in Germany having commenced from 13

February 2014 onwards, at a base price of Rs 22.13 lakh (EUR 25,900). It could be an expensive proposition for Indian buyers; besides, there is no supply of the completely-emission-neutral Audi e-gas here. If these barriers could be surmounted, we could have ourselves a car from the four-ringed marque that appeals to our green hearts like no other. **car**



#### **DPX-U5130BT**

Dual DIN CD Receiver with USB Interface, Built-in Bluetooth



PURE SOUND PRECISION

BRAND NEW KENWOOD  
2013-2014

**KENWOOD**

<http://india.kenwood.com>

## MAGNETO-RHEOLOGIC SUSPENSION

'Magneto-rheologic suspension' is an adaptive damper system where the dampers are magnetically controlled. A special magneto-rheological fluid is used, which, when subjected to a magnetic field, causes the fluid to greatly increase its apparent viscosity to the point of becoming a visco-elastic solid. This allows the controller to implement changes in the damping characteristics of the suspension within milliseconds. The Cadillac CTS-V and the new Lamborghini Huracán use this suspension system.



## DIHEDRAL SYNCHRO-HELIX ACTUATION DOORS

The system on Koenigsegg cars where the doors first move outwards before swivelling upwards to grant access. Contrary to what it may seem, this system requires more room to avoid scraping the doors on the road surface.

## PREDICTIVE EMERGENCY BRAKING SYSTEM

Developed by Bosch, Predictive Emergency Braking System assists in avoiding rear-end collisions and mitigating the consequences. It is based on the networking of a radar sensor with the Electronic Stability Program (ESP®) or Electronic Stability Control (ESC) continuously analysing the traffic ahead.

A brief distraction or loss of concentration can often be sufficient to cause a rear-end collision. A driver travelling at 80 km/h who is distracted for just one second covers a distance of over 22 metres in this time. In critical situations, seconds are decisive in determining whether the driver can avoid a



rear-end collision. Accident research shows

that prior to rear-end crashes most drivers do

not apply the brake pedal strongly enough or do not apply the brakes at all. Predictive Emergency Braking System becomes active as soon as the vehicle is started, and supports the driver at all speeds – both by day and by night. Nevertheless, the driver still has a responsibility to pay attention and drive carefully at all times.



## CARBON TUB

A 'carbon tub' is a high-strength enclosure for the driver in a race car made entirely of layers of carbon-fibre. Its sole purpose is to protect the driver in case of a severe accident; even if the rest of the car body has been completely destroyed as a result of the crash.



## FIRING ORDER

The firing order/sequence is the ignition sequence or the order in which the combustion stroke is initiated in a multi-cylinder engine. In a four-cylinder engine, the typical firing order is 1-3-4-2.

## CASTING

'Casting' is the method of manufacture wherein molten or liquid form of a metal is poured into a mould to assume a pre-determined shape. This method is the most cost-effective for creating metal parts, but is prone to impurities due to the nature of creation process.

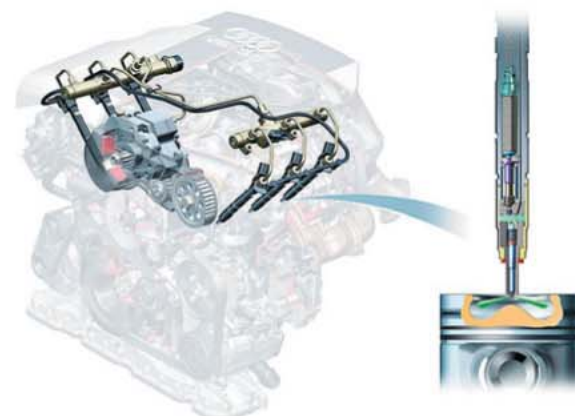


## FORGING

A more expensive but stronger way of creating metal components, forging involves heating up a single chunk of metal and pounding it into the desired shape with the help of a forging die. Any extra oozing out and solidifying is ground off. In case of a crankshaft, the steel used ensures a forged unit is stronger than a cast unit.

## BILLET

Billet parts are obtained by the process of crafting a component from a solid chunk of metal. They are capable of being stronger than forged parts, but that characteristic depends on the quality of the metal used for the process. The cost of billet parts tends to be higher because they have to be individually cut each time.



## FUEL RAIL

'Fuel rail' is a fuel line in a port fuel injection system that feeds fuel from the injector pump to individual injectors at each cylinder. In most fuel systems, it resembles a rail running at or near the cylinder-head.

# A CELESTIAL





# DRIVE

**Maruti Suzuki, India's biggest car-makers, launched the new Celerio at the recent 12th Auto Expo as a possible replacement for the A-Star. How good is it? We find out in a first drive**

*Story: Gaurav Nagpal*

*Photography: Maruti Suzuki*

**T**HE SMALL CAR SEGMENT WAS where it all began in India, with the launch of the Maruti 800 just over three decades ago, kick-starting the automobile revolution like no other.

Over the years, various models kept the Maruti flag flying high and, despite the onslaught of competition in recent years, the company still retains an enviable market position.

The Celerio (the name means 'celestial river') takes the stage at a time when the company's mid-segment hatchbacks – the A-Star, Wagon R, and Estilo – have not been setting the charts on fire. The Swift, of course, continues to be a high-seller, but there was a clear need for something to help the company rack up the numbers in the mid-range of the hatchback segment. I got to take the car for a spin during an exclusive media drive in Jodhpur prior to its launch at the 2014 Auto Expo.

The Celerio breaks no new ground in the styling department, with a safe design theme taking cues from other models in the Maruti fold. The front end is somewhat reminiscent of the SX4, with two horizontal chrome slats dominating the wide front grille that connects the large wrap-around headlamps. From the side, you notice the flared wheel-arches that seek to lend an air of sportiness. A sharp crease starts just above the front wheel-arch and runs the length of the car below the pull-out door handles, tapering off into the tail-lamps.

The rear again looks to the family for inspiration, Alto-ish being an apt description. The slim tail-lamps look good, and the attractive six-spoke alloys (only on the top-most trim) do liven up the exterior, but the overall

► "Celerio" engraving on the door sill looks classy and attractive





impression is of a safe design that yet again fits the adage, 'pleases many, excites few'.

Step inside the car, and the safe, pleasant feeling continues. All-round visibility is good, aided by the slim A-pillars and the large rear windscreen. The instrument cluster is dominated by a large speedometer with a tachometer to one side and a multi-information display to the other, and the latter shows instant and average fuel consumption, distance-to-empty, and the gear position (in the auto gear shift version only).

Equipment levels are good in the higher trims, with the ZXi (Optional) trim loaded with a driver seat height adjuster, four-speaker stereo with CD/USB/AUX/Bluetooth, and steering controls for the music system and Bluetooth. The upper half of the dashboard is in black with the lower part in beige, and the dual-tone theme continues in the door trim. The plastics feel good to touch.

The seats are fairly comfortable and the dual-tone fabric enhances their appearance. The headrests are integrated into the seat and are not adjustable. The controls fall easily to hand – Maruti have always got ergonomics right and the tilt steering is a further help here.

Knee-room and headroom are good at the front. The slim front seats aid knee-room at the rear, which might still be an issue if the driver is tall. Shoulder room is sufficient, but

## NEED TO KNOW

### MARUTI SUZUKI CELERIO

#### PRICE

Rs 4.34-5.50 lacs  
(manual transmission),  
Rs 4.78-5.11 lacs  
(Auto Gear Shift);  
all prices OTR Delhi

#### ENGINE

Petrol, 998-cc,  
three-cylinder,  
68 PS at 6,000 RPM,  
90 Nm at 3,500 RPM

#### TRANSMISSION

Five-speed manual/  
five-speed Auto Gear  
Shift, front-wheel drive



things could get tight at the rear if the bench is fully occupied. The 235-litre boot is par for the segment. Safety and security have not been stinted on in the ZXi (Optional) trim, with driver and co-driver airbags, ABS, and rear window wash/wipe and demister.

Under the hood is no surprise, with the well-known 998-cc K10B engine (now also known as the K-Next engine) beating away merrily. Peak power and torque figures remain unchanged at 68 PS and 90 Nm. Delivering this power and torque to the front wheels is a five-speed manual transmission, as well as a newly developed five-speed automatic transmission (designated Auto Gear Shift). Claimed fuel efficiency is 23.1 km/l for the manual and the automatic.

Start the car up and the engine is immediately audible. The noise is far from intrusive or jarring, but this car will clearly not be setting any class benchmarks for engine noise. The steering is quite light and could be more communicative, but that would be asking for too much.

The gear lever in the manual transmission slots in smoothly and low- and mid-range performance is good, with the car being sprightly enough to move along at a fair clip and to overtake slow-moving traffic when the chance presents itself. I did not get a chance to drive the car on a highway, but top-end performance should be more than







◀◀ Rear legroom is adequate, aided by the slim scooped-out one-piece front seats

◀ Surprise surprise - the 'Auto Gear Shift' does not have a 'Park' mode!

➤ The centre console is dominated by the large speedo at one end and the snazzy audio system at the other



**The Celerio makes for a fairly pliant ride over most surfaces at city speeds. The ride is fairly composed at higher speeds, too**



acceptable for this segment.

The other transmission option, though, is what Maruti are making all the noises about. The five-speed auto (with a manual mode) designated 'Auto Gear Shift' by Maruti surprisingly does not have a 'Park' mode, so when parking the car, you need to use 'Neutral' and the handbrake. It may match the manual transmission on fuel consumption, but is no patch on the latter when it comes to performance. Upshifts happen at a decent pace, but downshifts are very slow – the car cannot scoot into a gap that may open up, and quick overtaking manoeuvres are, therefore, impossible. The auto transmission is thus best used in manual mode, which offers the best of both worlds.

Rough city roads are easily taken care of by the suspension setup; a hovercraft it is not, but the Celerio makes for a fairly pliant ride over most surfaces at city speeds. The ride is fairly composed at higher speeds, too, ensuring you will have a comfortable journey.

Handling is quite good as well – due to the slightly higher stance of the car, there is some body-roll, but nothing that is disconcerting or uncomfortable. Grip around corners is adequate, and quick lane changes do not unsettle the car either.

The Celerio is definitely one of the most important models coming from Maruti. It seeks to build on the strengths of the company's other hatchbacks (for instance, Maruti reliability and engine performance) and iron out some negatives (for example, the tiny boot in the A-Star). Looks may not be something to write home about, but then, in this segment, rarely do you find a space-age design masterpiece. The manual transmission variants are priced at par with or slightly above competing one-litre offerings; the auto transmission variants though undercut most competitors. So if you want a small car in this segment but hate shifting gears manually, you know where to put down your money! **car**



*Story: Georg Kacher Photography: Alex Howe*

# INCRE

In 2006, BMW asked: what's the sports car of 2020? This hybrid sports car,





# Di8LE

with the pace of an M5 and 40 Km/l. We drive this year's amazing i8



**B**MWS MAY BE UBIQUITOUS ON MOST roads, but the i8 is a BMW like no other. True to the company's ultimate driving machine ethos, it's a sports car with 50:50 weight distribution, but it's not rear-wheel drive. It skulks low to the ground, has a supercar's extrovert form and gullwing-style doors, but the i8 sells under BMW's eco 'i' brand. Like a Formula 1 racer, the body is made of carbon-fibre and the engine sits behind the driver, but the i8's mill displaces just 1.5 litres in capacity and is bolstered by an electric motor.

Yes, this incredible, plug-in hybrid sports car is a bundle of contradictions. And we're about to drive a prototype. Not that the swirly blue and white camouflage will deceive anyone of this car's true identity – concepts have been blazing the i8's trail since 2009. But five years on, the £99,845 (Rs 1.02 crore) car finally reaches UK customers this July.

Boarding is easy. Thanks to carbon-fibre's stiffness, the cabin aperture can be large enough for those who shop at High & Mighty like yours truly, with the sill low enough not to bar entry. The manually adjustable seat trimmed with biologically tanned leather is comfortable enough for all sizes. Glance backwards, though, and you'll spy two tiny seats, barely spacious enough for a couple of corgis. Only oddball mid-engined cars like the Lotus Evora and Ferrari Mondial have tried this 2+2 trick. But you're more likely to use the rear perches for overspill luggage than humans: the hold beneath that glass rear hatch only swallows 150 litres.

Many cockpit elements are from BMW's present, not the future: the steering wheel, in-dash colour monitor, iDrive controller and air-con panel are all familiar. But they're mounted on flowing, multi-layered surfaces that look like they were squeezed as liquid from a tube, before setting rock-hard. In the binnacle, the computerised gauges can change colour and display, but they're too small and feel a bit Star Wars – the 1977 vintage, not J J Abrams' 2015 reboot.



Let's go for it. One stab at the start button, and the system jumps to a busy amber-over-blue digital life. Next, we push the eDrive button for pure electric driving, and to start molesting the fully-charged battery. The range indicator reads 35 km – what a splendid illusion! The i8 takes off with silent verve, accelerating briskly to 50 km/h and on to its zero-emission top speed of 120 km/h. The electric motor, mounted in the nose, sends 250 Nm of instant torque to the front axle via a two-speed automatic. Push the accelerator beyond a detent, and the i8 switches from front-wheel e-drive to four-wheel drive, as the combustion engine automatically cuts in, turning the rear wheels. The turbocharged, three-cylinder unit feels smooth and progressive, and for now appears wrapped in cotton wool it's so acoustically detached. In eDrive, the i8 is all a bit eco-friendly and measured, more in line with the city car character of its i3 sister car than the sporty soul you'd expect.

On the race track, the projected range was plummeting so fast that the on-board computer kept ►

▲ In his 39-year-long automotive career big Georg has heard numerous car-makers talk up their 'car of the future'. This one lives up to the hype, though

► Changing that livery is the stuff of pit-stop nightmares: flock wallpaper and paste brushes at the ready, boys...











suggesting new charge points by the minute – high time to engage Eco Pro. This mode coordinates the three-cylinder engine and the e-motor for optimum efficiency. It also reduces the AC output from a breeze to a hiss, or minimises the drain from bum warmers or mirror heaters. Lift off and the i8 slows sharply, and the computer may decide to harvest this energy to charge the battery. Alternatively, the i8 may slip into coasting mode, if your driving style, the traffic density and intelligent sat-nav permit – it calculates when to store up energy on a journey, to guarantee electric drive in an upcoming low-emission zone, for example. Play it right, and Eco Pro can extend the range over the regular Comfort mode, from 499 km to 595 km.

In Comfort, comrade computer unlocks the full potential of both powerplants. The electric motor's peak output is 131 PS, the 1.5-litre three-cylinder summons a remarkable 231 PS, the highest output per litre of any

▲ Those rear tyres are spun by a turbocharged three-pot, an electric motor turns the front axle. Four-wheel drifts ahoy!

BMW engine, and 320 Nm of torque. BMW quote a combined output of 362 PS and 570 Nm. It's a highly complex powertrain: electric motor and petrol engine, each with distinct transmissions – the three-pot is coupled to a six-speed automatic – plus torque vectoring, which varies the torque split not just between axles but across wheels. On slower parts of the track, you can really feel the torque shift around, with the i8 alternately stretching its front and hind legs while cornering in stride.

So far, so enlightening. eDrive is great for silent, socially responsible city cruising; Eco Pro will reward feather-footed, km/l junkies who want to keep going for their highest scores; Comfort is fine for everyday motoring. But to get the best out of the i8, to unearth its true dynamic talent, we're going into Sport mode. But first, how did the i8 come into being?

## THE GENESIS OF I8

In late 2006, BMW set up a brains trust to explore the car's future. Legislators were implementing ever tougher emission laws, and the pressure ratcheting up on peak oil and global warming. A global shift towards city dwelling posed further challenges on congestion and air quality. For BMW, a brand built on high-performance sports cars, the warning was stark: adapt or die.

Today, BMW sees itself as a global mobility provider, happy to run car hire clubs for occasional city drivers, fund apps that help people find a parking space on someone's drive, and to launch the i sub-brand for electric cars. The pure electric i3 is unlike anything else in the BMW stable, and though the plug-in hybrid i8 offers similar acceleration to an M car, it will attract a very different customer.

But any electric car faces massive challenges: battery technology generates less energy density than petrol or diesel, and is heavier. BMW's brains trust decided the only way to combat this was with low weight, unlocked by clean-sheet designs and cutting-edge material. So the batteries, electric motor and performance electronics – weighing 220 kg alone – are packaged with the petrol engine, suspension and crash protection in a lightweight aluminium chassis base. On top of this is grafted a passenger cell made of carbon-fibre, which is ultra-stiff but weighs 30 per cent less even than aluminium. With the i range, BMW will overtake McLaren as the world's biggest manufacturer of carbon-fibre cars.

The batteries sit low in the 2,800-mm section between the axles for safety and to optimise weight distribution, and the i8's centre of gravity is 50 mm lower to the ground than the new M4's. In fact, the 1,490-kg i8 is fractionally lighter than the similarly-sized M4, and only 75 kg heavier than a Porsche 911 Carrera S PDK – despite the BMW packing both electric and petrol power.

Thanks to its pared back weight, downsized engine and electric assistance, the i8 scores 40.21 km/l on the combined cycle – though that test procedure inflates every hybrid's performance, by ignoring the electricity used to charge the battery before start-up. It takes two hours to charge the battery to 80 per cent on your BMW-supplied i Wallbox, a £315 (Rs 32,500) option. That price is subsidised, just like the i8 itself: its plug-in tech and 59 g/km of CO<sub>2</sub> figure means it ■

## THE LAST BMW SUPERCAR

Like the i8, the M1 was a radical step from sensible, 1970s BMW. The supercar sported a wedgy, Giugiaro-designed, fibreglass body, 3.5-litre straight six amidships and spaceframe chassis – but no gullwing doors like its spiritual successor.

The 1978 M1 packed 277 PS pushing 1,300 kg – the i8 is just 190 kg heavier, despite all the 21st-century electronics, safety kit and hybrid tech. 0-100 Km/h took 6.5 seconds in the M1, fuel

consumption was 6 km/l – the i8 claims to best that by almost 35 km/l!

BMW will be praying the i8 doesn't struggle for sales like the M1. Outsourcing the build to troubled Lamborghini caused disastrous delays and lost orders. Smart marketing helped the M1 meet its 400 sales target, though: the ProCar support series at F1 races gave great visibility, as did Andy Warhol painting it to create the fourth BMW Art Car. This racer finished sixth at Le Mans in 1979.

M1 spawned an Art Car, i8 looks like a graffiti car







Dash looks like it was squeezed as liquid from a tube before solidifying, reckons Kacher



[www.carindia.in](http://www.carindia.in)

➤ The rear seats: two reasons why you'll want to be behind the wheel instead

➤ Bodywork twists and splits into air channels: where function meets art

➤ 1 for electric. Like its Apple namesakes, switch off then on if it starts playing up





## BMW'S i FOR DETAIL

### THE BASICS

You almost certainly know that the i8 is a plug-in hybrid, with a 131-PS electric motor in the nose turning the front axle, and a 231-PS three-cylinder engine driving the rear wheels. The base chassis is aluminium (see diagram, top left), the body carbon-fibre. Got that? Time for some anoraky detail...

### GLASS HALF FULL

Chemically hardened thin glass makes its production car debut in the i8. Pinched from the gadget industry, the 0.7-mm-thick glass has equal soundproof performance, but 50 per cent of a regular pane's mass.

### THE BODY SHOP

The carbon passenger cell is said to be super-strong in a crash, but BMW didn't want its £100k (Rs 1.03 crore) sports car to have astronomical repair costs. So, minor scrapes are sorted with new clip-on plastic panels, while carbon damage can be repaired by cutting out and bonding in a fresh section.

### SEE CLEARLY NOW

Though all-LED lighting is standard, BMW vow the i8 will be the first production car with optional laser headlights. The laser lights project a pure white beam with an intensity 1,000 times greater than an LED's, while consuming half its energy. Shades on!

### ECO WARRIOR

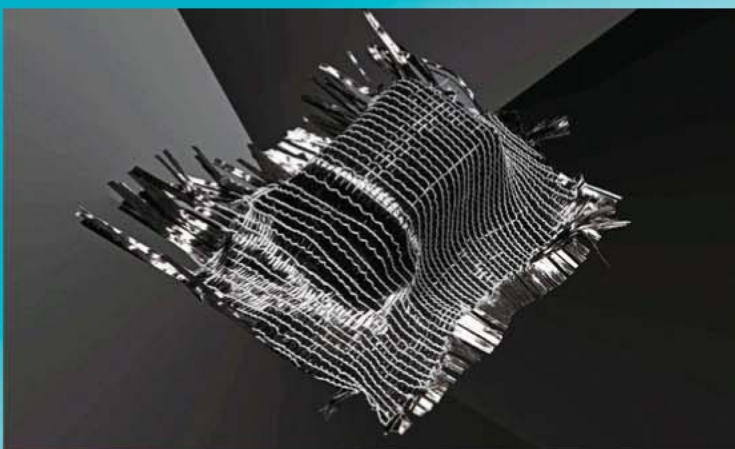
BMW's iCar factory in Leipzig claims to be as green as its cars. It's juiced by wind power, the car's aluminium is largely recycled, and BMW have even worked out how to recycle waste/damaged carbon-fibre (above).

### ASSAULT ON BATTERY

Fancy a second-hand i8 in a few years' time? The battery is covered by a warranty that lasts eight years or 99,779 km – whichever arrives first







**Stiff carbon-fibre allows a big door aperture, so ingress is nice and easy**



qualifies for a £5,000 (Rs 5.16 lakh) government rebate on the £99k (Rs 1.02 crore) price. The i8 is exempt from road tax and London congestion charge too.

Aerodynamics also play a part in posting those stellar km/l and CO<sub>2</sub> scores. Like automotive sculpture, the spectacular bodywork twists and diverges to create channels for air flow, culminating in that remarkable aerofoil above the rear wheel. Spinning wheels can contribute some 30 per cent of a car's drag, so the i8's relatively narrow, 20-inch alloys are aerodynamically optimised. All told, the BMW's coefficient of drag is 0.26 – the same as a Toyota Prius'. Electric power steering saves fuel by only providing assistance when it's needed. The i8 has a 40-litre petrol tank, four times the size of the i3 range-extender hybrid's, though that car only uses its engine to generate electricity, not to spin the wheels.

### **SPORT MODE V THE TRACK**

Flick the gear selector left, to engage the Sport mode. The dials switch to a bright red glow, any throttle resistance is replaced by eagerness. The six-speed automatic – already responsive in the Eco Pro mode – shifts like lightning in Sport.

There may be a tiny turbocharged three with a balancer shaft behind you, but the petrol engine now snarls as you demand more from the i8. The three-cylinder is redlined at 6,500 RPM, but it's no lightweight: it could power the coupé to its 250 km/h limited top speed without any electric assistance. That said, it needs revs to deliver significant slugs of torque, which is where the e-motor comes in. Its instant grunt fills the low-down gaps in the turbocharged petrol's torque curve, ensuring relentless acceleration. It's so continuous, you'd think the i8 has a rapid dual-clutch 'box. Indeed the petrol unit spins so eagerly to the limiter in Sport that only the quickest fingers can keep up when you're self-shifting.

The i8's drivetrain combines the punch of a big-block V8 and the smoothness of a straight six. It can sprint from 0-100 km/h in 4.4 seconds, which is only one-tenth slower than the 911 Carrera S PDK. And the mid-engined i8 is said to have the edge over its M4 stable-mate when it comes to 80-120 km/h acceleration. All the while the i8 delivers the goods without ruffling your feathers.

The i8 permits its driver to partly or fully deactivate stability control. This opens up a whole new dynamic experience, where this plug-in hybrid morphs into a flagship M8. On the attack, the coupé will deliver whiplash-style torque boosts as if a magic wand was briefly doubling the wattage. Through corners, you can step back on the fuel unusually early, open the steering up right after the apex and summon enough lift-off oversteer to put a broad smile on your face. Zigzagging through those fast esses requires no more than a flick and a counter-flick at the light helm, and the fifth-gear arc at the end of the long straight encourages the car to fade in and out of a subtle four-wheel drift: wonderful. And at the three or four points where you need the brakes big-time, the transition from energy recuperation to deceleration to ABS intervention is absolutely seamless in effort and response.

Although the batteries are almost depleted, we try one last full throttle acceleration manoeuvre, this time with DTC on for just a little bit of slip. The sticky though ▀

## THE LOWDOWN: i8 v RIVALS

### BMW M4 M-DCT

**PRICE**  
£59,380 (Rs 61.2 lakh)

**ON SALE:**  
June 2014

**ENGINE:**  
2,979-cc 24v in-line six-cylinder,  
twin-turbocharged, 431 PS at 5,500-7,300  
RPM, 550 Nm at 1,800-5,500 RPM

**TRANSMISSION:**  
Seven-speed dual-clutch, rear-wheel drive

**SUSPENSION:**  
MacPherson strut front, multi-link rear

**PERFORMANCE:**  
4.1 seconds 0-100 km/h, 250 km/h  
(limited) 12 km/l, 194 g/km

**MADE FROM/WEIGHT:**  
1,497 kg/steel

### BMW i8

**PRICE**  
£94,845 (after £5,000 grant) (Rs 97.7 lakh)

**ON SALE:**  
July 2014

**ENGINE:**  
1,499-cc 12v in-line three-cylinder turbo, 231 PS, 320 Nm at 3,700  
RPM, plus synchronous electric motor, 131 PS, 250 Nm at 0 RPM

**TOTAL OUTPUT:**  
362 PS, 570 Nm

**TRANSMISSION:**  
Six-speed auto (engine), two-speed auto (e-motor), all-wheel drive

**SUSPENSION:**  
Double-wishbone front, multi-link rear

**PERFORMANCE:**  
4.4 seconds 0-100 km/h, 250 km/h (limited), 40 km/l, 59 g/km

**MADE FROM/WEIGHT:**  
1,490 kg/carbon-fibre, aluminium

**RATING:**  
★★★★★

### PORSCHE 911 CARRERA S PDK

**PRICE**  
£85,835 (Rs 88.63 lakh)

**ON SALE:**  
Now

**ENGINE:**  
3,800cc 24v flat-six, 400 PS at 7,400  
RPM, 440 Nm at 5,600 RPM

**TRANSMISSION:**  
Seven-speed dual-clutch, rear-wheel drive

**SUSPENSION:**  
MacPherson strut front, multi-link rear

**PERFORMANCE:**  
4.3 seconds 0-100 km/h, 301 km/h,  
11.5 km/l, 205 g/km

**MADE FROM/WEIGHT:**  
1,415 kg/steel and aluminium





---

## The i8's green footprint is as impressive as the black tyre tracks the enthusiast driver can leave behind

---



relatively narrow Bridgestones (195/50 and 215/40) shriek briefly as the car takes off in jump-start fashion, first pulling then pushing, the back chasing the front, relentlessly gaining momentum. Somehow this feels like riding an accordion as it extends and contracts. And in the background, the tyres intermittently wail, the e-motor hisses, the petrol engine growls, and the computerised brain orchestrates the antics. No, this is definitely not your old man's BMW.

After no more than 30 minutes in total, the psychedelic plaything suddenly slips into limp-home mode. The range indicator is down to one kilometre, first gear only reluctantly picks up speed, the battery harbours around 10 per cent of capacity, and the display suggests we contact the nearest dealer. What would you do with a complex electronic device at home? Turn it off, then on again, of course. Then select Sport, and two laps at seven-tenths restore the battery. The petrol engine drives the high-voltage generator to replenish the charge, and it's as hush-quiet as it is free of any coupling or decoupling irritations. But it's not as efficient as hooking up to a charge point, though, cutting economy to around 13 km/l.

The i8 has its compromises, especially the poor rear three-quarter visibility and the vast 12.3-m turning circle. Some might question the packaging, but the

▲ It's big – as long as a 4 Series Coupé – and it certainly is clever

additional rear seats put it on a par with the 911. A Porsche is one of the few cars that can compete with the i8's remarkable ride comfort: its damping characteristics range from compliant to pretty firm, depending upon which mode you're in. And the BMW displays ultra-sharp handling and cat-like agility, thanks to the chassis engineering with its optimised weight distribution and low centre of gravity.

So where does the i8 fit into the world? It's not in the same league as those hybrid hypercars, the McLaren P1, La Ferrari and Porsche 918 Spyder. But they pack at least 500 PS more and five extra cylinders, inflated price-tags and low production runs. With an annual output of 5,000 cars, the i8 won't be such a rare, shooting star. It'll offer something different from the Audi R8 and Porsche 911, and appeal to tech-lovers who might not otherwise buy a self-centred sports car.

Innovative, pace-setting, radically different, the i8 is remarkable. In its performance and handling, it feels every inch a typical BMW, despite using technology – carbon-fibre, electrification – well outside the company's comfort zone. It takes something special to hit the bull's eye in two contrasting areas. But the i8's green footprint is every bit as impressive as the black tyre tracks the enthusiast driver can also leave behind. **car**





# SANTA'S BACK

*Story: Ravi Chandnani*





Hyundai's flagship model, the Santa Fe, is back with a bang, and this time it has got all the ammo to match the flagship image. Here is our first impression

**Photography: Rommel Albuquerque**

**T**HREE YEARS AND FOUR MONTHS after launching the second-generation Santa Fe in India, Hyundai Motor Company India have got a new proposition for the SUV-loving clientele. On 5 February 2014, the company launched the third-generation Hyundai Santa Fe at the 12th Auto Expo. This latest iteration of the flagship model from the company looks quite an interesting one on paper and in reality. The Korean mega corp expects the Santa Fe to give it a solid space in the ever-growing SUV segment. To find out how it does that, we headed towards 'God's own Country', to wit, Kerala.

The previous generation Santa Fe was a good-looking SUV, but it had matured a bit too much with time and some drastic changes were called for to give it a fresh appeal. Hyundai understood that quite well, which is clearly reflected in the new Santa Fe. Hyundai's 'Fluidic Design' language has done wonders so far the SUV's looks are concerned. It looks contemporary and quite flamboyant, just like every other Hyundai out there. The swept-back headlamps, a bold grille, butch and muscular bumper, interesting looking fog lamps perfectly complement the sleek LED tail-lamps and the slanting rear screen. The shoulder-line is also quite interesting, because it suddenly rises sharply at the rear door. Being Hyundai's global product, close attention has been paid to the design. It now looks much more appealing and has a very European feel about it. Design-wise I would give the new Santa Fe full marks for it is one of the best looking contemporary SUVs out there.

---

**The new Santa Fe is quite a package as you get all the latest gadgetry along with tonnes of space, a comfortable ride, good handling and a European design**

---

Just like the exterior the interior has also received the 'Fluidic Design' treatment. Step inside and you are suddenly transported into a cabin that reminds you of Hyundai's premium products: the Elantra and Sonata. The Santa Fe has got everything from leather seats to soft-touch plastics, dual-zone climate control to a-c vents in the boot. Ample storage space makes you realize that this is an SUV. For the tech freaks there is a wide variety of connectivity options and the steering comes with the controls mounted



on it for infotainment and cruise controls. For the extra careful drivers there is a small mobile phone-sized touchscreen in the centre console which is hooked up with a rear parking camera and there are parking sensors too. The twin-pod instrument console looks quite premium and, as in modern cars, has a small display in between the pods that shows much of the useful information.

Space has never been a concern in the case of the Santa Fe and you get a lot of it in the third-generation model. The first two rows of seats provide excellent comfort, support and legroom for the average Indian adult, though the third row is still dedicated to children. Storage-wise you get a lot of cup-holders and small spaces to store the knickknacks. It has an enormous boot too, although that is only available when the third row of seats is folded down.

Being a new SUV, the Santa Fe has got a few things that are new. For example, the Flex Steer System which weighs up the steering progressively depending upon the mode selected. There are three modes: 'Comfort', which is the lightest setting; 'Normal', which switches between light and slightly heavy depending upon the speed and driver input; and 'Sports', which makes the steering a bit heavier but still manageable. The new Santa Fe also gets independent suspension all around for better ride quality, although the setup is still on the soft side just as it was in the previous generations. The new SUV also gets cornering lights, traction control, hill start assist, downhill braking assist, HID lamps, six airbags, stability control,

## NEED TO KNOW

### HYUNDAI SANTA FE 4X4 AT

**PRICE**  
Rs 35.49 lakh  
(OTR, Pune)

**ENGINE**  
2199cc, 197PS  
436 Nm

**TRANSMISSION**  
Six-speed automatic

**TYRES**  
235/60 R18"  
(front and rear)

**ON SALE**  
Now

brake assist and keyless entry.

However, there is one thing that is very much the same as the second-generation model: the 2.2-litre CRDI engine continues to power the Santa Fe. It still develops a healthy 197 PS of power and 422 Nm of torque, but the torque output has been boosted to 436 Nm in the automatic variants. Hyundai sell the Santa Fe in three avatars. The base model comes with a manual six-speed box and two-wheel drive. The other two variants come equipped with a six-speed automatic box with the mid-range variant getting two-wheel drive and the top-end one getting four-wheel drive.

I was driving the 4WD six-speed automatic Santa Fe, which is the top-end variant and also the costliest of the lot. At that price you get a lot of Santa Fe. Once I started moving, the first thing I noticed was that the refinement and smoothness of the engine have been improved considerably as compared to the earlier model. It may not really feel like a brand-new engine, but the changes have made it much better. Along with refinement, the bottom end has also been improved, so you can now start exploiting the generous amount of torque from as low as 1,800 revolutions per minute and it does come in quite strongly. The engine pulls in a very civil way from low RPM, which gives it good driveability. The six-speed automatic gearbox has also improved as it shifts smoothly and has a seamless feel to it. However, the 'Eco' mode ruins the fun as it tries to shift to the sixth as soon as possible.





Therefore, I switched it off and liberated a little more liveliness from that torquey motor. Engine noise has been subdued noticeably and the only sound intrusion into the cabin is from the tyres.

I have spent a lot of time with the old Santa Fe on some of the most inhospitable terrains in the world and it felt good when I discovered that the ride quality is very similar to that of the earlier model, with a few changes for the better, of course. The new Santa Fe gets independent suspension all round, which is good especially if you are planning to take it out for an off-road session. Unfortunately, I didn't have the privilege to do so. Anyway, I had 30 kilometres of road before turning off the highway on to a narrow winding path that led to the Athrapally waterfalls. One thing I noticed on the highway was that the on-road dynamics of the Santa Fe are quite good. It stays stable on bumpy surfaces and goes over small undulations without upsetting the ride and swallows small potholes and bumps with ease. This is due to the soft suspension setup that gives it a relaxed and compliant ride on such surfaces. On broken or bad roads, however, the ride tends to become a bit bouncy.

Once I turned off the highway on to the narrow path I switched the Flex Steer from 'Comfort' to 'Normal', which nicely weighed up the steering, giving it a bit more feel. After crossing a couple of villages I was able to open up the throttle and aim the Santa Fe's nose into corners to which it responded quite well. The steering had the perfect feel and

✔✔ Good looking dashboard is filled with a hoost of contemporary features


✔✔ Throw in your old appliances in there and even then there will space to spare

✔ Rising shoulder line adds a touch of smartness to the overall design

▲ Good job Hyundai, that 2.2 litre engine has improved quite a bit

the feedback from it was not bad either. Being a tall SUV, there was some body-roll that I noticed, though it did not intrude much. Corner after corner the Santa Fe drove quite well for an SUV and its stability was quite surprising. I did notice some understeer when I pushed it a bit too hard into a few corners, but it coped well and came back to the intended line after some correction. The 30-odd kilometre stretch after the highway was all winding and even though the Santa Fe is an SUV I had fun putting it through its paces to judge how well the changes have affected it and I am pleased to say that Hyundai have done a very good job.

I have to agree that even though the Santa Fe is not an enthusiast's SUV, it still allows you to have some fun when needed. The ride quality is good compared to that offered by the previous generation and handling has also improved substantially. Moreover, it looks good, the Flex Steer System works flawlessly giving the steering a good feel, although I personally would prefer more feedback from it.

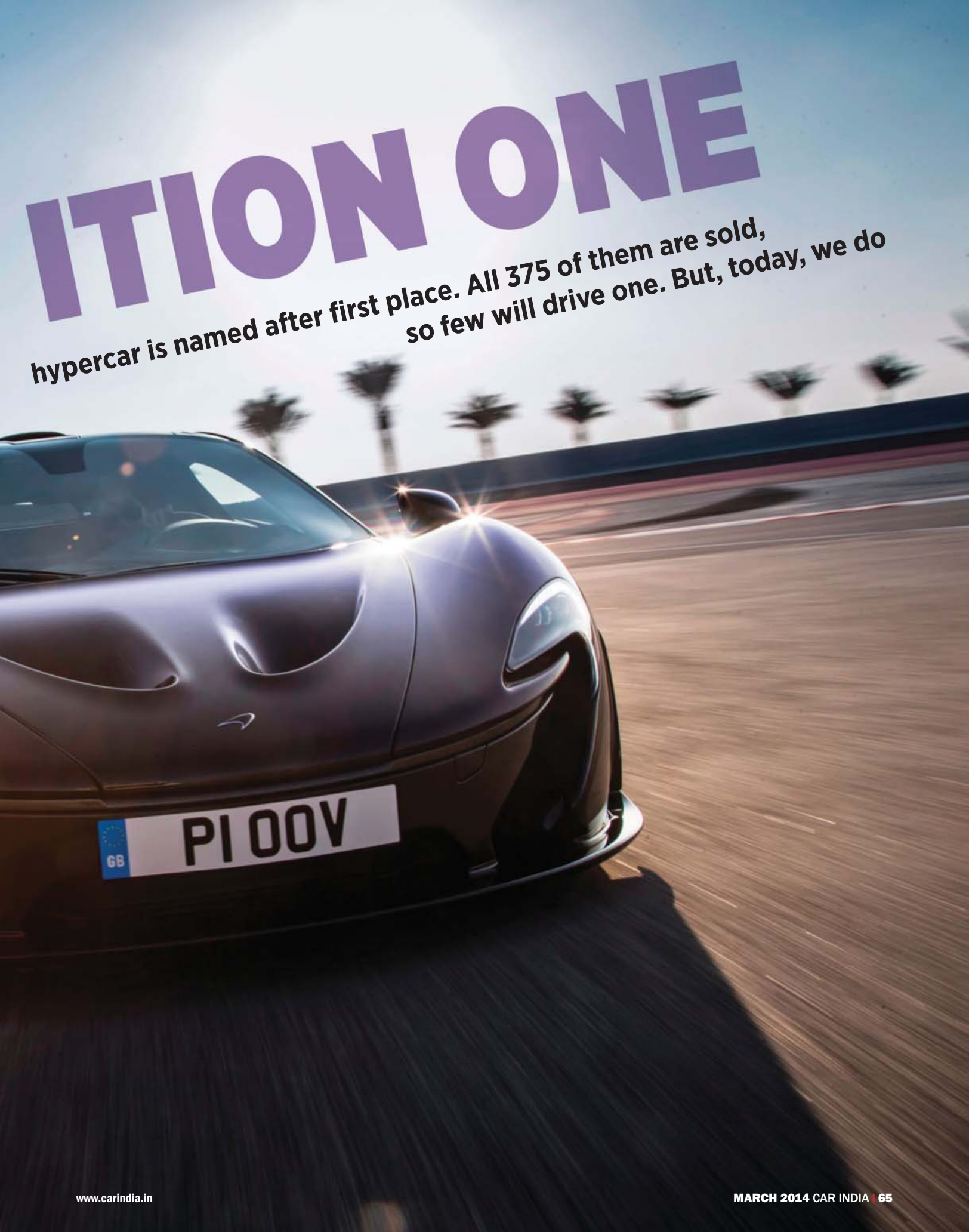
The model that I drove would set you back by Rs 35.49 lakh (OTR, Pune). At that price the new Santa Fe is quite a package as you get all the latest gadgetry along with tonnes of space, a comfortable ride, good handling and a European design. You can also buy the Rs 3.3 lakh cheaper base model that comes with a manual gearbox and a bit less torque for Rs 32.19 lakh (OTR, Pune). Some of the features are missing from it, but you get a good SUV that can fulfil much of your needs and still look stylish while doing so. So what are you waiting for? 

