01 Static all around: When the photographer said he wanted a nice static shot, Debu struck a pose. He meant the bikes, Debu.

02 Prospects on the horizon: Alpesh the intern asked Devesh about his chances of securing a permanent position. Devesh’s reply was clear.

03 Bribe tribe: Devesh doesn’t hold back when trying to get into Girish’s good books. No under-the-table stuff, all in the open.

04 Hard at work: Here we see Aatish “resting his eyes and thinking” while on the job. Maybe he doesn’t remember appraisal isn’t too far off.

05 Game of patience: Parag doesn’t mess around when shooting. We got the Harrier early in the morning, but he insisted on waiting until sunset for that perfect shot.
One for Everyone

This new year, an SUV onslaught is headed our way. No one’s complaining...

Jawa
As retro as it gets, Jawa is indeed back

Audi e-tron
Quattro with electric power to go everywhere

R-R Cullinan
Blue-blooded and brilliant off-the-road

Tata Harrier
Flagship material, born of solid roots

Maruti Ertiga
India’s favourite family car goes through a generation change. Turn to page 96 to know surprising details

PLUS

Nissan Kicks
Triumph Street Twin
It is the time for new year resolutions. While the idea of having new year resolutions appears quite amateurish, the upside is that it gives many a chance to start something afresh. A chance to try and make a difference. Sure, not many succeed, and all is forgotten in a matter of weeks, probably days, but maybe for a few, it is indeed new beginnings.

Social media can be a breeding ground for fake news but every once in a while, you do get accurate information too such as the rather disturbing fact that we let one Indian die every four minutes in a road accident. Very disturbing fact indeed. The easy thing of course is to blame the infrastructure or the lack of therein, policing, the government’s intent but we invariably miss pointing a finger at one very important cause of this mayhem – ourselves. I have the good fortune of staying in the lovely city of Bangalore, currently. Beautiful weather, great food, depleting but dense greenery; it is a classic example of our urban cities heading to apocalyptic levels of chaos.

Strangely, traffic chaos has nothing to do with the number of vehicles on the road. It has to do with how we conduct it. And this isn’t restricted to just this city. It’s something we see and (sadly) accept, across the country. The thing that we lack is discipline on the road, like in the other ways of our lives and unfortunately, this results in that one precious life lost every four minutes. Yes, most of our roads don’t have lane markings but how many times do most of us actively follow them when we see it? Or have the patience to stop behind another vehicle which has slowed down ahead of us? Or stopping when the lights are green for pedestrians (ditto for them too)? Being educated and being civilised are two very different things. The same goes for driving. Being able to drive and actually be a good driver are two very different things. And I am hoping we can make a collective new year resolution of being able to be the latter as well.

Meanwhile, the new year looks promising. In this issue, we have something for everyone. Leading from the front is the homegrown Tata Harrier. Of course, it gets inputs from its British sister company and is a phenomenal package that is worthy of being called a flagship model. Also in this issue is one of the most important models for Nissan. The new Kicks is a make-or-break model for the Japanese carmaker. The question is, have they got it right? On the other end, we have the ultimate in luxury – the Rolls-Royce Cullinan, the vehicle its makers refuse to call an SUV. We have an interesting story on it. Alongside, there’s also the Audi e-Tron, the electric milestone for the Ingolstadt marque. It’s the car of the future, for the present. Not to forget, the first from the resurrected Jawa Motorcycles. Couldn’t have asked for a better start to the year. Hope we are able to end it with a better statistic than four minutes.

Girish Karkera
CHIEF COMMUNITY OFFICER & EDITOR
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Features

046 Tata Harrier
A new flagship with solid roots, promising homegrown luxury

054 Audi e-tron
The full-electric SUV from the future packs in quite the punch

060 Nissan Kicks
It’s the make-or-break model for the Japanese carmaker

066 Rolls-Royce Cullinan
We aren’t saying it’s an SUV. But well, it is and quite an astonishing one at that

072 Maruti Ertiga
The MPV segment has a new entrant. Rivals better sit up and take note

078 BMW G 310 GS
The smaller adventure bike from Motorrad has big potential

084 Mercedes GLE
The new-generation SUV is a lot more capable off the road
Contents

006 Bentley factory

We visit the facilities at Pyms Lane, UK, to see how legends come to life

030 New Porsche 911

Want to know some secrets about the latest 911? We’ve got 10 big ones

040 Datsun museum

A private collection of over 200 Datsuns, Nissans in Africa of all places

Drives

Driven this month...

006 Classic Legends Jawa
010 Maserati Levante Trofeo
013 Triumph Street Twin, Scrambler
016 Hyundai Santro vs Tata Tiago
018 KTM 125 Duke
020 Volkswagen Ameo 1.0-litre

Intake

026 Bentley factory

030 New Porsche 911

040 Datsun museum
Every new car that matters, rated or slated

CONTENTS

Maserati Levante Trofeo
p10

Triumph Street Scrambler
p13

Santro vs Tiago
p16

KTM 125 Duke
p18

VW Ameo 1.0-litre
p20
WE SAY: MORE CHOICES FOR THE RETRO BEND OF MIND, THIS ONE IS QUITE SINGULAR THOUGH

By Debabrata Sarkar

Jawa Forty Two

Forty Two ₹1.55 lakh (ex-showroom) / Jawa ₹1.64 lakh (ex-showroom)

Revival of heroes from the past is always going to be tricky business. You can’t do too much, because then no one likes it and you can’t do too little, because, well, no one likes that either. With the Jawa, it is a doubly difficult challenge. Ask anyone what they remember most about the old two-stroke motorcycles, and invariably they will point out the unmistakable sound of ‘Darling’ exhaust.