# THIS IS P1

That's what P1 stands for, and it says plenty about McLaren that its new

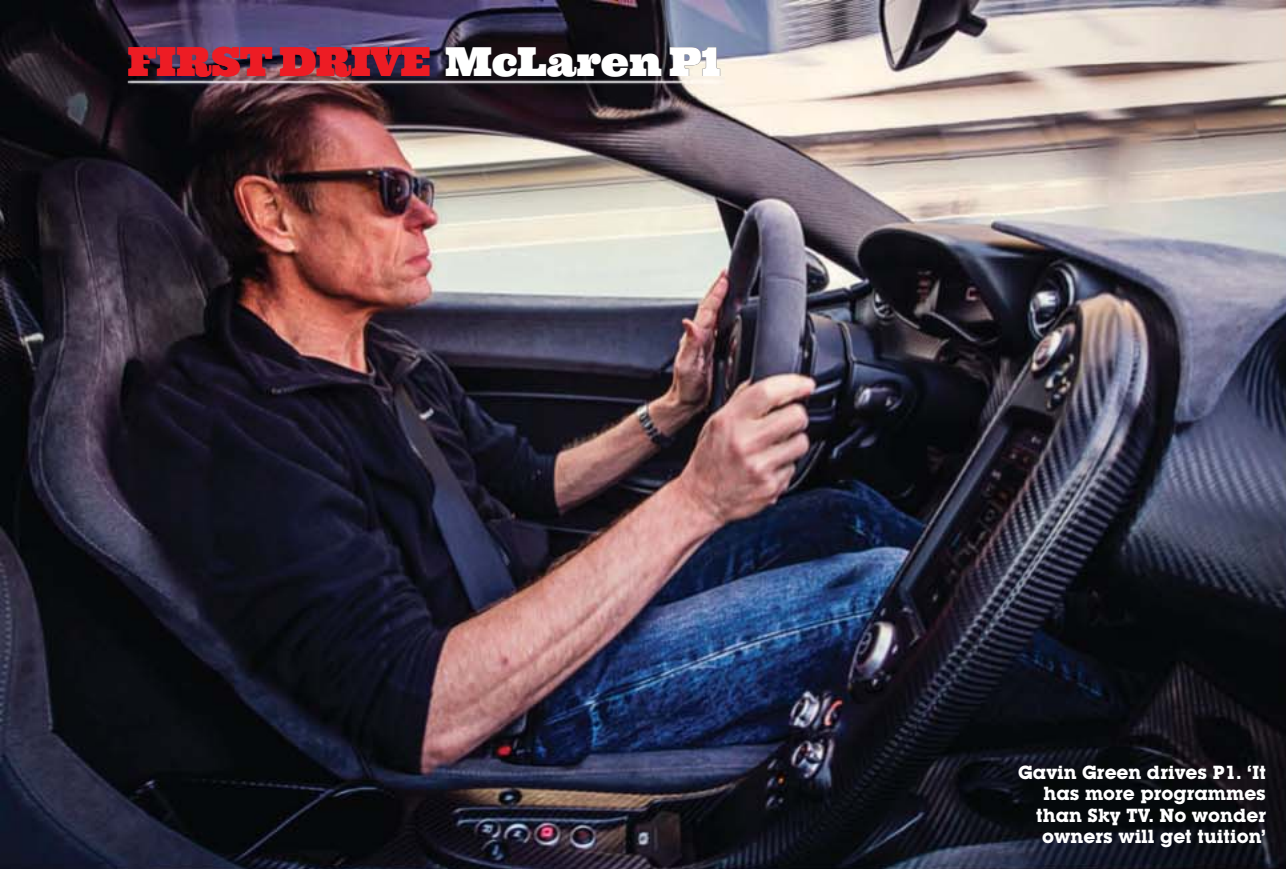
**Story: Gavin Green   Photography: Patrick Gosling**





# ITION ONE

hypercar is named after first place. All 375 of them are sold,  
so few will drive one. But, today, we do



**Gavin Green drives P1. 'It has more programmes than Sky TV. No wonder owners will get tuition'**



**B**AHRAIN GRAND Prix circuit, the pit lane, a cool but sunny Sunday and I'm about to go faster than a Formula 1 car.

The McLaren P1, in a strange but striking black paint job that changes to purple when the sun is out, has been transformed into Race mode. I know because I pushed the little Race button on the bottom of the non-lacquered carbon centre console and watched on the dash display as the car magically lowered (by 50 mm) and the giant rear wing extended (by 300 mm). I'm now hugging the tarmac, bum snug in the carbon-framed Alcantara-trimmed race seat. I'm eye-to-eye with the Armco guardrail, eye-to-kneecap with a mechanic who stands nearby.

I push the 'Launch' button alongside the 'Race' button. Then stab the brake pedal hard. It's instinctive to push the brakes hard, as though it's necessary to keep the beast from bolting forward. In fact, a soft but firm touch will suffice. Then I push the accelerator pedal as far as it goes and the twin-turbo V8, barely a foot or so behind my spine, its power boosted by a silent electric motor, screams and growls and, thank god, I'm wearing a helmet to mute the thunder going on behind.

The bar-graph tachometer comes alive. A little dash display sign comes up to say 'launch control ready to go', and the brakes are released. And...

Tony Bennett may have left his heart in San Francisco; I left my innards and my previous comprehension of supercar performance back in the pit lane of the Sakhir circuit in Bahrain.

We blast forward as though I've just hooked a lift with an F-16 fighter jet flying low overhead (the Bahrain Air Show is being held next door). We bolt forward with just a tiny chirrup of rear wheelspin from the big Pirellis. We catapult forward, straight and true, propelled by 737 PS of V8 twin-turbo power, supplemented by 179 PS of electric motor muscle (grand total 916PS). The g forces make my brain scream, my tummy turn, my eyes ache. I momentarily feel very sick. My right foot wants instinctively to lift off the throttle for it is in shock. Like the rest of me.

Next time I look at the fascia we are doing 160 km/hr (in about five seconds, although I wasn't timing), and we slow, momentarily, to do a little left-right jig out on to the main straight. A Formula 1 car will never go this fast in the pit lane. They're limited to 80 km/hr. We're faster ►







The irony is it's a beautiful sunny day in Woking



It gets so hot inside here there are three warning notices



Rear wing can extend up to 300 mm, helping create 600 kg of downforce

**Tony Bennett may have left his heart in San Francisco; I left my innards in the pit-lane in Bahrain**





## THE SEVEN WONDERS OF THE P1



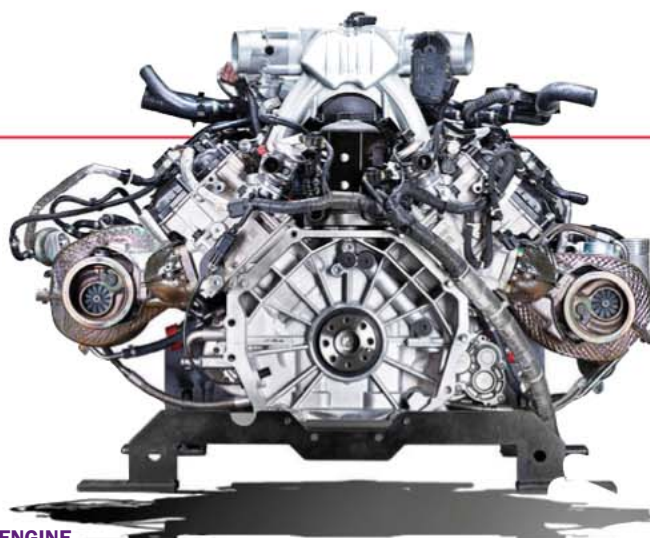
### E-MOTOR

Designed in-house by McLaren and similar to the engine used in the new Formula E series, the e-motor produces 179PS. It always works in concert with the V8 to give a total of 916PS, except in urban e-mode.



### BRAKES

Carbon-ceramic brakes mix great feel with brilliant stopping power. Developed by McLaren's F1 partner, Akebono, they are – unusually – not cross-drilled. They shine like mirrors when hot thanks to a silicon-carbide coating.



### ENGINE

The 737PS 3.8-litre petrol engine is based on the 12C's twin-turbo V8. In most ways, though, it's a new motor,

as well as 100PS more powerful. Even the block is different, to accommodate the piggy-back e-motor.



### CARBON TUB

The MonoCage carbon tub is similar to the 12C's, except that a carbon roof is now part of the structure, as is the distinctive snorkel air intake. The roof further stiffens the chassis, aiding handling and safety.



### REAR WING

Made from carbon, the vast rear wing looks fairly discreet in the road car driving modes, but when you engage Race, it extends rearward by 300 mm, helping to generate an astonishing 600 g of downforce at 257km/h.



### BATTERY

McLaren claim this lithium-ion battery has greater power density than any other car battery. Press the IPAS button and it provides instant extra power through the e-motor. In e-mode, range is about 9.6 kilometres.

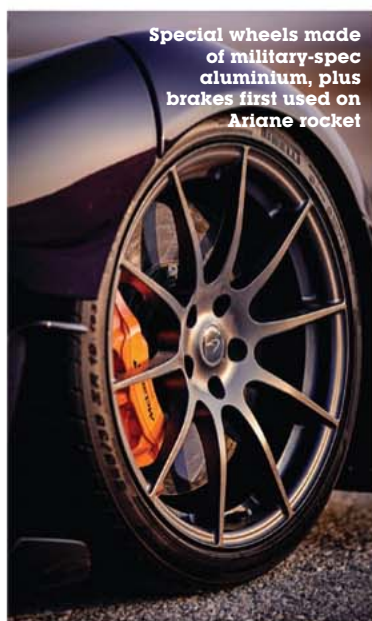


### STEERING WHEEL

The wheel is made from carbon, with an Alcantara rim – McLaren claim this has better steering 'feel' than leather. The twin buttons are for IPAS (a KERS equivalent) and DRS, both Formula 1 touches.







Special wheels made of military-spec aluminium, plus brakes first used on Ariane rocket



than an F1 car! Wimps.

The bald figures tell me the P1 will go from 0 to 100 km/hr in less than three seconds, 0-200 km/hr in less than seven seconds and 0-300 km/hr in less than 17 seconds. I can assure you it feels every bit that fast. Add the speed with which it can lap a racing circuit, it rewrites everything we know about supercars. Just as the McLaren F1 did 20 years before.

On the track, the P1 is astonishing. When first I venture out on the circuit – well before our pit-lane launch-controlled getaway – McLaren test driver and racer Duncan Tappy is bravely alongside. He suggests we start our test in Normal handling mode but with the powertrain set to Track. Now, the P1 has almost as many programmes as Sky TV, so there's a lot to choose, all selected by various rotary controls, buttons and switches. Little wonder all 375 P1 owners will get tuition on how to drive their new chargers.

Duncan suggests we initially engage the 'Boost' button, located alongside 'Race' and 'Launch'. Contrary to what you may expect, this does not enrol the afterburners. Rather, it holds back most of the power from the electric engine, preserving those electro-horses for the KERS-like IPAS boost system. So, rather than start with all 916PS, we begin our track drive with 'only' 737.

Now, the day before this test, I

drove the P1 on the road, complete with all 916PS. I was not going to forget that level of power in a hurry. So when we first venture out on the track, the P1's performance seems, well, a bit weedy.

'How does it feel?' asks Duncan, 30 seconds and two corners into our test, over the helmet-to-helmet intercom. 'A bit slow, actually,' I reply, semi-serious. Duncan must have thought he had the new Senna alongside, for whom controlling 700-plus PS was as easy as riding a bike. Or, more likely, he was sitting alongside a complete tw\*t.

But when you're used to 916PS, 737 just doesn't feel quite enough. It was as though our P1 had been de-tuned overnight. More positively, the driving position is superb, the visibility out the front and side is panoramic, the brakes outstanding in stopping (usual for carbon-ceramic discs) and feel (not usual for carbon-ceramic discs). It feels small, wieldy, agile, a trustworthy ally in the art of very fast, controllable driving; a car shrink-wrapped around you, the driver.

Okay, that's the 'placid' bit out of the way – it's time for the fast stuff. We go into Track mode for the handling and for the powertrain. The Boost switch is off.

There's 916PS under my right foot and there's a car of such brilliant agility, predictability, comfort – yes, comfort – and throttle responsiveness; such speed; and such superb brakes

▲ Long, sculpted rear deck designed to get air to the rear wing as quickly as possible. Also designed to look 'a bit like a Le Mans racer'

## NEED TO KNOW McLAREN P1

**PRICE**  
Rs 8.94 crore

**ENGINE**  
3,799-cc 32v twin-turbo V8, 737PS at 7,300 RPM, 720Nm at 4,000 RPM; plus electric motor, 179PS, 130Nm at 0 RPM; total 916PS

**TRANSMISSION**  
Seven-speed twin-clutch, rear-wheel drive

**SUSPENSION**  
Independent, adjustable, hydro-pneumatic springs and dampers

**PERFORMANCE**  
Sub-2.8-second 0-100km/h, 350km/h, 4.25 km/l, 194 g/km CO2

**MADE FROM/WEIGHT**  
1,395 kg (dry)/carbon-fibre

**ON SALE**  
Sold out!

**RATING**  
★★★★★

and steering that the old supercar boundaries aren't so much redefined as smashed to smithereens. Throttle response is crackerjack sharp, thanks to the gutsy electric engine filling in the torque holes that always plague turbocharged cars. The paddle shift is now instant.

No surprise that so much power makes for fast laps; the surprise is just how controllable this car is. It's no unruly beast. Rather, it's a friendly companion, its handling super-sharp, the steering wrist-flick precise and beautifully linear. If you step out of line – I once go into a hairpin far too fast – you can sort it all out with a bit of judicious steering correction and careful braking.

On the limit, on fast corners, the electric traction nannies give you plenty of leeway before they step in to spoil the fun. You can balance the P1 on the absolute limit, with just a touch of drift, all deliciously controlled by beautifully precise and linear steering, and a chassis that talks to you with the utmost clarity.

Naturally, you have to be careful. You've got 916PS to command, you're doing 240 km/h+ so damn easily. This is car that you have to drive. Those electro helping hands – ESC, ABS – always support, not dominate, the drive. It's a much more hands-on car than a Nissan GT-R or a Porsche 918 Spyder.

McLaren shunned four-wheel drive, despite all that power and torque, to prioritise feel over

outright tyre-pawing grip. It's a better driver's car for it, if not necessarily a faster one.

Time for the real fun. I pull into the pits, and push the Race button. This is an extraordinary switch, the equivalent of employing a team of mechanics to change the spring rates, reduce the ride height, attach a bigger rear wing and change the gear ratios (gear changes are now even faster). In fact, the P1 does it all for you, at the push of a button.

I'm now hunkered low to the ground. I can see that vast wing in the rear-view mirror. I'm in max-attack mode, in a sports racing car. Except I have rather more power to play with than in any GT3 car, and I have active aerodynamics. That big rear wing and little underbody flaps continually and magically change angle to maximise grip. I feel magnetised to the tarmac.

Want more? Fine, hit the IPAS button on the steering wheel – KERS in Formula 1 speak – and all 179PS of electro-power is instantly unleashed, and the world's fastest road car on the track goes into afterburner hyper mode and fastest becomes even faster. I can feel the kick.

Faster again? Okay, engage the

other maximum entertainment button on the steering wheel – the DRS – and in the rear-view mirror I can see the big carbon wing turn horizontal. To be honest, I didn't feel much difference. You have to be going 270km/h+ to feel it, says chief test driver Chris Goodwin.

I now need to rewind our tale to one day earlier. It's raining and cool, British weather in Bahrain. I'm about to drive the P1 for the first time, on the road. The surface is covered in water (like British roads) and has a fine layer of wet sand blown in from surrounding desert (unlike British roads). These are not great conditions to drive a 916PS rear-drive car.

Project director Paul Mackenzie is stoically sitting alongside. We drive, initially, in the Normal mode (handling and powertrain), the suggested (and default) programme for most road use. The ride comfort is good; the automatic gear change (though you can swap to manual) is executive-car smooth. The seats are comfortable. Low-speed driving is easy without any of the wearying roar and unyielding firmness and askew seating of so many Italian supercars. Don't push the



▲ **P1 is architectural rather than beautiful – it was designed to have more downforce than any other road car. 'Every design detail is there for a reason,' says design boss Frank Stephenson**


accelerator too far and you could be in a BMW 3 Series, except the P1 has a better driving position.

We try electric, engaged by pushing the E-mode button. It's eerily quiet, incongruous on a car with a twin-turbo V8 on board and cannon-sized exhausts. Performance is now like a warm hatchback, 0-100km/h in about nine seconds. We swap to Sport. I stab the throttle, a towering inferno of noise and power erupts behind, the rear Pirellis break traction – 916PS is clearly too much for the traction control – and we fishtail on the silt-strewn road. I briefly contemplate the horror of being the first person to write off a P1. Fortunately, we're soon pointing straight and true and Paul Mackenzie is still my friend.

In many ways, the road capability amazes even more than the track excellence. Its comfort, refinement and sheer ease of driving on the road is extraordinary. The 12C-derived, roll-bar-free, active suspension is partly responsible.

I can't imagine too many P1 owners using them as everyday transport tools, not at Rs 8.94 crore each. But this really is a car that can play Golf GTI in the city and GT3 racer on the track.

There's never been a car so fast, so thrilling, so deliciously rewarding to power and manipulate around a track. There's never been a car that offers such an astonishing breadth of capabilities.

Just as they did with the wonderful F1 road car, the men from McLaren have once again redefined the supercar. 

## P1 V F1: A TALE OF TWO MCLARENS

The magnificent McLaren F1, now 20 years old, didn't so much raise the supercar bar as blast it into the stratosphere. At one stroke, the rules were re-written, the boundaries redrawn. It was the fastest, most accelerative, the quickest on a circuit, the best to drive.

Never before, or probably again, will one car so fundamentally expand the envelope.

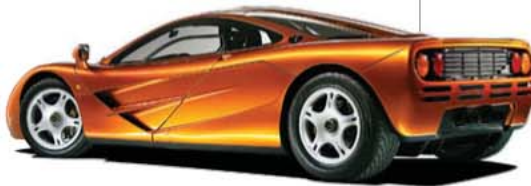
The P1 doesn't. With the Porsche 918 Spyder and LaFerrari

as contemporaries, it does not stand head-and-shoulders above its rivals at the summit. The competition is now too hot. Yet McLaren, once again, have redefined the super-high-performance car. There is surely no other road car that will be this fast on a track, mostly due to its advanced aerodynamics. No rival

▼ **F1 (right) was all about firsts, from its three-seat layout to its carbon monocoque. P1 less radical, but with more rivals**

has such an enormous range of capabilities.

Is it better than an old F1? Of course, it is. The modern tyres, brakes, aerodynamics and electronics all ensure the P1 is the faster, more controllable drive. But for sheer challenging driver purity, for sheer gobsmacking single-mindedness, I'm not sure anything else will ever rival the F1, complete with that centre-seat chassis and probably the most melodious and inspiring V12 ever.







Not only highly effective, but absolutely beautiful



Thin-film transistor control screen as cool as sci-fi



And, yes, they've exceeded the stated dose on the carbon-fibre bottle

---

**We fishtail on the silt-strewn road. I briefly contemplate the horror of being the first to write off a P1**

---





# FUNCTIONAL ELEGANCE

BMW do a 'take two' with the GT concept, and this time they just might have hit the bull's eye with the new 3 Series GT

*Story: Sarmad Kadiri Photography Sanjay Raikar*







**I**T'S JUST BEEN A couple of years since the international launch of the new BMW 3 Series, and already the Munich-based luxury car manufacturer is reinventing the model. Aiming to carve a niche with the all-new 3 Series GT, the new model hopes to satisfy the changing requirements of buyers who are in search of a stylish and spacious family car, with the flexibility of a long-distance journey. Not a mom's car, nor a utilitarian estate, but something with little more individuality, character and a dash of sportiness. An earlier GT attempt with the 5 Series wasn't really a big hit, but the smaller 3 Series GT does have better aesthetic appeal.

The BMW designers utilised the 3 Series' platform, retaining the sedan's essential characteristics like driving dynamics, sharp styling, and loaded it with dollops of roominess, features and practicality of a grand tourer. The GT has grown by 17 mm in width, is 200 mm longer and taller by 79 mm, while the wheelbase has been stretched by 110 mm. With better headroom and improved rear knee-room the GT makes an attractive chauffeur-driven car, perfect for emerging markets like India. Keeping that in mind, BMW India have finalised plans to locally assemble the 320d GT and will already have launched it during the recent Auto Expo 2014.

We bring you this first-hand report from Madrid, so that you know what to expect from the new BMW 3 Series GT before it reaches our shores. There are blatant traces of 3 Series sedan, both outside and within. The front gets a little more aggression with larger headlights, a bigger kidney grille, re-profiled bumper and a bolder nose. Large air intakes below the headlights emphasise the sporting character of the car, as do the slits behind the front wheel-arches, which breathe out air entering from the front air curtains to improve aerodynamics.

If you look at the GT from behind, the rear design makes it a completely different car from its sedan sibling. The silhouette with slanting roofline and extended tail give the GT a distinct coupé-like elegance. The huge boot-lid lifts up along with the rear windscreen, like a notchback, and is electrically assisted for added convenience. Plus the big opening makes for easy access to the luggage area. Furthermore, the aerodynamically motivated active rear spoiler, the first of its type on a BMW, adds to the dynamic character by popping up while crossing the 130 km/h mark to reduce lift. Overall, the GT is bigger, taller and rides higher, but the smart design doesn't make it obvious and disguises the increased bulk gracefully.

Slipping into the large driver's seat, I came face-to-face with the same, neatly laid-out dashboard ▢

▣ Dashboard is similar to the sedan, but the ergonomics in the GT have changed thanks to the higher seats





and driver-oriented cockpit, as seen on the 3 Series sedan. Most of information display and dials are easy to read, and my test car even came with the optional heads-up display. The leather-wrapped steering wheel comes with paddle shifters for added convenience and sportiness. There's a long list of features, which include two-zone automatic climate control, rain sensor, automatic headlamps, rear parking sensors and Bluetooth connectivity, with the options adding adaptive headlamps, extended lighting and premium leather upholstery, apart from several styling accents. The overall cabin design is simple, layered with high-quality material and executed with top-notch finish. Visually, it looks the same, but the ergonomics have changed thanks to the 59-mm higher seats. This changes the driving position and makes ingress and egress comfortable too.

The difference is more perceptible as I get into the rear seats. Thanks to the stretched wheelbase and higher hip-line, there is 70 mm of more legroom for the back-seat passengers. The backrest can also be electrically adjusted in over a dozen steps to make it more comfortable. There's a

massive 520-litre luggage compartment, which is excellent in this segment, plus there's a trap door for smart storage space. The rear seat's backrest is split in 40:20:40 which can be folded to further increases storage capacity to up to 1,600 litres. You won't find a spare wheel here, as even the GT comes with run-flat (225/50 R18) tyres like most of its siblings.

Initially, BMW will introduce the 320d GT with a 1,995-cc in-line four diesel engine, which does the duty on the 3 Series sedan, paired with an eight-speed automatic. This practical oil-burner produces 184 PS at 4,000 revolutions per minute and 380 Nm at 1,750-2,750 revs, identical to the sedan available in India. The diesel fits the bill exceptionally well in our country, as it is fuel-efficient and offers better low-down torque for easy driving. BMW say that the GT is 20 per cent more efficient as it uses ECO PRO, Start/Stop system along with impressive aerodynamic coefficient drag of 0.28 cd, which should be another attraction for buyers in India.

Keep the motor boiling between 2,000-3,000 RPM and the free-flowing torque and quick shifting eight-speed auto 'box make the car work at its optimum best. However,

## NEED TO KNOW

### BMW 320d GT

**PRICE**  
Rs 42.75 lakh  
(ex-showroom)

**ENGINE**  
1995cc, four-cylinder  
TwinPower Turbo diesel  
184PS @ 4000 RPM,  
380Nm @ 1750-2750 RPM

**TRANSMISSION**  
8-speed automatic

**PERFORMANCE**  
0-100km/h: 7.9 sec  
(claimed)

**WEIGHT**  
1645 kg

Active rear spoiler, the first of its type on a BMW, adds to the dynamic character and reduces lift

the overload of electronics and a larger shell make the GT about 150 kg heavier than the sedan version, which can be felt during driving. So I expect 320d GT to be fractionally slower than the sedan's 0-100 km time of about eight seconds. It could do with a bigger engine and brisker acceleration. However, the TwinPower Turbo diesel has fairly adequate performance for city use and the smart eight-speed automatic saves the day by choosing its gears well.

Under the skin is a rigid steel monocoque and lightweight MacPherson strut and multi-link suspension, which have been tuned for comfort than sportiness to match the GT badge. For a BMW, which are normally set up on the firmer side for great agility, this is unusually soft and surprisingly pliant. It does trade nimbleness to offer a more cossetting ride, which becomes evident during quick manoeuvres, as slight body roll can be felt creeping in. Thankfully, the GT does handle neutrally and steers with similar feel as a 3 Series sedan, albeit with slightly lesser agility.

Though I wasn't approaching fast corners as nonchalantly as I would have in the sportier sedan version, the GT did display impressive poise and







contained mannerism. As a trade-off, the passengers get a luxuriously cushioned ride, so much so that during the post-lunch session of my drive I heard one of my fellow passengers snore. The run-flat tyres did play spoilsport and made the BMW thud over larger bumps and over bad patches. More so, if you are in the 'Sports' mode, which makes every bit of road undulation intrude into the cabin. For most part I enjoyed the GT in the 'Comfort' mode, which ensured that it rode with suppleness and kept noise, vibration and harshness at bay.

It may not be as dynamic to drive as its sibling sedan, but surely comes pretty close. There is adequate agility, comfort and precision to suffice most, considering the supple ride quality and excellent cabin space it has to offer. The all-new 3 Series GT is priced at Rs 42.75 lakh (ex-showroom), a slight premium over the sedan, making it an interesting proposition for its elegant GT styling, comfort and exclusivity. **GET**





# THANK YOU FOR SMOKING

So, Jaguar's future looks peachy, but this is what it's all about: the present.

Which means the beautiful F-Type, now with tin roof, R badge, the lot. We drive it

*Story: Ben Barry Photography: Mark Fagleson*



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*





**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



## **FIRST DRIVE** Jaguar F-Type R Coupé



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



**E**VEN DURING YOUR FIRST FEW YARDS behind the wheel, you instantly feel that the new F-Type R Coupé is markedly different from last year's F-Type V8 S Convertible. You're just settling in and not really thinking about detecting small differences, when suddenly they're so obvious, you think, "Bloody hell, this is really... different". More different than Boxster and Cayman; more different than 911 coupé and cabriolet. Different.

The weight of the F-Type's steering is meatier, its response more detailed and consistent as you wind on lock; the suspension seems tauter, the body control better, the front-end response more immediate; the entire structure just feels more together and connected in the way it reacts to you and the surface and mediates between the two. You set off and everything that's feeding back through your fingertips and your buttocks is telling you that this is a car you're going to be able to push and play with and feel totally comfortable exploiting. And you haven't topped 48 km/h.

The F-Type Convertible is not a bad car; far from it, but we have previously marked it down for not feeling quite as immediate and connected as it could, and those first impressions that you glean from the Coupé make you think, "Hmm, Jaguar really should have launched this car first". They didn't because the important American market deemed the Convertible more crucial, which means our first taste of Jaguar's long-awaited small sports car came with a derivative that wasn't as stiff, had softer suspension and – owing to the soft-top – a boot that could accommodate only a set of golf clubs bought from Toys R Us.

The new car has tackled all that: unlike the Convertible, the F-Type Coupé's new body side – now including that swept-back roofline that in itself boosts the structure – is made from a single-piece aluminium pressing, which eliminates the need for multiple panels and joints and further reduces the possibility of flex. That's all crucial in the claimed torsional-rigidity figure of 33,000 Nm/degree. Yes, I can see you nodding. 33,000 Nm/degree. You know what that means too. In plain English it means the Coupé is a massive 80 per cent stiffer than the Convertible. Even spec'ing the optional panoramic roof won't affect that figure, although it will put more weight in the worst place.

The Coupé sticks with the two-stage adaptive dampers familiar to all S-badged F-Types, but they've been tuned to match the Coupé's sportier brief, and the spring rates have gone up by 4.3 per cent at the front and 3.7 per cent at the rear. From the feel of things, I'd have guessed at more, but that's the stiffer structure for you.

You can ditch those Toys R Us clubs – the roof brings a new hatchback with a strong echo of E-Type. Open it and you'll find 407 litres of luggage space – just over double ▶

➤ **Supercharged V8 is no big revver, but, boy, does it get through some work further down the dial. You'll be ready to up-cog at 5,000 RPM**



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



# FIRST DRIVE Jaguar F-Type R Coupé

the Convertible's. Jag ambassador Ian Poulter would get a full set of clubs and his caddie in there.

What the F-Type didn't need was more shove. I remember driving the V8 S Convertible in Wales early last year and it was wet and cold and admittedly almost snowing; I got to a long, wet right-hander in fourth gear just knowing that if I prodded the accelerator, there was a powerslide waiting to shout, 'boo!'. The traction control stayed firmly on; the Jag lived to see another day.

And yet the R Coupé's 5.0-litre supercharged V8 has nudged up from 495 PS and 625 Nm to 550 PS and 680 Nm – that's 10 per cent or so, another big difference, and it brings the F-Type R Coupé into line with the (heavier) XKR-S and XFR-S. But you know what, it's not so much the difference in performance that you notice versus the Convertible if, like me, you haven't been near a Convertible for a few months. No, you'll think that both are madly quick, that they lunge down the road in fabulous bursts of noise and speed, that the fact they don't actually rev so high is forgotten because they're doing a tonne of work low down the rev range and still pulling strongly when you call for the next gear at 5,000 or 6,000 RPM anyway.

Instead, it's the way the F-Type R Coupé now puts that performance down that's more noticeable. For a while I kept tentatively dipping my foot into the power mid-bend, anticipating that I was right on the limit and the F-Type was about to start bleeding away traction. But it didn't, it soaked it all up. So I tried accelerating earlier, and again those fat 20-inch rear tyres found traction. A Porsche 911 maintains its clear traction advantage, and the F-Type remains easier to exploit than a Romanian farmhand – it's a short-wheelbase, rear-drive coupé with a whopping great V8 in its nose – but the decision to do

so is now more firmly in your hands.

And it's not just the F-Type R Coupé's responses when you get on the power in a corner: there's also something inherently different about the way it communicates its intent as you turn into a corner. Previously it felt as though you were sitting right over the rear axle, that it was all about the hyper-agile rear end dictating your cornering attitude and the front end wasn't going to have much of a say in proceedings – that is a feeling you can get with E-diffs, because the 'E' bit means they don't need to be pre-loaded like purely mechanical diffs and pre-load can give you some initial understeer to work through.

Anyway, I liked that eager feeling in the Convertible, but its hyper-agility could easily be construed as nervousness too, especially in the wet. So if anything, the rear end now feels a bit more laid back, the car a bit more stable, but not in a way that detracts from your enjoyment or introduces any understeer. If you're handy behind the wheel, it'll treat you like an adult; if you're not, you'll be disturbed less frequently by a yellow flashing light on the dash and mildly terrifying snaps of ESP-suppressed oversteer.

So, what's going on? Well, Jaguar say the E-Diff has a new ECU, and it continuously estimates surface grip and uses that information to respond more accurately to driver inputs, switching between a full open diff (for normal driving) and a locked diff (in traction-limited situations, or when you want to act the hoon and light up both boots) and responding in just 200 milliseconds.

Torque vectoring by braking (TVB) is also new: if it senses understeer, it gives the brakes on the inside wheels a quick squeeze, directing torque over to the outside wheels to tuck you into a corner. It has none of the clunky frustration of traditional stability-control intervention, and the boundary between TVB and the diff locking is a blurred one. The V8 S Convertible sticks with the old set-up for now, but it will be upgraded.

We've said a lot about the F-Type's ambitious pricing, and the Coupé has mustered a response: the V6 and V6 S models are £7k (Rs 7 lakh) cheaper as Coupés than Convertibles. Graduate to the V8s and things get more complicated, because the V8 Coupé is positioned as the sportiest model, hence it gets the extra power, revised diff, suspension and TVB. So, you'll pay £80k (Rs 80 lakh) for the V8 S Convertible, but £85k (Rs 85 lakh) for the R Coupé – comparable to a 911 Carrera S with the dual-clutch PDK gearbox. Later, I predict R-S versions of both cars (I know, I know, call me Darren Brown) to push up the price and crank that power a little more, but the Coupé will ultimately retain bragging rights.

In the interim, there are all sorts of ways to spend extra on your F-Type, but if you need to do a Brewster's Millions then the £7.5k (Rs 7.5 lakh) carbon-ceramic brakes are a fantastic way to quickly relieve yourself of surplus reserves. ☑



Shades of E-Type, and more than double the Convertible's boot space



Synthetic engine oils for cars

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

fluid force





◀ Coupé is amazingly adjustable in corners. If anything, the rear end is less lairy than the Convertible

▶ Ceramic brakes are utterly unfadable, but they jolly well should be for £7.5k (Rs 7.5 lakh) extra



## SIX COOL FEATURES OF THE F-TYPE R COUPÉ

1

### E-DIFF GETS NEW BOSS

The F-Type's E-differential is now governed by a second-generation controller, which continuously estimates grip and, say Jaguar, matches the car's response more accurately to driver input.

2

### RIGIDITY TO A NEW LEVEL

The coupé's body side is made from a single aluminium pressing, eliminating the need for joints in the panel surface. Hence coupé is 80 per cent stiffer.

3

### STUPENDOUS BRAKES

Carbon-ceramic brakes are optional on F-Type S and R. They feature 398-mm front and 380-mm rear discs, with six-piston and four-piston callipers respectively. They cost £7.5k (Rs 7.5 lakh) and save 21 kg.

4

### ENDOWED WITH GRUNT

Like the convertible, there are 340 PS/450 Nm and 380 PS/460 Nm tunes of V6. But the Coupé's V8 is 55 PS/55 Nm stronger at 550 PS/680 Nm – hence R Coupé and V8 S Convertible.

5

### INTRODUCING TVB!

Torque vectoring by braking makes its début on a Jag. If it senses understeer, TVB applies a dab of braking force to the inside wheels, helping turn-in.

6

### SPRINGS INTO ACTION

Compared with the V8 S Convertible, the R Coupé's spring rates are increased by 4.3 per cent at the front and 3.7 per cent at the rear.



Synthetic engine oils for cars

www.motul.in



www.facebook.com/motulindia

**MOTUL**

fluid force



# FIRST DRIVE Jaguar F-Type R Coupé



▲ F-Type cabin was already pretty much perfect. So they didn't fix it



Can someone  
please call Ben  
Barry in? It'll be  
dark soon...



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)  [www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*





I tried both brake set-ups during the launch at Circuit de Catalunya, and the differences are predictably obvious: the stock brakes prove to be the weak link in the whole package on track and develop a Fred-Flintstone pedal within a few laps. The ceramics are mighty in comparison, resisting fade and giving you real confidence, plus they save 21 kg. Combined with the power and the stiffness, the carbon brakes helped the R Coupé lap the Nürburgring in seven minutes and 39 seconds – some 15 seconds faster than the (non-carbon-ceramic-equipped) V8 S Convertible.

Yet Jaguar's ceramics can't match Porsche's, which have better initial bite, even more stopping power and they trip into ABS panic attacks less frequently.

On the road I suspect they'd be a very nice kind of overkill, but also that they'd be far from necessary for most of us; on the track they're essential if you're quick, because going hard and fast really does bring those coupé strengths to the fore. I love the way you can go deep into a corner and that there's just no question of understeer. Instead, the rear end lightens up and the excellent body control, strong front-end grip and quick steering ensure the nose swoops at the apex like a Klitschko hook; from there it's all about throttle steering and balancing it on a very slight oversteer attitude to get you round the corner in a way that feels fantastic just for the fun of it all and also eliminates time-sapping understeer. Yes, a 911 would be more efficient, but the F-Type feels more alive and

demands the driver rolls his sleeves up and digs in.

If you do get over-exuberant with all the stability systems off, the R Coupé is a spectacularly benign car, especially considering it's so powerful and so short. Mainly it's because you've more steering lock than a London cabbie, and when you do get into a huge slide, the Coupé manages to retain its composure and predictability. The first time it happens, you get past what feels like the point of no return and the F-Type simply holds the ludicrous angle that you've thrown it into and waits for a response – the correct one being acceleration, followed by what appears to be an F1 engine exploding behind you.

On track I have two main complaints: there's still a softness to the R Coupé that takes the edge off some of its connectivity, and although the gearbox is pretty swift and punchy, I did occasionally trigger a downshift that I wasn't expecting – I prefer the 'Manual' mode to mean just that. But, really, who's going to take their F-Type on track and drive it like a race car? The coupé will spend most of its time on the road, and I'd put money on it feeling even more fantastic in that more natural habitat.

Now, if you've already bought a V8 S Convertible, you've got a very good car and it's time to look away and maybe go and drive it. But if you're choosing between the two, it's no contest; the R Coupé looks even more gorgeous, it has greater power, it's better to drive, and you can actually put things in its boot. Should you buy it instead of that Porsche 911 Carrera S? That's a big question, and one for another day. **car**

▼ Tin roof, plus that single-piece aluminium side panel, make Coupé not only beautiful, but 80 per cent stiffer than its soft-top sibling

## NEED TO KNOW JAGUAR F-TYPE R COUPÉ

### PRICE

£85,000 (Rs 85 lakh)

### ON SALE:

March 2014

### ENGINE:

5,000cc 32v V8  
supercharged, 550 PS  
at 6,500 RPM, 680 Nm  
at 2,500-5,500 RPM

### TRANSMISSION:

Eight-speed auto,  
rear-wheel drive

### SUSPENSION:

Double-wishbone front,  
multi-link rear

### PERFORMANCE:

4.0 seconds 0-100  
km/h, 300 km/h  
(limited), 9.0 km/l,  
259 g/km

### WEIGHT/MADE FROM:

1,650 kg/aluminium

### RATING:

★★★★★



**Synthetic engine oils for cars**

www.motul.in  www.facebook.com/motulindia

**MOTUL**

*fluid force*



# A Must for Every Car Enthusiast

The extraordinary Audi Driving Experience in the fabulous R8 V10 Plus at the Nürburgring circuit in Germany. Need we say more?



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*





**Story:** Aspi Bhathena **Photography:** Aspi Bhathena & Manufacturer



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



## FEATURE Audi Driving Experience

I RECEIVED A CALL FROM AUDI INDIA, SAYING that it was a last-minute invitation to drive the R8 V10 Plus since there was a seat available on the Audi Driving Experience at the Nürburgring circuit. It is a short walk from the hotel to the Nürburgring paddock as the hotel is located on the circuit. We were lucky that the sun was out and it was a bright crisp day with the temperature in the single digits.

There was a short briefing about the circuit layout that was divided into four sections where the instructors take you around and teach you the braking points and the lines around the corners. Then, as we stepped out into the pit-lane, the sight of 20 R8 V10s lined up was truly a sight to behold for any automobile enthusiast.

The first exercise for our group was the ABS lane change wherein one accelerates hard over a distance of 100 metres, brakes hard and manoeuvres the car right and left through a narrow path without touching the cones. This exercise gets the blood flowing nicely through one's legs and hands, warming up the body.

The circuit was divided into four parts and the instructor in charge of that particular section makes you follow him around, all the while looking in his rear-view mirror to keep an eye on you and correcting your mistakes, if any, over the radio. They make driving very easy for you as they put cones for your braking points, then the next one for the turn in, then to the apex cone and on to the exit cone. Driving is made very easy so that even if it is your first time on a racetrack you

can enjoy yourself and learn how to drive on one.

Post lunch was when we got to drive the whole circuit. After using the whole width of the track on the exit from the last corner to the centre of the track as there is a kink at the end of the straight. You have to late apex the first corner, in fact you feel that that you have overshot the corner before you turn in. The acceleration is so violent from the V10 motor that you are nailed back into the seat. The wide Nürburgring feels narrow when you start putting the power down, exiting the corners. The Mercedes Arena is a combination of tight second third-gear corners wherein you are constantly changing direction.

The R8 V10 Plus is a serious track car and the four laps in this car leave you breathless and sweating. It is just not the sheer performance that drains you, but it is the braking, the exceptional grip that put enormous G force on the body.

The Audi driving programme is something that I would recommend to every car enthusiast. You don't have to own an Audi; all you have to do is just log on to [audi.com](http://audi.com) and select experience and then Audi Drive Experience to know everything there is about the events in 2014. Even if you own a supercar a track day will set you back by Rs 2 lakh after you have changed a set of tyres and brake pads and the other wear and tear. If you want to hone your skill for rallying, then sign up for the ice driving experience and learn how to slide the car under the expert guidance of ex-rally champions. **car**



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*





---

**Driving is made very easy so that even if it is your first time on a racetrack you can enjoy yourself and learn how to drive on one**

---



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

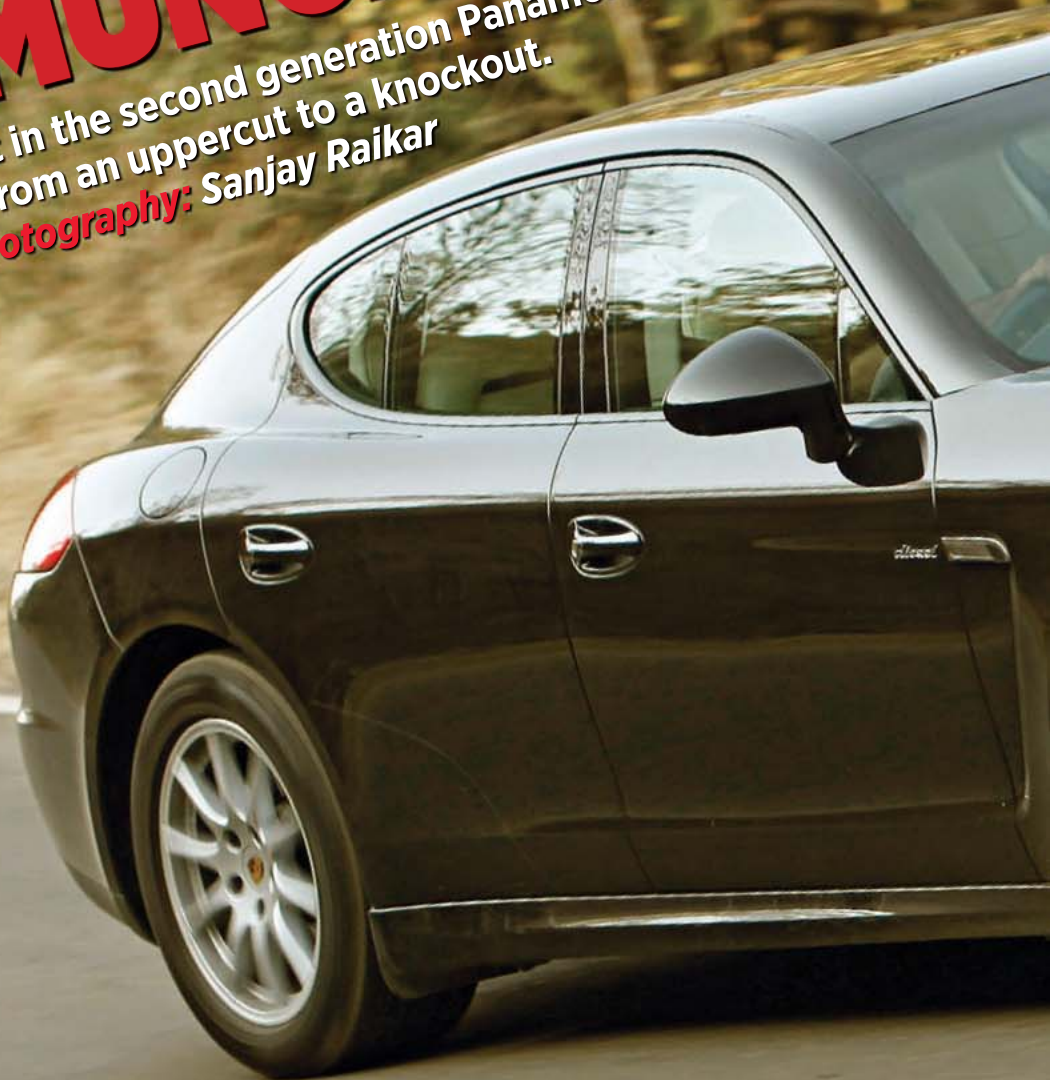
**MOTUL**

*fluid force*



# RETURN of the MILE-MUNCHER

Porsche have brought in the second generation Panamera, increasing the blow from an uppercut to a knockout.  
**Story:** Jim Gorde **Photography:** Sanjay Raikar



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*





**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



## ROAD TEST **Porsche Panamera Diesel**

YOU KNOW THOSE BAGS WHICH feel like magic? The ones which swallow everything you have to put in, and still feel like a small handbag when you have to take it around? That's what this is. It's over five metres long, nearly two metres wide and weighs a smudge under two tonnes, before I get into it, that is; and it behaves like any good sports car would on the move. It doesn't feel as large, the steering is perfectly weighted and it can corner just as well. Of course, factor in that you have two more seats and two more doors and you begin to realise how good a car it really is!

It's been around for a while now, the

Panamera, and even though purists spoke of heresy and condemned the four-door, it stayed. Many had conflicting views on its appearance too, but when the engine got to work and the cylinders spoke, the critics were silenced. Yes, it's a Porsche. Yes, it has four doors and four seats, and it commands a price tag which, strangely enough, almost seems to justify itself, with many manufacturers offering standard luxury sedans, if we could have the liberty to call them that, with price tags much higher than what the Panamera demands. So what's the big deal then? What's really new?

For starters, the second-gen model gains

about two inches length-wise, while the proportions remain the same elsewhere. Stand beside it in the parking lot and it goes on and on, like one of those reports which says 'page 1 of 2'; you keep walking alongside, continuing to take more in. The design has changed ever subtly: the headlamp clusters are smoother and now feature bi-xenon headlamps as standard, with adaptive full LED headlamps – the ones you see here – offered as an option, complete with the dipped and main beam units encircled by LED daytime running lights. The central lower air dam also features revised slats. At the rear,



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



meanwhile, the tail-lamp cluster is completely redesigned, with two long strips of red adorned by a new turn indicator strip below. The reverse light too, is small, but rather powerful.

Step inside, and the most obvious change is the all-new steering wheel. The three-spoke unit is devoid of any distractions and buttons, and lets you grip it as you like it and focus on the job of directing the whole driving scene, without having to worry about your favourite track being skipped by an accidental nudge on an audio-control button. Another change is the addition of paddle-shifters behind the steering wheel,

handing control of the eight ratios over to you. A slight bother, since I have to pick on something, is the horn. In India, it is one of the most used features on any journey, short or long, and in the Panamera, I found myself having to relocate my entire palm to toot my own horn. That aside, the cabin experience is sublime.

The soft beige leather upholstery and contrasting elements give the interior an air of bespoke luxury. The driver seat is a comfortable place to be in, and if you tick another box on the specification sheet, you could have a 14-way adjustable seat, instead of the standard eight-way. Head room is

more than adequate and there is no shortage of space whatsoever. Not much has changed, really. The chronograph clock sitting pretty, dead centre, on the dashboard reminds you that even with all the leather and plush bits about you, this is a Porsche, and it is meant to go around as quickly as possible; they even giving you the tools to keep a track of how quick that is.

The centre console, apart from the crowning LCD screen, is a right ensemble of buttons, all of which seem to have not one, but a pair of lights associated with each of them. Everything from the traction control to the suspension settings and the front ride



▲ Sport-luxury theme is just as evident on the inside with black, beige and metal around

▼ Rear seat experience is just as good as the front: space, comfort and luxuries

► The heart of the matter: a torquey 3.0-litre V6 can keep the grunt going across the rev-range

◀ Even when cornering at eye-watering speeds, you can always tell what time it is



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in) [www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



Porsche Panamera Diesel (Rs 1.21 crore, ex-Maharashtra) ★★★★★

car Road Test **345**



## 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)	250
Power peak (rpm)	3800-4400
Red line (rpm)	4600
Max torque (Nm)	550
Torque peak (rpm)	1750-2750



### TRANSMISSION

Forward speeds, eight speeds	
1st gear	4.97
2nd gear	2.84
3rd gear	1.86
4th gear	1.44
5th gear	1.21
6th gear	1.00
7th gear	0.83
8th gear	0.69
Reverse gear	4.07
Final drive	2.92
Drive wheels	RWD



### STEERING

Type	Power-assisted with variable steering ratio
Lock to lock	2.6 turns



### WHEELS AND TYRES

Wheel size	18"
Tyre size (F)	245/50 ZR18
Tyre size (R)	275/45 ZR18

### BRAKES

Front	360mm vented discs
Rear	330mm vented discs



### SUSPENSION

Front Aluminium double wishbone, steel springs, shock absorbers  
Rear Aluminium multi-link with steel springs



### ACCOMMODATION

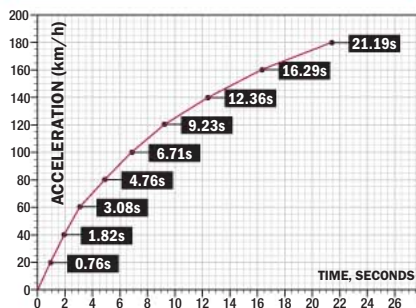
Seating	2+2
Head Room, F/R	990/960
Leg Room F (max/min)	1200/960
Knee Room F (max/min)	880/660
Knee Room R (max/min)	860/620
Shoulder space	1370
Fuel tank	80 litres
Boot space	445 litres



### DRIVER AIDS

ABS, EBD, Brake Assist, PSM, MSR, ten airbags

## PERFORMANCE



0-400m sprint:	14.78 s	1km sprint:	26.93 s
Terminal speed:	152.83 km/h	Terminal speed:	198.26 km/h

## TEST RESULTS



### SPEEDO ERROR (km/h)

Indicated	True
20	17.8
40	37.4
60	57.3
80	75.7
100	97.0
120	
115.8	

### TOP SPEED

Claimed	259 km/h
Achieved	212.3 km/h

### OVERTAKING ACCELERATION

Roll-ons	
40-60	1.27
60-80	1.78
80-100	2.01
100-120	2.69

### BRAKING TEST

From 80 - 0 km/h	2.25s, 23.57m
From 100 - 0 km/h	2.94s, 35.10m

### PERFORMANCE FACTORS

Power/mass (PS/tonne)	153.45
Power/litre (PS/litre)	101.11
Torque/litre (Nm/litre)	219.08



### FUEL CONSUMPTION

City	8.0
Highway	12.0
Overall*	9.0

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

### TEST CONDITIONS

Altitude 550m above MSL  
Weather Warm, windless, dry

## CAR RATINGS

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★★
Dynamic Ability:	★★★★★
Space:	★★★★★
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interiors:	★★★★★
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Steering:	★★★★★
Braking:	★★★★★

CAR INDIA's test and performance data is the sole copyright of Next Gen Publishing Ltd. No part of the data or text can be used in any form for any purpose or promotion or advertisement without the explicit written permission of the editor. (Performance testing by Aspi Bhatnagar)



Synthetic engine oils for cars

www.motul.in



www.facebook.com/motulindia

fluid force

**MOTUL**



height control are all a part of the two-sided army of buttons flanking the gear lever in the centre, which I must mention, is set in a bed of brushed aluminium. The attention to detail continues with leather lining the panels around and below the steering column. There is no surface which isn't padded for you to accidentally bump your knee into. The ergonomics and driving position are as close to perfect as can be (and if you want to fine tune it further, it's only Rs 2.65 lakh more for the 14-way adjustable seat).

At the rear, the flowing centre console offers rear occupants controls for the auto-climate and locks while seated on the supple leather seats. The leg room at the rear too is generous, but it isn't as much as what is offered by the long wheelbase models from the competition. However, this is a proper

GT car, and that means it covers distances quick, without having occupants feel any of it. It's just as comfortable to drive as it is to be driven in, but quite a bit of the experience is meant to be savoured in the seat up front holding the wheel.

On the move, what was a menacing brute in the parking lot, becomes a playful puppy on the move. The Panamera belies its size, and how! That's the most evident aspect of this car. Porsche DNA and heritage and want for four of everything aside, the Panamera, even with the V6 diesel, can scoot the moment it senses any movement from your foot. The car shrinks around you the moment you put your foot down and the surroundings, which seem like your evening study, are all heaved along like you wouldn't believe.

The Panamera Diesel continues to be

offered with the 3.0-litre V6 turbo-diesel making 250 PS and 550 Nm of torque, and is equipped with that sweetly tuned eight-speed Tiptronic S gearbox, funneling the force to the rear wheels. There is, however, a new, more powerful version with 300 PS and 650 Nm incoming. That said, the performance, for a diesel, is simply beyond anything which could be described using the word 'adequate'.

The way it gets a move on is simply brisk and effortless; 100 km/h coming up in a quick 6.7 seconds with Porsche claiming a top speed of 244 km/h. Moving through traffic is no problem at all with the Panamera Diesel taking no time to gather speed, past any moving roadblocks that come your way. Taking corners is something to experience, because again the Panamera makes you believe it isn't half the weight it actually is, ►

▼ It's only when you get around the back and begin to look for a button that you notice this little thing



**Get moving and what was a menacing brute in the parking lot becomes a playful puppy. The Panamera belies its size, and how!**



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



## ROAD TEST **Porsche Panamera Diesel**

and any anxious input from your driving, whether cornering or shedding speed, is dismissed like a butler leaving the room to dispose of an empty champagne bottle; simply going about the job with absolutely no drama or hindsight. This gives you the confidence to throw it into a corner and then enjoy your way through it all, knowing full well it is well within the capacity to collect itself and not spill off. That reassuring feeling comes thanks to the optional Porsche Active Suspension Management (PASM), which our car was equipped with. While we had the standard brake setup, you can opt for the Porsche Ceramic Composite Brakes (PCCB) if you want even greater, eye-popping stopping power. Another big boon is the bending headlamp function, which, on a dark night with no streetlights around, provides appreciable illumination just where you need it; especially when going around tight corners. One issue, though, is rear visibility. The wing mirrors are tiny for a car of its size, and while Porsche have worked on bettering the view out the rear window, the inside mirror doesn't really offer much of a view of goings-on behind the car either.

The steering feels a bit firm the first time you take a spin, but as you drive along, it becomes perfectly clear how well it has been tuned. The response is truly fantastic



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*




for a near two-tonne car and there is no intrusive feedback whatsoever. Even parking and turning around is surprisingly easy. The way it manages to redirect itself 180 degrees with a two-point turn is simply astounding and creditable. The absence of any buttons and controls is, frankly, a welcome change, and the tall shift paddles can let you take over shifting responsibilities when more fun is called for. With eight ratios to play around with, shifting up or down a ratio only brings about a drop or rise of 500 revs. There is a noticeable engine braking effect, but it isn't pronounced. Whichever way you want to

go about saying it, the Panamera is quick, no doubt about that!

Being quick is one thing for a grand tourer, but another key element is fuel economy. Just how efficient is it? Our tests revealed a city figure of 8.0 km/l to the litre and 12 on the highway. An overall 9.0 km/l paired to the big 80-litre tank translates to a range of 720 kilometres before the tank runs dry. The new engine is expected to be just as efficient, but until it arrives, Porsche have chosen to not deny diesel-seekers the new Panamera. Thus, efficiency, technology and style are where the game has been raised with the new car. Porsche India

have stated that the new diesel engine will be available early in 2014, so for those who get their cheque-books out now, you're set to receive 50 more horses and 100 more twists.

The Panamera, then, makes a strong case for itself. At Rs 1.21 crore (ex-showroom, Maharashtra), it makes a lot of sense for those who seek the performance of a sports luxury car without sacrificing on the essential luxury bits, and who want to be up front where all the action is. The Panamera has no equal there, at least, not in this price range. Then there's the badge. Is it a diesel 911 with twice as many doors and twice as many seats? Maybe. Is it a proper Porsche? You bet! 



▲ Your key is your car, as always, and you can have it in your pocket at all times

▼ Wing mirrors look neat but are too small for a car the size of the Panamera

► Adaptive LED headlamps effective, but optional



**Synthetic engine oils for cars**

[www.motul.in](http://www.motul.in)



[www.facebook.com/motulindia](https://www.facebook.com/motulindia)

**MOTUL**

*fluid force*



# RIGHT ON Q

The Audi Q5 receives a more potent diesel motor and we take its top-end avatar to the land of sun and sand to see how much has changed. How exactly did it take the heat? Read on to find out







**Story: Jim Gorde**

**Photography: Aspi Bhathena, Sanjay Raikar**

**I**T'S NOT EVERY DAY THAT WE FIND someone who is fun to be with, loves speeding things up without a second thought and doesn't blink or leave you wanting when the going gets rough. It is true that there are a few good ones, some have small hearts and some have big ones. The Audi Q5 has become quite the popular SUV, what with its 2.0-litre diesel motor delivering miles and smiles to buyers, while keeping them and everyone they care about in a safe and comfortable environment to top it all. However, the 2.0 TDI isn't the only one there; for those who want more of everything, Audi have had the solution since the beginning of the Q5's existence. The updated car with the more powerful V6 has even greater numbers and more thrills up its sleeve, er, sleeves.

The new Q5 3.0 TDI packs a powerful 3.0-litre V6 diesel motor and is available only with the S-line trim package. While the power is up by a single-digit figure, the torque gain is massive. The revised styling, more notably the new layout for the LED daytime running lights, is quite distinguished. The big 19" wheels and S-line badges are hard to miss as well. This was a special car indeed and we figured the city and its outskirts had seen enough of us, so we decided to take the road we usually

hit, but this time avoid the U-turn and go the distance. That meant none other than Goa, a tourist hot spot, yes, but it was also a great time to head there.

Bags packed and stuffed into the big boot, we set off in the wee hours while daylight's alarm still hadn't begun warming up. The Q5 has always been an extremely refined, smooth and dependable car, and when travelling, it becomes more than that; it becomes a companion. Spending long hours at the wheel over hundreds of kilometres at a stretch can lead to all sorts of discomfort for the driver and other occupants as well, and having the right car can make or break the whole experience of the journey together. That's where the Q5 ticked all the right boxes.

The seating position is quite high, but the cabin feels familiar and luxury-sedan-like. The airy roominess of the cabin is something all will appreciate and the climate control. The big V6 turbo-diesel makes so much torque so low down the rev range that the whole process of getting a move on seems effortless from the moment you begin. The huge 75-litre fuel tank meant we wouldn't have to stop anywhere en route. The highway leading out of Pune and past Satara and Kolhapur was dismissed in a mere couple of hours or so. With the traffic at hand, the power from the motor was more than adequate to blast past. With the

▲ The Q5 has a way of adding even more life to a picture

▼ Clement weather at Amboli always makes for a great capture





## ROAD TEST Audi Q5 3.0 TDI S-line

added grunt, it takes less than three seconds to roll from 40 to 80 km/h. Standstill to 100 km/h also is just over seven seconds away. At no point did the car felt like it was running out of breath, because considering the rate it breathes, we knew we really weren't anywhere near the limits of its performance.

Under the bonnet, the 3.0-litre V6 TDI diesel motor makes 245 PS between 4,000 and 4,500 RPM and a hefty 580 Nm of torque from just 1,400 RPM, which stays up until 3,250 revs. That engine is paired to the seven-speed S-Tronic transmission and the signature quattro all-wheel drive, which, with the car's smart onboard electronics, optimise power delivery to suit every road surface and give the driver a feeling of complete control while ever so gently reassuring the fact that the car is indeed capable of more. The drive is split 40-60 front and rear, but can be varied to suit traction levels within milliseconds of any detected slip due to a change in road surface.

That was just what we needed, because as the sun began creeping through the early skies, we were heading into the twists and turns of the Amboli Ghat. The road was, as it has been for years, in the process of being resurfaced; so we had a mix of everything from mud and sand to loose tar and ignored potholes. None of them managed to upset the Q5, though, and it powered on over smooth and rough alike; the well-tuned suspension soaking up the undulations, with only some sounds filtering through to the cabin. The brakes are equally commendable and make short work of stopping this near two-tonne crossover. Braking from 80 km/h to a dead halt takes less than 2.5 seconds and 25 metres, as we had found out, having to deal with a buffalo that had freed itself from its caretaker and was running amok. The steering feel, too, is sublime for a car of its segment, giving just the right feedback and feeling well-weighted indeed, maintaining its composure



▲ Cutting-edge common-rail TDI diesel V6 puts out 580 Nm of torque

► S-line trim is evident from the badges and special 19" wheels giving more than subtle hints







## 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)	245
Power peak (rpm)	4000-4500
Red line (rpm)	5000
Max torque (Nm)	580
Torque peak (rpm)	1400-3250

### TRANSMISSION

Forward speeds, seven speeds	
1st gear	3.692
2nd gear	2.150
3rd gear	1.344
4th gear	0.974
5th gear	0.739
6th gear	0.574
7th gear	0.462
Reverse gear	2.944
Final drive	3.875
Drive wheels	AWD

### STEERING

Type	Electro-mechanical, power-assisted, rack and pinion
Lock to lock	2.8 turns

### WHEELS AND TYRES

Wheel size	19"
Tyre size	235/55 R19

### BRAKES

Front	345mm ventilated discs
Rear	330mm ventilated discs

### SUSPENSION

Front	Five-link double wishbone with anti-roll bar
Rear	Trapezoidal-link, coil spring and stabiliser

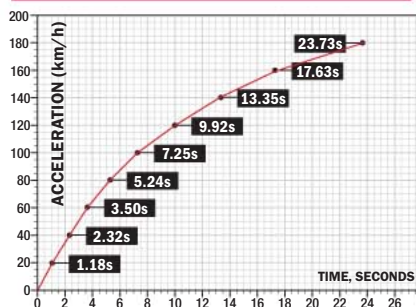
### ACCOMMODATION

Seating	5
Head Room, F/R	890/900
Leg Room F (max/min)	1090/880
Knee Room F (max/min)	780/590
Knee Room R (max/min)	920/670
Shoulder space	1180
Fuel tank	75 litres
Boot space	540 litres

### DRIVER AIDS

ABS, EBD, BAS, ESC, ASR, Hill Hold/Descent, eight airbags	
---	--

## PERFORMANCE



0-400m sprint:  
15.34 s

Terminal speed:  
149.77 km/h

1km sprint:  
27.85 s

Terminal speed:  
189.58 km/h

## CAR RATINGS

Design & Style:	★★★★★	Space:	★★★★★	Suspension:	★★★★★
Powertrain:	★★★★★	Creature Comforts:	★★★★★	Ride Quality:	★★★★★
Performance:	★★★★★	Driver Appeal:	★★★★★	Handling:	★★★★★
Fuel Efficiency:	★★★★★	Safety:	★★★★★	Steering:	★★★★★
Dynamic Ability:	★★★★★	Interiors:	★★★★★	Braking:	★★★★★

## TEST RESULTS



### SPEEDO ERROR (km/h)

Indicated	True
20	20.4
40	39.9
60	59.8
80	80.0
100	99.8
120	119.3

### TOP SPEED

Claimed	225 km/h
Achieved	212.5 km/h

### OVERTAKING ACCELERATION

Roll-ons	
40-60	1.19
60-80	1.72
80-100	2.01
100-120	2.67

### BRAKING TEST

From 80 - 0 km/h	2.46s, 24.23m
From 100 - 0 km/h	2.99s, 37.31m

### PERFORMANCE FACTORS

Power/mass (PS/tonne)	126.61
Power/litre (PS/litre)	82.57
Torque/litre (Nm/litre)	195.48

### FUEL CONSUMPTION

City	8.0
Highway	12.0
Overall*	9.0

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

### TEST CONDITIONS

Altitude 550m above MSL  
Weather Warm, windless, dry

## HIGHLIGHTS

- + Ride quality
- + Power and handling
- + Creature comforts

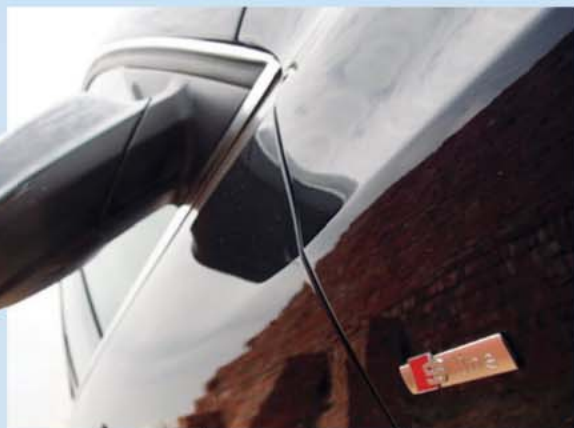
— Price



## ROAD TEST Audi Q5 3.0 TDI S-line

no matter how demanding a situation comes up. We are, again, referring to said buffalo... The paddle-shifters are there to be enjoyed, but when the bends are joined by incompetent traffic and stray animals, they are best saved for when the roads open up a bit more. The Q5 can pleasantly surprise you with the way it goes about doing what it does. It may sit higher off the ground and eat up luggage, but it behaves like a sedan. The high ground clearance lets you take on questionable terrain while on sweeping corners; you can push it as you would any well-handling sedan. It adheres to the definition of 'crossover' in its ideals and is simply the benchmark.

As we exited into town, we could ease off and almost relax as we carried on towards our destination. The V6 turbo-diesel motor silently going about the job of munching miles, something it does with aplomb too. That it took just about five hours is one thing, but cutting short the travel time with its speed, and keeping things comfortable with its spot-on ergonomics, means you don't really feel like you've covered all that distance.



▲ Bi-xenon headlamps with LED DRLs are well complemented by LED tail-lamp clusters

■ Wing mirrors are large and offer a good view of all you leave behind

Even though the Q5, in its 3.0 TDI S-line avatar, runs 19" wheels wrapped in 235/55 rubber, they do a fine job. Ride quality was top-notch all the way, the bumps and undulations were kept where they ought to be and road noise was always kept to a minimum, even at speeds of over 200 km/h. Another benefit was efficiency. A big V6 with four-wheel drive was never going to win a fuel efficiency contest, but the big Q5 doesn't disappoint. We worked out a figure of 12 km to the litre on the highway, while in the city it drops to eight; not bad considering the comfort level it has to offer.

There was one thing which became evident as we rolled into the parking lot of our hotel: if there ever was a car which could take on the bad without batting an eyelid and also let you enjoy the good which comes your way, it's the Q5. The combination of a plush interior, high-quality material and level of fit-and-finish, entertainment and safety systems to maintain the sanity of everyone inside over a long distance, and its ability to tackle every drive in the most effortless, unperturbed way possible while keeping you happy and reassured: these are reasons enough to opt for this Q. It's not as bulky as its big brother, the Q7, and it offers an appreciable balance of comfort, power and economy for us to consider it a winning all-round package. **car**







ISO 9001: 2008 certified



Special maintenance tools and repair stands

# We make servicing of vehicles **SAFE, EFFICIENT, FAST**



We design, develop and manufacture  
Special Maintenance Tools and Repair Stands for



★ Engine ★ Gear box ★ Axle  
★ Suspension ★ Steering ★ Brake



Our special tools power award winning vehicles of  
**Ashok Leyland \* Tata Motors \* Daimler \* ALL-Nissan \* ALL-John Deere \* Mahindra \* MAN Trucks**

Display and demo centre:  
140 GNT Road, Puzhal, Chennai 600066  
Phone: 044 - 26591890

Regd Office:  
Olympic Industrials, No. 39/19, West Madha Church Road, Royapuram, Chennai 600013.  
Phone: 044-25970789 / 4035; Email: [sales@olympicindustrials.com](mailto:sales@olympicindustrials.com); [www.olympicindustrials.com](http://www.olympicindustrials.com)



# CITY SLICKER, TAKE **4**

Honda have introduced the fourth-generation City in India. Just how slick is their best-seller this time round?

*Story: Jim Gorde   Photography: Rommel Albuquerque*





**W**HAT DO YOU DO WHEN THERE IS novelty and innovation all around you, and you start feeling just a little left out? Do you gear up and head out strong with what you have or do you create something new, even better, and go out with all your heart? The big city can be a daunting place, but with the right company, you can enjoy its spoils. Honda have taken a huge step with the City, first by bettering an already good product, and then by offering it with both a petrol and a diesel heart.

We've already tested the i-DTEC diesel car (report in the February 2014 issue), so I was more than happy to receive the key to the City, the i-VTEC petrol manual one, and head out to see how much has changed. So far as specs go, the City runs a longer wheelbase while retaining the same length; so that means more leg-room and cabin space. Another blip on the radar was the peak power at its disposal: 119 PS. One more horse! That was

when we decided that with this added power, the new City must really get going in a hurry and it had to be put through its paces in its element.

As it turned out, the City is quite a looker. The most obvious detail is the fat strip of chrome right across the front grille, giving it a sort of FCX face. The proportions are the same for most of it, so there isn't really much which looks too different. The wrap-around tail-lamp clusters are quite an addition and give the rear and three-quarter profile a distinct appearance. The shark-fin antenna on the roof also does its bit for styling, especially the silhouette.

There are quite a few changes inside as well. The seats are extremely comfortable and ergonomic. The layout of the dashboard and instrument console is pleasant and the quality and fit-and-finish are typically Honda – functional yet aesthetic. The evident changes are the 'ambient rings' on the instrument panel and centre ▶





## ROAD TEST **Honda City i-VTEC**

console. Blue lighting encircles the twin-pod console with twin blue lights on either side turning green when you drive with a light foot or coast, corresponding to more fuel saving. The addition of an 'EcoAssist Combimeter' marked from 0-30 indicates real-time estimated fuel consumption in kilometres per litre. The centre console is effectively touch-central, with the multimedia and climate control all equipped with a touch interface. The rear seats too afford generous leg-room and have a pair of vents with twin 12V ports below – AC and DC for the rear occupants.

So an exhaustive road test was called for; 'thorough' wouldn't be adequate. We had the VX manual variant, the highest with a bunch of mechanical yes-men, which would allow us to see what the petrol motor, with its fancy variable timing for the valves and cams, could really do. There isn't too much difference in the numbers, but we are aware Honda have worked upon the engine none the less.

The 16-valve, SOHC, 1.5-litre inline-four is unique as ever, and we'll get to why in just a bit. First, the numbers: maximum power is 119 PS at 6,600 revs with a peak 145 Nm of torque coming in at 4,600 RPM. The gearbox for the petrol still has five speeds, unlike the diesel's six. However, the way the engine gets to work is what truly makes it different. It is quite a rev-happy unit.



**Cabin is familiar yet feels very modern and up-to-date**



Ease your foot down and it does build the revs rather quickly. Step on it and, seemingly unhurriedly but with quite a vocal response, it gets going with what we can only identify as vigour without vibrations. It does sound a little gruff on the way to peak power revs, but it gets there and it sure sounds good doing it. It makes you want to play around in second and third all day, just taking in that raspy yet alluring soundtrack from the i-VTEC motor. Find the hot-spot just over 4,500 revs and you really feel the force. The car comes across as determined and raring to go as quickly as it can, giving you an assured feeling that there's even more on tap.

The ride quality is good, too, the suspension soaking up the bumps nicely without letting any annoying sounds into the cabin. The car feels stable but lacks that feeling of being planted. It's the same in the bends; show it some curves and the 175s squeal as they try and stick to whatever surface they can find, keeping the car pointed in the intended direction. There is a hint of roll, but no real feeling that throws you off focus. The steering is light and precise too and returns the right amount of feedback to push you all the way through the corner. The location we were at had some narrow bends and, with oncoming traffic, the steering was a real hero helping us get the better of whatever space there was. The car is quite flickable and handling isn't bad at all. We even tried to overthrow the system while off road, but the City held its own. The brakes are good and, on mud, the ABS didn't disappoint even with the foot hard on the pedal.

There isn't anything that really disappoints. Well, there are two things, actually, and they both involve the rear seats. For one, the swoop of the roof means that tall passengers will find the roof-liner getting in the way of the occasional head-tilt. Second, and more importantly, Honda have opted for built-in head rests; which is fine for children or really short passengers in the back. From



▲ **The City never sleeps, unless the Eco Assist system steps in; i-VTEC engine is smooth, refined and rev-happy**

◀ **Sharp new tail-lamp cluster looks all new and wraps smartly around the rear**



**Honda have taken a huge step with the City, first by bettering an already good product, and then by offering it with both a petrol and a diesel heart**



### **HONDA CITY CVT AUTOMATIC: CERTAINLY VERY TRANQUIL**

For those who find it a right bother to use the left foot or the left hand for anything other than tapping the air-conditioning controls, Honda have the automatic-transmission equipped City on offer as well. With the auto 'box' handling shifting duties, things are a breeze when you're in the City in the city. The continuously variable transmission (CVT) is smooth at low speeds, but in stop-and-go traffic, the rubber-band effect is noticeable. However, put your foot down and the revs build up quickly, shooting you to speeds with the transmission completely seamless. We managed a top speed of 170 km/h with the tachometer needle nestled at a shade under 7,000 RPM. Even so, the car seemed as if it had a bit more



▲ **The gear lever and the missing clutch pedal are the only visible differences in the CVT model**

to offer, were we not to run out of road.

Around town and on the highway alike, the inclusion of steering-wheel-mounted paddle-shifters ups the fun quotient. You have seven pre-programmed speeds at your disposal. These can be used in the

'D' mode, but the system resumes control seconds later. Shift to 'S' mode, however, and you can hold a gear when you need to; with the system only shifting up at 6,500 revs. That, together with the engine note, makes for some exhilarating overtaking manoeuvres.

The all-important efficiency test revealed some reassuring numbers too. Honda's claims are not without base and our car returned 13 kilometres to a litre in the city and an even more surprising 17.5 km/l on the highway. That's an overall 14.2 km/l! Not bad at all for a sedan of its class. So far as the price is concerned, there are two variants on offer with the CVT: the SV, for Rs 11.16 lakh, and the VX, for Rs 12.98 lakh (both OTR, Pune).



**Honda City i-VTEC VX (Rs 11.77 lakh, OTR Pune) ★★★★★**

**car Road Test 347**



## SPECIFICATIONS

### ENGINE

Cylinders	Four, inline
Engine Layout	Transverse
Fuel	Petrol
Bore x stroke	73.0 x 89.4
Capacity	1,497cc
Compression ratio	10.3:1
Valvegear	SOHC, 4 valves/cyl

### ENGINE OUTPUT

Max power (PS)	119
Power peak (rpm)	6600
Red line (rpm)	6800
Max torque (Nm)	145
Torque peak (rpm)	4600

### TRANSMISSION

Forward speeds, five-speed (MT) /	
Forward speeds, seven-speed (CVT)	
1st gear	3.461
2nd gear	1.869
3rd gear	1.235
4th gear	0.948
5th gear	0.809
Reverse gear	3.307
Final drive	4.294
Drive wheels	FWD

### STEERING

Type	Rack and pinion, electric power assisted
Lock to lock	3.1 turns

### WHEELS AND TYRES

Wheel size	15"
Tyre size	175/65 R15

### BRAKES

Front	Solid discs
Rear	Drums

### SUSPENSION

Front	McPherson Strut with coil spring
Rear	Torsion beam axle with coil spring

### ACCOMMODATION

Seating	5
Head Room, F/R	935/880
Leg Room F (max/min)	1210/940
Knee Room F (max/min)	780/540
Knee Room R (max/min)	980/750
Shoulder space	1300
Fuel tank	40 litres
Boot space	510 litres

### DRIVER AIDS

ABS, EBD, Bluetooth, hands-free telephone, reverse camera

## PERFORMANCE



0-400m sprint:	17.83 s	1km sprint:	32.58 s
Terminal speed:	127.59 km/h	Terminal speed:	160.09 km/h

## CAR RATINGS

Design & Style:	★★★★★	Space:	★★★★★	Suspension:	★★★★★
Powertrain:	★★★★★	Creature Comforts:	★★★★★	Ride Quality:	★★★★★
Performance:	★★★★★	Driver Appeal:	★★★★★	Handling:	★★★★★
Fuel Efficiency:	★★★★★	Safety:	★★★★★	Steering:	★★★★★
Dynamic Ability:	★★★★★	Interiors:	★★★★★	Braking:	★★★★★

## TEST RESULTS



### IN-GEAR SPEEDS (km/h)

Indicated	True
55	52.6
100	97.0
152	145.2
200	193.7

### TOP SPEED

Achieved	194.01 km/h
----------	-------------

### OVERTAKING ACCELERATION

Roll-ons			
Speed	3rd	4th	5th
40-60	4.76	6.75	8.04
60-80	4.74	6.41	8.11
80-100	4.37	6.42	8.84
100-120	4.45	6.42	11.07

### BRAKING TEST

From 80 - 0 km/h	2.34s, 26.16m
From 100 - 0 km/h	2.91s, 40.42m

### PERFORMANCE FACTORS

Power/mass (PS/tonne)	111.74
Power/litre (PS/litre)	79.49
Torque/litre (Nm/litre)	96.86

### FUEL CONSUMPTION

City	16.0
Highway	20.0
Overall*	17.0

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

### TEST CONDITIONS

Altitude 550m above MSL  
Weather Warm, windless, dry

## HIGHLIGHTS

- + Ride quality
- + Cabin space
- + Quality interior

- Rear-seat safety
- Evolutionary, not revolutionary



## Honda City i-VTEC VX CVT

(Rs 12.98 lakh, OTR Pune)

★★★★★

car Road Test **348**

### TEST RESULTS



IN-GEAR SPEEDS (km/h)		80-100	3.87
Indicated	True	100-120	5.28
20	19.3		
40	37.8		
60	57.1		
80	77.5		
100	95.9		
120	116.9		

#### BRAKING TEST

From 80 - 0 km/h  
2.46s, 26.99m  
From 100 - 0 km/h  
3.01s, 42.00m

#### TOP SPEED

Achieved 169.3 km/h

#### PERFORMANCE FACTORS

Power/mass (PS/tonne)  
109.67

Power/litre (PS/litre)  
79.49

Torque/litre (Nm/litre)  
96.86

#### OVERTAKING

#### ACCELERATION

Roll-ons

Speed	Time
40-60	2.41
60-80	3.06



#### FUEL CONSUMPTION

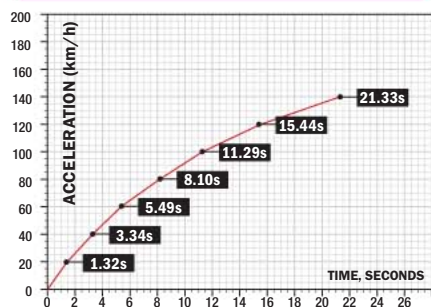
City	13.0
Highway	17.5
Overall*	14.2

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

#### TEST CONDITIONS

Altitude 550m above MSL  
Weather Warm, windless, dry

### PERFORMANCE



0-400m sprint:

18.03 s

Terminal speed:

130.04 km/h

1km sprint:

32.62 s

Terminal speed:

161.37 km/h



▲ **Eco Assist** keeps you informed of your driving style and potential fuel consumption by turning green to indicate higher efficiency

the safety perspective, the lack of head restraints at the rear is a huge negative; and this stands out like a Labrador in Art class in the top-end VX model. The airbags and impact mitigating head restraints are there for front occupants, while back-seat occupants have to be content with safety belts and rely on the driver to avoid any untoward incident.

So the City is comfortable for long journeys and with the sunroof and climate control, the cabin feels fresh and airy. Storage space is no issue at all, with the doors-pockets holding bottles and maps, thus leaving room elsewhere for other things you may need to store. The boot offers 510 litres of space, which can turn into a cavern with the rear seats folded down. The absence of any lining under the boot is an eyesore, though, as it leaves exposed metal, wires and couplings in plain sight. Not a good idea really. Maybe, Honda just forgot to put it in.