For those who still expected that to be recreated, well, too bad. It’s time to stop living under the rock. This iteration of the Jawa, the Forty Two, is what Classic Legends sees the motorcycle as today. Or, you could have the standard version of the Jawa too, with a lot more of its retro charm still in place.

Walking up to these motorcycles, one thing becomes evident, they look good. The uncomplicated colours and chrome on the Jawa just works and you...
tend to carry on looking at it for a while. You notice little details such as the old-fashioned headlamp glass, the single horn sitting just under it, the speedo flush inside the headlamp shell and the handlebar sticking out with minimal amounts of clutter around it. You get wider fenders, and twice the amount on pinstripes, which looks like a bit of an overkill. On the Forty Two, these bits have been swapped for a regular naked headlamp, the speedo forming a separate pod and the wider handlebar has been blacked out. No chrome bits here and the bunch of colours you can choose from are ones you don’t usually see on a motorcycle. The narrower fenders look pretty cool too as does the rest of the blacked-out theme.

What stands out here is the 293cc, single-cylinder motor. I still remember when the first images landed in my inbox and I let out a bit of a sigh. On the motorcycle, it looks just as charming, although this BS VI-ready motor now has a radiator parked in front of it. While the paint and the chrome have been finished with a bit of spit and polish, the engine block and the seat seem to have deliberately been left at a stage where they have retained a bit of an aged look. However, you start the engine up and the twin exhausts settle into a pleasant beat. On the move, through narrow back roads, the 27bhp works well. The short gearing allows you to roll along without too many gear shifts and the torque comes in to rescue the slow speed stuff, while on the move. This motor may be based on the Mojo’s, but feels smoother and has managed to get rid of the death rattle sound that it used to make at lower revs. It isn’t particularly quick and there are these moments of hesitation when you get off the throttle and come back on, but these are niggles that we expect to have been fixed for the production motorcycles. What it does do well is handle slow-speed riding and a gentle cruise with the exhaust adding an addictive soundtrack to go with it.

Over two days of riding, I introduced the Jawa to narrow back roads, dirt trails and smooth open highways. It does surprisingly well, with the suspension set to the plushest setting, despite the hard seat, over broken surfaces. If you stiffen the five-step rear suspension, the hard seat tends to transfer the shock straight
up your spine. Out on the highway, these motorcycles maintain a triple digit cruise without any hassle. The chassis remains stable and despite the strong crosswinds that I encountered on the ride, the bike stayed on course without much trouble. There were a couple of wide, sweeping corners that did not really say much about the ability of the motorcycle and the tighter corners on the backroads demanded to be treated with respect, chucking an odd pothole at you every other time to keep you honest. However, that works perfectly for the Jawa, which is happiest flowing through corners using the midrange of its powerband. Rev the motor hard or try getting past 100kph and the vibrations rapidly build up with the mirrors blurring out everything behind you as well.

There are a few things that have been cleared out though, Classic Legends has managed to toe the line pretty well. There are bits that were unique to the Jawa, which they have managed to recreate. In fact, they may have tried a bit too hard to hold on to the traditional form and design. The Jawa may have too many pinstripes, if that was ever possible, the speedo is impossible to read for the majority of your cruise, and I would really like to see the plastic panel around the utility boxes treated differently to keep with the rest of the styling. Retaining the massive rear hub to accommodate drum brakes, and the large side panels sure makes the Jawa instantly recognizable as does the handlebar sticking out of the headlamp nacelle on the standard Jawa. While the motor has enough grunt and is likely to prove to be an excellent companion around town and for the odd weekend away from it, this isn’t a motorcycle that has been designed to go fast. While it is easy to mix things up at a certain price point, the Jawa is clearly not a KTM, nor is it a Classic 350. What Classic Legends has managed here is a motorcycle that manages to hold its own, somewhere in the middle, with all the poise that a retro-modern classic must possess. Sure, a bit of extra horsepower, a slightly more cushioned seat and firmer suspension would broaden its appeal even further, but when was the last time you rode something this unique? And at ₹1.55 lakh (ex-showroom, Delhi) and ₹1.64 lakh (ex-showroom, Delhi) for the Forty Two and the standard Jawa, they sure make a case for themselves.
Maserati Levante Trofeo

This is an on-going debate – size matters. Or doesn’t.

Since I mention “on-going”, it is clear I am on the fence with this one. The automotive world is currently strewn with examples of humble 2.0-litre units powering everything from big SUVs to two-seater sportscars. But once in a while, you get something as humongous as this V8 and you realise how entertainment multiplies. Compare this to listening to your favourite band on a really high-end portable speaker rather than on concert speakers. Yes, can’t be the same... case in point, this Maserati Levante Trofeo.