Where the City reclaims brownie points is fuel efficiency. In the city, the City, er... the car, returns 16 kilometres to a litre, with a jump to 20 km/l when allowed to stretch its legs on the highway. That's an overall 17 km/l, and with a 40-litre tank, it means you can safely go 700 kilometres before you would need to stop for juice. All said and done, the City is a fantastic car to own and if Honda only step in and correct the niggles, there would quite simply be no wrong for a car of its segment and price point. **GT**

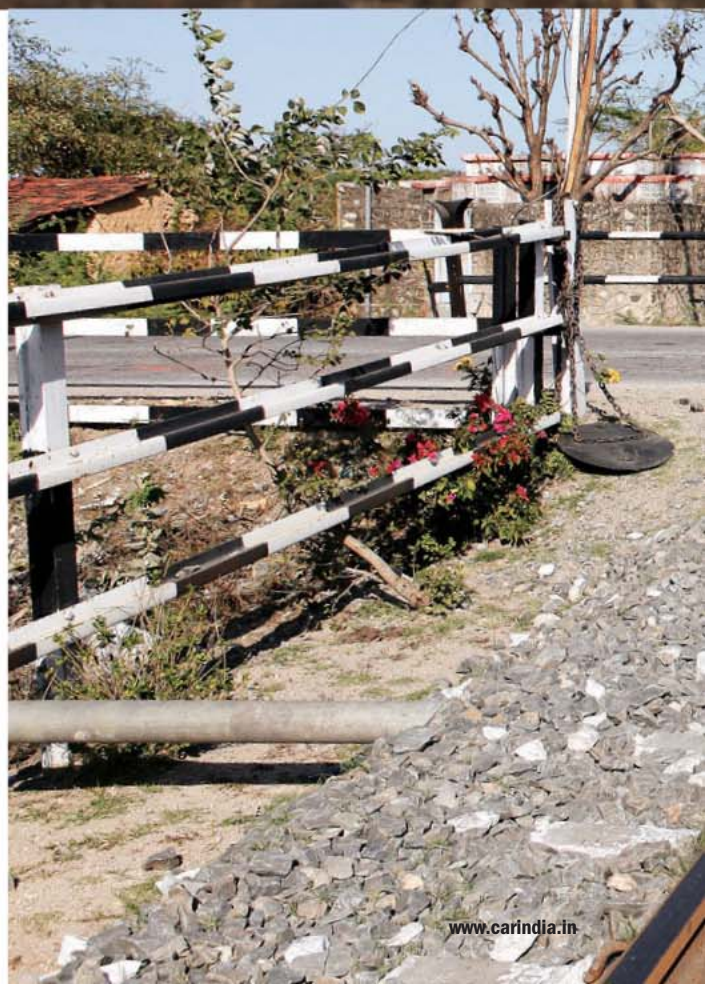




# LIVING OUT OF A CAR

The Škoda Octavia was our motor home, mode of transport and means of entertainment during the Auto Expo week

**Story:** Piyush Sonsale  
**Photography:** Sanjay Raikar







**T**HE FIRST WEEK of February was truly action-packed for all of us here at *Car India*. Three of us from the Pune office drove all the way to Greater Noida first to test a few bikes for our sister magazine, *Bike India*, and immediately thereafter to attend the marathon press conferences during the media days of the 12th Auto Expo.

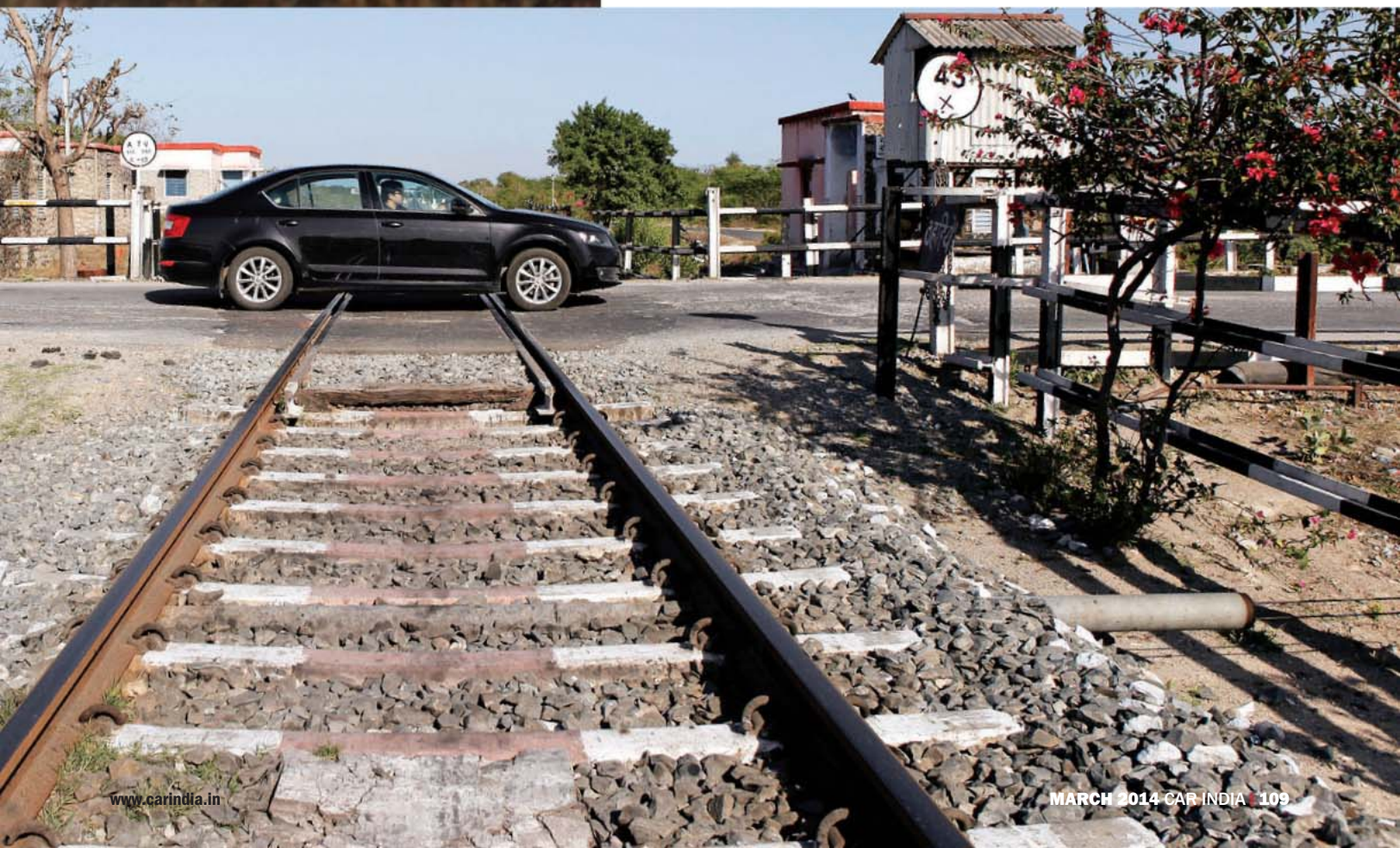
"Drive up to Jaipur from Pune by dusk, go to bed by 8.00 pm and cover the remaining distance in the early hours of the next morning. That way you chaps will be able to avoid the rush hour traffic while entering Delhi and make it in time for your photo shoots," the boss suggested. The 1,300-kilometre-long drive from Pune to Jaipur was going to be our longest haul in one single day, but the plan made sense and gave us an exciting challenge.

So the next step was to decide upon a car that would be capable of such a long drive while keeping us safe and comfortable. We zeroed in on the new Škoda Octavia unanimously for its tank-like build quality, comfortable cabin and the

powerful yet frugal 2.0-litre TDI diesel engine.

"Leave at midnight." That was another valuable tip given by Aspi. He had used this strategy for a drive last year and it had turned out to be very effective since there is sparse traffic to deal with on the highways during those hours. Thus on Saturday, 1 February, Ravi, Sanjay and I were ready for the drive after dinner. Exactly at midnight, we rolled out of Ravi's parking with the boot stuffed with our luggage and a full tank of diesel. We opted for the tried and trusted route via NH 8 that passes through Gujarat and Rajasthan since the roads are good and safe. The last thing I remember from that night before I dozed off in the front passenger seat is Ravi driving the car while Sanjay was fast asleep on the rear seat.

The next thing I remember was being woken up by the high revs of the engine and the rush of speed. I opened my eyes to see daylight out of the front windscreen. It was 7.30 am on the clock and Ravi was still driving, and quite fast I must say. "Where are we?" I mumbled before Ravi's answer woke me up ▶







▲ Toll-gates were like pitstops between high speed runs  
▼ The Octavia rests while we grab a quick bite

completely. “Vadodara-Ahmedabad expressway,” he said. We were already half way across Gujarat by morning!

Soon after the expressway, we stopped for breakfast and to stretch our legs more than anything else. The one-hour break and doubtfully south Indian food at a Gujarati restaurant seemed to have rejuvenated Ravi for he wanted to continue driving. So I paired my phone to the car’s music system via Bluetooth to play music and changed the sound distribution to the front speakers on the touchscreen display as Sanjay dozed off again at the back. The Bluetooth compensated for the absence of USB and AUX ports and Ravi’s 12V socket to USB adaptor took care of re-charging the phone. I also discovered that the multimedia system can download phone contacts and lets you answer and make calls via the touchscreen.

It took us three hours to cover the 250 kilometres to Udaipur, but the next 45 minutes were spent bypassing the city as the single carriageway had a lot of truck traffic. We turned right after Udaipur for Chittorgarh since the road going directly to Ajmer is slower. I had been curious about an alternative road to Chittorgarh that starts from Dabok and asked Ravi to try it out. It turned out to be a great discovery as the state highway was much faster than the regular route. It was a four-lane highway with good surface, there was hardly any traffic on the 100-km stretch and it met the Chittorgarh bypass at the other end.

We had a quick lunch at 2.00 pm after passing Chittorgarh and planned to reach Jaipur by 6.00 pm to achieve our ambitious goal: to reach Delhi on the same day. I got behind the wheel after lunch as Ravi finally decided to take some rest. And I could see why he had been reluctant. The



---

**The Octavia gave me a sense of power that night as the fast approaching headlamps of my car scared away all the vehicles in my lane**

---



Octavia is a fantastic car to drive. It has a powerful engine (143 PS and 350 Nm), great suspension and a perfectly weighted steering wheel while its sharp handling and strong brakes inspire the necessary confidence for driving fast. However, the star of the show is the six-speed DSG transmission. The dual-clutch gearbox is an intuitive system. It judges the driving pattern to provide the intended performance. If the driver is gentle on the accelerator, it will shift up the gears quickly for the best possible fuel efficiency, but the moment it senses a hard press on the pedal, it drops down a gear and revs the engine all the way to its redline to transform the car into a sport sedan. There is no lag in the shifts and, in fact, they can be hardly felt. All these factors add up to making it a highly pleasurable driving experience.

We reached Jaipur at 6.30 pm and it was during the tea break at a roadside eatery that all three of us confessed our secret agenda. And so we continued. It soon became dark, but that didn't affect my speed or my driving style. The bi-xenon

headlamps on the Octavia (Elegance trim) have a wide and long range of illumination and the AFS (adaptive front light system) adjusts the beam of light in corners as well as according to the ambient light source and oncoming traffic. The car also has auto-dimming mirrors that diffuse the glare of light from vehicles coming from behind. The Octavia gave me a sense of power that night as the fast approaching headlamps of my car scared away all the vehicles in my lane. The strong white light, aggressive design and the LED strip in the headlamp cluster looks quite intimidating indeed.

I must also mention that I was perfectly comfortable even after 21 hours of travelling. The firm seats in the Octavia are quite helpful during long journeys and the driver's is 12-way adjustable. Of course, the good leg space and silent cabin also have a lion's share in making it such a comfortable car.

It took us almost five hours to cover the final 230 km due to the traffic and endless diversions on the Jaipur-Delhi stretch of NH 8. We made it to our hotel in Gurgaon a few minutes before midnight and achieved our target of completing the drive in 24 hours.

Over the next four days, the Octavia accompanied us as a support car during photo shoots and as our transport from Gurgaon to Greater Noida through the heavy traffic during the Auto Expo days. On the way back, we came down to Jaipur in the evening on 6 February, and drove the whole of next day and night to reach Pune on the morning of the 8th. We covered almost 3,500 km during that week at high speeds as well as in stop-go traffic and the Škoda Octavia 2.0-litre TDI automatic gave us an average fuel efficiency of 15 kilometres to a litre. Now, doesn't that sound like a fairytale ending? **CAR**



▲ Fortunately, our ride was much more comfortable and for the open top feel, all had to do was slide open the sunroof



▲ The Octavia has a large boot and the notchback tail-gate provides easy access to the luggage





# RACE TO SAVE THE PLANET

**Four student teams from the Delhi/NCR region were selected to participate in the Shell Eco-marathon Asia 2014 in an endeavour to design a car with the highest mileage**

Story & Photography: Gaurav Nagpal

**R**APID DEPLETION OF fossil fuels and an imminent doomsday is a scenario that the earth brigade never tires of painting. Fuel prices are going up almost all the time – remember Economics 101: when demand is more and supply is less, prices rise.

High-tech laboratories have been working towards these goals for ages. In an attempt to tap young minds for this cause, in 2011 Shell started the Eco-marathon (SEM), touted as being among the most challenging and innovative competitions for students, and held annually in Asia, the

Americas and Europe. The competition aims to bring today's leaders and future innovators on one platform, where they ideate solutions that are innovative and could solve the world's energy challenge.

The Shell Eco-marathon Asia 2014 took place between 6 and 9 February 2014, in Manila. The participants comprised a future generation of engineers and scientists from the age-group 16-25 years from Asia and the Middle East, and they designed and built vehicles that aimed to complete a 10-lap (10 x 1.2 km) circuit consuming the minimum amount of fuel.

Vehicles competed in 'Prototype' and 'Urban' categories, the former being three-

wheelers seeking to maximise fuel efficiency and minimise aerodynamic drag, and the latter differing only in that they were four-wheelers that also incorporated some comfort features. Competitors were also split among eight different fuels: there were Prototype and Urban vehicles facing off within the categories of hydrogen, solar power, petrol, diesel and other fuels.

Fourteen universities from India were shortlisted for final participation in this year's competition, of which four were from Delhi/NCR. These teams had all worked really hard on some interesting vehicles. Read on to know more about their creations.

## GAUTAM BUDDHA UNIVERSITY: TEAM 'UNFROZEN HAWKS'

THE BOYS FROM THE Gautam Buddha University (GBU) selected this unique name on two counts: 'Unfrozen' referring to their open attitude, and the 'Hawk' being the inspiration for their car's scissor doors. They believed that with the rapidly rising prices of traditional fossil fuels and their likely depletion within the next 50 years, hydrogen was the fuel of the future as it releases the maximum energy per unit volume and emits only water.

The car falls in the Prototype category, and the team claimed that their car was the first hydrogen-powered vehicle in India. Motive force comes from a 750-watt hub motor powered by a fuel cell stack that receives hydrogen from a 2.9-litre tank. Safety features include a fire extinguisher, a five-point safety belt, four ventilation fans, solenoid valves, kill switches, and a hydrogen sensor. The tear-drop design helps to lower aerodynamic drag and allows 180°

### NEED TO KNOW

#### CATEGORY PROTOTYPE

##### MATERIAL USED

Frame, chassis:  
Al 6061 T6  
aluminium alloy  
Body: WR300 and  
WR400 fibreglass

##### ENGINE

750-watt hub motor,  
Rear wheel drive

**FUEL TYPE, CAPACITY**  
Hydrogen, 2.9 l

**FUEL CONSUMPTION  
(CLAIMED)**  
80-90 km/l

**VEHICLE WEIGHT**  
70 kg

**TOP SPEED**  
35 km/h

**TOTAL EXPENDITURE**  
(Rs) 6.5 lakh







visibility, and the vehicle also has a LCD display and live telemetry.

The team used the 6061 aluminium alloy, as compared to the commonly used 6063 alloy, because the former is lighter than and twice as strong as the latter. The total vehicle weight is 75 kg, of which the frame weighs just seven kg.

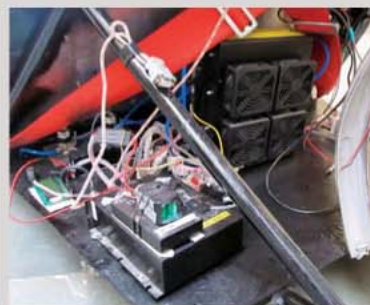
The team listed weight reduction as one of the key challenges faced, with the 6061 alloy being particularly difficult to source. Funds were also a concern as the 6061 alloy costs twice as much as the 6063 alloy. Storing the hydrogen safely was critical, as it is difficult to handle.

The team credited GBU for the financial support to the project as well as the help in sourcing the 6061 alloy and providing access to excellent lab facilities.

❏ This sleek machine has a very slippery coefficient of drag of just 0.15

➤ Hydrogen powers the car to a top speed of 35 km/h

❑ The aluminium frame contributes just 10% of the car's weight



## MANAV RACHNA INTERNATIONAL UNIVERSITY: TEAM 'SYNCROMESH'

THE BOYS FROM MANAV Rachna International University (MRIU) based their team name on the ideology of a gear system with perfectly aligned teeth. Their choices of fuels for the future included hydrogen and ethanol, apart from working to increase the efficiency of petrol and diesel engines.

The car falls in the Urban category. Using the designs of an existing 350-cc Kirloskar diesel engine, the team developed a 269-cc aluminium block diesel engine for their car. The 3.7 PS power is harnessed by a CVT (continuously variable transmission) with automatic coupling. The students claimed that the customised gear reduction system ensures that 90 per cent of the power developed gets transmitted to the rear wheels. Other

highlights of the engine include the use of ceramic sleeves (not commonly available) as well as micron coating on the pistons.

The team used the 6061 aluminium alloy for greater strength and weight saving as compared to the commonly used 6063 alloy. The total vehicle



➤ LED lights at the rear look good

❑ The car incorporates a roll cage and other safety equipment

❏ Don't miss the honeycomb grille just behind the doors - remind you of a certain supercar?

### NEED TO KNOW CATEGORY URBAN

#### MATERIAL USED

Frame, chassis:  
Al 6061 aluminium alloy  
Body: FRP

#### ENGINE

269cc diesel, 3.7 PS  
Rear wheel drive

**FUEL TYPE, CAPACITY**  
Diesel, 350 ml

**FUEL CONSUMPTION (CLAIMED)**  
123 km/l

**VEHICLE WEIGHT**  
80 kg

**TOTAL EXPENDITURE**  
(Rs) 3.5 lakh



weight is 180 kg, of which the FRP body accounts for 21 kg.

Funds proved to be a big challenge for the team, and the members put in some of their own money to meet the total cost. Weight reduction was an issue too – the 6061 alloy was hard to source and finally came through a Mumbai-based trading company.

The team credited MRIU for support from the faculty advisors and access to a 24-hour workshop with the required machinery and tools. ➤





**DELHI TECHNICAL UNIVERSITY: TEAM 'DTU SUPER MILEAGE'**

THE BOYS FROM DELHI Technical University (DTU) selected this name to indicate their final aim – to design a car with superb mileage. In their opinion, hydrogen+CNG blends and biodiesel blends could be the fuels of the future due to their low emissions.

The car falls in the Prototype category and uses a 125-cc motorcycle engine developing 9.53 PS. The gear shifter, carburettor, rack-and-pinion steering, hubs and steering knuckles were all designed in-house by the team. Other highlights included the use of iridium spark-plugs for proper combustion and low-friction,

**NEED TO KNOW****CATEGORY PROTOTYPE****MATERIAL USED**

Frame, chassis:  
Al 6063  
aluminium alloy  
Body: FRP

**ENGINE**

125-cc motorcycle engine, 9.53 PS  
Rear wheel drive

**FUEL TYPE, CAPACITY**

97-octane petrol,  
750 ml

**FUEL CONSUMPTION (CLAIMED)**

350-400 km/l

**VEHICLE WEIGHT**


75 kg


**TOP SPEED**

35 km/h

**TOTAL EXPENDITURE**

(Rs) 4.3 lakh

 The reworked scooter engine returns an unbelievable 350-400 km/l

 The car uses a customised rack-and-pinion steering system designed in-house



energy-efficient SKF bearings. For safety, the engine does not start unless the car is in neutral, and there is added protection via a kill switch.

The team used the 6063 aluminium alloy as it is cheaper than the stronger and lighter but significantly more expensive 6061 alloy. The total vehicle weight is 75 kg, of which the engine weighs 30 kg.

Funds were a big challenge, with money coming from their own pockets as well as some from sponsors. Precision manufacturing of the knuckles, hubs and body was

also a concern as the cost involved was high. Of course, when it came to actual manufacturing, new variables came up and some tweaking was required, for instance, the use of rack-and-pinion steering (as against Pitman steering previously chosen) due to its higher stability and reliability.

The team credited DTU for providing funds towards cargo charges and partial refund of their airfare. They also received valuable support from the faculty advisor and the vice-chancellor, and access to the excellent lab facilities.







## NEED TO KNOW

### CATEGORY PROTOTYPE

**MATERIAL USED**  
Frame, chassis:  
bamboo  
Body: FRP

**ENGINE**  
102cc scooter  
engine, 7.1 PS  
Rear wheel drive

**FUEL TYPE, CAPACITY**  
Petrol, 1 litre

**FUEL CONSUMPTION  
(CLAIMED)**  
122 km/l

**VEHICLE WEIGHT**  
96 kg

**TOP SPEED**  
35 km/h

**TOTAL EXPENDITURE**  
(Rs) 1 lakh

## INDIRA GANDHI DELHI TECHNICAL UNIVERSITY FOR WOMEN: TEAM 'RESONANCE'

THIS WAS THE TEAM WITH A difference – an all-girl team. 'Resonance' implies an intermingling of frequencies, and the girls from the Indira Gandhi Delhi Technical University for Women (IGDTUW) selected this name to signify the coming together of different thought processes. They see bio-ethanol, solar energy and water as the fuels for the future.

Their car falls in the Prototype category and uses a 102-cc scooter engine developing 7.1 PS. The team used iridium spark-plugs for proper combustion, and the air-fuel

▶▶ The FRP shell allows for high strength and toughness

▶ The go-kart-style steering has controls for the combi-braking system

✔ Yes - the car uses a bamboo frame!




mixture was modified to maximise the mileage. Auxiliary parts – such as the air-filter and exhaust manifold – also underwent some changes. An FRP shell was used because of its strength and light weight.

The biggest highlight, though, is the use of a bamboo frame – the frame and chassis are made entirely of bamboo. Only the rollbar required two aluminium members. The choice of bamboo was made on three counts: low cost, low weight and eco-friendliness. More weight was saved by using two bicycle wheels in the front.

The challenge was the absence of outside support and predecessors in



this field, from whose experience the team could learn something. The choice of the right joining method for the joints was critical, with metal coupled with resin serving the purpose. The materials were easily available in markets near IGDTUW, but it was difficult to convince the shopkeepers that women were designing a car! Funds had to contribute some money to add to what came from sponsors.

The team credited IGDTUW for providing funds towards shipping charges and the use of the excellent lab facilities. Professors also were a big help with their guidance for technical aspects. 





# TURBOCHARGED F1 SEASON AHEAD

The Formula 1 season is scheduled to get under way this month, and it brings with it a slew of changes from new engines and life expectancy to new driver line-ups.

Here's what to expect this season

**Compiled by: Jim Gorda Photography: DPPI**

THE 2014 FORMULA 1 SEASON is set to begin with a bang. Amid the driver changes and rule changes creating a buzz, there are a number of changes that will make their presence felt this season.

## ENGINES

Gone are the days of the 3.0-litre V10s and 2.4-litre V8s, the latter of which seem as if they arrived only recently. In come a new breed of turbocharged 1.6-litre V6 engines with their power boosted by new kinetic energy recovery system

(KERS) units. While many teams have criticised the additional costs, manufacturers see this as a big step forward to bringing race-proven technology to the road, what with the advent of downsizing and powertrain electrification being considered on a wider scale.

The new 1.6-litre turbocharged V6 units are known to produce a peak power output of around 600 PS; falling short of the power output levels attained by their naturally aspirated V8 predecessors, which made in the range of 750 PS,

and are much lower than the 900+ PS output reached by the older V10s. However, the KERS units are expected to offer adequate compensation at the push of a button, for short periods of time. There is also the matter of greater powertrain efficiency by harvesting the energy dissipation as heat for the brakes or exhaust system. The rev-limit is also capped at a much lower 15,000 revolutions per minute, as compared to the 18,000 RPM limit for the V8 engines. This has also led to the amendment of the





lifecycle rule of the engines: they must last for five races to avoid the driver getting penalised.

### **ENERGY RECOVERY SYSTEM (ERS)**

Compared to the previous racing season, in 2014 a larger portion of the car's power will come from the ERS. In 2013 the ERS made available an additional 80 PS for just over five seconds a lap. Now this number will be twice as much – 160 PS – and will be available for over 30 seconds a lap. The teams will also be allowed to use an electronic rear brake control system, factoring in the extra power being generated under braking by the ERS.

### **GEARBOX**

The gearbox used in this season's cars has also gained a ratio. The cars will run eight gears as compared to the previous season's seven.

### **FUEL**

With no refuelling now an accepted part of the sport, the axe has come



▲ Manufacturers go full-blown this year with turbocharged V6 engines

down on the amount to be used per race. The FIA has imposed a restriction of 100 kg of fuel per race. The past season saw this use stand typically at 150-160 kg of fuel per car, per race. The focus on economy is only obvious, but how it will affect actual racing and strategy with the 1.6-litre units remains to be seen.

### **EXHAUST**

Where the 2013 cars had twin tail-pipes, the 2014 cars will be restricted to just one tail-pipe, and even that comes with restrictions of its own. The pipe must be angled upwards, so as not to allow any aerodynamic benefit. Furthermore,



No exit wounds, exhausts cannot be used for aerodynamic benefit

no bodywork is allowed to be present behind the tail-pipe.

### **NOSE**

The maximum height for the front nose cone has been further dropped from 550 mm to 185 mm. The change is evident from the design of the cars, as you will see in the following pages.

### **WINGS**

The front wing on the cars will be slightly narrower, with the maximum width reduced from 1,800 mm to 1,650 mm. The rear wing will also appear different with the lower beam getting the boot and the main flap set to be even shallower.



▲ Unique nose design on the Lotus-Renault E22 race car



▲ Fuel will be limited to 100 kg per race



▲ Lower front wing and drop-down nose



# TEAMS AND DRIVERS

For the coming season, quite a few swaps have taken place while some new names join the bandwagon as well. Then there's the addition of driver numbers. Here's all you need to know:

## RED BULL RACING

World champions Red Bull Racing will race Sebastian Vettel alongside new team-mate, Daniel Ricciardo, who receives a promotion from Toro Rosso. Red Bull hope that the RB10 will help them stay ahead as they have for the past four years.



Daniel Ricciardo

Sebastian Vettel



Young blood in the team looking to prove himself beside a four-time successive world champion.

Reliability and consistency of performance at the front remain to be seen.



DRIVERS	RESERVE/TEST DRIVER
1. Sebastian Vettel (GER)	Sebastian Buemi (SUI)
3. Daniel Ricciardo (AUS)	Antonio Felix da Costa (POR)
<b>CAR: RB10</b>	<b>ENGINE: RENAULT</b>

## MERCEDES-AMG

Starting with a new car and engine after a good previous season, second overall in the constructors, means a lot of good vibes at the Brackley-based squad.



Momentum is built and the engines look strong in pre-season testing.

Uncertainty of new engine performance and Ross Brawn's exit.



Lewis Hamilton



Nico Rosberg

DRIVERS	RESERVE/TEST DRIVER
44. Lewis Hamilton (GBR)	Mike Conway (GBR)
6. Nico Rosberg (GER)	
<b>CAR: W05</b>	<b>ENGINE: MERCEDES</b>





Fernando Alonso

Kimi Raikkonen



## SCUDERIA FERRARI

Passionate Italians are one thing, but strap turbos on them and add a world-champion Finn and it really gets wild. Ferrari are determined to take back that top step which they strongly feel belongs to them.

DRIVERS	RESERVE/TEST DRIVER
14. Fernando Alonso (ESP)	Pedro de la Rosa (ESP)
7. Kimi Raikkonen (FIN)	Davide Rigon (ITA)
	Marc Gene (ESP)
<b>CAR: F14 T</b>	<b>ENGINE: FERRARI</b>



Two world champions who are among the best drivers on the grid.

Well, two world champions who are among the best drivers on the grid.



## LOTUS

After a couple of strong seasons, the team has a new driver and a new team leader too. How much they have learnt cannot be said because of their absence in the opening pre-season test at Jerez.



The thirst for victory – a pumped-up Romain for that first win, and a Pastor desperate for another.

New engine, new package, new nose, new expectations and financial constraints only just behind them.



DRIVERS	RESERVE/TEST DRIVER
8. Romain Grosjean (FRA)	Marco Sorenson (DEN)
13. Pastor Maldonado (VEN)	
<b>CAR: E22</b>	<b>ENGINE: RENAULT</b>



# SPORTS Formula 1 Season Preview

## McLAREN

After the most dismal season ever and the team adamant about accepting that fact, McLaren can only go up, like their new budget.



Jenson Button



Kevin Magnussen

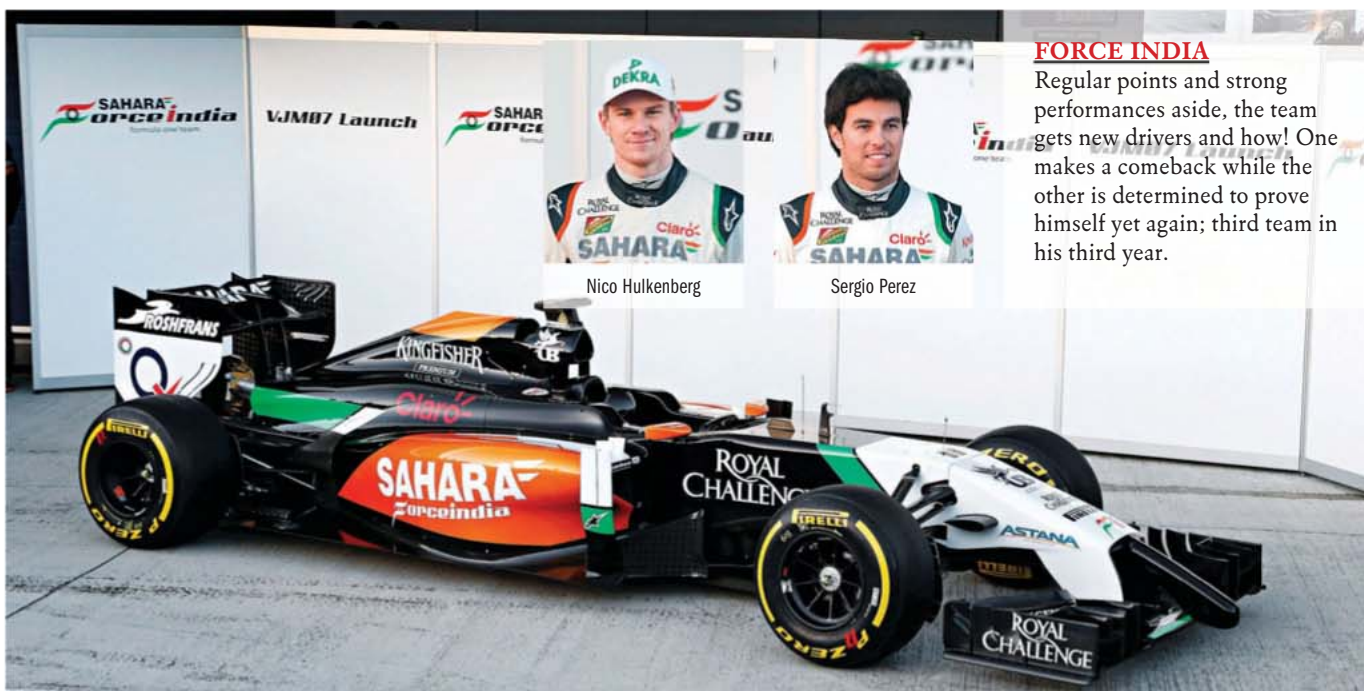


DRIVERS	RESERVE/TEST DRIVER
22. Jenson Button (GBR)	Stoffel Vandoorne (BEL)
20. Kevin Magnussen (DEN)	Gary Paffett (GBR)
<b>CAR: MP4-29</b>	<b>ENGINE: MERCEDES</b>



Big budget, big plans, strong Button and a really fast and determined rookie in the other seat.

Well, have you seen the car's nose?



Nico Hulkenberg



Sergio Perez

## FORCE INDIA

Regular points and strong performances aside, the team gets new drivers and how! One makes a comeback while the other is determined to prove himself yet again; third team in his third year.



Mercedes engines seem strong this year, and, Hulk smash?

The question remains if they've done enough with the new car to keep them competitive



DRIVERS	RESERVE/TEST DRIVER
27. Nico Hulkenberg (GER)	Daniel Juncadella (ESP)
11. Sergio Perez (MEX)	
<b>CAR: VJM07</b>	<b>ENGINE: MERCEDES</b>



## SAUBER

When it comes to private teams, two names stand out and Sauber is one of them. With the more experienced Sutil stepping in and another excited Mexican alongside, can Sauber make their way up the ladder?



Adrian Sutil



Esteban Gutierrez



DRIVERS	RESERVE/TEST DRIVER
99. Adrian Sutil (GER)	Giedo van der Garde (NED)
21. Esteban Gutierrez (MEX)	Sergey Sirotkin (RUS)
<b>CAR: C33</b>	<b>ENGINE: FERRARI</b>



Experience and strong driving style coupled with young blood looking for success. And there's that turbo-Italian with all the power too.

That experience came at a price: Hulk left the building.



Jean-Eric Vergne



Daniil Kvyat

## TORO ROSSO

They had the points last year and with a promotion to the A-team for their lead driver, it means Vergne will take charge alongside 19-year-old Kvyat.



Move to Renault engines and both drivers motivated to perform, in all probability.

New Renault turbo-units seem to have strong competition.



DRIVERS	RESERVE/TEST DRIVER
25. Jean-Eric Vergne (FRA)	Antonio Felix da Costa (POR)
26. Daniil Kvyat (RUS)	Mirko Bortolotti (ITA)
<b>CAR: STR9</b>	<b>ENGINE: RENAULT</b>



# SPORTS Formula 1 Season Preview



## WILLIAMS

One of the most respected private teams, Williams have snapped up a driver who was with Ferrari for almost a decade. Another team running an experienced and young driver combination hoping for good results after a mediocre last season.



New lead driver and strong new engine partner.

From a top-three team to a bottom-three team, they do not want to fall further down the order, that's for sure.



DRIVERS	RESERVE/TEST DRIVER
19. Felipe Massa (BRA)	Felipe Nasr (BRA)
77. Valtteri Bottas (FIN)	Susie Wolff (GBR)
<b>CAR: FW26</b>	<b>ENGINE: MERCEDES</b>

## MARUSSIA

With their old engine partner, Cosworth, stepping out of the equation and leaving only three manufacturers, the switch to Ferrari power should help the Russian team go about their business a bit better. At least that's what they hope to achieve.



The chance for points this season.

They move up the order or move down based on positions. It's tight!



DRIVERS	RESERVE/TEST DRIVER
4. Max Chilton (GBR)	Rodolfo Gonzalez (VEN)
17. Jules Bianchi (FRA)	
<b>CAR: MR03</b>	<b>ENGINE: FERRARI</b>



## CATERHAM

The green team have, surprisingly, chosen an experienced and rookie combination. However, the passionate Jap at the helm could push the young Swede, and the car, to deliver.

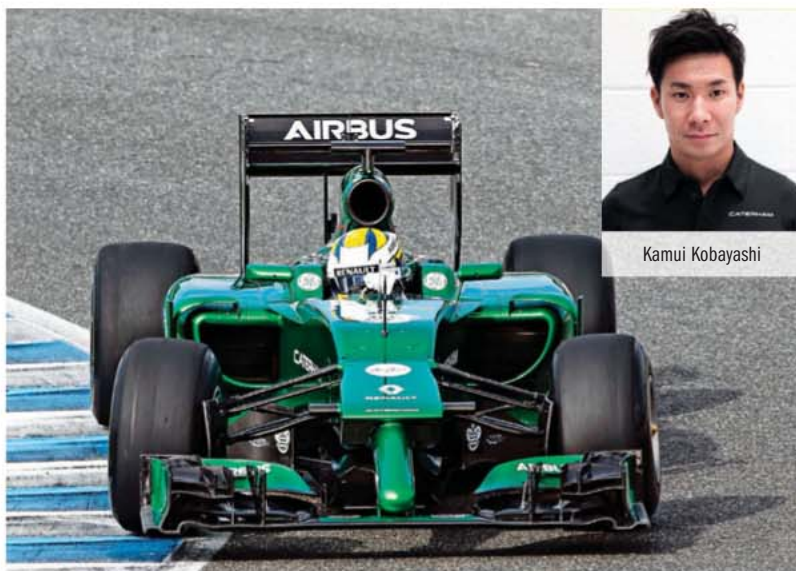


Another possible Iceman?

Budgets. They need to get it right.



DRIVERS	RESERVE/TEST DRIVER
10. Kamui Kobayashi (JAP)	Alexander Rossi (USA)
9. Marcus Ericsson (SVE)	Robin Frijns (NED)
<b>CAR: CT05</b>	<b>ENGINE: RENAULT</b>







# **SPEEDWAYS TYRES**

...keeps you moving

**TRUSTED  
PERFORMER  
ON EVERY MOVE**




**GRIPKING HD**

**FLOTATION KING**

**MILITARY**



**SPEEDWAYS RUBBER COMPANY**  
(GOVT. OF INDIA RECOGNISED STAR EXPORT HOUSE)

Visit us at : [www.speedwaystyres.com](http://www.speedwaystyres.com)  [www.facebook.com/speedwaystyre](https://www.facebook.com/speedwaystyre)

For further assistance, contact :

[sales@speedwaystyres.com](mailto:sales@speedwaystyres.com), [info@speedwaystyres.com](mailto:info@speedwaystyres.com)



# LATVALA WINS IN SCANDINAVIA

**Team Volkswagen Polo R driver Jari-Matti Latvala powered his way to the top of the WRC championship standings after being victorious at the Rally of Sweden**

*Report: Sayem Parvez Syed Photography: DPPI*

**J**ARI-MATTI LATVALA AND his co-driver Miikka Anttila moved into the lead of the World Rally Championship standings after earning their second win for team Volkswagen WRC with victory at the Scandinavian rally. The Finnish driver was in a league of his own and completely dominated the initial stages of the rally. Compatriot Andreas Mikkelsen of Team Volkswagen Polo R and Mads Ostberg of Team Citroen Total Abu Dhabi, were giving Latvala a run for his money during the latter stages, but the Finn kept his cool and finished home strongly.

Mikkelsen had led the rally intermittently but lost a significant amount of time to Latvala with an

error on the final morning that cost him 30 seconds and put Ostberg less than 20 seconds behind. He then looked as though he might crack under the pressure being applied by the Citroen driver as he dropped five seconds on the bonus stage, but rallied to hold on to a second-place podium finish with relative comfort.

Mikkelsen was quickly followed by Mads Ostberg in third. It was the latter's maiden WRC podium finish for Team Volkswagen WRC Polo R. Fourth and fifth positions went to the M-Sport Ford team-mates, Mikko Hirvonen and Ott Tanak. Defending World Champion Sebastien Ogier had to be content with a sixth-place finish due to some technical difficulties which put him out of



▲ CATCH US IF YOU CAN: Miikka Anttila along with Jari-Matti Latvala

contention at the Swedish event.

Ford Fiesta RS team-mates, Henning Solberg, Pontus Tidemand and Craig Breen, were in the seventh, eighth and ninth positions respectively and Kris Meeke of Team Citroen Total Abu Dhabi rounded off the top 10 finishers at the Rally of Sweden. **car**





# car

India



# INDIA'S ONLY 'CAR' MAGAZINE

## WHY SUBSCRIBE?

Because *CAR India* is the best at bringing you the:

- First look at the hot new cars
- In-depth road tests
- Legendary drive stories
- Cars you'll want to drive next...