In India, the Levante only comes with a torquey diesel engine. However, Maserati has a V6 petrol version which makes for the meat of its sales globally. But now it has plonked a new powertrain into the long hood of its first SUV to showcase its ability to be a grand tourer. Why? Well, because grand touring is what a Maserati has traditionally been all about. And they have left no stone unturned to make sure the Levante gets it right. Starting with the engine.

The powertrain is nothing short of exotic. It is a 3.8-litre V8. Yes, classic stuff. Hand-built at Modena by Maserati’s more famous cousin – Ferrari. Of course, the engineers working on the cars with the Trident logo insist that calling it a Ferrari engine may not be entirely right because of the extent of fine-tuning that has gone into making sure it custom fits a Maserati. For the Levante, there have been further adjustments to the crankshaft and overall refinement, pistons are new and they even have a different turbo for this unit.

Power peaks at 581 bhp but the torque figure hovers around 720 Nm. It’s the kind of numbers that make you go numb and appreciate the advantages of sheer size. The gearbox is an eight-speed automatic, which has been sourced from ZF and the mating to the power unit is a rather successful one as we figured on the drive.

Two years ago, at its launch, Maserati wanted to position the Levante as an extremely luxurious yet true SUV. Which means it was designed to have reasonable off-road cred. And it did. With the Trofeo, Maserati now intends to bring some serious on-road ability to the mix. The car gets practically every electronic gimmick the brand has ever thought of – from adaptive air suspension to its trademark Integrated Vehicle Control. Additionally, there is a new driving mode – Corsa. It’s the vehicle’s sportiest setting. The engine is at its peak, the suspension at its stiffest and the steering, at its most engaging.

When switched to life, there is no missing the fact that there is something big under the hood ahead of you. The raspy exhaust note it wakes up with and of course, the V8 stickered on
the tacho drives home the point. The exhaust note is crisp and sort of heralds the SUV’s seriously sporty intentions. Building power is fairly easy. The throttle is sensitive but not exactly the edgy, nervous kind. You will notice though that this SUV exhibits a sports-car-like ability to lunge ahead. It is not too hard to coast in as the automatic box manages to keep things calm when the driver doesn’t nudge the throttle too deep. Floor the throttle though and it will race ahead like a seasoned athlete sprinting off the blocks. The acceleration is quick and relentless. Zero to 100kph can be dispatched in a mere 3.9s and it can potentially hit a triple century at the top. And you probably won’t even need a decent stretch of road to get there, given the vehicle’s low-end torque supply which stays flat through a considerable portion of the rev band after which, the horsepower takes over and completes the job. It’s massively smile inducing.

You start appreciating the power even more when the Trofeo reaches a high-speed curve or a series of bends. It’s the toughest point for any performance SUV to shed its inherent higher-centre of gravity design and hug the road with the same intent that a car with less height would do. Keep this Levante in the Corsa mode and it almost belies the fact that you are inside an SUV. Yes, there is a tiny bit of roll – probably noticed by the co-passengers and not the driver - but is not intrusive. At least not to the extent so as to spoil a good run into those series of corners. The Trofeo stays planted, aided by those large, extra-sticky Continentals. The steering – typical of a Maserati, is massive. But it has the heft and gets away with minimal inputs around fast corners. The power assist has been improved further. It’s all comforting. Changing directions is met with little resistance from the chassis. Of course, you feel a bit of weight but is confidence-inspiring.

Being a flagship, Maserati has made sure it has got the best going in the cabin too. There is none of the new-age display screen overdose on the dashboard. Is a classic but classy layout with a digital instrument cluster, a multimedia display...
screen at the centre and elegant use of chrome around the cabin. Special Pieno Fiore leather makes its debut in the Trofeo. The seats remain a bit on the luxurious side with special stitching and embossed Maserati logos. Quality is exquisite and some things do feel like an indulgence – such as the 3D matte-finish carbon fibre weave pattern – things that were clearly missing in Maserati’s cars until a few years ago.

In case you’re interested, space isn’t a constraint. The Levante may not look big on the outside, thanks to its squat stance but there’s plenty of room inside. It’s a comfortable place to be in when friends and family join in and the driver is in no hurry to get anywhere. And this includes long journeys. For the record, the boot is cavernous at over 500 litres and can be increased with split/folding rear seats.

On the outside, the most distinguishing design element of the Trofeo compared to other Levante models is at the front. Larger air intakes and carbon fibre splitter are more than just design elements and help with managing the added performance of the car and enhanced breathing. Two bonnet scoops for better engine cooling is the other clear design element to differentiate it from a regular Levante. On the side, notice massive 22-inch wheels and a new Trofeo badge that appears on the C-pillar.

Maserati has always been an underdog when it comes to luxury cars. More so, in India. It is rather select – a bit too much – but the Levante has been the kind of car the brand wanted for a further and easier reach into the market. Tastes have matured and the general interest in performance variants of an SUV, thanks to its relevance and practicality over say, a sportscar or a GT, in a setting like ours, has meant that Maserati is looking at quickly bringing the Trofeo to India.

On its own, the vehicle has managed to up the ante for the Italian marque struggling in the shadows of its more famous sibling and rivals. The Levante Trofeo gives it an opportunity to come to the fore. Prices are yet to be revealed but going with what it will sell internationally at, expect it to retail at around ₹2.5-2.7 crore. That is a lot of money and possibly questions logic given other luxury brands for similar money but the Levante comes with its own exclusivity and with a drivetrain like the Trofeo’s, is an experience that may not be easy to find elsewhere.

VERDICT: A genuine SUV that stands out for design and is now, a proper GT as well.
Triumph Street Twin

WE SAY: THE NEW STREET TWIN GETS NOT ONLY SOME EXTRA POWER BUT ALSO SOME NEW CHASSIS BITS

Ashok George

The first time we rode the Street Twin was in Valencia. The roads were wet from rains the previous night and despite this, we came back impressed with the evolution of the Bonneville and the new direction that Triumph was taking the brand in. The Street Twin looked modern, yet retro. And for all its retro-ness, it rode like any other modern motorcycle. It was a milestone in the British brand and its oldest product line.

But then the question has to be asked – why bring a new Street Twin out when the older motorcycle was in no way incompetent? That’s because listening to your customer is as important as anything else when you’re in the business of making motorcycles.

For all the great things that the Street Twin could do, there were some areas that were lacking. First, for all the wonderful mid- and low-range performance it offered, when you really started giving it the boot, the engine showed that it lacked top-end power. It would start feeling a bit breathless. Second, the front suspension felt a bit too basic.

These are exactly the issues this update looks to address. And keeping that in mind, here are the new bits...

Cosmetically, the motorcycle remains more or less the same. The changes are subtle. There are new alloy wheels, for example, that features a new design with machined spokes detailing. The instrument cluster has been restyled a bit too and gets a Triumph logo embossed on the crown. The side panels too have been redesigned.

The new Street Twin gets some updated ergos too. The seat is now 10mm higher, making the saddle a bit roomier. The front suspension is a new cartridge-type 41mm unit from KYB.

The front brakes are all-new too and are from Brembo with a four-pot caliper and a floating disc. The engine gets a new magnesium cam cover as well as lighter crankshafts, deadshafts and balance shafts. The changes to the engine let it rev 500rpm higher and also makes 18 per cent more power and close to 10 horsepower more. The torque doesn’t taper off after the mid-range any more and stays strong through the rev range. There is upwards of 70Nm between 3500 and 5500rpm at all times with the peak torque of 80Nm arriving at 3800rpm.
But what does this mean in real world use? The revised ergos provided a bit more room on the saddle. For taller riders, this can help when spending long hours in the saddle. The suspension too, works really well now. Over bad surfaces, which were aplenty this time around, the damping worked well. The new forks damp out all imperfections well at low and high speeds. It feels properly sophisticated now. Overall, the chassis feel just as neutral and joyful to ride with the extra bite from the new brakes and the better confidence from the new front giving it more capability than before.

The biggest difference you feel, though, is from the engine. The motor still feels as great and rideable as before. It delivers a lot of torque from the lower reaches of the rev-band that lets you sit in higher gears, not requiring many gearshifts. But the difference can really be felt when you up the pace and start attempting to hit the redline in every gear. The earlier motorcycle used to make the tapering off of power very obvious at higher revs. The new power curve takes care of this and now supplies enough grunt even when you’re wringing the throttle for all its worth.

There is no loss of power here. There is also a small change to the electronics. The previous Street Twin got traction control but not riding modes. The new motorcycle now gets switchable riding modes – road and rain. Neither modes alter peak output, but they do alter traction control sensitivity and throttle response. And if you don’t want any intervention, you can turn TC off completely too. The rain mode works really well considering the roads were completely wet during the ride. The system works well and doesn’t step in aggressively.

What Triumph has done here is take all the great bits of the older motorcycle and make it better. Whatever chinks the Street Twin had in its armour have been smoothened out and the motorcycle now presents a more complete package.

The new Street Twin will be available in three new colours – a glossy red, a matte copper brown (that you see here) and a glossy jet black. There are also two new inspiration kits called the Café Custom and the Urban Ride.

Aside from this, there is also a new line of gear and accessories that Triumph will make available. This includes luggage and clothing, as well as functional bits such as the V&H exhausts, quilted seat and Fox rear suspension, among others.

Globally, the difference in price over the older motorcycle is not more than a few hundred dollars. This makes our estimate for the new Street Twin when it arrives on our shores soon to be around ₹ 8 lakh (ex-showroom). For a motorcycle that embodies the spirit of the great British twin, this is a very reasonable price.

**VERDICT:** The updated Street Twin takes care of whatever little was wrong with the previous generation. A win in our books.

**SPECIFICATION**

- 900cc, liquid-cooled, parallel twin, 64bhp@7500rpm, 80Nm@3800rpm
- 5-speed gearbox
- Fuel capacity: 12 litres
- Dry weight: 198kg
- LxWxH: 2090x785x1114mm
- Seat height: 760mm

**OR TRY THIS**

**Ducati Scrambler**

The most obvious competition to the Street Twin is the Scrambler. It looks a bit, err, scrambler-like, though!
January 2019

What exactly is the new Street Scrambler? To understand, we need to look at its past. And it’s not a very long one. The Street Scrambler is one of Triumph’s most recent interpretations on the Street Twin platform. And having only been around since 2017, the question really is – does it really need an update? Thankfully, Triumph hasn’t tried to milk this cow for all it’s worth. Instead, they decided that when the Street Twin got an update, it only made sense to update the Scrambler too. And seeing how each of them appeal to completely different types of people, this made sense. This way, neither customer will be compromising on the kind of product they are purchasing.