## SUBSCRIBE AND...

Have every issue delivered to your door – guaranteed  
Never miss an issue Be the first to get all the news,  
scoops and latest car tests

## THREE EASY WAYS TO SUBSCRIBE

**1** **ONLINE**  
Visit at  
[www.nextgenpublishing.in/subs](http://www.nextgenpublishing.in/subs)

**2** **CALL**  
+91 22 4352 5252

**3** **POST**  
Next Gen Publishing Ltd., Trade World, C-Wing,  
2nd Floor, Kamala Mills Compound, Senapati Bapat  
Marg, Lower Parel(W), Mumbai 400013, India.

## THE INVESTMENT PLAN

- ☐ Pay ₹ 2880 for 3 Years subscription (36 issues) and save ₹ **1620** on the cover price
- ☐ Pay ₹ 1100 for 1 Year subscription (12 issues) and save ₹ **400** on the cover price

## LIMITED RIOD OFFER

International rate - 1 year INR 7500/- or USD 125 by air mail post

**BEST OFFER**

Powered by



### YOUR DETAILS (ALL DETAILS IN CAPITAL LETTERS)

Name: Mr/Ms .....  
Occupation .....  
Date of birth .....  
Address .....  
City.....State.....  
Pincode .....Email .....  
Phone (Off) .....Phone (Res) .....  
Mobile No .....

Kindly draw the cheque/DD/PO in favor of NEXT GEN PUBLISHING LTD.

(Please add ₹ 20/- extra for outstation cheque, please find enclosed)

Please Find Enclosed Cheque/DD no. ....

Dated .....Drawn on (Bank) .....

Branch.....

Or please charge my credit card ☐ Visa ☐ MasterCard

Card No.....

Card expiry date.....

Name.....

(as appears on card)

Date .....Signature.....

### Please complete the order form and mail it on this address

Next Gen Publishing Ltd., Trade World, C-Wing, 2nd Floor, Kamala Mills Compound,  
Senapati Bapat Marg, Lower Parel(W), Mumbai 400013, India.

You can also fax the order for credit card purchases to +91 22 2495 5394.

For clarifications, email: [subscriptions@nextgenpublishing.net](mailto:subscriptions@nextgenpublishing.net) or call +91 22 4352 5252

### To subscribe online log on to

<http://www.nextgenpublishing.in/subs>

To subscribe using your mobile SMS 56161

with the words- 'Subs CAR' with your name, city and email address.

Example - 'Subs CAR' Ajit Manjrekar, Mumbai, ajitm@myworld.com

**TERMS AND CONDITIONS:** Please allow 4-5 weeks for processing of your subscription. Copies will be sent by ordinary post only. Next Gen Publishing will not be responsible for postal delay, transit losses or mutilation of copies. No cancellation of subscriptions will be entertained after commencement of subscription. Please mention your name and address on the reverse of your DD/Cheque. All disputes are subject to the exclusive jurisdiction of courts in Mumbai only.



## 650PS VOLVO S60 POLESTAR

VOLVO POLESTAR RACING HAVE OFFICIALLY ENTERED THE Australian V8 Supercars Championship with two 650 PS S60 race cars.

Volvo have always been synonymous with safety, and their racing pedigree is no less spectacular in the Swedish Touring Car Championship (STCC), first with the C30 and then the S60. For the Australian V8 Supercars Championship, Volvo have inked an agreement with performance partner Polestar and Garry Rogers Motorsport to run two S60 race cars. A specially created 650-PS, 5.0-litre V8 monster of a power plant will propel the selected pilots – New Zealand's Scott McLaughlin and Sweden's Robert Dahlgren.



## HENNESSEY VENOM GT POWERS TO 270 MPH

WITH THE AIM TO CAPTURE THE WORLD speed record, Hennessey, with NASA's approval, took their 1,200+ PS hypercar out to the space shuttle landing runway at the Kennedy Space Center. The lengthy bit of tarmac was seen as a perfect location within the US to max out the Venom GT, with racing driver Brian Smith responsible for this task of epic proportions. The Venom GT went up to 270.49 mph (435.30 km/h) – faster than what the Bugatti Veyron Supersport managed at Ehra-Lessien (top: 434 km/h, record average: 431.072 km/h).

However, the Guinness Book of World Records requires a two-way run with the average speed taken as the record. As NASA gave clearance only for one run, the speed record will only be recognised in the US and not as a Guinness World Record.



## NARAIN TO RACE IN JAPAN

NARAIN KARTHIKEYAN, ONE OF THE FASTEST INDIANS IN the world, has found a new series wherein he hopes to do India proud once again. He will now be competing in the Super Formula Japan Series with Team Impul Hoshino Racing. This very team has been successful in the past and hope that this year, with Narain in the driver's seat, they will be able to better their previous results. Narain will be driving a car that uses Dallara SF14 chassis and a 2.0-litre inline-four Toyota engine. The series is all set to get under way from April 2014 with the final round scheduled for 9 November at the famous Suzuka Circuit. We wish Narain the best for this initiative and hope that he does India proud on Japanese soil.

## CHANGE OF GUARD AT FMSCI

A LOT HAS HAPPENED IN THE PAST FEW months in the world of Indian motor sport, although most of the changes have taken place off the track, in the FMSCI office. Vicky Chandhok retired from his post as the President of Federation of Motor Sports Clubs of India. Following his exit the responsibility has now been shouldered by J Prithviraj, who has been associated with the Indian rally scene for more than two decades. He has held various positions within the FMSCI and has also been the vice-president of FMSCI for two years. Tutu Dhawan of PCRT (Performance Cars Racing Trust, New Delhi) has been elected as the vice-president of FMSCI. There are many other changes that have taken place within the FMSCI with a view to elevating Indian motor sport to a new level. We hope for the best.





Now read your favourite magazine wherever you go...  
Available on PC... Mac... Tablet... or any other handheld device!



Digital Platform Partners

Available on



[www.zinio.com/carindia](http://www.zinio.com/carindia)  
<http://pocketmags.com/nextgen>







- Tomasetto Achille
- Lovato
- Hovel
- Bigas



## Authorised CNG Conversion Centre Double / Rear Cooling A/C For All Indian & Imported Cars

A Company with total  
CNG & LPG Solution for Delhi

### Mapex Airconditioning Co.

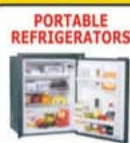
752/8A, Sukhdev Market, Opp. Defence Colony,  
Kotla Mubarak Pur, New Delhi-110003 Ph : 011-24698033/1129  
Mob : 9810058179, 9818965919, E-mail: singhh21@yahoo.co.in

## VIKAS\*\* MOBILE LIVING



### PORTABLE TOILETS

Also for  
Bed-side  
use in  
Homes &  
Hospitals



### PORTABLE REFRIGERATORS



### PORTABLE WATER PUMPS



### MOBILE AIR-CONDITIONING

For, T.Traveller, Mini-Buses,  
Motor-Homes & Buses.

For: Travelling, Motor homes, Buses, Camps & Boats, Bunk houses & sites.

1, Bharat Colony, Opp. Sardar Patel Colony, P.O. Navjeevan, Ahmedabad - 14  
Gujarat. Tel : 079 - 26467425 Fax : 079 - 26468186  
E-mail : vikasrefrigeration@hotmail.com



# Recaro®

## CAR BODY COVERS

# COOZO®

PREMIUM CAR ACCESSORIES



## SHAKTI OVERSEAS

- BUMPER LIGHTS • STAINZO MATS • 3D MATS • 5D MATS • PACKY PODA MATS, TAIWAN
- WIPERS • SCUFF PLATES • SEAT BEADS etc.

2862, Hamilton Road, Kashmere Gate, Delhi - 110006 Phone : 23960756, 23975726, 9312724249, 9999991625  
E-mail : recarocarcover@gmail.com



Intoxication  
has many forms



Extended Business Hours  
9am - 12 Midnight



sales@bigboytoyz.in

www.bigboytoyz.in



2013 Bentley Continental GT



2012 Porsche Panamera Diesel



2011 Porsche Cayenne Diesel



2011 Maserati Granturismo S



2010 Chrysler 300c



2009 Porsche Targa 4S

**BIG BOY TOYZ** (a division of Magus Cars Ltd)



Studio  
391, M.G Road  
Ghitorni  
New Delhi - 110030  
India

Showroom  
Plot No - 104, Sector 37 - 1  
Pace City  
Gurgaon, Haryana - 122001  
India

(+91) 9999 9999 83  
(+91) 11 3222 2222







## This festive season, happiness comes on wheels.

We at Tata Capital understand your needs when it comes to auto loans. Be it attractive interest rates, transparency, quick processing, simple procedures, customized schemes, discounts on select cars or other benefits, you can be assured of getting what's right. So drive home happiness with our auto loans.

Call 1800 209 6060  
SMS AUTO to 56161561

Conditions apply.

**TATA CAPITAL**

Auto Loans

We only do what's right for you



# GBU

THE GOOD THE BAD & THE UGLY



## INDIA'S PUNCHIEST CAR BUYING GUIDE

### HOW IT ALL WORKS

All the segments  
COLOUR CODE

Small Hatchbacks

Big Hatchbacks

Mid-size Sedans

Executive Sedans

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

### INDEX

132	ASTON MARTIN, AUDI
134	BENTLEY
135	BMW
137	BUGATTI, FERRARI, FIAT
138	FORCE MOTORS, FORD
139	GENERAL MOTORS
141	HINDUSTAN MOTORS, HONDA
142	HYUNDAI
144	ICML, ISUZU, JAGUAR
145	LAMBORGHINI
146	LAND ROVER
147	MAHINDRA

148	MARUTI SUZUKI
150	MERCEDES-BENZ
152	MINI, NISSAN
153	POLARIS
154	PORSCHE
155	PREMIER AUTO, RENAULT
156	ROLLS-ROYCE, SSANGYONG, SKODA
157	TATA MOTORS
158	TOYOTA
160	VOLKSWAGEN
161	VOLVO

GBU	ASTON MARTIN ➤ AUDI																				
MODEL NAME	PRICE (IN LAKH+RPES)	CLUB CARITY IN CO-OWNERS	NO. OF GEARS	MAX. TORQUE (N.M.)	MAX. POWER (H.P/S)	ACCELERATION 0-100 (SEC)	WEIGHT OF THE VEHICLE (KG)	FUEL TANK CAPACITY (LITRES)	TYRE SIZE	TRACION CONTROL	ABS	ESP	ADAPTIVE DRIVE	TOP SPEED (KM/H)	AVERAGE FUEL ECONOMY (KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
ASTON MARTIN																					
VANTAGE																					
For: NA, Against: NA, Verdict: NA																					
Alternatives: 1. Ferrari California 2. Porsche 911																					
V8 Coupe	180.00*	4735/8	6/7A	470	426	1630	80	NA	275/35 R19	✓	✓	✓	✓	NA	290	NA	✓	✓	✓	✓	NA
V8 Roadster	220.00*	4735/8	6/7A	470	426	1710	80	NA	275/35 R19	✓	✓	✓	✓	NA	290	NA	✓	✓	✓	✓	NA
V8 S Coupe	230.00*	4735/8	7A	490	436	1610	80	NA	285/35 R19	✓	✓	✓	✓	NA	305	NA	✓	✓	✓	✓	NA
V8 S Roadster	BO	4735/8	7A	490	436	1690	80	NA	285/35 R19	✓	✓	✓	✓	NA	330	NA	✓	✓	✓	✓	NA
V12 S Coupe	285.00*	5935/12	7A	620	573	1665	80	NA	295/30 R19	✓	✓	✓	✓	NA	330	NA	✓	✓	✓	✓	NA
DB9																					
For: NA, Against: NA, Verdict: NA																					
Alternatives: 1. Porsche 911 Turbo																					
Coupe	320.00*	5935/12	6A	620	517	1785	78	NA	295/30 R20	✓	✓	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA
RAPIDE																					
For: NA, Against: NA, Verdict: NA																					
Alternatives: Porsche Panamera																					
Rapide S	355.00*	5935/12	6A	620	558	1990	90.5	NA	295/35 R20	✓	✓	✓	✓	NA	306	NA	✓	✓	✓	✓	NA



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>ASTON MARTIN</b>																				
<b>VANTAGE</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Ferrari California 2. Porsche 911																				
V8 Coupé	180.00*	4735/8	6/7A	470	426	1630	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 Roadster	BO	4735/8	6/7A	470	426	1710	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 S Coupé	220.00*	4735/8	7A	490	436	1610	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V8 S Roadster	BO	4735/8	7A	490	436	1690	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V12 S Coupé	285.00*	5935/12	7A	620	573	1665	80	NA	295/30 R19	✓	✓	NA	330	NA	✓	✓	✓	✓	NA	NA
V12 S Roadster	BO	5935/12	6	570	517	1760	80	NA	295/30 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
<b>DB9</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Porsche 911 Turbo																				
Coupé	320.00*	5935/12	6A	620	517	1785	78	NA	295/30 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>VANQUISH</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Bentley Continental GT Speed 2. Ferrari 458 Italia 3. Mercedes SLS AMG																				
Coupé (2+0)	465.00*	5935/12	6A	620	573	1695	80	NA	305/30 R20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA
Coupé (2+2)	BO	5935/12	6A	620	573	NA	80	NA	305/30 R20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA
Volanté (2+2)	BO	5935/12	6A	620	573	1844	78	NA	305/30 R20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA
<b>RAPIDE</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Porsche Panamera 2. Maserati Quattroporte 3. Mercedes S63 AMG L																				
Rapide S	355.00*	5935/12	6A	620	558	1990	90.5	NA	295/35 R20	✓	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
<b>ZAGATO</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> None																				
V12 Zagato Coupé	1100.00*	5935/12	6	570	517	1680	80	300	295/30 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
<b>AUDI</b>																				
<b>A4</b>																				
<b>For:</b> Audi technology. <b>Against:</b> Price. <b>Verdict:</b> A refined and comfortable car. <b>Alternatives:</b> 1. BMW 3 Series 2. Volvo S60 3. Mercedes-Benz C-Class																				
1.8 TFSI Premium	35.74	1798/4	CVT	320	170	1545	63	480	225/55 R16	✓	✓	9.64	225	11.25	✓	✓	✓	✓	Jun 12	★★★★★
2.0 TDI Celebration	29.35*	1968/4	CVT	320	143	1590	63	480	225/55 R16	✓	✓	10.32	207	13.25	✓	✓	✓	✓	NA	NA
2.0 TDI	39.65	1968/4	CVT	350	177	1595	63	480	225/55 R16	✓	✓	8.4	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDI Technology+	41.17	1968/4	CVT	350	177	1595	63	480	225/50 R17	✓	✓	8.4	NA	NA	✓	✓	✓	✓	Jan 14	★★★★★
3.0 TDI quattro	BO	2967/6	7A	500	245	1755	61	480	225/50 R17	✓	✓	6.79	250	11.6	✓	✓	✓	✓	Apr 10	★★★★★
S4	BO	2995/6	7A	440	333	1780	61	480	245/40 R18	✓	✓	6.09	250	8.25	✓	✓	✓	✓	Oct 12	★★★★★

\*Conditions apply.

**Happiness comes on wheels  
with Tata Capital.**

Call 1800 209 6060 | SMS AUTO to 56161561

**TATA CAPITAL**  
Auto Loans  
We only do what's right for you



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 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>A6</b>																				
<b>For:</b> Refinement, interiors, NVH levels, ride quality. <b>Against:</b> Price. <b>Verdict:</b> Sets a new benchmark in its segment.																				
<b>Alternatives:</b> 1. Mercedes-Benz E-Class 2. BMW 5 Series 3. Jaguar XF 4. Volvo S80																				
2.0 TFSI Premium	49.19	1984/4	CVT	320	180	1565	65	530	225/55 R17	✓	✓	9.4	226	9.13	✓	✓	✓	✓	NA	NA
2.0 TFSI Technology	56.47	1984/4	CVT	320	180	1565	65	530	225/55 R17	✓	✓	9.4	226	9.13	✓	✓	✓	✓	Jan 14	★★★★★
2.0 TDI	52.38	1968/4	CVT	380	177	1585	65	530	225/55 R17	✓	✓	9.5	220	13.8	✓	✓	✓	✓	Dec 11	★★★★★
3.0 TDI quattro	61.91	2967/6	7A	500	245	1795	65	530	225/55 R17	✓	✓	8.0	250	11.25	✓	✓	✓	✓	Aug 11	★★★★★
S6	85.99*	3993/8	7A	550	420	1895	75	530	255/40 R19	✓	✓	5.8	250	8.12	✓	✓	✓	✓	Nov 13	★★★★★
<b>A7</b>																				
<b>For:</b> Luxury factor of an A8 with fun factor of a coupé. <b>Against:</b> Rear headroom. <b>Verdict:</b> If you enjoy driving in luxury, A7 is the car for you.																				
<b>Alternatives:</b> 1. Mercedes-Benz CLS-Class 2. BMW 6 Series Gran Coupé																				
3.0 TDI quattro	90.59	2967/6	7A	500	245	1860	65	535	255/45 R18	✓	✓	7.2	250	8.87	✓	✓	✓	✓	Jun 11	★★★★★
RS 7 Sportback	129.00*	3993/8	8A	700	560	1920	75	535	275/35 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>A8</b>																				
<b>For:</b> Luxury at its best. State-of-the-art technology. <b>Against:</b> Price. <b>Verdict:</b> The new king of the ring.																				
<b>Alternatives:</b> 1. Mercedes-Benz S-Class 2. BMW 7 Series 3. Jaguar XJ																				
4.2 FSI quattro	124.99	4163/8	8A	445	372	1960	90	500	235/55 R18	✓	✓	6.9	250	6.75	✓	✓	✓	✓	Feb 11	★★★★★
3.0 TDI quattro	109.85	2967/6	8A	550	250	1965	90	500	235/55 R18	✓	✓	7.3	250	8.75	✓	✓	✓	✓	Jun 11	★★★★★
4.2 TDI quattro	130.00	4134/8	8A	800	350	2120	90	500	235/55 R18	✓	✓	5.81	250	8.75	✓	✓	✓	✓	Sep 12	★★★★★
W12 quattro	BO	6299/12	8A	625	500	2130	90	500	235/55 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>Q3</b>																				
<b>For:</b> All the luxuries of a 'Q' SUV in a small package. <b>Against:</b> Price. <b>Verdict:</b> Small, but still a Q.																				
<b>Alternatives:</b> 1. BMW X1 2. Volvo V40 Cross Country																				
2.0 TDI S Edition	29.88	1968/4	7A	320	140	1520	64	460	235/55 R17	✓	✓	11.1	182	15.5	✓	✓	✓	✓	Feb 14	★★★★★
2.0 TDI quattro	44.18	1968/4	7A	380	177	1660	64	460	235/55 R17	✓	✓	9.05	210	13.5	✓	✓	✓	✓	May 12	★★★★★
2.0 TFSI quattro	BO	1984/4	7A	300	211	1640	64	460	235/55 R17	✓	✓	8.87	NA	10.6	✓	✓	✓	✓	Mar 13	★★★★★
<b>Q5</b>																				
<b>For:</b> Performance, refined diesel engine. <b>Against:</b> Price. <b>Verdict:</b> Scaled down Q7, makes sense.																				
<b>Alternatives:</b> 1. Volvo XC60 2. BMW X3 3. Land Rover Freelander																				
2.0 TFSI	49.68	1984/4	8A	350	225	1755	75	540	235/65 R17	✓	✓	8.8	222	7.5	✓	✓	✓	✓	May 10	★★★★★
2.0 TDI	52.96	1968/4	7A	380	177	1820	75	540	235/65 R17	✓	✓	9.6	200	12.8	✓	✓	✓	✓	Feb 13	★★★★★
3.0 TDI	58.23	2967/6	7A	580	245	1860	75	540	235/65 R17	✓	✓	7.25	225	9.0	✓	✓	✓	✓	Mar 14	★★★★★
<b>Q7</b>																				
<b>For:</b> Size, performance. <b>Against:</b> Price. <b>Verdict:</b> If size matters, then the Q7 has to be the choice.																				
<b>Alternatives:</b> 1. BMW X5 2. Mercedes-Benz GL-Class 3. Volvo XC90																				
3.0 TDI Premium	67.67	2967/6	8A	550	245	2345	100	775	255/55 R18	✓	✓	9.15	216	9.5	✓	✓	✓	✓	NA	NA
3.0 TDI Technology	81.55	2967/6	8A	550	245	2375	100	775	265/50 R19	✓	✓	9.15	216	9.5	✓	✓	✓	✓	Sep 09	★★★★★
4.2 TDI	BO	4134/8	8A	800	340	2485	100	775	265/50 R19	✓	✓	6.74	240	7.75	✓	✓	✓	✓	May 10	★★★★★

\*Conditions apply.

Your new car means the world to you.  
That is no reason why it should cost that much too.  
We offer discounts on select cars.  
Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>TT</b>																				
<b>For:</b> A fun little sportscar for everyday use. <b>Against:</b> Space. <b>Verdict:</b> A sportscar for the price of a luxury sedan.																				
<b>Alternatives:</b> 1. BMW Z4 2. Mercedes SLK-Class 3. Nissan 370Z																				
TT Coupé	48.90*	1984/4	6A	350	211	1435	60	292	245/45 R17	✓	✓	7.17	250	9	✓	✓	✓	✓	Sep 12	★★★★★
TT Coupé S-line	80.00	1984/4	6A	350	211	1435	60	292	245/45 R17	✓	✓	7.17	250	9	✓	✓	✓	✓	Feb 14	★★★★★
<b>RS 5</b>																				
<b>For:</b> Performance, usability. <b>Against:</b> Price, fuel economy. <b>Verdict:</b> If you want an everyday supercar to use, this is it.																				
<b>Alternatives:</b> 1. Mercedes C 63 AMG																				
RS 5 Coupé	107.16	4163/8	7A	430	450	1725	64	455	265/35 R19	✓	✓	5.9	250	5	✓	✓	✓	✓	Dec 13	★★★★★
<b>R8</b>																				
<b>For:</b> Performance, design, usability. <b>Against:</b> Price. <b>Verdict:</b> An incredibly well-rounded performance car.																				
<b>Alternatives:</b> 1. Porsche 911 2. Jaguar F-Type 3. BMW 6 Series																				
V8 Coupé	157.00*	4163/8	7A	430	430	1660	75	100	285/35 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V10 Coupé	184.00*	5204/10	7A	530	525	1720	90	100	295/30 R19	✓	✓	4.04	NA	NA	✓	✓	✓	✓	Apr 13	★★★★★
V10 Spyder	203.00*	5204/10	7A	530	525	1820	80	100	295/30 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V10 plus Coupé	214.00*	5204/10	7A	540	550	1670	90	100	295/30 R19	✓	✓	3.51	NA	NA	✓	✓	✓	✓	Sep 13	★★★★★
<b>BENTLEY</b>																				
<b>CONTINENTAL GT</b>																				
<b>For:</b> A Bentley with Le Mans heritage. <b>Against:</b> Price, service back-up. <b>Verdict:</b> Makes the rest of the range look pre-historic. <b>Alternatives:</b> 1. Aston Martin Vanquish 2. Mercedes SLS AMG																				
GT V8	187.00*	3993/8	8A	660	507	2295	90	358	275/40 R20	✓	✓	NA	303	NA	✓	✓	✓	✓	NA	NA
GT V8 S	195.00*	3993/8	8A	680	528	2295	90	358	275/40 R20	✓	✓	NA	309	NA	✓	✓	✓	✓	NA	NA
GT	205.00*	5998/12	8A	700	575	2320	90	358	275/40 R20	✓	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
GT Speed	215.00*	5998/12	8A	800	625	2320	90	358	275/35 ZR21	✓	✓	NA	329	NA	✓	✓	✓	✓	NA	NA
GT V8 Convertible	210.00*	3993/8	8A	660	507	2470	90	260	275/40 R20	✓	✓	NA	301	NA	✓	✓	✓	✓	NA	NA
GT V8 S Convertible	217.00*	3993/8	8A	680	528	2470	90	260	275/40 R20	✓	✓	NA	308	NA	✓	✓	✓	✓	NA	NA
GT Convertible	225.00*	5998/12	8A	700	575	2495	90	260	275/40 R20	✓	✓	NA	314	NA	✓	✓	✓	✓	NA	NA
GT Speed Convertible	235.00*	5998/12	8A	800	625	2495	90	260	275/35 ZR21	✓	✓	NA	325	NA	✓	✓	✓	✓	NA	NA
<b>FLYING SPUR</b>																				
<b>For:</b> Fast and agile for a 2.5 tonne car. <b>Against:</b> Price, service back-up. <b>Verdict:</b> A really fast saloon.																				
<b>Alternatives:</b> 1. Rolls-Royce Ghost 2. Porsche Panamera 3. Mercedes-Benz S-Class																				
Flying Spur	310.00*	5998/12	8A	800	625	2475	90	475	275/45 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>MULSANNE</b>																				
<b>For:</b> NA <b>Against:</b> NA <b>Verdict:</b> NA																				
<b>Alternatives:</b> 1. Rolls-Royce Phantom																				
Mulsanne	360.00*	6752/8	8A	1020	512	2685	96	443	265/45 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

\*Conditions apply.

Most people tell you what you want to hear,  
not what you need to know.

We offer transparency in our transactions.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KML)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>BMW</b>																				
<b>1 SERIES</b>																				
<b>For:</b> Fun to drive, spacious, rear-wheel drive. <b>Against:</b> Price. <b>Verdict:</b> If you want a BMW badge in your garage...																				
<b>Alternatives:</b> 1. Mercedes-Benz A-Class 2. Mercedes-Benz B-Class 3. Volvo V40 Cross Country																				
116i	20.90*	1598/4	8A	220	136	1385	43	NA	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
118d	28.76	1995/4	8A	320	143	1420	43	NA	205/55 R16	✓	✓	9.51	187	11	✓	✓	✓	✓	NA	NA
118d Sport	32.42	1995/4	8A	320	143	NA	43	NA	205/55 R16	✓	✓	9.51	187	11	✓	✓	✓	✓	NA	NA
118d Sport Plus	37.31	1995/4	8A	320	143	NA	43	NA	225/45 R17	✓	✓	9.51	187	11	✓	✓	✓	✓	Nov 13	★★★★★
<b>3 SERIES</b>																				
<b>For:</b> Performance, fuel efficiency. <b>Against:</b> Ride quality, no spare wheel. <b>Verdict:</b> If you are looking for performance, look no further.																				
<b>Alternatives:</b> 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class																				
320i	29.90*	1997/4	8A	270	184	1505	60	480	225/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
328i Sport Line	40.20*	1997/4	8A	350	245	1505	60	480	225/45 R18	✓	✓	6.48	250	9.2	✓	✓	✓	✓	Sep 12	★★★★★
320d	30.90*	1995/4	8A	380	184	1495	57	480	225/55 R16	✓	✓	8.03	235	13.5	✓	✓	✓	✓	NA	NA
320d Luxury Line	34.50*	1995/4	8A	380	184	1490	57	480	225/50 R17	✓	✓	8.03	235	13.5	✓	✓	✓	✓	Aug 12	★★★★★
330d Convertible	81.90*	2993/6	6	520	245	1825	61	480	255/40 R17	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
<b>3 SERIES GRAN TURISMO</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																				
<b>Alternatives:</b> 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class																				
320d GT Luxury Line	42.75*	1995/4	8A	380	184	1640	60	480	225/50 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>5 SERIES</b>																				
<b>For:</b> Performance, driving pleasure. <b>Against:</b> Price, no spare wheel. <b>Verdict:</b> Refined mile-muncher.																				
<b>Alternatives:</b> 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80																				
520d Modern	46.90*	1995/4	8A	380	184	1695	70	520	245/45 R18	✓	✓	NA	234	NA	✓	✓	✓	✓	NA	NA
520d Luxury	46.90*	1995/4	8A	380	184	1695	70	520	245/45 R18	✓	✓	NA	234	NA	✓	✓	✓	✓	NA	NA
525d Luxury Plus	51.90*	1995/4	8A	450	218	1725	70	520	245/45 R18	✓	✓	7.4	248	11	✓	✓	✓	✓	Dec 10	★★★★★
530d M Sport	57.90*	2993/6	8A	540	258	1785	70	520	275/40 R18	✓	✓	6.21	250	10	✓	✓	✓	✓	Jan 14	★★★★★
M5	121.00*	4395/8	7A	680	560	1945	80	NA	295/35 R19	✓	✓	5.9	250	3.3	✓	✓	✓	✓	Nov 12	★★★★★
<b>5 SERIES GRAN TURISMO</b>																				
<b>For:</b> Performance and looks. <b>Against:</b> Stiff ride quality, price, no spare wheel. <b>Verdict:</b> You want to be different, this is it.																				
<b>Alternatives:</b> 1. Mercedes-Benz CLS-Class 2. Audi A7																				
530d GT	91.30*	2993/6	8A	540	245	1960	70	440	245/50 R18	✓	✓	7.18	240	9.12	✓	✓	✓	✓	Jun 10	★★★★★
<b>6 SERIES</b>																				
<b>For:</b> Seductive without the top, substantial with it. <b>Against:</b> Price, no spare wheel. <b>Verdict:</b> Makes an unmatched style statement.																				
<b>Alternatives:</b> 1. Mercedes-Benz SL-Class 2. Jaguar F-Type 3. Jaguar XK																				
650i Coupé	110.00*	4395/8	8A	600	407	1845	70	NA	275/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
650i Convertible	121.90*	4395/8	8A	600	407	2015	70	NA	275/35 R19	✓	✓	6.19	250	4.75	✓	✓	✓	✓	Jun 11	★★★★★
640d Coupé	98.70*	2993/6	8A	630	313	1790	70	NA	225/55 R17	✓	✓	7.82	250	9	✓	✓	✓	✓	Apr 12	★★★★★
640d Convertible	112.20*	2993/6	8A	630	313	1935	70	NA	225/55 R17	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
M6 Coupé	158.00*	4395/8	7A	680	560	1925	63	430	295/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
M6 Convertible	169.00*	4395/8	7A	680	560	1925	63	430	295/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

\*Conditions apply

Does the paperwork to get your new car terrify you  
more than driving through peak-hour traffic?

We offer simple procedures.

Call 1800 209 6060 | SMS AUTO to 56161561









**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>6 SERIES GRAN COUPÉ</b>																				
<b>For:</b> One of the most beautiful four-door coupés. <b>Against:</b> Price, no spare wheel. <b>Verdict:</b> Still an unmatched style statement.																				
<b>Alternatives: 1.</b> Audi A7 <b>2.</b> Mercedes-Benz CLS-Class																				
640d Gran Coupé	107.00*	2993/6	8A	630	313	1865	70	NA	275/35 R19	✓	✓	5.7	250	10	✓	✓	✓	✓	Jan 13	★★★★★
650i Gran Coupé	119.50*	4395/8	8A	600	407	1940	70	NA	275/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
M6 Gran Coupé	NA	4395/8	7A	680	560	1950	70	NA	295/30 ZR20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>7 SERIES</b>																				
<b>For:</b> Loaded with cutting-edge technology. <b>Against:</b> Price, no spare wheel. <b>Verdict:</b> More stylish and more capable than its predecessor <b>Alternatives: 1.</b> Mercedes-Benz S-Class <b>2.</b> Audi A8 <b>3.</b> Jaguar XJ																				
730Ld	97.50*	2993/6	8A	560	258	1975	80	500	245/50 R18	✓	✓	7.3	250	9.1	✓	✓	✓	✓	Jul 13	★★★★★
740Li	117.00*	2979/8	8A	450	320	1895	82	500	245/50 R18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
750Li	133.00*	4395/8	8A	650	450	2055	82	500	275/40 R19	✓	✓	6.6	250	6.2	✓	✓	✓	✓	Feb 11	★★★★★
760Li	178.00*	5972/8	8A	750	544	2250	82	500	275/40 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
<b>X1</b>																				
<b>For:</b> Price, fuel efficiency. <b>Against:</b> No spare wheel. <b>Verdict:</b> One of the easiest ways to get into the BMW family.																				
<b>Alternatives: 1.</b> Audi Q3 <b>2.</b> Mitsubishi Outlander <b>3.</b> Volvo V40 Cross Country																				
sDrive 20d	28.90*	1995/4	8	380	184	1565	61	420	225/50 R17	✓	✓	8.8	200	12.87	✓	✓	✓	✓	NA	NA
sDrive 20d Sport Line	33.90*	1995/4	8	380	184	1565	61	420	225/50 R17	✓	✓	8.8	200	12.87	✓	✓	✓	✓	Mar 13	★★★★★
sDrive 20d xLine	33.90*	1995/4	8	380	184	1565	61	420	225/50 R17	✓	✓	8.8	200	12.87	✓	✓	✓	✓	NA	NA
<b>X3</b>																				
<b>For:</b> Performance, rear leg-room. <b>Against:</b> Price, doesn't handle like a BMW. <b>Verdict:</b> A big improvement, but not quite there.																				
<b>Alternatives: 1.</b> Audi Q5 <b>2.</b> Volvo XC60 <b>3.</b> Land Rover Freelander 2																				
xDrive 20d Advantage	41.60*	1995/4	8A	380	184	1715	67	NA	225/60 R17	✓	✓	9.56	210	10.6	✓	✓	✓	✓	Dec 11	★★★★★
xDrive 20d	46.90*	1995/4	8A	380	184	1715	67	NA	225/60 R17	✓	✓	9.56	210	10.6	✓	✓	✓	✓	Dec 11	★★★★★
xDrive 30d	53.90*	2993/6	8A	560	258	1715	67	NA	245/50 R18	✓	✓	7.11	210	10	✓	✓	✓	✓	Apr 12	★★★★★
<b>X5</b>																				
<b>For:</b> Wieldy, handsome, brisk. <b>Against:</b> Only five seats. <b>Verdict:</b> A good SUV.																				
<b>Alternatives: 1.</b> Mercedes-Benz M-Class <b>2.</b> Porsche Cayenne <b>3.</b> Audi Q7																				
xDrive 30d	80.60*	2993/6	8A	540	245	2150	85	NA	255/55 R18	✓	✓	9.08	201	8.7	✓	✓	✓	✓	May 08	★★★★★
<b>X6</b>																				
<b>For:</b> Looks, performance, exhaust note. <b>Against:</b> Seats just four. <b>Verdict:</b> Radical, but works well as an attention magnet!																				
<b>Alternatives: 1.</b> Porsche Cayenne																				
xDrive 40d	99.60*	2993/6	8A	600	306	2110	85	570	255/50 R19	✓	✓	6.92	250	9.75	✓	✓	✓	✓	Jun 13	★★★★★
xDrive 50i	BO	4395/8	8A	600	407	2190	85	570	255/50 R19	✓	✓	6.44	250	4.5	✓	✓	✓	✓	Jul 09	★★★★★
<b>Z4</b>																				
<b>For:</b> Performance, fun factor. <b>Against:</b> Nothing, really. <b>Verdict:</b> A mature sportscar for two.																				
<b>Alternatives: 1.</b> Mercedes SLK-Class <b>2.</b> Porsche Boxster <b>3.</b> Nissan 370Z																				
sDrive 35i	68.90*	2979/6	7A	400	306	1600	55	310	255/35 R18	✓	✓	6.63	250	5.88	✓	✓	✓	✓	NA	NA
sDrive 35i DPT	69.90*	2979/6	7A	400	306	1600	55	310	255/35 R18	✓	✓	6.63	250	5.88	✓	✓	✓	✓	Feb 14	★★★★★

\*Conditions apply.

Waiting for another week can be worse  
than having waited all these years.

We offer faster processing.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>BUGATTI</b>																				
<b>VEYRON</b>																				
<b>For:</b> The only one of its kind that will never be made again. <b>Against:</b> Price. <b>Verdict:</b> A collector's item.																				
<b>Alternatives:</b> None																				
EB 16.4	BO	7993/16	7A	1250	1001	1888	100	NA	365-680 ZR21	✓	✓	NA	407	NA	✓	✓	✓	✓	NA	NA
Grand Sport	1650.00*	7993/16	7A	1250	1001	1990	100	NA	365-680 ZR21	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Super Sport	BO	7993/16	7A	1500	1200	NA	NA	NA	NA	✓	✓	NA	431	NA	✓	✓	✓	✓	NA	NA
<b>FERRARI</b>																				
<b>CALIFORNIA</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA																				
<b>Alternatives:</b> 1. Porsche 911 Turbo 2. Aston Martin Vantage																				
California 30	222.00*	4297/8	7A	505	490	1630	78	340	285/40 R19	✓	✓	NA	312	NA	✓	✓	✓	✓	NA	NA
<b>458 ITALIA</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA																				
<b>Alternatives:</b> 1. Mercedes SLS AMG																				
458 Italia	257.00*	4499/8	7A	540	570	1485	86	230	295/35 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
458 Spyder	291.00*	4499/8	7A	540	570	1485	86	230	295/35 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>FF</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA																				
<b>Alternatives:</b> 1. Bentley Continental GT Speed																				
FF	341.00*	6262/12	7A	683	660	1880	91	450	295/35 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>F12BERLINETTA</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA																				
<b>Alternatives:</b> Lamborghini Aventador																				
F12berlinetta	411.00*	6262/12	7A	690	740	1525	92	320	315/35 ZR20	✓	✓	NA	340	NA	✓	✓	✓	✓	NA	NA
<b>FIAT</b>																				
<b>GRANDE PUNTO</b>																				
<b>For:</b> Looks, value for money. <b>Against:</b> Rear seat, fit and finish. <b>Verdict:</b> Good-looking and fun to drive hatch.																				
<b>Alternatives:</b> 1. Maruti Suzuki Ritz 2. Volkswagen Polo 3. Hyundai i20																				
1.2 P Active	5.84	1172/4	5	96	68	1090	45	280	165/80 R14	-	-	18.3	154.2	10.7	✓	-	✓	-	Nov 09	★★★★☆
1.2 P Dynamic	6.10	1172/4	5	96	68	1090	45	280	165/80 R14	-	✓	18.3	154.2	10.7	✓	-	✓	-	NA	NA
1.4 P Emotion	7.83	1368/4	5	115	90	1115	45	280	195/60 R15	-	✓	18.3	154.2	10.7	✓	✓	✓	✓	NA	NA
1.3 MultiJet Active	6.73	1248/4	5	197	76	1130	45	280	165/80 R14	-	-	17.5	154.5	18.9	✓	-	-	-	NA	NA
1.3 MultiJet Dynamic	7.47	1248/4	5	197	76	1130	45	280	165/80 R14	-	✓	17.5	154.5	18.9	✓	-	✓	-	NA	NA
1.3 MultiJet Emotion	8.18	1248/4	5	197	76	1130	45	280	195/60 R15	-	✓	17.5	154.5	18.9	✓	✓	✓	✓	Aug 09	★★★★☆
1.3 MultiJet 90 Sport	8.61	1248/4	5	209	93	1144	45	280	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

\*Conditions apply.