But that’s the why. The more important question is the what. And that is what we will look at now. We’re going to assume at this point, that you have already read the report on the Street Twin. So points of this update. Let’s just say that it gets the same extra power, revised torque spread, updated suspension, front brakes and updated electronics that the Street Twin gets. What we will do is tell you what has changed over and above the Twin.

Firstly, you should already know that being the Scrambler, the Scrambler has spoked wheels with a 19-inch front. It also gets a slightly taller suspension. Not longer travel, just taller. Also, there is trail-ready Metzeler Tourance rubber at either end with off-road ready footpegs.

So then what is new? Visually, aside from the same changes as the Twin, it also gets a new left side panel that looks like a competition number plate. Apart from that, the major change is in the electronics. The new Scrambler gets the updated tech that the Twin gets – selectable riding modes with an additional off-road mode. The off-road mode switches off ABS and traction control, letting you take full control out on trails.

Bu is it any different to ride? Well, yes and no. Compared to the Street Twin, the Street Scrambler feels similar, engine wise. It benefits from that great new torque spread with the punchy top end. So, it doesn’t feel out of breath when you pick up the pace. It also revs slightly higher now and that helps when you’re accelerating away on low-traction surfaces – it cuts out the need for a gear change by 500 rpm and that saves you some grip. It does make it felt that there is a 19-inch front end leading your direction changes, though. Mind you, this is not to say that the front end is vague. In fact, it is quite the opposite. It doesn’t sap away the confidence you would want when going flat out on tarmac. It is only in comparison to the Twin that it feels vaguer. But other than that, it feels fantastic, Especially with the new front end. The confidence the new suspension gives you to go hard is quite fantastic.

Overall, even when it did not need an update, the Street Scrambler has now become a better-rounded package and for that Triumph deserves credit. Well done!
**Quick Twin Test**

**Tata Tiago vs Hyundai Santro**

**WE SAY:** A LOT OF PEOPLE WRITE IN SAYING THEY WANT A HATCHBACK, BUT NOT A MARUTI. WHICH OF THESE SHOULD THEY THEN PICK?  
*Aatish Mishra*

**What do we have here?**

**TIAGO:** It’s been around for a while now, but it is the one that really kicked off the shift in perception for Tata’s passenger cars. It looks good, is well engineered and has plenty of features to compete for big volumes in this competitive segment. This one is a petrol automatic, but you can have one with a diesel drivetrain as well.

**SANTRO:** It indicates the revival of a legendary name, and shows the faith the Koreans have in this little hatch. Based on the same platform as the Grand i10, it slots in between the Eon and the Grand i10 in the line-up. It draws on a lot of the strengths of the original including the iconic tall-boy design, but packages them in a thoroughly modern set up.

**So, what’s the inside story?**

**TIAGO:** The Tiago doesn’t give you the same feeling of airiness as the Santro with its black and grey interiors, but what it does is cocoon you nicely. There is more adjustability for the seats and steering, you sit lower and feel more encompassed by the car, though never suffocated. Everything in the cabin has a slight heel to it, making it feel less flimsy than the Santro.

**SANTRO:** This particular Santro had a dual-tone interior with highlights that match the exterior paint. The cabin has a sense of airiness with its large glass area and tall seating. The materials used on the dash do remind you that you’re in a budget car; however, it is finished rather well. Space is adequate, and though its wheelbase is identical to the Tiago, it felt like there was more knee room in the rear.

**What are they like to drive?**

**TIAGO:** The Tiago may not be able to match the Santro on refinement, but the extra displacement and consequently, power, are immediately welcome. It certainly feels quicker. The AMT box though doesn’t shift as seamlessly as the Santro’s and your head is left bobbing every time the clutch disengages. But it does shine in ride quality and high-speed manners. It also isolates the cabin from the outside better.

**SANTRO:** The Santro gets a 1086cc four-cylinder engine and its real highlight is refinement, by virtue of having that extra cylinder over the Tiago. The head-toss effect so prevalent in AMTs has been minimised and allows for a fairly enjoyable driving experience. The creep function works rather well too. But the ride quality is slightly on the stiffer side and the cabin isn’t that well insulated to noise from the outside.