Your new car means the world to you.  
That is no reason why it should cost that much too.  
We offer attractive interest rates.  
Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**  
Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>LINEA</b>																				
<b>For:</b> Looks, equipment. <b>Against:</b> Engine feels breathless at high revs, rear space. <b>Verdict:</b> Elegant and practical at the same time.																				
<b>Alternatives:</b> 1. Ford Fiesta 2. Honda City																				
Classic 1.4 P	6.81	1368/4	5	115	90	1180	45	500	175/65 R14	-	-	13.9	170	12.3	✓	-	-	-	NA	NA
Classic 1.3 MultiJet	8.10	1248/4	5	197	76	1210	45	500	175/70 R14	-	-	19.48	153.3	18.5	✓	-	-	-	NA	NA
Classic+ 1.3 MultiJet	8.73	1248/4	5	197	76	1210	45	500	175/70 R14	-	✓	19.48	153.3	18.5	✓	-	✓	-	Jan 14	★★★★☆
1.4 P Active	8.14	1368/4	5	115	90	1180	45	500	195/60 R15	-	-	13.9	170	12.3	✓	-	✓	-	NA	NA
1.4 P Dynamic	9.26	1368/4	5	115	90	1180	45	500	195/60 R15	-	✓	13.9	170	12.3	✓	✓	✓	✓	Mar 09	★★★★☆
T-Jet Active	8.80	1368/4	5	207	114	1230	45	500	195/60 R15	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
T-Jet Dynamic	9.78	1368/4	5	207	114	1230	45	500	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
T-Jet Emotion	10.24	1368/4	5	207	114	1230	45	500	205/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.3 MultiJet Active	9.54	1248/4	5	209	93	1210	45	500	195/60 R15	-	-	11.8	168	16.3	✓	-	✓	-	NA	NA
1.3 MultiJet Dynamic	10.70	1248/4	5	209	93	1210	45	500	195/60 R15	-	✓	11.8	168	16.3	✓	✓	✓	✓	NA	NA
1.3 MultiJet Emotion	11.11	1248/4	5	209	93	1210	45	500	205/55 R16	-	✓	11.8	168	16.3	✓	✓	✓	✓	Jan 09	★★★★☆



## FORCE MOTORS

### FORCE ONE

**For:** Space, Mercedes drivetrain. **Against:** Upgrade still doesn't offer airbags.

**Verdict:** Spacious and rugged. **Alternatives:** 1. Mahindra XUV500 W6

EX BS III	10.29	2596/4	5	230	82	NA	70	NA	235/70 R16	-	-	NA	NA	NA	✓	-	-	-	NA	NA
SX 2.2 (6+D)	13.85	2149/4	5	321	141	NA	70	NA	235/70 R16	-	✓	15.5	162	9.12	✓	-	✓	✓	NA	NA
SX 2.2 (5+D)	13.94	2149/4	5	321	141	NA	70	NA	235/70 R16	-	✓	15.5	162	9.12	✓	-	✓	✓	Dec 11	★★★★☆



### FORCE GURKHA

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Mahindra Thar

E.O.V. Soft Top 4x2	7.34	2596/4	5	230	82	NA	63	NA	245/70 R16	-	-	15.5	162	9.12	✓	-	✓	✓	NA	NA
E.O.V. Hard Top 4x4	9.96	2596/4	5	230	82	1460	63	NA	245/70 R16	-	-	15.5	162	9.12	✓	-	✓	✓	NA	NA



## FORD

### FIGO

**For:** Refined engine, sweet-shifting gearbox, value for money **Against:** Performance and fuel economy a tad disappointing, styling.

**Verdict:** A competent family car on budget. **Alternatives:** 1. Maruti Suzuki Ritz 2. Nissan Micra 3. Hyundai Grand i10

1.2 LXI P	4.71	1196/4	5	102	71	1040	45	284	175/65 R14	-	-	17.09	161	13	-	-	-	-	NA	NA
1.2 EXI P	5.30	1196/4	5	102	71	1040	45	284	175/65 R14	-	-	17.09	161	13	-	-	✓	-	NA	NA
1.2 ZXI P	5.71	1196/4	5	102	71	1040	45	284	175/65 R14	-	-	17.09	161	13	F	-	✓	-	NA	NA
1.2 Titanium P	6.15	1196/4	5	102	71	1090	45	284	175/65 R14	-	✓	17.09	161	13	F	✓	✓	✓	Apr 10	★★★★☆
1.4 TDCi LXI	5.97	1399/4	5	160	68	1090	45	284	175/65 R14	-	-	17.8	156	17.5	-	-	-	-	NA	NA
1.4 TDCi EXI	6.53	1399/4	5	160	68	1090	45	284	175/65 R14	-	-	17.8	156	17.5	-	-	✓	-	NA	NA
1.4 TDCi ZXI	6.99	1399/4	5	160	68	1090	45	284	175/65 R14	-	-	17.8	156	17.5	F	-	✓	-	NA	NA
1.4 TDCi Titanium	7.43	1399/4	5	160	68	1130	45	284	175/65 R14	-	✓	17.8	156	17.5	F	✓	✓	✓	May 10	★★★★☆



\*Conditions apply.

Your new car means the world to you.  
That is no reason why it should cost that much too.  
We offer discounts on select cars.  
Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## CLASSIC

**For:** Refined diesel engine. Exciting petrol. **Against:** Stiff ride, conservative styling.

**Verdict:** A good car, but looks dated now. **Alternatives:** 1. Maruti Suzuki SX4 2. Nissan Sunny



1.6 LXi P	6.77	1596/4	5	146	101	1110	45	430	175/65 R14	-	-	11.8	176.5	14.1	✓	-	-	-	NA	NA
1.6 Titanium P	8.28	1596/4	5	146	101	1130	45	430	175/65 R14	-	✓	11.8	176.5	14.1	✓	✓	✓	✓	Jan 06	★★★★☆
1.4 TDCi LXi	8.24	1399/4	5	160	68	1150	45	430	175/65 R14	-	-	16.8	164.4	17.1	✓	-	-	-	NA	NA
1.4 TDCi CLXi	8.77	1399/4	5	160	68	1150	45	430	175/65 R14	-	-	16.8	164.4	17.1	✓	-	-	-	NA	NA
1.4 TDCi Titanium	9.48	1399/4	5	160	68	1150	45	430	175/65 R14	-	✓	16.8	164.4	17.1	✓	✓	✓	✓	Nov 06	★★★★☆

## FIESTA

**For:** Design. **Against:** Sluggish performance. **Verdict:** Good car, but engine performance is a let down.

**Alternatives:** 1. Hyundai Verna 2. Honda City 3. Volkswagen Vento 4. Skoda Rapid



1.5 Ambiente	8.70	1499/4	5	140	109	1117	43	430	195/60 R15	-	✓	12.2	182.7	11.5	✓	✓	✓	-	NA	NA
1.5 Titanium+	10.61	1499/4	5	140	109	1124	43	430	195/60 R15	-	✓	12.2	182.7	11.5	✓	✓	✓	✓	Sep 11	★★★★☆
1.5 Titanium+ AT	11.47	1499/4	6A	140	109	NA	43	430	195/60 R15	✓	✓	14.2	158.6	10	✓	✓	✓	✓	Apr 12	★★★★☆
1.5 TDCi Style	11.02	1498/4	5	204	90	1147	43	430	195/60 R15	-	✓	12.7	178.5	14.5	✓	✓	✓	✓	NA	NA
1.5 TDCi Titanium+	12.32	1498/4	5	204	90	1157	43	430	195/60 R15	-	✓	12.7	178.5	14.5	✓	✓	✓	✓	Sep 11	★★★★☆

## ECOSPORT

**For:** Trendsetter, first sub-4 metre SUV, benchmark petrol engine. **Against:** Space. **Verdict:** Good, fun urban SUV.

**Alternatives:** 1. Renault Duster



1.5 Ambiente	6.67	1499/4	5	140	112	1200	71	364	195/65 R15	-	-	NA	NA	NA	F	-	✓	-	NA	NA
1.5 Trend	7.71	1499/4	5	140	112	1200	71	364	195/65 R15	-	-	NA	NA	NA	F	-	✓	-	NA	NA
1.5 Titanium A/T	9.94	1499/4	6A	140	112	1268	71	364	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
EcoBoost Titanium	9.29	999/3	5	170	125	1259	71	364	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
EcoBoost Titanium O	9.74	999/3	5	170	125	1259	71	364	205/60 R16	-	✓	12.2	181.7	12.75	✓	✓	✓	✓	Dec 13	★★★★☆
1.5 TDCi Ambiente	8.09	1498/4	5	204	91	1248	71	364	195/65 R15	-	-	NA	NA	NA	F	-	✓	-	NA	NA
1.5 TDCi Titanium O	10.78	1498/4	5	204	91	1290	71	364	205/60 R16	-	✓	14.1	165.9	NA	✓	✓	✓	✓	Jun 13	★★★★☆

## ENDEAVOUR

**For:** Mammoth presence. **Against:** Poor ride quality, low on space. **Verdict:** Imposing stature.

**Alternatives:** 1. Chevrolet Captiva 2. Mitsubishi Pajero 3. Toyota Fortuner



2.5 4x2	23.08	2499/4	5	330	143	1879	71	NA	245/70 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 4x2 AT	24.78	2953/4	5A	380	156	1930	71	NA	245/70 R16	-	✓	12.1	NA	9.5	✓	✓	✓	✓	Dec 10	★★★★☆
3.0 4x4 AT	27.06	2953/4	5A	380	156	2014	71	NA	245/70 R16	-	✓	13.2	168	8.7	✓	✓	✓	✓	Nov 09	★★★★☆

## GENERAL MOTORS

### SPARK

**For:** Refined, efficient and frugal engine, great cabin and ride. **Against:** Gearbox could have been better.

**Verdict:** A great compact car with hardly any flaws. **Alternatives:** 1. Maruti Suzuki Zen Estilo 2. Hyundai Santro 3. Tata Indica Xeta



1.0	4.03	995/4	5	90	63	1075	38	NA	155/70 R13	-	-	16	152	15.97	-	-	-	-	NA	NA
1.0 LS	4.34	995/4	5	90	63	1095	38	NA	155/70 R13	-	-	16	152	15.97	✓	-	✓	-	NA	NA
1.0 LS LPG	4.51	995/4	5	90	63	1095	26.2	NA	155/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.0 LT	4.68	995/4	5	90	63	1095	38	NA	155/70 R13	-	-	16	152	15.97	✓	-	✓	-	May 07	★★★★☆
1.0 LT LPG	4.84	995/4	5	90	63	1095	26.2	NA	155/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA

\*Conditions apply.

Most people tell you what you want to hear,  
not what you need to know.

We offer transparency in our transactions.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>BEAT</b>																				
<b>For:</b> Price, good value for money, looks. <b>Against:</b> Fuel efficiency, no remote locking system. <b>Verdict:</b> Sporty to drive with futuristic looks. <b>Alternatives:</b> 1. Maruti Suzuki Ritz 2. Hyundai i10 3. Honda Brio																				
1.2 PS	4.70	1199/4	5	108	80.5	965	35	170	155/70 R14	-	-	14.2	157.2	13.63	-	-	-	-	NA	NA
1.2 LS	5.00	1199/4	5	108	80.5	965	35	170	155/70 R13	-	-	14.2	157.2	13.63	✓	-	-	-	NA	NA
1.2 LT (O)	6.12	1199/4	5	108	80.5	965	35	170	155/70 R13	-	-	14.2	157.2	13.63	✓	-	✓	-	Feb 10	★★★★☆
1.0 TCDi PS	5.75	936/3	5	150	58.5	1027	35	170	165/65 R14	-	-	22.5	148.5	NA	✓	-	-	-	NA	NA
1.0 TCDi LS	6.09	936/3	5	150	58.5	1027	35	170	165/65 R14	-	-	22.5	148.5	NA	✓	-	-	-	NA	NA
1.0 TCDi LT (O)	7.21	936/3	5	150	58.5	1027	35	170	165/65 R14	-	-	22.5	148.5	NA	✓	✓	✓	o	Aug 11	★★★★☆
<b>SAIL U-VA</b>																				
<b>For:</b> Interior space. <b>Against:</b> Performance fails to excite. <b>Verdict:</b> A good city car with good amount of space <b>Alternatives:</b> 1. FIAT Grande Punto 2. Ford Figo 3. Hyundai Grand i10																				
1.2	5.26	1199/4	5	113	86	1065	42	248	175/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.2 LT ABS	6.59	1199/4	5	113	86	1065	42	248	175/70 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.3 TCDi LS	7.05	1248/4	5	205	78	1124	42	248	175/70 R14	-	-	16.56	163	15.25	-	-	-	-	NA	NA
1.3 TCDi LT ABS	7.94	1248/4	5	205	78	1124	42	248	175/70 R14	-	✓	16.56	163	15.25	✓	✓	✓	✓	Jan 13	★★★★☆
<b>SAIL</b>																				
<b>For:</b> Price, interior space. <b>Against:</b> Performance. <b>Verdict:</b> A spacious and comfortable sedan. <b>Alternatives:</b> 1. Tata Indigo eCS 2. Maruti Suzuki Swift DZire																				
1.2	5.84	1199/4	5	113	86	1065	42	370	175/70 R14	-	-	15.9	161	10	-	-	-	-	NA	NA
1.2 LT ABS	7.49	1199/4	5	113	86	1065	42	370	175/70 R14	-	✓	15.9	161	10	✓	✓	✓	✓	Feb 13	★★★★☆
1.3 TCDi LS	7.48	1248/4	5	205	78	1124	42	370	175/70 R14	-	-	17.3	NA	15.25	-	-	-	-	NA	NA
1.3 TCDi LT ABS	8.92	1248/4	5	205	78	1124	42	370	175/70 R14	-	✓	17.3	NA	15.25	✓	✓	✓	✓	Feb 13	★★★★☆
<b>CRUZE</b>																				
<b>For:</b> Diesel engine, performance, interior. <b>Against:</b> Turbo lag. <b>Verdict:</b> Has got the right ingredients to be a great seller for GM. <b>Alternatives:</b> 1. Skoda Laura 2. Toyota Corolla Altis																				
LT	17.31	1991/4	6	380	166	NA	60	450	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LTZ	18.67	1991/4	6	380	166	NA	60	450	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LTZ AT	19.76	1991/4	6A	380	166	NA	60	450	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>TAVERA</b>																				
<b>For:</b> Efficiency, price, space. <b>Against:</b> Refinement, ride quality, interiors, lacks performance. <b>Verdict:</b> A good MUV for tour operators as well as large families. <b>Alternatives:</b> 1. Mahindra Xylo 2. Tata Sumo Grande 3. Mahindra Scorpio																				
Neo 3 LS BSIII	10.78	2499/4	5	186	80	NA	55	NA	205/65 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA
Neo 3 LT BSIII	13.25	2499/4	5	186	80	NA	55	NA	205/65 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
<b>ENJOY</b>																				
<b>For:</b> Space, handling, good alternative to the Ertiga. <b>Against:</b> Feels underpowered. <b>Verdict:</b> Good family car. <b>Alternatives:</b> 1. Maruti-Suzuki Ertiga 2. Mahindra Quanto 3. Tata Sumo Gold																				
1.4 LS-8	6.22	1399/4	5	131	104	1260	50	NA	175/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
1.4 LTZ-7	7.91	1399/4	5	131	104	1260	50	NA	175/70 R14	-	✓	15.03	168.2	NA	✓	✓	✓	✓	May 13	NA
1.3 TCDi LS-8	7.71	1248/4	5	188	77.5	1345	50	NA	175/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
1.3 TCDi LTZ-7	9.20	1248/4	5	188	77.5	1345	50	NA	175/70 R14	-	✓	20.73	150.3	NA	✓	✓	✓	✓	May 13	NA

\*Conditions apply

Does the paperwork to get your new car terrify you more than driving through peak-hour traffic?

We offer simple procedures.






Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>CAPTIVA</b>																				
<b>For:</b> Punchy, refined and efficient engine, looks. <b>Against:</b> Gearbox, low rev response could be better. <b>Verdict:</b> A diesel alternative to the CR-V. <b>Alternatives:</b> 1. Ford Endeavour 2. Honda CR-V 3. Hyundai Santa Fe																				
2.2 LTZ AT	32.45	2231/4	6A	424	184	NA	65	465	235/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
																				
<b>HINDUSTAN MOTORS</b>																				
<b>MITSUBISHI PAJERO SPORT</b>																				
<b>For:</b> Pedigree, chassis, reliability. <b>Against:</b> Interiors, price. <b>Verdict:</b> A very competent off-roader. <b>Alternatives:</b> 1. Nissan X-Trail 2. Ford Endeavour 3. Chevrolet Captiva 4. Toyota Fortuner																				
2.5L DI-D	27.21	2477/4	6	400	178	2065	70	NA	265/65 R17	✓	✓	13.5	178.1	10.62	✓	✓	✓	✓	May 12	★★★★☆
																				
<b>MITSUBISHI MONTERO</b>																				
<b>For:</b> Off-road capability, Dakar Rally pedigree. <b>Against:</b> Bland looks, expensive. <b>Verdict:</b> A reliable, capable off-roader, if looks don't matter <b>Alternatives:</b> 1. Toyota Landcruiser Prado 2. BMW X5 3. Mercedes Benz ML-Class 4. Volvo XC90																				
3.2 AT DI-D	54.76	3200/4	5A	441	202	2310	88	NA	265/65 R17	✓	✓	NA	174	NA	✓	✓	✓	✓	NA	NA
																				
<b>HONDA</b>																				
<b>BRIO</b>																				
<b>For:</b> Engine refinement, fuel efficiency. <b>Against:</b> Boot space. <b>Verdict:</b> An overall value-for-money package. <b>Alternatives:</b> 1. Hyundai i10 2. Maruti Suzuki Swift 3. Chevrolet Beat 4. Toyota Etios Liva																				
E MT	4.69	1198/4	5	109	88	920	35	NA	175/65 R14	-	-	13.03	141	20.0	✓	-	-	-	NA	NA
EX MT	5.03	1198/4	5	109	88	930	35	NA	175/65 R14	-	-	13.03	141	20.0	✓	-	✓	-	NA	NA
S MT	5.37	1198/4	5	109	88	930	35	NA	175/65 R14	-	-	13.03	141	20.0	✓	-	✓	-	NA	NA
V MT	6.22	1198/4	5	109	88	930	35	NA	175/65 R14	-	-	13.03	141	20.0	✓	-	✓	✓	Nov 11	★★★★★
VX MT	6.32	1198/4	5	109	88	930	35	NA	175/65 R14	-	✓	13.03	141	20.0	✓	✓	✓	✓	NA	NA
VX AT	6.98	1198/4	5A	109	88	970	35	NA	175/65 R14	-	✓	16.3	140	12.62	✓	✓	✓	✓	Dec 12	★★★★★
																				
<b>AMAZE</b>																				
<b>For:</b> Interior space and fuel efficiency. <b>Against:</b> Quality of interiors. <b>Verdict:</b> Sets a new benchmark in the sub four-metre category. <b>Alternatives:</b> 1. Maruti Suzuki Swift Dzire 2. Toyota Etios 3. Mahindra Verito																				
i-VTEC Petrol E	6.04	1198/4	5	109	88	950	35	400	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
i-VTEC Petrol EX	6.35	1198/4	5	109	88	950	35	400	175/65 R14	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
i-VTEC Petrol S MT	6.81	1198/4	5	109	88	950	35	400	175/65 R14	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
i-VTEC Petrol S AT	7.97	1198/4	5A	109	88	950	35	400	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
i-VTEC Petrol SX	7.21	1198/4	5	109	88	950	35	400	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
i-VTEC Petrol VX MT	7.93	1198/4	5	109	88	950	35	400	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-VTEC Petrol VX AT	8.98	1198/4	5A	109	88	1005	35	400	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC Diesel E	7.47	1498/4	5	200	100	1060	35	400	175/65 R14	-	✓	NA	NA	NA	✓	-	-	-	NA	NA
i-DTEC Diesel EX	7.78	1498/4	5	200	100	1060	35	400	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
i-DTEC Diesel S	8.12	1498/4	5	200	100	1060	35	400	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
i-DTEC Diesel SX	8.42	1498/4	5	200	100	1060	35	400	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
i-DTEC Diesel VX	9.16	1498/4	5	200	100	1075	35	400	175/65 R14	-	✓	11.3	191.3	21.5	✓	✓	✓	✓	May 13	★★★★★
																				

\*Conditions apply.

Waiting for another week can be worse  
than having waited all these years.

We offer faster processing.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## CITY

**For:** Punchy engine, class-leading interior, equipment levels. **Against:** High-speed stability. **Verdict:** A fabulous car that delivers unmatched performance and fuel-efficiency. **Alternatives:** 1. Skoda Rapid 2. Volkswagen Vento 3. FIAT Linea 4. Hyundai Verna



i-VTEC (P) E MT	8.65	1497/4	5	145	119	1029	40	510	175/65 R15	-	✓	10.2	194	17	✓	✓	✓	-	NA	NA
i-VTEC (P) S MT	9.37	1497/4	5	145	119	1041	40	510	175/65 R15	-	✓	10.2	194	17	✓	✓	✓	-	NA	NA
i-VTEC (P) SV MT	9.90	1497/4	5	145	119	1042	40	510	175/65 R15	-	✓	10.2	194	17	✓	✓	✓	-	NA	NA
i-VTEC (P) V MT	10.47	1497/4	5	145	119	1049	40	510	175/65 R15	-	✓	10.2	194	17	✓	✓	✓	-	NA	NA
i-VTEC (P) VX MT	11.70	1497/4	5	145	119	1065	40	510	175/65 R15	-	✓	10.2	194	17	✓	✓	✓	✓	Mar 14	★★★★☆
i-VTEC (P) SV CVT	11.09	1497/4	CVT	145	119	1070	40	510	175/65 R15	-	✓	11.3	169.3	14.2	✓	✓	✓	-	NA	NA
i-VTEC (P) VX CVT	12.91	1497/4	CVT	145	119	1085	40	510	175/65 R15	-	✓	11.3	169.3	14.2	✓	✓	✓	✓	Mar 14	★★★★☆
i-DTEC (D) E MT	10.26	1498/4	6	200	100	1125	40	510	175/65 R15	-	✓	15.4	157.5	19.5	✓	✓	✓	-	NA	NA
i-DTEC (D) S MT	10.98	1498/4	6	200	100	1135	40	510	175/65 R15	-	✓	15.4	157.5	19.5	✓	✓	✓	-	NA	NA
i-DTEC (D) SV MT	11.52	1498/4	6	200	100	1150	40	510	175/65 R15	-	✓	15.4	157.5	19.5	✓	✓	✓	✓	NA	NA
i-DTEC (D) V MT	12.21	1498/4	6	200	100	1150	40	510	175/65 R15	-	✓	15.4	157.5	19.5	✓	✓	✓	✓	NA	NA
i-DTEC (D) VX MT	13.32	1498/4	6	200	100	1165	40	510	175/65 R15	-	✓	15.4	157.5	19.5	✓	✓	✓	✓	Feb 14	★★★★☆

## CR-V

**For:** Car-like driving experience, comfort. **Against:** Price. **Verdict:** A great SUV just got better.

**Alternatives:** 1. Chevrolet Captiva 2. Maruti Suzuki Grand Vitara 3. Mitsubishi Outlander 4. BMW X1



2.0 MT	26.50	1997/4	6	190	156	1470	58	NA	225/65 R17	-	✓	12.2	NA	9	✓	✓	✓	✓	Jun 13	★★★★☆
2.0 AT	26.90	1997/4	5A	190	156	1500	58	NA	225/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.4 AT 4x4	28.86	2354/4	5A	226	190	1600	58	NA	225/65 R17	-	✓	12.17	NA	7.87	✓	✓	✓	✓	NA	NA
2.4 AT 4x4 AVN	30.77	2354/4	5A	226	190	1600	58	NA	225/65 R17	-	✓	12.17	NA	7.87	✓	✓	✓	✓	Jul 13	★★★★☆

# HYUNDAI

## EON

**For:** Modern design, space, quality of interiors, fit & finish. **Against:** Steering feel. **Verdict:** Ready to take on the Alto.

**Alternatives:** 1. Maruti Suzuki Alto 800 2. Chevrolet Spark



D-Lite	3.45	814/3	5	74.5	56	725	32	215	145/80 R12	-	-	18.62	132.2	NA	-	-	-	-	NA	NA
Era+	3.99	814/3	5	74.5	56	725	32	215	145/80 R12	-	-	18.62	132.2	NA	-	-	-	-	NA	NA
Sportz	4.66	814/3	5	74.5	56	725	32	215	155/70 R13	-	-	18.62	132.2	17.75	✓	✓	✓	-	Dec 11	★★★★☆
D-Lite+ LPG	3.96	814/3	5	74.5	56	725	32	215	145/80 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Magna+ LPG	4.49	814/3	5	74.5	56	725	32	215	155/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA

## SANTRO XING

**For:** Refined, comfortable, efficient, compact. **Against:** Performance. **Verdict:** A very competitive small hatch and a good deal.

**Alternatives:** 1. Maruti Suzuki Wagon R 2. Tata Indica Xeta 3. Chevrolet 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	-	✓	-	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	-	✓	-	NA	NA

\*Conditions apply

Your new car means the world to you.  
That is no reason why it should cost that much too.  
We offer attractive interest rates.  
Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## i10

**For:** Great looks, interiors, gear shift, ride quality. **Against:** Fuel economy. **Verdict:** Best car to come out of the Hyundai stable.

**Alternatives:** 1. Maruti Suzuki Celerio 2. Chevrolet Beat 3. Nissan Micra



Era	4.66	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	✓	-	-	-	Dec 07	★★★★☆
Sports GLS	5.27	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	✓	-	-	-	NA	NA
Sports GLS LPG	5.41	1086/4	5	99	69	860	35	218	155/80 R13	-	-	NA	NA	NA	✓	-	-	-	NA	NA

## GRAND i10

**For:** Interior quality, space, practicality, handling, value for money. **Against:** Lack of top-end punch from the diesel engine.

**Verdict:** Very practical car in and out of town. **Alternatives:** 1. Maruti Suzuki Swift 2. Ford Figo 3. Nissan Micra 4. Renault Pulse



VTVT 1.2 Era	5.11	1197/4	5	114	83	NA	41	256	165/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
VTVT 1.2 Magna	5.38	1197/4	5	114	83	NA	41	256	165/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
VTVT 1.2 Asta O	6.46	1197/4	5	114	83	NA	41	256	165/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 1.2 Asta AT	6.98	1197/4	4A	114	83	NA	41	256	165/65 R14	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi 1.1 Era	6.34	1120/4	5	160	71	NA	41	256	165/65 R14	-	-	23.5	148.2	NA	✓	-	-	-	NA	NA
CRDi 1.1 Magna	6.57	1120/4	5	160	71	NA	41	256	165/65 R14	-	-	23.5	148.2	NA	✓	-	-	-	NA	NA
CRDi 1.1 Sportz	7.07	1120/4	5	160	71	NA	41	256	165/65 R14	-	-	23.5	148.2	NA	✓	-	✓	-	NA	NA
CRDi 1.1 Asta O	7.75	1120/4	5	160	71	NA	41	256	165/65 R14	-	✓	23.5	148.2	NA	✓	✓	✓	✓	Oct 13	★★★★☆

## i20

**For:** Interiors, ride quality, looks. **Against:** Underpowered petrol engine, turbo lag in diesel engine, high-speed stability.

**Verdict:** One of the best looking hatchbacks **Alternatives:** 1. Volkswagen Polo 2. FIAT Punto 3. Chevrolet Sail U-Va



VTVT 1.2 Era	5.77	1197/4	5	112	80	NA	45	370	175/70 R14	-	-	15.13	152.5	12	✓	-	✓	-	NA	NA
VTVT 1.2 Asta (O)	8.07	1197/4	5	112	80	NA	45	370	185/65 R14	-	✓	15.13	152.5	12	✓	✓	✓	✓	Feb 09	★★★★☆
1.4 Sportz AT	9.19	1396/4	4A	135	100	NA	45	NA	185/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4 Era	7.39	1396/4	6	220	90	NA	45	NA	175/70 R14	-	-	11.77	167.7	19.1	✓	-	✓	-	Jul 10	★★★★☆
CRDi 1.4 Asta	9.20	1396/4	6	220	90	NA	45	NA	185/65 R14	-	✓	11.77	167.7	19.1	✓	✓	✓	✓	NA	NA

## VERNA

**For:** Many available trim levels, equipment, fresh design. **Against:** High-speed stability.

**Verdict:** Value for money. **Alternatives:** 1. Honda City 2. Volkswagen Vento 3. Skoda Rapid



VTVT 1.4	8.43	1396/4	5	136	107	NA	43	NA	185/65 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
VTVT 1.6 SX (O)	10.87	1591/4	5	155	123	NA	43	NA	195/55 R16	-	✓	11.48	192.7	13.5	✓	✓	✓	✓	Jun 11	★★★★☆
VTVT 1.6 SX (O) AT	11.74	1591/4	4A	155	123	NA	43	NA	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4	10.04	1396/4	6	220	90	NA	43	NA	185/65 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
CRDi 1.6 EX AT	12.11	1582/4	4A	260	128	NA	43	NA	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.6 SX (O)	12.76	1582/4	6	260	128	1191	43	NA	195/55 R16	-	✓	10.8	191	10	✓	✓	✓	✓	Jul 11	★★★★☆
CRDi 1.6 SX (O) AT	13.50	1582/4	4A	260	128	NA	43	NA	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## ELANTRA

**For:** Looks and equipment. **Against:** A little nervous at high speeds.

**Verdict:** One of the good looking cars in the segment. **Alternatives:** 1. Renault Fluence 2. Skoda Laura 3. Toyota Corolla Altis



VTVT 1.8 S	14.30	1797/4	6	178	150	NA	56	NA	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 1.8 SX	15.70	1797/4	6	178	150	NA	56	NA	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 1.8 SX AT	16.80	1797/4	6A	178	150	NA	56	NA	205/60 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.6	15.02	1582/4	6	260	128	NA	56	NA	205/60 R16	-	✓	11.04	189	13.87	✓	✓	✓	✓	NA	NA
CRDi 1.6 S	15.86	1582/4	6	260	128	NA	56	NA	205/60 R16	-	✓	11.04	189	13.87	✓	✓	✓	✓	NA	NA
CRDi 1.6 SX	17.25	1582/4	6	260	128	NA	56	NA	205/60 R16	✓	✓	11.04	189	13.87	✓	✓	✓	✓	Oct 12	★★★★☆
CRDi 1.6 SX AT	18.41	1582/4	6A	260	128	NA	56	NA	205/60 R16	✓	✓	11.88	180.2	11.25	✓	✓	✓	✓	Dec 13	★★★★☆

\*Conditions apply.

Your new car means the world to you.  
That is no reason why it should cost that much too.

We offer discounts on select cars.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>SANTA FÉ</b>																				
<b>For:</b> Feature-packed, engine. <b>Against:</b> Image, price. <b>Verdict:</b> Establishing Hyundai as a premium brand. <b>Alternatives:</b> 1. Chevrolet Captiva 2. Toyota Fortuner 3. Mitsubishi Pajero Sport																				
CRDi 2WD	31.60	2199/4	6	420	197	1896	64	NA	235/60 R18	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 2WD AT	32.16	2199/4	6A	436	197	1934	64	NA	235/60 R18	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 4WD AT	34.50	2199/4	6A	436	197	2001	64	NA	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>SONATA</b>																				
<b>For:</b> Sporty design, luxurious interior, feature packed. <b>Against:</b> No diesel option. <b>Verdict:</b> Fluidic design, luxurious interior with a sporty look. <b>Alternatives:</b> 1. Honda Accord 2. Skoda Superb 3. Toyota Camry																				
2.4 GDi MT	22.82	2359/4	6	249	201	NA	70	NA	215/55 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.4 GDi AT	25.37	2359/4	6A	249	201	1522	70	NA	215/55 R17	✓	✓	11.2	NA	7.5	✓	✓	✓	✓	May 12	★★★★☆
<b>ICML</b>																				
<b>EXTREME</b>																				
<b>For:</b> Value for money, suspension. <b>Against:</b> Poor NVH levels, fit and finish, low end grunt. <b>Verdict:</b> Good MUV alternative. <b>Alternatives:</b> 1. Tata Sumo 2. Mahindra Bolero 3. Chevrolet Tavera																				
LD CRD-Fi 9-Seater	7.18*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
SD CRD-Fi 9-Seater	8.64*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
VD CRD-Fi 7-Seater	9.28*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
<b>ISUZU</b>																				
<b>MU-7</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Toyota Fortuner 2. Mitsubishi Pajero Sport 3. Ford Endeavour																				
MU-7	NA	2999/4	5	340	163	NA	50	NA	235/70 R16	-	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>D-MAX</b>																				
<b>For:</b> Value for money. <b>Against:</b> NA. <b>Verdict:</b> First Japanese pick-up in India. <b>Alternatives:</b> 1. Tata Xenon 2. Mahindra Scorpio Getaway																				
Space Cab	NA	2499/4	5	280	136	1633	69	NA	215/75 R16	-	-	NA	140	15	-	-	-	-	NA	NA
<b>JAGUAR</b>																				
<b>XF</b>																				
<b>For:</b> Performance, looks, it's a Jaguar. <b>Against:</b> Interior space, service and availability, price. <b>Verdict:</b> A true British car with good looks. <b>Alternatives:</b> 1. Mercedes-Benz E-Class 2. BMW 5 Series 3. Audi A6 4. Volvo S80																				
XF 2.0 Petrol Luxury	61.58	1999/4	8A	340	240	1700	68	500	235/55 R17	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
XF 2.2 Diesel Luxury	61.78	2179/4	8A	450	190	1780	68	500	235/55 R17	✓	✓	9.53	225	9.75	✓	✓	✓	✓	Jun 13	★★★★★
XF V6 Diesel S	69.22	2993/6	8A	600	275	1820	68	500	245/45 R18	✓	✓	8.03	250	NA	✓	✓	✓	✓	Apr 12	★★★★★
XF R	130.82	5000/8	8A	625	510	1891	70	500	275/30 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

\*Conditions apply

Most people tell you what you want to hear,  
not what you need to know.

We offer transparency in our transactions.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**  
Auto Loans

We only do what's right for you

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>XJ</b>																				
<b>For:</b> Luxury, space. <b>Against:</b> Price. <b>Verdict:</b> Don't want a German luxury car? This is the one for you.																				
<b>Alternatives:</b> 1. Mercedes-Benz S-Class 2. Audi A8 3. BMW 7 Series																				
XJ L P Portfolio	153.00	1999/4	8A	340	240	1718	82	520	245/45 R18	✓	✓	NA	241	NA	✓	✓	✓	✓	NA	NA
XJ L D Premium Luxury	182.00	2993/6	8A	600	275	1772	82	520	255/40 R19	✓	✓	7.47	250	7.12	✓	✓	✓	✓	Feb 14	★★★★★
<b>XK</b>																				
<b>For:</b> A sports car that can be used every day. <b>Against:</b> Price. <b>Verdict:</b> A good alternative to 911 and R8.																				
<b>Alternatives:</b> 1. Audi R8 V10 2. Porsche 911 Turbo 3. Aston Martin DB9 4. Bentley Continental GT																				
XKR Coupé	170.00*	5000/8	6A	625	510	1753	NA	330	NA	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
XKR Convertible	BO	5000/8	6A	625	510	1800	NA	313	NA	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
XKR-S	211.67	5000/8	6A	680	550	1753	71	NA	295/30 ZR20	✓	✓	5.10	300	NA	✓	✓	✓	✓	May 12	★★★★★
<b>F-TYPE</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																				
<b>Alternatives:</b> 1. Audi R8 2. Porsche 911 3. BMW 6 Series																				
V6 Coupé	NA	2995/6	8A	450	340	1577	72	407	NA	✓	✓	NA	260	NA	✓	✓	✓	✓	NA	NA
V6 S Coupé	NA	2995/6	8A	460	380	1594	72	407	NA	✓	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
V6 S Cabriolet	137.00*	2995/6	8A	460	380	1614	72	196	NA	✓	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
V8 S Cabriolet	161.00*	5000/8	8A	625	495	1665	72	196	NA	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
R Coupé	NA	5000/8	8A	680	550	1650	70	407	NA	✓	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
<b>LAMBORGHINI</b>																				
<b>AVENTADOR</b>																				
<b>For:</b> : NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																				
<b>Alternatives:</b> 1. Ferrari F12berlinetta																				
LP700-4 Coupé	483.73*	6498/12	6	690	700	1575	90	NA	335/30 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LP700-4 Roadster	537.43*	6498/12	6	690	700	1565	90	NA	335/30 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>LAND ROVER</b>																				
<b>FREELANDER 2</b>																				
<b>For:</b> Good off-roading capabilities, luxury and comfort. <b>Against:</b> Refinement, price and availability.																				
<b>Verdict:</b> Good SUV with Land Rover's legendary off-roading ability. <b>Alternatives:</b> 1. Audi Q5 2. BMW X3 3. Volvo XC60																				
TD4 S BE	NA	2179/4	6A	420	150	1880	68	755	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TD4 SE	49.42	2179/4	6A	420	150	1880	68	755	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SD4 HSE	55.89	2179/4	6A	420	190	1880	68	755	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>DISCOVERY 4</b>																				
<b>For:</b> Good off-roading capabilities with comfort. <b>Against:</b> Price, service network.																				
<b>Verdict:</b> Has got Land Rover heritage for off-road ability. <b>Alternatives:</b> 1. Audi Q7 2. Mercedes-Benz GL-Class 3. BMW X5																				
TDV6 SE	100.00	2993/6	8A	600	249	2570	82	280	255/55 R19	✓	✓	NA	180	NA	✓	✓	✓	✓	NA	NA
TDV6 HSE	107.00	2993/6	8A	600	249	2570	82	280	255/55 R19	✓	✓	NA	180	NA	✓	✓	✓	✓	NA	NA

\*Conditions apply

Waiting for another week can be worse  
than having waited all these years.

We offer faster processing.

Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## 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	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SD4 Dynamic	75.80	2197/4	9A	420	190	1685	58	575	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SD4 Prestige	77.16	2197/4	9A	420	190	1685	58	575	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Si4 Dynamic Coupé	84.40	1999/4	9A	340	240	1640	58	550	235/60 R18	✓	✓	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	✓	✓	✓	✓	NA	NA
SDV6 SE	NA	2993/6	8A	600	292	2115	80	NA	255/50 R20	✓	✓	7.97	210	8.12	✓	✓	✓	✓	NA	NA
SDV6 HSE	185.00	2993/6	8A	600	292	2115	80	NA	255/50 R20	✓	✓	7.97	210	8.12	✓	✓	✓	✓	Dec 13	★★★★★
SCV8 Autobiography	165.85*	5000/8	8A	625	510	2310	105	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## 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	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TDV6 Vogue	181.00	2993/6	8A	600	258	2160	85	909	255/55 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SDV8 Vogue SE	200.80	4367/8	8A	700	339	2360	105	909	255/50 R20	✓	✓	7.29	218	9.0	✓	✓	✓	✓	Jun 13	★★★★★
SDV8 Autobiography	BO	4367/8	8A	700	339	2360	105	909	255/50 R20	✓	✓	7.29	218	9.0	✓	✓	✓	✓	NA	NA
SCV8 Autobiography	BO	5000/8	8A	625	510	2330	105	909	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## RANGE ROVER L

**For:** Even more luxury than the standard Range Rover. **Against:** Price. **Verdict:** The first of the super-luxury SUVs.

**Alternatives:** None



TDV6 Autobiography	208.00*	2993/6	8A	600	258	NA	105	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SDV8 Autobiography	228.00*	4367/8	8A	700	339	NA	105	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SCV8 Autobiography	263.00*	5000/8	8A	625	510	NA	105	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

# MAHINDRA & MAHINDRA

## VERITO VIBE

**For:** Fuel efficiency, space. **Against:** Design could be smarter. **Verdict:** Spacious and frugal compact saloon.

**Alternatives:** 1. Maruti Suzuki Swift DZire 2. Honda Amaze 3. Tata Indigo eCS



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	✓	-	-	-	NA	NA
D6	7.35	1461/4	5	160	65	1150	50	330	185/70 R14	-	✓	16.04	153	NA	✓	✓	✓	✓	Jul 13	★★★★☆

\*Conditions apply.