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**Engine:** Petrol, naturally-aspirated, 3-cyl, 1199cc, 83bhp, 114Nm, FWD, 5-speed AMT  
**Boot space:** 242 litres  
**Fuel tank capacity:** 35 litres

**Engine:** Petrol, naturally-aspirated, 4-cyl, 1086cc, 68bhp, 99Nm, FWD, 5-speed AMT  
**Boot space:** 235 litres  
**Fuel tank capacity:** 35 litres

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**Height:** 1535mm  
**Length:** 3746mm, Wheelbase - 2400mm  
**Width:** 1647mm

**Height:** 1560mm  
**Length:** 3610mm, Wheelbase - 2400mm  
**Width:** 1645mm
What about the goodies?

TIAGO: Dual airbags are an option on nearly all variants, but they are standard on this XZA variant. It may not get a touchscreen but gets an infotainment system with a small digital display and the ConnectNext suite. Not as intuitive as the Santro, but it does get a brilliant sound system with four speakers and four tweeters. It misses out on a rear AC vent, but gets a rear wiper and is mostly on par with the Santro when it comes to other features.

SANTRO: Heads up, you cannot get a Santro AMT with dual airbags; a driver’s airbag will have to suffice. That said, the Santro is rather well-equipped in terms of creature comforts. The touchscreen gets Android Auto and Apple CarPlay. You get bits such as rear AC vents, electrically adjustable ORVMs and steering-mounted controls. The AMT variant isn’t as well equipped as the top-spec manual and misses parking camera, dual airbags and speed-sensing locks.

Which one should I buy?

TIAGO: The Tiago can’t really outdo the Santro in the city, but it certainly does on the highway. It feels more planted and composed, is more powerful and should cover distances faster while fatiguing you less. Sure, the Tiago doesn’t ride on the Santro’s brand name but it is supremely capable and is available at only a slight premium over the Hyundai. If you’ve got driving which involves city as well as highway runs, the Tiago is probably a better bet.

SANTRO: It depends on the sort of usage you have really. If you’re going to be primarily riving around in the city, on crowded, jam-packed streets, the Santro makes quite a bit of sense. It is easier to manoeuvre, has all the goodies to keep you occupied when you’re stuck in traffic and even feels more comfortable at low to medium speeds. It’s not that the Santro cannot handle the open road, it’s just that the Tiago is better at it.

VERDICT: The Santro is definitely a better urban runabout and has more features as well. However, if you get on the highway more often, the Tiago feels more surefooted.
KTM 125 Duke

The first question we had when we heard of the 125 Duke coming our way was why – why would KTM bring a Duke that wasn’t as exciting as any of the other products they already had selling here? And once we saw the motorcycle that was coming here, we also stated wondering why it looked like the older Dukes. Thankfully, both these questions have been answered over the last week, when we spent some time with the new KTM at Bajaj’s test track in Chakan.

First, the why. You see, Bajaj isn’t a company that does impulsive things. Their research showed them that there is a group of people who want to be part of the KTM family, but are holding back because even the 200 Duke is a lot of motorcycle. And considering how raspy and manic that bike is, this is a fair point. And it is to tap into that segment of people that the 125 Duke has arrived.

Now, the looks. There’s a reason for that too. In the European market, where licensing norms restrict that kind of motorcycle you can own, the 125 Duke serves a completely different purpose. It serves as a stepping stone to the bigger KTM and being such, for it to look exactly like the bigger KTMs is actually desirable. In India, though, there needs to be a distinction between the entry level KTMs and being such, for it to look exactly like the bigger KTMs is actually desirable. In India, though, there needs to be a distinction between the entry level KTMs and the flagships. This has a lot to do with the fact that the Indian customer who buys a flagship expects a certain level of exclusivity from that product.

But now that we have addressed both these questions, we need to move on to the real issue here – how is this motorcycle to ride?

What KTM has done here is to take the cycle parts from the 200 Duke and leave them untouched. The only major change here is the engine – it runs a smaller bore and hence displaces 124.7cc from its liquid-cooled single. The power and torque ratings stand at

WE SAY: THE NEW 125 DUKE MIGHT JUST BE THE FRIENDLIEST WAY TO BITE INTO THE KTM UNIVERSE

1.17 lakh
(ex-showroom, Mumbai)
Brakes are the same 300/240mm combo with single-channel ABS and the tyres are MRF's Revz. What we really liked about the 125 is that it retains KTM's signature handling. It is light and nimble and you can really feel it in corners. The tyres offer excellent grip and the suspension is more than adequate for everything that the engine is ready to deliver. And coming to the engine...

The new engine isn’t the fire breathing dragon or the raspy rattlesnake that the Duke 390 and 200 are. While it sounds similar, it has benefitted from the smaller bore and runs a lot more refined than the other KTMs. It is quick too. It is easily the hardest accelerating 125 around with an engine that doesn’t hesitate to rev away to the limiter. What we didn’t find to our liking was that the power band was super narrow. Most of the pulling power for the serious stuff lies between 7000 and redline. And once you do hit it, you’ll be at the redline before you can blink. And if you don’t plan your corner and gear selection well, you’re not exiting them fast. There just isn’t enough torque for that. But for everything else – read urban commuting – it has enough torque and power to keep you happy. What will aid you greatly here is the nimbleness and throttle response.

The Duke 125 achieves what it sets out to do, well. As a non-intimidating entry point into the KTM universe, it makes complete sense. It retains KTM’s quick-handling nature and adds a whole dollop of friendliness to the engine. And that friendliness doesn’t come from dumbing down the engine, but scaling it down. That means while it retains the character KTM is famous for, it cuts down on velocity. And in that sense, it makes perfect sense as a first bike. One that you will grow out of very soon, but a great one nonetheless. If you don’t mind the hefty price, that is.