Your new car means the world to you.  
That is no reason why it should cost that much too.  
We offer attractive interest rates.  
Call 1800 209 6060 | SMS AUTO to 56161561



**TATA CAPITAL**

Auto Loans

We only do what's right for you

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>VERITO</b>																				
<b>For:</b> Space, gearbox, ride and price. <b>Against:</b> Lack of power, poor fit and finish, ergonomics. <b>Verdict:</b> Spacious, comfortable and practical. A great sedan for a tight budget. <b>Alternatives:</b> 1. Maruti Suzuki Swift Dzire 2. Hyundai Accent 3. Tata Indigo Manza																				
1.4 G2	6.04	1390/4	5	110	75	1080	50	510	185/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.4 G4	6.29	1390/4	5	110	75	1080	50	510	185/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
1.5 D2	7.29	1461/4	5	160	65	1140	50	510	185/70 R14	-	-	NA	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	✓	-	-	-	NA	NA
1.5 D6	8.31	1461/4	5	160	65	1140	50	510	185/70 R14	-	✓	16.82	152	16.75	✓	✓	✓	-	NA	NA
<b>THAR</b>																				
<b>For:</b> Off-roading capability, attention grabber. <b>Against:</b> Dated, build quality. <b>Verdict:</b> A vehicle for masses who have to tackle rough terrain on a daily basis. <b>Alternatives:</b> 1. Force Motors Gurkha																				
CRDe	7.50	2498/4	5	247	105	1670	60	NA	235/70 R16	-	-	18.41	134	11.75	-	-	✓	-	Mar 11	★★★☆☆
Di 2WD	NA	2523/4	5	182.5	64	2090	45	NA	P 185 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA
Di 4WD	NA	2523/4	5	182.5	64	2090	45	NA	P 185 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA
<b>BOLERO</b>																				
<b>For:</b> Rugged, reliable, do-it-all MUV. <b>Against:</b> Lacks refinement. <b>Verdict:</b> : Get one if you have to haul a large number of people over bad roads. <b>Alternatives:</b> 1. ICML Rhino 2. Tata Sumo																				
Bolero SLE	7.63	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
Bolero SLX	8.21	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	31.8	120.4	10.3	✓	-	✓	-	Sep 05	★★★☆☆
Bolero ZLX	8.34	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
<b>SCORPIO GETAWAY</b>																				
<b>For:</b> Tons of luggage space, value for money. <b>Against:</b> Cramped interiors, poor high-speed handling. <b>Verdict:</b> Fun, inexpensive vehicle for the outdoor people. <b>Alternatives:</b> 1. Tata Xenon 2. Isuzu D-Max																				
Getaway 4x2	8.69	2609/4	5	283	115	1910	55	460	235/70 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
Getaway 4x4	9.78	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
<b>QUANTO</b>																				
<b>For:</b> Space. <b>Against:</b> Looks, handling. <b>Verdict:</b> Good space for a four-metre car. <b>Alternatives:</b> 1. Mahindra Bolero 2. Premier Rio 3. Tata Sumo Gold																				
C2	6.94	1493/3	5	240	100	1640	55	690	205/65 R15	-	-	17.35	140.8	11.25	-	-	-	-	NA	NA
C4	7.55	1493/3	5	240	100	1640	55	690	205/65 R15	-	-	17.35	140.8	11.25	✓	-	-	-	NA	NA
C6	8.12	1493/3	5	240	100	1640	55	690	205/65 R15	-	✓	17.35	140.8	11.25	✓	-	✓	-	NA	NA
C8	8.71	1493/3	5	240	100	1640	55	690	205/65 R15	-	✓	17.35	140.8	11.25	✓	✓	✓	-	Nov 12	★★★★☆
<b>XYLO</b>																				
<b>For:</b> Value for money, interior, engine. <b>Against:</b> Unsettled ride. <b>Verdict:</b> The best bang for your buck in the MUV segment. <b>Alternatives:</b> 1. Chevrolet Tavera 2. Toyota Innova																				
D2 mDI	8.57	2489/4	5	220	94	1800	55	234	205/65 R15	-	-	NA	NA	11.5	-	-	-	-	NA	NA
D4 mDI	9.08	2489/4	5	220	94	1800	55	234	205/65 R15	-	-	NA	NA	11.5	✓	-	✓	-	NA	NA
H4 mHawk/ABS	9.55/9.81	2179/4	5	280	120	1800	55	234	215/75 R15	-	-/✓	NA	NA	11.5	✓	-	✓	✓	NA	NA
H8 mHawk ABS/Airbag	10.67/11.11	2179/4	5	280	120	1800	55	234	215/75 R15	-	✓	NA	NA	11.5	✓	-/✓	✓	✓	NA	NA
H9 mHawk	12.32	2179/4	5	280	120	1800	55	234	215/75 R15	-	✓	NA	NA	12	✓	✓	✓	✓	NA	NA

\*Conditions apply.



Happiness comes on wheels  
with Tata Capital.

Call 1800 209 6060 | SMS AUTO to 56161561









**TATA CAPITAL**

Auto Loans

We only do what's right for you



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>SCORPIO</b>																				
<b>For:</b> Smooth, tractable CRDe engine, VFM SUV. <b>Against:</b> High-speed dynamics. <b>Verdict:</b> The best budget SUV around.																				
<b>Alternatives: 1.</b> Tata Safari <b>2.</b> Toyota Innova																				
EX	8.79	2179/4	5	290	120	1890	60	460	235/70 R16	-	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
LX 4x4	9.83	2179/4	5	290	120	1980	60	460	235/70 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
SLE	10.94	2179/4	5	290	120	1890	60	460	235/70 R16	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
VLX	12.03	2179/4	5	290	120	1890	60	460	235/70 R16	-	✓	16.4	155.2	11.83	✓	✓	✓	✓	Jan 08	★★★★☆
VLX 4x4	13.46	2179/4	5	290	120	1980	60	460	235/70 R16	-	✓	16.4	155.2	11.83	✓	✓	✓	✓	NA	NA
VLX AT	12.74	2179/4	6A	290	120	1920	60	460	235/70 R16	-	✓	-	-	-	✓	✓	✓	✓	NA	NA
VLX 4x4 AT	13.90	2179/4	6A	290	120	2010	60	460	235/70 R16	-	✓	-	-	-	✓	✓	✓	✓	NA	NA
<b>XUV 500</b>																				
<b>For:</b> Price, performance, space. <b>Against:</b> Gear shift, fit and finish of interiors. <b>Verdict:</b> Value for money.																				
<b>Alternatives: 1.</b> Mahindra Scorpio <b>2.</b> Skoda Yeti																				
W4	12.67	2197/4	6	330	140	1785	70	NA	235/65 R17	✓	✓	12.8	181.3	11	✓	✓	✓	-	NA	NA
W6	14.09	2197/4	6	330	140	1785	70	NA	235/65 R17	✓	✓	12.8	181.3	11	✓	✓	✓	-	NA	NA
W8	15.94	2197/4	6	330	140	1785	70	NA	235/65 R17	✓	✓	12.8	181.3	11	✓	✓	✓	✓	Nov 11	★★★★☆
W8 AWD	17.21	2197/4	6	330	140	1865	70	NA	235/65 R17	✓	✓	-	-	-	✓	✓	✓	✓	NA	NA
<b>MARUTI SUZUKI</b>																				
<b>ALTO 800</b>																				
<b>For:</b> Value for money. <b>Against:</b> High NVH levels. <b>Verdict:</b> The largest selling car in the country just got better.																				
<b>Alternatives: 1.</b> Hyundai Eon <b>2.</b> Chevrolet Spark																				
Std	2.95	796/3	5	69	48	695	35	NA	145/80 R12	-	-	19.38	NA	NA	-	-	-	-	NA	NA
LX	3.34	796/3	5	69	48	715	35	NA	145/80 R12	-	-	19.38	NA	NA	-	-	-	-	NA	NA
LXi	3.59/3.78	796/3	5	69	48	720	35	NA	145/80 R12	-	-	19.38	NA	NA	✓	O	-	-	Nov 12	★★★★☆
VXi	3.97	796/3	5	69	48	715	35	NA	145/80 R12	-	-	19.38	NA	NA	✓	✓	✓	-	NA	NA
<b>ALTO K10</b>																				
<b>For:</b> Performance, fuel efficiency, service. <b>Against:</b> Ride quality, space. <b>Verdict:</b> A good entry-level car.																				
<b>Alternatives: 1.</b> Hyundai Santro Xing <b>2.</b> Chevrolet Spark																				
LXi	3.84	998/3	5	90	68	760	35	NA	155/65 R13	-	-	13.97	156.2	17.5	-	-	-	-	NA	NA
VXi	3.99	998/3	5	90	68	765	35	NA	155/65 R13	-	-	13.97	156.2	17.5	✓	-	-	-	Sep 10	★★★★☆
<b>A-STAR</b>																				
<b>For:</b> Fuel efficiency, handling, performance. <b>Against:</b> Gear shift, lack of space at the rear.																				
<b>Verdict:</b> Ready to take on the fight in the A2 segment. <b>Alternatives: 1.</b> Hyundai i10 <b>2.</b> Chevrolet Beat																				
LXi	4.49	998/3	5	90	68	860	35	NA	155/80 R13	-	-	15.51	155.5	15.9	-	-	-	-	NA	NA
VXi	4.84	998/3	5	90	68	860	35	NA	155/80 R13	-	-	15.51	155.5	15.9	✓	-	✓	-	Dec 08	★★★★☆
Automatic	5.49	998/3	4A	90	68	895	35	NA	155/80 R13	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
ZXi / ABS+Airbag	5.20/5.42	998/3	5	90	68	880	35	NA	155/80 R13	-	O	15.51	155.5	15.9	✓	O	✓	-	NA	NA
<b>WAGON R</b>																				
<b>For:</b> Flexible interior, tallboy design, fuel efficiency, easy to get in and out of. <b>Against:</b> Notchy gearshift, body roll, bland interior styling.																				
<b>Verdict:</b> A good city runabout. <b>Alternatives: 1.</b> Hyundai Santro Xing <b>2.</b> Chevrolet Spark																				
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	-	O	16.32	150.7	15.5	✓	O	✓	-	Jun 10	★★★★☆
<b>STINGRAY</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																				
<b>Alternatives: 1.</b> Hyundai i10 <b>2.</b> Chevrolet Beat <b>3.</b> Ford Figo																				
LXi	4.66	998/3	5	90	68	870	35	NA	155/65 R14	-	-	NA	NA	NA	F	-	-	-	NA	NA
VXi	4.98	998/3	5	90	68	885	35	NA	155/65 R14	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
VXi (O)	5.31	998/3	5	90	68	885	35	NA	155/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>CELERIO</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA. <b>Alternatives:</b> 1. Hyundai i10 2. Honda Brio 3. Nissan Micra																				
LXi	4.34	998/3	5	90	68	810	35	235	155/80 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
LXi AMT	4.78	998/3	5A	90	68	NA	35	235	155/80 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
VXi	4.68	998/3	5	90	68	NA	35	235	165/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
VXi AT EZ-Drive AT	5.12	998/3	5A	90	68	NA	35	235	165/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
ZXi	5.01	998/3	5	90	68	NA	35	235	165/70 R14	-	-	NA	NA	NA	✓	✓	✓	-	NA	NA
ZXi O	5.52	998/3	5	90	68	830	35	235	165/70 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>RITZ</b>																				
<b>For:</b> Ride quality, frugal engines. <b>Against:</b> Weak top end (petrol). <b>Verdict:</b> A tall boy family alternative to the Swift. <b>Alternatives:</b> 1. FIAT Grande Punto 2. Hyundai Grand i10 3. Nissan Micra																				
LXi	5.11	1197/4	5	113	85	1005	43	236	165/80 R14	-	-	14.92	162.1	17.4	-	-	-	-	NA	NA
VXi	5.46	1197/4	5	113	85	1015	43	236	165/80 R14	-	O	14.92	162.1	17.4	✓	-	-	-	NA	NA
ZXi	6.18	1197/4	5	113	85	1030	43	236	185/70 R14	-	✓	14.92	162.1	17.4	✓	✓	✓	✓	Jul 09	★★★★☆
ZXi AT	7.20	1197/4	4A	113	85	1030	43	236	185/70 R14	-	✓	14.92	162.1	17.4	✓	✓	✓	✓	NA	NA
LDi	6.40	1248/4	5	190	75	1100	43	236	165/80 R14	-	-	14.71	170	20.75	-	-	-	-	NA	NA
VDi	6.78	1248/4	5	190	75	1100	43	236	165/80 R14	-	-	14.71	170	20.75	✓	-	-	-	Jul 09	★★★★☆
ZDi	7.53	1248/4	5	190	75	1100	43	236	165/80 R14	-	✓	14.71	170	20.75	✓	✓	✓	✓	NA	NA
<b>SWIFT</b>																				
<b>For:</b> Service network, reliability. <b>Against:</b> Looks like the old car. <b>Verdict:</b> Buy it for ride quality and space. <b>Alternatives:</b> 1. Volkswagen Polo 2. FIAT Grande Punto 3. Hyundai Grand i10 4. Hyundai i20 5. Ford Figo																				
LXi	5.28	1197/4	5	114	87	960	42	237	165/80 R14	-	-	14.35	170	17.6	-	-	-	-	NA	NA
VXi	5.79	1197/4	5	114	87	970	42	237	165/80 R14	-	-	14.35	170	17.6	✓	-	-	-	NA	NA
ZXi	6.75	1197/4	5	114	87	990	42	237	185/65 R15	-	✓	14.35	170	17.6	✓	✓	✓	✓	Nov 11	★★★★☆
LDi	6.66	1248/4	5	190	75	1050	42	237	165/80 R14	-	-	14.26	165	19.5	-	-	-	-	NA	NA
VDi	7.22	1248/4	5	190	75	1060	42	237	165/80 R14	-	-	14.26	165	19.5	✓	-	-	-	NA	NA
ZDi	8.14	1248/4	5	190	75	1080	42	237	185/65 R15x	-	✓	14.26	165	19.5	✓	✓	✓	✓	Nov 2011	★★★★☆
<b>DZIRE</b>																				
<b>For:</b> Frugal, powerful and practical diesel mill, great value. <b>Against:</b> Isn't too good to look at. <b>Verdict:</b> Tough to find a better entry-level saloon at this price. Great car, if only it looked a bit better. <b>Alternatives:</b> 1. Mahindra Verito 2. Tata Indigo 3. Toyota Etios																				
LXi	5.78	1197/4	5	114	87	1415	42	316	165/80 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
VXi	6.40	1197/4	5	114	87	1415	42	316	165/80 R14	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
ZXi	7.43	1197/4	5	114	87	1415	42	316	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
ZXi AT	7.76	1197/4	4A	114	87	1415	42	316	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDi	7.20	1248/4	5	190	75	1505	42	316	165/80 R14	-	-	14.24	162	19.3	-	-	-	-	NA	NA
VDi	7.84	1248/4	5	190	75	1505	42	316	165/80 R14	-	-	14.24	162	19.3	✓	-	✓	-	NA	NA
ZDi	8.78	1248/4	5	190	75	1505	42	316	185/65 R15	-	✓	14.24	162	19.3	✓	✓	✓	✓	Mar 12	★★★★☆
<b>SX4</b>																				
<b>For:</b> Feature-packed, great space, reasonable performance. <b>Against:</b> Rivals are slightly faster and quicker. <b>Verdict:</b> A contemporary all-round package. <b>Alternatives:</b> 1. Ford Fiesta 2. Honda City 3. Hyundai Verna																				
VXi	8.50	1586/4	5	145	104	1170	50	505	205/65 R15	-	-	12.4	179.2	12.62	✓	-	✓	-	NA	NA
ZXi	9.36	1586/4	5	145	104	1210	50	505	205/60 R16	-	✓	12.4	179.2	12.62	✓	✓	✓	✓	NA	NA
ZXi AT	10.19	1586/4	4A	145	104	1210	50	505	205/60 R16	-	✓	12.4	179.2	12.62	✓	✓	✓	✓	Jun 07	★★★★☆
VDi	9.86	1248/4	5	200	90	1225	50	505	195/65 R15	-	-	14.9	161.2	15.25	✓	-	✓	-	NA	NA
ZDi	9.44	1248/4	5	200	90	1245	50	505	205/60 R16	-	✓	14.9	161.2	15.25	✓	✓	✓	✓	Apr 11	★★★★☆
<b>KIZASHI</b>																				
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> : NA. <b>Alternatives:</b> 1. Honda Accord																				
MT	20.17	2393/4	6	230	178	1460	63	461	215/55 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
AT	21.39	2393/4	CVT	230	178	1500	63	461	215/55 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## OMNI

**For:** Cheap-as-chips, oodles of space, maintenance. **Against:** Unsafe, minimalistic.

**Verdict:** A cheap van with dangerously dicey dynamics and safety issues. **Alternatives:** NA



5-Seater	2.99	796/3	4	59	35	785	36	NA	145/70 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
8-Seater	3.02	796/3	4	59	35	800	36	NA	145/70 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA

## EECO

**For:** Price, space, engine power and refinement. **Against:** Boxy looks, hard suspension. **Verdict:** A practical and affordable option for big middle-class families, good option for car pooling. **Alternatives:** None as yet



5-Seater STD	3.61	1196/4	5	102	73	908	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
7-Seater STD	3.80	1196/4	5	102	73	928	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
5-Seater AC	3.94	1196/4	5	102	73	923	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA

## ERTIGA

**For:** Value for money, fuel efficiency. **Against:** You either have the third row of seats or luggage space.

**Verdict:** A car in its own segment. **Alternatives:** 1. Mahindra Bolero 2. Mahindra Xylo 3. Tata Sumo



LXI	6.95	1373/4	5	130	95	1760	45	NA	185/65 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA
LXI CNG	7.35	1373/4	5	130	95	NA	45	NA	185/65 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA
VXI / ABS	7.77/7.86	1373/4	5	130	95	1760	45	NA	185/65 R15	-	O	NA	NA	NA	✓	-	✓	-	NA	NA
ZXI	8.65	1373/4	5	130	95	1760	45	NA	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDI	8.78	1248/4	5	200	90	1845	45	NA	185/65 R15	-	-	8.18	164	13.6	-	-	-	-	NA	NA
VDI	9.54	1248/4	5	200	90	1845	45	NA	185/65 R15	-	-	8.18	164	13.6	✓	-	✓	-	NA	NA
ZDI	10.26	1248/4	5	200	90	1845	45	NA	185/65 R15	-	✓	8.18	164	13.6	✓	✓	✓	✓	Aug12	★★★★☆

## GRAND VITARA

**For:** Good looks, well-priced in its class. **Against:** Harsh ride, thirsty engine. **Verdict:** Well-rounded on/off-roader.

**Alternatives:** 1. Honda CR-V 2. Ford Endeavour 3. Chevrolet Captiva 4. BMW X1



MT	BO	2393/4	5	225	163.5	1614	66	398	225/65 R17	-	✓	12.01	179	9	✓	✓	✓	✓	Aug 09	★★★★☆
AT	BO	2393/4	4A	225	163.5	1636	66	398	225/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

# MERCEDES-BENZ

## A-CLASS

**For:** Your entry into luxury, fun to drive. **Against:** Space, ride quality, value for money. **Verdict:** A fun hatch, but at a price.

**Alternatives:** 1. Mini Cooper 2. Volvo V40 Cross Country



A180 CDI Style	28.76	2143/4	7A	250	109	1475	50	341	225/45 R17	✓	✓	10.74	171.2	12.25	✓	✓	✓	✓	Nov 13	★★★★☆
A180 Sport	26.18	1595/4	5A	200	122	1395	50	341	225/45 R17	✓	✓	9.23	201	9.5	✓	✓	✓	✓	Sep 13	★★★★★

## B-CLASS

**For:** The three-pointed star, space **Against:** Price, refinement, noisy diesel engine. **Verdict:** Spacious premium hatchback with solid German build quality

**Alternatives:** 1. Mini Cooper Countryman 2. Volvo V40 Cross Country



B180	28.50	1595/4	5A	200	122	1425	50	486	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
B180 Sport	33.52	1595/4	5A	200	122	1425	50	486	225/45 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
B180 CDI Style	26.66	2143/4	7A	250	109	1505	50	486	225/45 R17	✓	✓	11.72	170	NA	✓	✓	✓	✓	Aug 13	★★★★☆

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>C-CLASS</b>																				
<b>For:</b> The three-pointed star. <b>Against:</b> Price. <b>Verdict:</b> Smallest sedan from the Mercedes stable has good ride quality.																				
<b>Alternatives:</b> 1. Audi A4 2. BMW 3 Series 3. Volvo S60																				
C200 CGI	31.75	1796/4	7A	285	186	1540	66	475	225/45 R17	✓	✓	9.42	250	NA	✓	✓	✓	✓	Sep 11	★★★★★
C220 CDI Edition C	38.86	2143/4	7A	400	170	1610	66	475	245/40 R17	✓	✓	8.49	231	11.5	✓	✓	✓	✓	Jan 14	★★★★★
C250 CDI	39.13	2143/4	7A	500	204	1655	66	475	225/45 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C63 AMG	80.00*	6208/8	7A	600	457	1730	80	475	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>E-CLASS</b>																				
<b>For:</b> Technology, status symbol. <b>Against:</b> Price. <b>Verdict:</b> Best alternative to Audi.																				
<b>Alternatives:</b> 1. Audi A6 2. BMW 5 Series 3. Jaguar XF 4. Volvo S80																				
E200 CGI	46.92	1991/4	7A	300	184	1615	80	540	245/45 R17	✓	✓	9.84	233	NA	✓	✓	✓	✓	Nov 13	★★★★★
E250 CDI	52.50	2143/4	7A	500	204	1800	80	540	245/45 R17	✓	✓	8.93	242	10.87	✓	✓	✓	✓	Sep 13	★★★★★
E63 AMG	129.00*	5461/8	7A	720	557	1845	80	540	285/35 R18	✓	✓	4.89	250	4.25	✓	✓	✓	✓	Dec 13	★★★★★
<b>CLS-CLASS</b>																				
<b>For:</b> Distinctive, better to drive than the E-Class. <b>Against:</b> Lack of rear head room																				
<b>Verdict:</b> Refreshing new looks. <b>Alternatives:</b> 1. Audi A7 2. BMW 6 Series Gran Coupé																				
CLS350	99.90*	3498/6	7A	370	306	1735	89	520	245/45 R17	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
CLS63 AMG	124.00*	5461/8	7A	700	525	1870	80	495	255/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
<b>S-CLASS</b>																				
<b>For:</b> Luxury, dynamics, the tag of 'World's Best Car'. <b>Against:</b> Price. <b>Verdict:</b> Elegant looks with top-of-the-line luxury features.																				
<b>Alternatives:</b> 1. Audi A8 2. Jaguar XJ 3. BMW 7 Series																				
S500 L	154.00*	4663/8	7A	700	455	2015	80	560	245/50 R18	✓	✓	5.51	250	4.87	✓	✓	✓	✓	Jan 14	★★★★★
<b>M-CLASS</b>																				
<b>For:</b> Great softroader and an SUV with a brand image. <b>Against:</b> Equipment level																				
<b>Verdict:</b> State of the art technology and looks. <b>Alternatives:</b> 1. BMW X5 2. Porsche Cayenne 3. Audi Q7																				
ML250 CDI 4MATIC	56.45	2143/4	7A	500	204	2160	70	690	255/55 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
ML350 CDI 4MATIC	68.97	2987/6	7A	619	258	2175	70	690	255/50 R19	✓	✓	7.5	224	9	✓	✓	✓	✓	Jun 12	★★★★★
<b>GL-CLASS</b>																				
<b>For:</b> Typical Mercedes build quality, go-anywhere ability. <b>Against:</b> Expensive, bland styling, power.																				
<b>Verdict:</b> Joint family car for jewellers and businessmen. <b>Alternatives:</b> 1. Audi Q7 2. Toyota Land Cruiser 200																				
GL350 CDI 4MATIC	91.00	2987/6	7A	619	258	2175	100	620	295/40 R21	✓	✓	8.76	NA	7.75	✓	✓	✓	✓	Aug 13	★★★★★
<b>G-CLASS</b>																				
<b>For:</b> Performance, off-road capability. <b>Against:</b> Price, fuel efficiency. <b>Verdict:</b> The car to have if you want to be different.																				
<b>Alternatives:</b> 1. Porsche Cayenne Turbo 2. Land Rover Range Rover Sport																				
G63 AMG 4MATIC	170.38	5461/8	7A	760	544	2550	96	480	275/55 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>SLK-CLASS</b>																				
<b>For:</b> A full-fledged sports car. <b>Against:</b> Price. <b>Verdict:</b> Have the money? Buy it.																				
<b>Alternatives:</b> 1. Audi TT 2. Porsche Boxster 3. BMW Z4																				
SLK350	91.32	3498/6	7A	370	306	1570	60	335	245/40 R17	✓	✓	6.9	250	7.7	✓	✓	✓	✓	Nov 11	★★★★★
SLK55 AMG	125.90*	5461/8	7A	540	421	1610	70	335	255/35 R18	✓	✓	6.29	250	5.75	✓	✓	✓	✓	Feb 14	★★★★★



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## SLS AMG

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** **1.** Bentley Continental GT **2.** Audi R8 **3.** Aston Martin Vanquish

SLS AMG Coupé	251.90*	6208/8	7A	650	571	1620	85	NA	265/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
SLS AMG Roadster	291.00*	6208/8	7A	650	571	1660	85	NA	265/35 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA



## MINI

### COOPER

**For:** Performance, Looks. **Against:** Ride quality, no spare wheel, space, price. **Verdict:** Luxurious small car with a hefty tag.

**Alternatives:** **1.** FIAT 500 **2.** Volkswagen Beetle **3.** Mercedes-Benz A-Class

Cooper	32.09	1598/4	6A	160	122	1075	40	160	175/65 R15	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cooper S	35.93	1598/4	6A	240	184	1140	50	160	175/65 R15	✓	✓	8.07	NA	11	✓	✓	✓	✓	Jun 12	★★★★☆
Cooper Convertible	38.53	1598/4	6A	160	122	1165	40	170	175/65 R15	✓	✓	13.75	NA	10	✓	✓	✓	✓	NA	NA
John Cooper Works	NA	1598/4	6	260	211	1235	50	160	NA	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



### COOPER COUNTRYMAN

**For:** A spacious Mini. **Against:** Ride quality, price, no spare wheel. **Verdict:** Buy the Countryman if you want a Mini.

**Alternatives:** **1.** Audi Q3 **2.** BMW X1

One Countryman	23.50*	1598/4	6A	153	98	1265	47	350	205/45 R17	✓	✓	NA	168	NA	✓	✓	✓	✓	NA	NA
S Countryman	44.96	1598/4	6A	260	184	1310	47	350	205/45 R17	✓	✓	8.76	210	9	✓	✓	✓	✓	Jul 12	★★★★☆
D Countryman	25.60*	1995/4	6A	270	112	1310	47	350	205/45 R17	✓	✓	11.1	NA	11.62	✓	✓	✓	✓	NA	NA
D Countryman High	28.90*	1995/4	6A	270	112	1310	47	350	225/45 R18	✓	✓	11.1	NA	11.62	✓	✓	✓	✓	Sep 13	NA



## NISSAN

### MICRA

**For:** Good space utilisation given its compact footprint, visibility, easy to drive. **Against:** Thrummy three-cylinder engine refinement, build doesn't feel tough enough. **Verdict:** Value-for-money hatchback.

**Alternatives:** **1.** Volkswagen Polo **2.** Maruti Suzuki Swift **3.** Hyundai Grand i10 **4.** Ford Figo

Active XE (P)	4.37	1198/3	5	104	76	860	41	251	165/70 R14	-	-	NA	NA	NA	-	✓	-	-	NA	NA
Active XV Safety (P)	5.76	1198/3	5	104	76	860	41	251	165/70 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XL (P)	5.86	1198/3	5	104	76	860	41	251	165/70 R14	-	-	13.51	NA	15.1	✓	✓	-	-	NA	NA
XL O (P)	6.58	1198/3	5	104	76	860	41	251	165/70 R14	-	✓	13.51	NA	15.1	✓	✓	✓	-	NA	NA
XV CVT (P)	7.69	1198/3	CVT	104	76	878	41	251	175/60 R15	-	✓	17.2	140.3	10.5	✓	✓	✓	✓	Sep 13	★★★★☆
XL DCi	7.37	1461/4	5	160	64	945	41	251	165/70 R14	-	-	15.21	NA	17.1	✓	✓	-	-	NA	NA
XV Premium DCi	8.70	1461/4	5	160	64	945	41	251	175/60 R15	-	✓	15.21	166	17.1	✓	✓	✓	✓	Jan 11	★★★★☆



### 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)	7.31	1498/4	5	134	99	998	41	490	185/70 R14	-	✓	12.8	NA	11.75	-	✓	✓	-	NA	NA
XL (P)	8.60	1498/4	5	134	99	1022	41	490	185/70 R14	-	✓	12.8	NA	11.75	✓	✓	✓	-	NA	NA
XL CVT (P)	NA	1498/4	CVT	134	101	1040	41	490	185/70 R14	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
XV (P)	9.55	1498/4	5	134	99	1027	41	490	185/65 R15	-	✓	12.8	NA	11.75	✓	✓	✓	✓	Mar 12	★★★★☆
XL DCi	9.97	1461/4	5	200	86	1092	41	490	185/65 R14	-	✓	13.44	168.3	15.75	✓	✓	✓	-	NA	NA
XV DCi	10.94	1461/4	5	200	86	1097	41	490	185/65 R15	-	✓	13.44	168.3	15.75	✓	✓	✓	✓	Mar 12	★★★★☆



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>EVALIA</b>																				
<b>For:</b> NA. <b>Against:</b> NA.																				
<b>Verdict:</b> NA. <b>Alternatives:</b> 1. Chevrolet Tavera 2. Mahindra Xylo 3. Toyota Innova																				
XE	10.46	1461/4	5	200	86	1446	55	NA	165/55 R14	-	✓	-	-	NA	-	-	-	-	NA	NA
XL	11.65	1461/4	5	200	86	1446	55	NA	165/55 R14	-	✓	✓	✓	NA	-	-	✓	-	NA	NA
XV	12.33	1461/4	5	200	86	1446	55	NA	165/55 R14	-	✓	✓	✓	NA	✓	-	✓	✓	NA	NA
<b>TERRANO</b>																				
<b>For:</b> Handling, ride quality. <b>Against:</b> Rear leg space. <b>Verdict:</b> A well-engineered car and good value for money.																				
<b>Alternatives:</b> 1. Force Motors Force One 2. Mahindra Scorpio 3. Renault Duster																				
XL Petrol	11.78	1598/4	5	145	104	1755	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
XE dCi 85	11.36	1461/4	5	200	85	1749	50	475	215/65 R16	-	-	NA	NA	NA	✓	✓	-	-	NA	NA
XL dCi 85	12.99	1461/4	5	200	85	1764	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XL Plus dCi 85	13.31	1461/4	5	200	85	1764	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XL dCi 110	13.78	1461/4	6	248	110	1759	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XV dCi 110	14.78	1461/4	6	248	110	1759	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XV Premium dCi 110	15.15	1461/4	6	248	110	1787	50	475	215/65 R16	-	✓	12.46	169	12.25	✓	✓	✓	✓	Jan 14	★★★★☆
<b>TEANA</b>																				
<b>For:</b> Refinement. space, features. <b>Against:</b> Outright performance, service, spares. <b>Verdict:</b> An exceptionally good car for those who like being chauffeur-driven. <b>Alternatives:</b> 1. Skoda Superb 2. Honda Accord 3. Toyota Camry																				
250 XL	26.13	2496/6	4A	228	182	1506	70	448	205/65 R16	✓	✓	10.58	205	10.25	✓	✓	✓	✓	NA	NA
250 XV	30.69	2496/6	4A	228	182	1537	70	448	215/55 R17	✓	✓	10.58	205	10.25	✓	✓	✓	✓	Oct 09	★★★★★
<b>X-TRAIL</b>																				
<b>For:</b> Compact size, capable soft roader which gives good characteristics. Decent off-roading ability. <b>Against:</b> Lack of lowdown power, can't do serious off-roading, lack of third-row seats. <b>Verdict:</b> Good soft-roader with automatic option																				
<b>Alternatives:</b> 1. Toyota Fortuner 2. Mitsubishi Pajero 3. Hyundai Santa Fe																				
LE MT	28.33	1995/4	6	320	150	1618	65	603	215/65 R16	✓	✓	10.75	197	14	✓	✓	✓	✓	NA	NA
SLX MT	31.41	1995/4	6	320	150	1630	65	603	215/60 R17	✓	✓	10.75	197	14	✓	✓	✓	✓	Oct 09	★★★★★
SLX AT	33.69	1995/4	6A	320	150	1663	65	603	215/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>POLARIS</b>																				
<b>RANGER</b>																				
<b>For:</b> NA. <b>Against:</b> NA.																				
<b>Verdict:</b> NA. <b>Alternatives:</b> NA																				
400	BO	455/1	A	NA	29.4	476	34.1	NA	25 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Crew 500	BO	498/1	A	NA	32.4	585	34.1	NA	25 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Crew 800	BO	760/2	A	NA	40.5	678	34.1	NA	26 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
Diesel	BO	904/3	A	NA	24	652	34.1	NA	25 x11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
<b>RANGER RZR</b>																				
<b>For:</b> NA. <b>Against:</b> NA.																				
<b>Verdict:</b> NA. <b>Alternatives:</b> NA																				
Youth	BO	169/1	A	NA	NA	223	9.5	NA	20 x 10-9	-	-	NA	NA	NA	-	-	-	-	NA	NA
570	BO	567/1	A	NA	NA	440	27.4	NA	25 x 10-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
800	BO	760/2	A	NA	NA	569	27.4	NA	27 x 11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA
900 XP	BO	875/2	A	NA	89.2	539	27.4	NA	27 x 11-12	-	-	NA	NA	NA	-	-	-	-	NA	NA



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## PORSCHE

### PANAMERA

**For:** Luxury and performance. **Against:** Price. **Verdict:** If you want a two-in-one of luxury and performance, this is it.

**Alternatives:** 1. Bentley Flying Spur 2. Aston Martin Rapide 3. Mercedes-Benz S-Class



Panamera	117.11*	3605/6	7A	400	310	1730	80	445	275/45 ZR18	✓	✓	NA	259	NA	✓	✓	✓	✓	NA	NA
Panamera 4	119.78*	3605/6	7A	400	310	1820	80	445	275/45 ZR18	✓	✓	NA	257	NA	✓	✓	✓	✓	NA	NA
Panamera S	NA	2997/6	7A	520	420	1810	80	445	275/45 ZR18	✓	✓	NA	287	NA	✓	✓	✓	✓	NA	NA
Panamera 4 S	NA	2997/6	7A	520	420	1870	100	445	275/45 ZR18	✓	✓	NA	286	NA	✓	✓	✓	✓	NA	NA
Panamera Diesel	121.06*	2967/6	8A	550	250	1900	80	445	275/45 ZR18	✓	✓	6.71	244	9.0	✓	✓	✓	✓	Mar 14	★★★★★
Panamera GTS	157.52*	4806/8	7A	520	440	1925	100	445	275/45 ZR18	✓	✓	NA	288	NA	✓	✓	✓	✓	NA	NA
Panamera Turbo	196.00*	4806/8	7A	700	520	1970	100	432	285/40 ZR19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA

### CAYENNE

**For:** A sports car with high ground clearance. **Against:** Price and fuel efficiency. **Verdict:** If you want a car with a high ground clearance and performance, this is it. **Alternatives:** 1. Audi Q7 2. Range Rover Sport



Cayenne Diesel	77.62*	2967/6	8A	550	245	2100	85	670	255/55 R18	✓	✓	NA	220	NA	✓	✓	✓	✓	NA	NA
Cayenne S Diesel	100.64*	4134/8	8A	850	382	2195	85	670	255/55 R18	✓	✓	NA	252	NA	✓	✓	✓	✓	NA	NA
Cayenne	69.87*	3598/6	8A	400	300	2030	85	670	255/55 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cayenne S Hybrid	89.39*	2995/6	8A	440	333	2240	85	670	255/55 R18	✓	✓	NA	252	NA	✓	✓	✓	✓	NA	NA
Cayenne S	98.10*	4806/8	8A	500	400	2065	85	670	255/55 R18	✓	✓	NA	252	NA	✓	✓	✓	✓	NA	NA
Cayenne GTS	113.90*	4806/8	8A	515	420	2085	85	670	275/45 R20	✓	✓	7.04	265	NA	✓	✓	✓	✓	Feb 13	★★★★★
Cayenne Turbo	157.93*	4806/8	8A	700	500	2170	100	670	265/50 R19	✓	✓	NA	278	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo S	205.07*	4806/8	8A	750	550	2215	100	670	295/35 R21	✓	✓	NA	283	NA	✓	✓	✓	✓	NA	NA

### BOXSTER

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. BMW Z4 2. Mercedes-Benz SLK-Class



Boxster	77.95*	2706/6	6/7A	280	265	1310	64	280	NA	✓	✓	NA	264	NA	✓	✓	✓	✓	NA	NA
Boxster S	89.84*	3436/6	6/7A	360	315	1320	64	280	265/45 ZR18	✓	✓	NA	281	NA	✓	✓	✓	✓	NA	NA

### CAYMAN

**For:** Probably the best handling sportscar on sale today. **Against:** Price, thanks to our import duty structure.

**Verdict:** If you can't afford a 911, this is your best bet. **Alternatives:** 1. Audi TT 2. BMW Z4



Cayman	81.36*	2706/6	6/7A	290	275	1340	64	150	265/45 ZR18	✓	✓	NA	264	NA	✓	✓	✓	✓	NA	NA
Cayman S	92.27*	3436/6	6/7A	370	325	1350	64	150	265/40 ZR19	✓	✓	6.2	283	NA	✓	✓	✓	✓	Nov 13	★★★★★







### 911

**For:** 50 years later, still one of the most desired and revered sportscars, on par with the best. **Against:** Price.

**Verdict:** Iconic sportscar keeps getting better. **Alternatives:** 1. Mercedes-Benz SL-Class 2. Audi R8 3. Aston Martin Vantage



Carrera	126.20*	3436/6	7/7A	390	350	1380	64	135	285/35 R19	✓	✓	NA	289	NA	✓	✓	✓	✓	NA	NA
Carrera Cabriolet	143.32*	3436/6	7/7A	390	350	1450	64	135	285/35 R19	✓	✓	NA	286	NA	✓	✓	✓	✓	NA	NA
Carrera 4	136.10*	3436/6	7/7A	390	350	1430	68	125	295/35 R19	✓	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
Carrera 4 Cabriolet	153.19*	3436/6	7/7A	390	350	1500	68	125	295/35 R19	✓	✓	NA	282	NA	✓	✓	✓	✓	NA	NA
Carrera S	147.40*	3800/6	7/7A	440	400	1395	64	135	295/30 R20	✓	✓	NA	304	NA	✓	✓	✓	✓	NA	NA
Carrera S Cabriolet	164.11*	3800/6	7/7A	440	400	1465	64	135	295/30 R20	✓	✓	NA	301	NA	✓	✓	✓	✓	NA	NA
Carrera 4S	157.28*	3800/6	7/7A	440	400	1445	68	125	305/30 R20	✓	✓	5.23	299	NA	✓	✓	✓	✓	Apr 13	★★★★★
Carrera 4S Cabriolet	173.85*	3800/6	7/7A	440	400	1515	68	125	305/30 R20	✓	✓	NA	296	NA	✓	✓	✓	✓	NA	NA
50 Years Edition	169.41*	3800/6	7/7A	440	400	1395	64	135	305/30 R20	✓	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
Turbo	215.11*	3800/6	7A	660	520	1595	68	135	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA
Turbo Cabriolet	NA	3800/6	7A	660	520	1665	68	135	305/30 R20	✓	✓	NA	312	NA	✓	✓	✓	✓	NA	NA
Turbo S	261.26*	3800/6	7A	700	560	1605	68	135	305/30 R20	✓	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
Turbo S Cabriolet	NA	3800/6	7A	700	560	1675	68	135	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA
GT3	209.30*	3799/6	7A	440	475	1430	64	125	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>PREMIER AUTO</b>																				
<b>RIO</b>																				
<b>For:</b> Creates a new segment in India, efficient diesel engine. <b>Against:</b> Overall quality could be better.																				
<b>Verdict:</b> A decent offering by Premier, could do with better finishing on the inside. <b>Alternatives:</b> Mahindra Quanto																				
GX	7.06	1173/4	5	104	76.6	1080	46	454	205/70 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
GLX	7.37	1173/4	5	104	76.6	1080	46	454	205/70 R15	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi4 DX	7.63	1248/4	5	189	72	1145	46	NA	205/70 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi4 LX	7.98	1248/4	5	189	72	1145	46	NA	205/70 R15	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA
																				