**SPECIFICATION**

- **Displacement:** 124.7cc, liquid cooled, single cyl.
- **Power:** 14.3bhp@9250rpm, 12Nm@8000rpm
- **Transmission:** 6-speed gearbox
- **Fuel tank:** 10.2 litres
- **Kerb weight:** 148kg

**VERDICT:** A great beginner's bike. But one that you will grow out of quickly. Is pricey, though.

**OR TRY THIS**

**Apache RTR 160 4V**

Not really a fair comparison, but the TVS is the only thing that is close.
Volkswagen Ameo 1.0-litre

WE SAY: THE NEW ENGINE IN THE AMEO MAKES IT A GREAT CITY SLICKER

Ashok George

And in urban conditions, it is more than adequate. The gearing has been designed for use in the city, so at low rpms, it compensates with gearing to make up for the drop in torque. This means between red lights and in traffic, you do not feel like it is underpowered at all. But when accelerating hard and using all of the rev band, the chinks in the armour do show. We noticed this especially out on the highway, when acceleration to pull off overtakes would come very slowly. In the city though, the engine has an almost diesel-like character with the onboard computer asking you to shift up from as low as 1800rpm at times. You can sit in higher gears at low rpms all day and the engine doesn't feel stressed at all.

It isn't a car that you will be happy with if a lot of your use is out on the highway. In fact, it is one of the slower cars in terms of acceleration that we have tested in a while. It hit 100kph in 15.8 seconds and the in-gear acceleration numbers weren't exactly exciting. It was efficient though, and returned a solid 12.1kpl in the city and 17.8kpl out on the highway.

The car we were testing was the Connect edition, which meant it could tie up with the smartphone app and give you all kinds of diagnostic data. The system works with a small dongle that connects to the OBD port and passes on information to your smartphone. You get access to all kinds of information including running costs, fuel status, driving behaviour and even lets you schedule services and locate the nearest service stations.

The Ameo, on the whole, makes for a great urban runabout and will do adequately for that. The space is reasonable, the boot is large, the engine a breeze. And if you are looking for a car to do exactly that, then this new engine might just be for you.

SPECIFICATION

- 999cc, three cylinder
- 75bhp@6200rpm, 95Nm@3000rpm
- 5-speed manual
- 0-100kph: 15.8s, 80-0kph: 25.6m
- Fuel economy: 17.8kpl (highway), 12.1kpl (city)
- Kerb weight: 1050kg

VERDICT: The 1.0-litre engine is perfectly suited for city use, but feels a bit out of breath on highways.

7/10
If you’ve got engine oil for blood and a motor for a heart, look no further for your bit of automotive nirvana. BBC TopGear India is your go-to source for all things automotive. All the latest cars and motorcycles doing what god intended them to do – burn rubber. So what are you waiting for?

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Everybody knows the kind of storm the Duster created in the Indian market when it was launched. Not only did it make Renault a household name here but also, it took more Indians beyond the scope of usual tarmac and into the realm of off-roading. It was just that capable a vehicle.

Cut to a couple of years later and Renault has decided to make even better use of the Duster platform. Use that has a lot more leaning towards the stylistic side of things. Enter the Captur. The French carmaker’s latest is attractive and turns heads wherever you go. From among the jungle of run-of-the-mill hatchbacks and SUVs on our roads, this unique crossover really stands out.

As much as you’ll admire the car from the outside, things are pretty special on the inside too. Renault has given the Captur a nicely designed and comfortable cabin, replete with all the goodies you’d want from a car in this class. The dash has a nice, two-tone theme, the materials used are of good quality, there’s touches of faux aluminium, colour inserts in places and the contrast stitching spruces things up as well.

When it comes to tech, there’s enough and more to keep you occupied while you’re stuck in those kilometres-long traffic jams in our cities. There’s the Smart Access Card key fob, the touchscreen, a rear-view camera, auto air-con, cruise control, rain-sensing wipers and auto headlamps, among others. Not only are you kept thoroughly entertained but also properly...
"From the crowd of run-of-the-mill hatchbacks and SUVs, this unique crossover will stand out"
connected, ensuring no distractions while driving, yet on top of things.

The seats are comfortable, ensconcing you with proper support and making sure that when you’re done with that long-distance drive, you’ll be fresh and raring to go. Even at the rear, things are spread out with enough room to seat three abreast easily. Being the longest and widest car in its class has its advantages, after all. The boot, too, is cavernous and easily accommodates a family’s worth of luggage.

The other advantages of being based on the Duster platform become evident when on the go. Over all kinds of broken roads, irregularities and even when off the tarmac, the Captur keeps you isolated. The suspension gobbles everything thrown at it and even if you were travelling on the moon, it would feel like a well-laid highway.

What about the handling? Well, it’s a big car but the heft is not very evident in how it carries itself around corners. The steering is direct and communicative, always letting you know what the wheels are dealing with and inspiring confidence.

It’s important to mention how the Captur handles itself both on and off the road. The stance is confident and you’re sat with a commanding view of the surroundings. This means better navigation on jam-packed streets and breezy negotiation of irregular terrain with that high ground clearance.