<b>RENAULT</b>																				
<b>PULSE</b>																				
<b>For:</b> Good cabin space and visibility <b>Against:</b> Engine refinement and build quality not as good as in the other hatchbacks.																				
<b>Alternatives:</b> 1. Volkswagen Polo 2. Maruti Suzuki Swift 3. Hyundai i10 4. Ford Figo 5. Nissan Micra																				
RxE (P)	5.03	1198/3	5	104	76	NA	41	251	NA	-	-	NA	NA	NA	-	✓	-	-	NA	NA
RxL (P)	5.94	1198/3	5	104	76	NA	41	251	NA	-	-	NA	NA	NA	✓	✓	✓	-	NA	NA
RxZ (P)	6.63	1198/3	5	104	76	NA	41	251	NA	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
RxL DCi	7.38	1461/4	5	160	64	NA	41	251	165/70 R14	-	-	15.2	166	17.1	✓	✓	✓	-	NA	NA
RxZ DCi	8.02	1461/4	5	160	64	NA	41	251	175/60 R15	-	-	15.2	166	17.1	✓	✓	✓	✓	Mar 12	★★★★☆
																				
<b>SCALA</b>																				
<b>For:</b> NA <b>Against:</b> NA <b>Verdict:</b> NA																				
<b>Alternatives:</b> 1. Ford Fiesta 2. Maruti Suzuki SX4 3. Nissan Sunny																				
RxE (P)	8.56	1498/4	5	134	99	1010	41	490	185/70 R14	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
RxL (P)	9.47	1498/4	5	134	99	1010	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxL (P) CVT	10.82	1498/4	CVT	134	99	1028	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxZ (P) CVT	11.88	1498/4	CVT	134	101	1028	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxE DCi	9.95	1461/4	5	200	86	1085	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
RxL DCi	10.55	1461/4	5	200	86	1085	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxZ DCi	11.61	1461/4	5	200	86	1085	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
																				
<b>FLUENCE</b>																				
<b>For:</b> Good ride quality, looks. <b>Against:</b> Underpowered engine.																				
<b>Verdict:</b> Good alternative to Civic and Altis. <b>Alternatives:</b> 1. Skoda Octavia 2. Toyota Corolla Altis 3. Hyundai Elantra																				
Petrol E4 AT	18.06	1997/4	6A	190	137	NA	NA	NA	205/60 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Diesel E2	16.36	1461/4	6	240	110	NA	NA	NA	205/60 R16	✓	✓	12.79	181	13.25	✓	✓	✓	✓	Sep 11	★★★★☆
Diesel E4	18.27	1461/4	6	240	110	NA	NA	NA	205/60 R16	✓	✓	12.79	181	13.25	✓	✓	✓	✓	NA	NA
																				
<b>DUSTER</b>																				
<b>For:</b> Handling, ride quality <b>Against:</b> Rear leg space, quality of plastics <b>Verdict:</b> A well-engineered car and good value for money.																				
<b>Alternatives:</b> 1. Force Motors Force One 2. Mahindra Scorpio 3. Tata Safari																				
Petrol RxE	8.52	1598/4	5	145	104	1740	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	-	-	NA	NA
Petrol RxL	9.60	1598/4	5	145	104	1740	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
DCi85 RxE	10.50	1461/4	5	200	85	1758	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	-	-	NA	NA
DCi85 RxL	11.66	1461/4	5	200	85	1758	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
DCi85 RxL+ O Nav	13.27	1461/4	5	200	85	1758	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
DCi110 RxL+	13.17	1461/4	6	248	110	1781	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	-	NA	NA
DCi110 Adventure	13.52	1461/4	6	248	110	1781	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	✓	NA	NA
DCi110 RxZ	13.86	1461/4	6	248	110	1781	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	✓	Oct 12	★★★★☆
DCi110 RxZ+ O Nav	14.74	1461/4	6	248	110	1781	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	✓	NA	NA
																				
<b>KOLEOS</b>																				
<b>For:</b> NA <b>Against:</b> NA <b>Verdict:</b> NA.																				
<b>Alternatives:</b> 1. Hyundai Santa Fe 2. Nissan X-Trail																				
Koleos 2.0 DCi	29.13	1995/4	6A	320	150	NA	65	NA	225/60 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
																				



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## ROLLS-ROYCE

### GHOST

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Bentley Flying Spur



Ghost	435.00*	6592/12	8A	780	570	2360	82.5	490	255/50 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost V-Specification	466.00*	6592/12	8A	780	600	2360	82.5	490	285/35 R21	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost Extended	470.00*	6592/12	8A	780	570	2420	82.5	490	255/50 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost V-Spec Extended	500.00*	6592/12	8A	780	600	2420	82.5	490	285/40 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	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	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
--------	---------	---------	----	-----	-----	------	----	-----	------------	---	---	----	-----	----	---	---	---	---	----	----

### PHANTOM

**For:** Massive presence. **Against:** Massive presence. **Verdict:** Out of my way, little man.

**Alternatives:** 1. Bentley Mulsanne



Phantom	475.00*	6749/12	8A	720	460	2560	100	460	285/45 R21	✓	✓	5.8	240	6	✓	✓	✓	✓	NA	NA
Phantom Extended	575.00*	6749/12	8A	720	460	2670	100	460	285/45 R21	✓	✓	5.8	240	6	✓	✓	✓	✓	NA	NA
Phantom Coupé	470.00*	6749/12	8A	720	460	2580	100	395	285/45 R21	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## SSANGYONG

### REXTON

**For:** Space, good quality of interiors **Against:** Body-roll, spongy brake feel.

**Verdict:** A good pick for those looking for a more affordable option in the segment **Alternatives:** 1. Toyota Fortuner 2. Ford Endeavour



RX5 (MT)	21.64	2696/5	5	340	162	2760	78	NA	235/75 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RX7 (AT)	24.42	2696/5	5A	402	184	2760	78	NA	235/75 R16	-	✓	10.63	NA	6.87	✓	✓	✓	✓	Dec 12	★★★★☆

## ŠKODA

### RAPID

**For:** Solid build quality, good high speed stability and ride **Against:** Service, engine clatter **Verdict:** A good solid car, but let down by a poor engine **Alternatives:** 1. Ford Fiesta 2. Honda City 3. Hyundai Verna 4. Volkswagen Vento



Active	8.32	1598/4	5	153	105	1145	50	595	175/70 R14	-	-	11.87	188.5	14.1	✓	-	✓	-	NA	NA
Ambition	9.02	1598/4	5	153	105	1145	50	595	175/70 R14	-	✓	11.87	188.5	14.1	✓	✓	✓	-	NA	NA
Elegance	9.75	1598/4	5	153	105	1145	50	595	185/60 R15	-	✓	11.87	188.5	14.1	✓	✓	✓	✓	Jan 12	★★★★☆
Ambition AT	9.79	1598/4	6A	153	105	1720	50	595	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance AT	10.88	1598/4	6A	153	105	1720	50	595	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Active TDI	9.94	1598/4	5	250	105	1757	50	595	175/70 R14	-	-	11.94	183.6	17.25	✓	-	✓	-	NA	NA
Ambition TDI	10.29	1598/4	5	250	105	1757	50	595	175/70 R14	-	✓	11.94	183.6	17.25	✓	✓	✓	-	Mar 12	★★★★☆

### OCTAVIA

**For:** Loaded with technology, performance, equipment list. **Against:** Price. **Verdict:** A genuine D-segmenter loaded with all the goodies. **Alternatives:** 1. Volkswagen Jetta 2. Chevrolet Cruze 3. Hyundai Elantra



Active 1.4 TSI	13.85*	1390/4	6	250	140	1260	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	-	-	NA	NA
Ambition 1.4 TSI	14.85*	1390/4	6	250	140	1260	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance 1.8 TSI AT	18.10*	1798/4	7A	250	180	1376	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Active 2.0 TDI	15.45*	1968/4	6	320	143	1340	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	-	-	NA	NA
Ambition 2.0 TDI	16.45*	1968/4	6	320	143	1340	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ambition 2.0 TDI AT	17.40*	1968/4	6A	320	143	1395	55	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance 2.0 TDI AT	19.30*	1968/4	6A	320	143	1395	55	590	205/55 R16	✓	✓	9.52	200	12.75	✓	✓	✓	✓	Dec 13	★★★★☆

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## SUPERB

**For:** Performance, comfort, luxury, presence, build, equipment list. **Against:** The Badge. **Verdict:** NA

genuinely well equipped luxury sedan. **Alternatives:** 1. Honda Accord 2. Toyota Camry 3. Nissan Teana 4. Hyundai Sonata



Ambition 1.8 TSI	21.53	1798/4	6	250	160	1567	60	565	205/55 R16	✓	✓	9.69	201	11.1	✓	✓	✓	✓	Apr 09	★★★★☆
Elegance 1.8 TSI	23.87	1798/4	6	250	160	1567	60	565	205/55 R16	✓	✓	9.25	219	11.62	✓	✓	✓	✓	Jun 10	★★★★☆
Elegance 1.8 TSI AT	25.73	1798/4	7A	250	160	1567	60	565	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ambition 2.0 TDI AT	27.31	1968/4	6A	320	140	1471	60	565	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance 2.0 TDI AT	29.46	1968/4	6A	320	140	1471	60	565	205/55 R16	✓	✓	10.92	198	11.5	✓	✓	✓	✓	May 09	★★★★☆

## YETI

**For:** Space, utility. **Against:** Oddball looks. **Verdict:** Multi-tasker, offers comfort of a car and capability of an SUV.

**Alternatives:** 1. Maruti Suzuki Grand Vitara 2. Hyundai Santa Fe



Active 2.0 TDI	17.22	1968/4	5	250	110	1445	55	416	215/60 R16	✓	✓	11.63	NA	14.1	✓	✓	✓	✓	NA	NA
Ambition 2.0 TDI	18.17	1968/4	5	250	110	1445	55	416	215/60 R16	✓	✓	11.63	NA	14.1	✓	✓	✓	✓	NA	NA
Ambition 2.0 TDI 4x4	19.47	1968/4	6	320	140	1543	60	416	215/60 R16	✓	✓	11.63	NA	14.1	✓	✓	✓	✓	NA	NA
Elegance 2.0 TDI 4x4	21.37	1968/4	6	320	140	1543	60	416	215/60 R16	✓	✓	11.63	NA	14.1	✓	✓	✓	✓	Dec 10	★★★★☆

# TATA MOTORS

## NANO

**For:** Sheer value for money, space, price. **Against:** Built to a price.

**Verdict:** A real 'car' for a very, very low price. **Alternatives:** 1. Maruti Alto 800 2. Hyundai Eon



Base	1.82	624/2	4	51	38	600	15	80	155/65 R12	-	-	29.6	106.2	22	-	-	-	-	NA	NA
CX	2.25	624/2	4	51	38	600	15	80	155/65 R12	-	-	29.6	106.2	22	-	-	-	-	NA	NA
LX	2.55	624/2	4	51	38	600	15	80	155/65 R12	-	-	29.6	106.2	22	✓	-	-	-	Apr 09	★★★★☆
Twist TX	NA	624/2	4	51	38	660	15	80	155/65 R12	-	-	29.6	106.2	22	✓	-	✓	-	NA	NA
emax CNG CX	2.78	624/2	4	49	32.5	NA	15	80	155/65 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
emax CNG LX	3.06	624/2	4	49	32.5	NA	15	80	155/65 R12	-	-	NA	NA	NA	✓	-	-	-	NA	NA

## INDICA

**For:** Reliable and efficient diesel, space, economical to run and maintain. **Against:** : Refinement, build quality, NVH levels.

**Verdict:** One of the cheapest cars to own and run. **Alternatives:** 1. Chevrolet Sail U-Va 2. Toyota Liva 3. Maruti Suzuki Swift



eV2 LS CR4	4.80	1396/4	5	140	70	1080	37	217	165/65 R14	-	-	16.02	155.6	18.5	✓	-	-	-	NA	NA
eV2 LX CR4	5.53	1396/4	5	140	70	1080	37	217	165/65 R14	-	-	16.02	155.6	18.5	✓	-	-	-	May 11	★★★★☆

## INDICA VISTA

**For:** Reliable and efficient diesel, space, economical. **Against:** : Refinement, build quality, NVH levels.

**Verdict:** Easy to own and maintain. **Alternatives:** 1. Chevrolet Sail U-Va 2. Toyota Liva 3. Maruti Suzuki Swift



LS TDI	5.23	1405/4	5	135	71	1075	37	217	175/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
LX TDI	5.83	1405/4	5	135	71	1075	37	217	175/70 R13	-	-	NA	NA	NA	F	-	✓	-	NA	NA
LS Quadrajel D	5.84	1248/4	5	190	75	1140	37	232	175/65 R14	-	-	17.22	NA	18	-	-	-	-	NA	NA
VX Quadrajel D	6.57	1248/4	5	190	75	1140	37	232	175/65 R14	-	✓	17.22	NA	18	✓	-	✓	-	Oct 08	★★★★☆
VX Tech Quadrajel D	7.01	1248/4	5	190	75	1140	37	232	175/65 R14	-	✓	17.22	NA	18	✓	-	✓	-	NA	NA
GLX Safire Petrol	5.17	1172/4	5	96	65	1140	37	232	175/70 R13	-	-	NA	NA	NA	F	-	✓	-	NA	NA
GVX Safire Petrol	5.43	1172/4	5	96	65	1140	37	232	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA

## INDIGO

**For:** Exceptional value for money, space. **Against:** Poor refinement, build quality. **Verdict:** Incredibly cheap and efficient three-box saloon at the price of a hatch. **Alternatives:** 1. Mahindra Verito 2. Maruti Suzuki Swift DZire



eCS GLS P	5.46	1193/4	5	100	65	1065	42	380	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
eCS GLX P	5.78	1193/4	5	100	65	1155	42	380	175/65 R14	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
eCS GVX P	6.05	1193/4	5	100	65	1155	42	380	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
eCS LS D	6.49	1396/4	5	140	70	1105	42	380	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
eCS LX D	6.80	1396/4	5	140	70	1105	42	380	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
eCS VX D	7.09	1396/4	5	140	70	1110	42	380	175/65 R14	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
XL CR4 D	6.85	1396/4	5	140	71	1165	42	450	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
XL BiFuel P+CNG	7.14	1396/4	5	124	101	1240	42	450	175/65 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## MANZA

**For:** Value for money, comfort, space. **Against:** Plastic quality. **Verdict:** Tata's best sedan yet

**Alternatives:** 1. Maruti Suzuki Swift DZire 2. Mahindra Verito 3. Toyota Etios



SF 90 GLS P	6.65	1368/4	5	116	90	1100	44	460	185/60 R15	-	-	14.41	NA	13.5	-	-	-	-	NA	NA
SF 90 GLX P	6.91	1368/4	5	116	90	1115	44	460	185/60 R15	-	✓	14.41	NA	13.5	-	-	✓	✓	Jan 11	★★★★☆
SF 90 GEX P	8.43	1368/4	5	116	90	1125	44	460	185/60 R15	-	✓	14.41	NA	13.5	✓	-	✓	✓	NA	NA
Q-Jet 90 LS D	6.78	1248/4	5	200	90	1200	44	460	185/60 R15	-	-	14.07	167	17.1	✓	-	✓	-	NA	NA
Q-Jet 90 LX D	7.40	1248/4	5	200	90	1200	44	460	185/60 R15	-	✓	14.07	167	17.1	✓	-	✓	✓	NA	NA
Q-Jet 90 EX D	9.21	1248/4	5	200	90	1210	44	460	185/60 R15	-	✓	14.07	167	17.1	✓	-	✓	-	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 tour operators and rural customers. Competition is better, but more expensive too.

**Alternatives:** 1. Chevrolet Tavera 2. Mahindra Bolero



Gold CX BS3	6.82	2956/4	5	223	70	1700	65	NA	185/85 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA
Gold GX BS4	8.59	2956/4	5	250	84	1705	65	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
Grande DiCOR LX	9.24	2179/4	5	250	120	1705	65	NA	235/70 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA
Grande DiCOR GX	10.60	2179/4	5	250	120	1705	65	NA	235/70 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	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. **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	NA
GX DiCOR 4x2	12.69	2179/4	5	320	140	2170	65	981	235/70 R16	-	-	15.2	159.2	9	✓	-	✓	✓	NA	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	✓	✓	✓	✓	NA	NA

## 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	NA
VX 4x4	16.18	2179/4	5	320	140	2170	65	981	235/70 R16	-	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

## 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	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	NA
Pride 4x4	18.91	2179/4	5	320	140	NA	60	NA	235/65 R17	✓	✓	15.35	178	10.62	✓	✓	✓	✓	Nov 10	★★★★☆

# TOYOTA

## ETIOS LIVA

**For:** Good drivability and cabin space. **Against:** Single wiper doesn't clean windscreen properly, quality of interior plastic.

**Verdict:** Good value for money. **Alternatives:** 1. Ford Figo 2. Nissan Micra 3. Hyundai i10



J	5.35	1197/4	5	104	80	890	45	251	175/65 R14	-	-	14.94	NA	17.75	-	-	-	-	NA	NA
G / G SP	5.60/6.17	1197/4	5	104	80	900	45	251	175/65 R14	-	-	14.94	NA	17.75	✓	-	-	-	NA	NA
V / V SP	6.45/6.90	1197/4	5	104	80	920	45	251	175/65 R14	-	✓	14.94	NA	17.75	✓	✓	✓	✓	Aug 11	★★★★☆
TRD Sportivo P	7.01	1496/4	5	132	90	925	45	251	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D-4D JD	6.68	1364/4	5	170	68	980	45	251	175/65 R14	-	✓	17.01	NA	19	✓	✓	-	-	NA	NA
D-4D G D / G D SP	7.07/7.45	1364/4	5	170	68	980	45	251	175/65 R14	-	✓	17.01	NA	19	✓	✓	-	-	Oct 11	★★★★☆
D-4D TRD Sportivo	7.70	1364/4	5	170	68	995	45	251	185/60 R15	-	✓	17.01	NA	19	✓	-	✓	✓	NA	NA
D-4D V D / V D SP	7.62/8.01	1364/4	5	170	68	980	45	251	175/65 R14	-	✓	17.01	NA	19	✓	✓	✓	-	NA	NA

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## ETIOS

**For:** Fuel efficiency, space, driveability. **Against:** Quality of interior plastics. **Verdict:** Good work horse.

**Alternatives:** 1. Skoda Rapid 2. Mahindra Verito 3. Maruti Suzuki Swift DZire



J	6.47	1496/4	5	132	90	900	45	595	175/65 R14	-	-	11.57	171	17.75	-	-	-	-	NA	NA
G / G SP	6.89/7.47	1496/4	5	132	90	915	45	595	175/65 R14	-	O	11.57	171	17.75	✓	O	O	O	NA	NA
V / V SP	7.97/8.54	1496/4	5	132	90	930	45	595	185/60 R15	-	✓	11.57	171	17.75	✓	✓	✓	✓	Jan 11	★★★★★
D-4D JD	7.73	1496/4	5	132	90	930	45	595	185/60 R15	-	✓	11.57	171	17.75	✓	✓	✓	✓	NA	NA
D-4D G D / G D SP	8.16/8.79	1364/4	5	170	68	990	45	595	175/65 R14	-	O	16.18	160	18.75	✓	O	-	-	NA	NA
D-4D V D / V D SP	8.94/9.39	1364/4	5	170	68	1005	45	595	185/60 R15	-	✓	16.18	160	18.75	✓	✓	✓	✓	Oct 11	★★★★★

## COROLLA ALTIS

**For:** Good mix of performance, interior and ride quality. **Against:** Does not excel in any particular field.

**Verdict:** A potent D-class performer with the Toyota badge. **Alternatives:** 1. Skoda Octavia 2. Chevrolet Cruze



1.8 J S	13.95	1794/4	6	170	132	1615	50	430	195/60 R15	-	✓	11.46	181	11.7	✓	✓	✓	✓	NA	NA
1.8 G	15.82	1794/4	6	170	132	1615	50	430	195/60 R15	-	✓	11.46	181	11.7	✓	✓	✓	✓	NA	NA
1.8 G CVT	NA	1794/4	CVT	170	132	1635	50	430	195/60 R15	-	✓	11.46	181	11.7	✓	✓	✓	✓	NA	NA
1.8 GL	17.49	1794/4	6	170	132	1615	50	430	195/60 R15	-	✓	11.46	181	11.7	✓	✓	✓	✓	NA	NA
1.8 VL CVT	18.72	1794/4	CVT	170	132	1635	50	430	195/60 R15	-	✓	12.07	179	NA	✓	✓	✓	✓	Jun 11	★★★★★
D-4D J	14.87	1364/4	6	205	88.4	1270	50	475	195/65 R15	-	✓	13.35	177	17.75	✓	✓	✓	✓	NA	NA
D-4D G	17.28	1364/4	6	205	88.4	1270	50	475	195/65 R15	-	✓	13.35	177	17.75	✓	✓	✓	✓	NA	NA
D-4D GL	18.83	1364/4	6	205	88.4	1270	50	475	195/65 R15	-	✓	13.35	177	17.75	✓	✓	✓	✓	Aug 10	★★★★★

## CAMRY

**For:** Space, comfort, lavish interiors, loaded with equipment, slick mechanicals. **Against:** Size, not performance oriented.

**Verdict:** Perhaps the most comfortable chauffeur driven car in its segment, could do with a more driver-oriented chassis and suspension.

**Alternatives:** 1. Honda Accord 2. Nissan Teana 3. Skoda Superb 4. Hyundai Sonata



W-5 2.5 AT	25.27*	2494/4	6A	233	181	1475	70	535	215/60 R16	✓	✓	10.36	194	NA	✓	✓	✓	✓	Sept 12	★★★★★
Hybrid	29.75*	2494/4	E-CVT	NA	205	1625	65	535	215/55 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	Sept 13	★★★★★

## INNOVA

**For:** NVH, refinement, ride, handling, performance, space, interior **Against:** Hardly anything.

**Verdict:** A very capable machine, tough to fault. **Alternatives:** 1. Chevrolet Tavera 2. Tata Aria 3. Mahindra Xylo



G 2.0 P	11.51	1998/4	5	181	132	1575	55	NA	205/65 R15	-	✓	NA	NA	NA	✓	✓	-	-	NA	NA
VX 2.0 P	15.48	1998/4	5	181	132	1585	55	NA	205/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
E D-4D	10.99	2494/4	5	200	102	1660	55	NA	205/65 R15	-	✓	17.5	151.2	12	-	-	-	-	NA	NA
GX D-4D	14.47	2494/4	5	200	102	1675	55	NA	205/65 R15	-	✓	17.5	151.2	12	✓	✓	-	-	NA	NA
VX D-4D	16.79	2494/4	5	200	102	1680	55	NA	205/65 R15	-	✓	17.5	151.2	12	✓	✓	✓	✓	Aug 05	★★★★★
ZX D-4D	NA	2494/4	5	200	102	1700	55	NA	205/65 R15	-	✓	17.5	151.2	12	✓	✓	✓	✓	NA	NA

## FORTUNER

**For:** Spaces, refinement, value for money. **Against:** Big, cumbersome in city traffic **Verdict:** You want a combination of off-road and on-road vehicle, go for it. **Alternatives:** 1. Mitsubishi Pajero Sport 2. Ford Endeavour 3. Chevrolet Captiva 4. Nissan X-trail



4x2 MT	26.21	2982/4	5	343	171	1880	80	NA	265/65 R17	✓	✓	11.6	179.1	9.12	✓	✓	✓	✓	NA	NA
4x2 AT	27.38	2982/4	5	343	171	1885	80	NA	265/65 R17	✓	✓	11.6	179.1	9.12	✓	✓	✓	✓	Apr 12	★★★★★
4x4 MT	27.70	2982/4	5	343	171	1970	80	NA	265/65 R17	✓	✓	11.6	179.1	9.12	✓	✓	✓	✓	NA	NA

## LANDCRUISER PRADO

**For:** Off-road credentials, road presence. **Against:** Price, body roll. **Verdict:** Its a good off roader with a comfortable ride

**Alternatives:** 1. Volkswagen Touareg 2. Mercedes-Benz M-Class 3. BMW X5 4. Mitsubishi Montero



VX-L	86.56*	2982/4	5A	410	173	2990	87	620	265/60 R18	✓	✓	13.2	156	8.9	✓	✓	✓	✓	Jan 10	★★★★★
------	--------	--------	----	-----	-----	------	----	-----	------------	---	---	------	-----	-----	---	---	---	---	--------	-------

## LANDCRUISER 200

**For:** Super-luxurious, smooth, powerful, refined. **Against:** Poor fuel efficiency, expensive to buy and run, old-hat image.

**Verdict:** If you can afford one, think of it as a Lexus LS for bad roads! **Alternatives:** 1. Audi Q7 2. Mercedes-Benz GL-Class 3. Range Rover



VX	114.92*	4461/8	6A	650	265	2725	93	620	285/60 R18	✓	✓	10.71	210	5.92	✓	✓	✓	✓	Jul 09	★★★★★
----	---------	--------	----	-----	-----	------	----	-----	------------	---	---	-------	-----	------	---	---	---	---	--------	-------



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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
------------	---------------------------	-----------------------------------	--------------	-----------------------	-------------------	-------------------------------------	-----------------------------------	---------------------------	-----------	------------------	-----------------------------	---------------------	---------------------	-----------------------------------	---------------	----------	--------	--------------	-------------	----------------

## PRIUS

**For:** Environment-friendly nature, fuel efficiency **Against:** Price.

**Verdict:** Good option for environment conscious car enthusiasts. **Alternatives:** None as yet



Z5	36.88*	1798/4	CVT	142	99	1395	45	NA	195/65 R15	✓	✓	11.68	175.4	16.5	✓	✓	✓	✓	NA	NA
Z6	38.57*	1798/4	CVT	142	99	1395	45	NA	195/65 R15	✓	✓	11.68	175.4	16.5	✓	✓	✓	✓	Jul 10	★★★★☆

## VOLKSWAGEN

### POLO

**For:** Beautifully built, great interiors, drivability **Against:** Cramped rear, some essential features missing.

**Verdict:** Probably the most complete hatchback on sale currently. **Alternatives:** 1. Skoda Fabia 2. Nissan Micra



1.2 MPI Trendline	6.18	1198/3	5	110	75	1020	45	NA	175/70 R14	-	-	16.64	169	15.4	-	-	-	-	NA	NA
1.2 MPI Comfortline	6.82	1198/3	5	110	75	1030	45	NA	175/70 R14	-	-	16.64	169	15.4	✓	✓	✓	✓	NA	NA
1.2 MPI Highline	7.35	1198/3	5	110	75	1055	45	NA	185/60 R15	-	✓	16.64	169	15.4	✓	✓	✓	✓	Mar 10	★★★★★
GT TSi	9.35	1197/4	7A	175	105	1140	45	NA	185/60 R15	✓	✓	10.31	NA	12.87	✓	✓	✓	✓	Jul 13	★★★★☆
1.2 TDi Trendline	7.64	1199/3	5	180	75	1115	45	NA	175/70 R14	-	-	15.23	169	19.75	-	-	-	-	NA	NA
1.2 TDi Comfortline	8.28	1199/3	5	180	75	1125	45	NA	175/70 R14	-	-	15.23	169	19.75	✓	✓	✓	✓	NA	NA
1.2 TDi Highline	8.83	1199/3	5	180	75	1145	45	NA	185/60 R15	-	✓	15.23	169	19.75	✓	✓	✓	✓	Apr 10	★★★★☆
Cross Polo TDi	8.92	1199/3	5	180	75	1155	45	NA	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
GT TDi	9.49	1598/4	5	250	105	NA	45	NA	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### VENTO

**For:** Space, ride quality, handling and build quality **Against:** Availability, engine clatter **Verdict:** A complete sedan

**Alternatives:** 1. Maruti Suzuki SX4 2. FIAT Linea 3. Honda City 4. Skoda Rapid



1.6 P Trendline	9.13	1598/4	5	153	105	1120	55	NA	175/70 R14	-	✓	11.87	186.2	14.1	✓	✓	✓	-	NA	NA
1.6 P Comfortline	9.83	1598/4	5	153	105	1120	55	NA	175/70 R14	-	✓	11.87	186.2	14.1	✓	✓	✓	-	NA	NA
1.6 P Highline	10.83	1598/4	5	153	105	1180	55	NA	185/60 R15	-	✓	11.87	186.2	14.1	✓	✓	✓	✓	Oct 10	★★★★☆
1.6 P Highline DSG	12.05	1598/4	6A	153	105	1180	55	NA	185/60 R15	-	✓	15.42	184.7	12	✓	✓	✓	✓	Nov 10	★★★★☆
TSi	11.45	1197/4	7A	175	105	NA	55	NA	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.6 TDi Trendline	10.70	1598/4	5	250	105	1190	55	NA	175/70 R14	-	✓	11.94	183.6	17.25	✓	✓	✓	-	NA	NA
1.6 TDi Comfortline	11.42	1598/4	5	250	105	1190	55	NA	175/70 R14	-	✓	11.94	183.6	17.25	✓	✓	✓	-	NA	NA
1.6 TDi Highline	12.43	1598/4	5	250	105	1220	55	NA	185/60 R15	-	✓	11.94	183.6	17.25	✓	✓	✓	✓	Dec 10	★★★★☆

### JETTA

**For:** Impeccable build quality, steering response, stability and suspension **Against:** Slightly expensive

**Verdict:** Makes tremendous sense for India **Alternatives:** 1. Skoda Laura 2. Honda Civic 3. Toyota Corolla Altis



1.4 TSi Trendline	17.24	1390/4	6	200	122	1445	55	527	205/55 R16	-	✓	11.57	NA	11.25	✓	✓	✓	✓	NA	NA
1.4 TSi Comfortline	19.28	1390/4	6	200	122	1445	55	527	205/55 R16	-	✓	11.57	NA	11.25	✓	✓	✓	✓	Aug 12	★★★★☆
2.0 TDi Trendline	19.05	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Comfortline	20.89	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Highline	22.94	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Highline DSG	24.02	1968/4	6A	320	140	1460	55	527	205/55 R16	✓	✓	10.54	205	14.25	✓	✓	✓	✓	Oct 11	★★★★☆

### PASSAT

**For:** Ride quality. Well equipped. **Against:** Price **Verdict:** Comfortable, well-built luxury car.

**Alternatives:** 1. Skoda Superb 2. Honda Accord 3. Toyota Camry 4. Nissan Teana



TDi Trendline	27.98	1968/4	5	350	170	1555	70	565	215/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TDi Comfortline DSG	32.06	1968/4	6A	350	170	1555	70	565	215/55 R16	✓	✓	9.23	205	12.5	✓	✓	✓	✓	NA	NA
TDi Highline DSG	34.56	1986/4	6A	350	170	1605	70	565	215/55 R16	✓	✓	9.23	205	12.5	✓	✓	✓	✓	May 11	★★★★★

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 KM/L)	POWER WINDOWS	AIR BAGS	STEREO	ALLOY WHEELS	DATE TESTED	OVERALL RATING
<b>PHAETON</b>																				
<b>For:</b> Drive, build quality, comfort, gizmos <b>Against:</b> Price <b>Verdict:</b> Has everything one expects from a luxury car, but lacks brand value. <b>Alternatives:</b> 1. Mercedes-Benz S-Class 2. BMW 7 Series 3. Audi A8																				
V6 TDi 4MOTION	NA	2967/6	6A	500	240	NA	NA	NA	235/55 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>TOUAREG</b>																				
<b>For:</b> Off-road capabilities, performance <b>Against:</b> Price <b>Verdict:</b> A good alternative to the other rivals <b>Alternatives:</b> 1. BMW X5 2. Mercedes-Benz ML-Class																				
V6 TDi	71.75	2967/6	8A	550	245	2240	85	NA	255/55 R18	✓	✓	✓	7.77	NA	✓	✓	✓	✓	May 12	★★★★★
<b>VOLVO</b>																				
<b>V40 CROSS COUNTRY</b>																				
<b>For:</b> Safety, interiors, good performance, decent fuel efficiency. <b>Against:</b> Stiff ride quality, price. <b>Verdict:</b> Good option if you don't want something German. <b>Alternatives:</b> 1. Audi Q3 2. Mercedes-Benz B-Class 3. BMW X1																				
D3	42.38	1984/5	6A	350	150	1607	60	335	225/50 R17	✓	✓	9.48	200	11	✓	✓	✓	✓	Aug 13	★★★★★
<b>S60</b>																				
<b>For:</b> Handling, ride quality, performance. <b>Against:</b> Fuel efficiency, price, no spare tyre. <b>Verdict:</b> Good looking car that handles and rides well. <b>Alternatives:</b> 1. Audi A4 2. BMW 3 Series 3. Mercedes-Benz C-Class																				
D4 Kinetic	41.10	1984/5	6A	400	163	1665	67.5	380	215/50 R17	✓	✓	10.16	NA	11.25	✓	✓	✓	✓	May 12	★★★★★
D4 Summum	46.99	1984/5	6A	400	163	1665	67.5	380	235/40 R18	✓	✓	10.16	NA	11.25	✓	✓	✓	✓	NA	NA
D5	50.84	2400/5	6A	440	215	1680	67.5	380	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D5 Polestar	52.09	2400/5	6A	470	230	1680	67.5	380	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>S80</b>																				
<b>For:</b> Build quality, safety. <b>Against:</b> Fuel efficiency, brand appeal. <b>Verdict:</b> Good looking, solidly built luxury car. <b>Alternatives:</b> 1. Audi A6 2. BMW 5 Series 3. Mercedes-Benz E-Class 4. Jaguar XF																				
D4	56.48	1984/5	6A	400	163	1606	70	480	225/50 R17	✓	✓	10.31	NA	10.25	✓	✓	✓	✓	May 12	★★★★★
D5	61.09	2400/5	6A	440	215	1643	70	480	225/50 R17	✓	✓	8.10	NA	10.75	✓	✓	✓	✓	Mar 10	★★★★★
D5 Polestar	62.34	2400/5	6A	470	230	1643	70	480	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>XC60</b>																				
<b>For:</b> Best looking Volvo yet, loaded with safety features <b>Against:</b> Slow shifting gearbox <b>Verdict:</b> Good value for money <b>Alternatives:</b> 1. Audi Q5 2. Mercedes-Benz ML-Class 3. BMW X3 4. Land Rover Freelander																				
D4 Kinetic	54.68	1984/5	6A	400	163	1920	70	495	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D4 Summum	61.09	1984/5	6A	400	163	1920	70	495	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D5 AWD	65.65	2400/5	6A	440	215	1921	70	495	235/60 R18	✓	✓	9.5	197.7	10	✓	✓	✓	✓	Jan 11	★★★★★
D5 AWD Polestar	66.90	2400/5	6A	470	230	1921	70	495	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
<b>XC90</b>																				
<b>For:</b> Powerful, built like a tank, added safety. <b>Against:</b> Heavy on gas, dated looks. <b>Verdict:</b> A good alternative to the Germans <b>Alternatives:</b> 1. Audi Q7 2. BMW X5 3. Mitsubishi Montero																				
D5 AWD	73.23	2400/5	6A	420	200	2196	68	530	235/65 R17	✓	✓	10.94	194.7	6.75	✓	✓	✓	✓	Apr 08	★★★★★
D5 AWD Polestar	74.48	2400/5	6A	460	210	2196	68	530	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA





## SIZE MATTERS

With the ever-growing popularity of SUVs the world over, many supercar and luxury car manufacturers are now focusing their attention on the big car segment. *Car India* showcases the five most eagerly anticipated 'hyper-SUVs' that are set to take the automobile world by storm

Compiled by: Sayem Parvez Syed / Photography: Manufacturers



### Bentley EXP 9F

Bentley have always been associated with class and elegance and this can be clearly seen with the EXP 9F, the very first SUV prototype which broke cover at the 2012 Geneva Motor Show. Designed by the acclaimed Belgian car designer, Dirk van Braeckeland, and developed by Bentley's Crewe-based design department, the EXP 9F is powered by a re-engineered version of the existing 6.0-litre W12 twin-turbo petrol engine and is based on the 'Volkswagen Group PL71' platform. The Bentley EXP 9F concept is set to go into production by 2016.



### Lamborghini Urus

Italian exotic supercar brand Lamborghini left car enthusiasts awe-struck at the 2012 Beijing Auto Show when they showcased the Urus SUV Concept. Named after the wild ancestors of domestic cattle, the Urus was expected to feature a 5.2-litre V10 engine, but the probability of a 600-PS 4.0-litre twin-turbo V8 engine is also high. Unlike many Lamborghini offerings the Urus will house its engine in the front and will sport all-wheel drive. In September 2013, Lamborghini CEO Stephan Winkelmann confirmed that the Urus would go into production, making it Lamborghini's first SUV since the LM002.



### Maserati Levante

The Maserati Levante concept broke cover at the 2011 Frankfurt Auto Show. It was the Italian brand's second effort at building an SUV; the first, which went by the same name, proved stillborn after it was shown as a concept in 2003. The Maserati Levante is based on the Jeep Grand Cherokee's platform and having Jeep as a new step-brother, the Levante will be built at the same factory as the Jeep Grand Cherokee in Detroit. Maserati says everything but the underpinnings will be trident-born and the Levante will sport the 3.8-litre twin-turbo V8 petrol engine as well as the new 3.0-litre V6 turbo-petrol and turbo-diesel engines, all paired to Maserati's new eight-speed automatic transmission.

### Jaguar C-X17

Jaguar as a brand has always been known for creating simple and extremely gorgeous cars. Joining the long list of beautiful Jaguar cars is the new C-X17 concept. First showcased at the 2013 Frankfurt Motor Show, it is the Coventry-based manufacturer's first-ever crossover offering for global markets. The C-X17 features advanced aluminium monocoque architecture, branded by Jaguar as iQ, and features a new 2.0-litre 's14' petrol engine. The C-X17 is the brainchild of acclaimed Jaguar 'F-Type' designer Ian Callum, who claims the C-X17 Concept to be every bit a Jaguar!

### Rolls-Royce SUV

Synonymous with the term 'über luxury' in the automotive world, Rolls-Royce are also ready to rumble in the SUV markets the world over come 2015. The Rolls-Royce SUV will be based on BMW's upcoming X7 platform modified to accept the Phantom's massive 6.75-litre V12, weight-saving carbon-fibre and Rolls' trademark 'suicide' doors. A hybrid driveline is also on the cards. Technicians and engineers at Rolls-Royce not only want the SUV concept to look like an SUV, but also perform like one and have betted big that the production model will have 75 per cent of the Range Rover's mud-wrestling capability.







# THE BIG DADDY'S BIG 10



## MRF RANKED NO.1 IN CUSTOMER SATISFACTION FOR THE 10<sup>TH</sup> TIME

The J.D. Power award is widely considered by peers to be the automotive equivalent of the "Oscars" and is the highest recognition in the automotive industry. The award recognises product excellence through a rigorous and independent customer survey. This survey has been conducted in India for the last 13 years and MRF has been ranked No. 1 for a record 10 years.



**MRF**  
THE BIG DADDY OF RADIALS



\*MRF received the highest numerical score among tire manufacturers in the proprietary J.D. Power Asia Pacific-2013 India Original Equipment Tire Customer Satisfaction Index (TCSI) Study.<sup>SM</sup> Study based on 4568 new-vehicle owners who purchased their vehicles between May 2010 and August 2011. Proprietary study results are based on experiences and perceptions of consumers / businesses / business users surveyed in May-August 2012. Your experiences may vary. Visit [jdpower.com/corporate](http://jdpower.com/corporate).

MRF Tyres are available for a range of cars at all MRF T&S outlets and MRF Authorised dealerships



FRANCHISEE

MRF Exclusive showrooms



Exclusive

and

For further assistance, contact: [write2us@mrfmail.com](mailto:write2us@mrfmail.com) | Visit us at [www.mrftyres.com](http://www.mrftyres.com) |



Like us at <https://www.facebook.com/mrfcorporate> |



Follow us at [www.twitter.com/MRFWorldwide](http://www.twitter.com/MRFWorldwide)



***BEST MUSIC SYSTEM MATTERS.  
BUT THE SWEETEST MUSIC IS THE  
SOUND OF A HEALTHY ENGINE.***

**THE LITTLE EXTRA THAT YOU PAY FOR SPEED,  
PAYS BACK MANY TIMES OVER.**



***Speed***<sup>®</sup>  
High Performance Petrol

- **BETTER PERFORMANCE AND MILEAGE**
- **LOW MAINTENANCE COSTS**
- **SMOOTH DRIVABILITY**
- **REDUCTION OF EMISSIONS**