Of course, what lies at the heart is also important. You get the option of the capable diesel and petrol engine duo that is used in the Duster and both the 1.5-litre units put out well over 100 horses, more than enough grunt for the Captur. The transmission options include a five-speed and a six-speed manual for the petrol and diesel cars, respectively.

As for safety, you get not just dual front airbags but also side ones. Additionally, there’s ABS with EBD and brake assist, to ensure you’re always protected.

Sounds like a fair number of features and tech, so you must presume it’s pricey. Not quite. The range starts out at a very reasonable ₹ 9.99 lakh for the base petrol and goes up to a sensible ₹ 13.88 lakh for the top-spec diesel.

So then, it’s a competent product from Renault with a healthy dose of style, capability and practicality, all thrown into a perfect blend. If the Captur tugs at your heartstrings from when you first set eyes on it, wait until you actually get behind the wheel. ■

"Tall seating position gives you a commanding view of the road"
“To build a good car, a fast car, the best in its class,” this was the mission of a certain Mr Walter Own Bentley, or W.O. as he was known, an English engineer who also happens to be the founder of Bentley Motors. Through its great history of being a fierce rival to the likes of Rolls-Royce, then being owned by it, later being sold to the Germans, and today emerging as one of the most luxurious automotive brands out there, one thing remained constant – its cars being handcrafted to perfection. Yes, the Bentleys of yore and the Big Bs you see today, they are all carefully put together by hand at the manufacturer’s incredible Crewe factory in the United Kingdom.

Okay, like any modern production line, latest technology and automation is a part of Bentley’s manufacturing facility as well, but what sets this British marquee apart is the level of craftsmanship that’s involved in getting a Bentley worthy for the road. Right from finding the perfect bull hide to wrap the insides of a Bentley, to getting the finest of wood veneers to tastefully make those lustrous dashboards, to putting everything in place, from the mechanicals to the electrics and making sure it all works the way it should, all of it gets done by an actual set of hands with flesh, blood and veins, instead of robotic arms.

To better understand the entire process and get a first-hand experience, we got ourselves a ticket to Bentley’s Pym’s Lane facility in Crewe, a complex of long, single-story brick buildings that hark back to the WWII era. However, get inside one of the buildings (by invitation only), and you will be surprised at how contemporary the factory is.
These are the beauties that welcome you into the Bentley Heritage Museum.

All Bentleys are handmade. But the machines are around to do the heavy lifting on the assembly line.
“It takes around 110 hours to build a Conti GT, 130 hours for a Flying Spur and a Bentayga, while the mighty Mulsanne takes close to 400 hours from start to finish”

Our elaborate factory tour sets off with a visit to Bentley's historic museum where cars from eras gone by give you a peek into the Big B’s glorious past. And once you’ve got a glimpse of what W.O and Bentley achieved over the years, you head into the building complex where all the action takes place.

To make it even more of a special occasion, the team thought it would be great if we could be a part of its workforce that help put together the luxurious cars being driven out of the factory gates. So there I was, helping the team out, marking stress marks, smudges and insect bites on a bull hide stretched out on an inspection table, which would then be cut into various sizes and shapes to wrap different parts of a Bentley's cabin. Like the one I’ve seen ironing; once completely wrapped, the creases on the leather seat needs a little roll of the hot iron for a cleaner, smoother finish. Then there’s the leather-wrapped steering wheel which, in a Mulsanne’s case, takes one person around 10 metres of thread, five hours and 620 stitches to complete. Had I tried wrapping the entire wheel, I’m sure I would have taken twice that time.

There’s another important aspect of its hand-crafted
“Every sheet of wood within a complete car comes from the exact same tree. This is to ensure the pattern and colour is the same throughout the car and remains consistent”
55 YEARS AFTER THE FIRST 911 WAS BORN, PORSCHE HAS BUILT A COMPLETELY NEW 911, THE 992. WE PULL OUT 10 JUICY SECRETS THAT NO ONE WILL TELL YOU

WORDS: AGASTI KAULGI

SAME ENGINE, MORE POWER
The only element that the 992 carries forward from the 991 is the engine. It’s got the same displacement, bore and stroke, but a lot has changed apart from the block. It’s got new turbochargers and a few new elements that do the job just right for the new 911. For starters, the engine, the same 2981cc, flat-six now puts out 28 more horses and 30 more Newtons. With that, the output stands at 443bhp and 530Nm. The engine still revs until 7,500rpm, but the downside to the added power is that the max torque is now generated from 2,200rpm as against 1,700rpm in the previous model. New engine mounts on the 992 help get rid of the little vibrations the 991 had.

DRIFTS FOR LONGER
The engineers at Porsche have worked their magic on making the 911 a bit more dramatic and increase the fun quotient. Apart from making the engine sound better at higher revs by tweaking the sport exhaust, they’ve managed to better the cooling system on the gearbox even when it’s handling insane engine speeds and working overtime. The result? Well, you can now hold the drift for longer. What helps make you look like a pro, even if you’re not, is the more direct steering. The car goes exactly where you point the wheel. All of that is good enough to even make a grumpy old person grin like a kid.

GEEKY NEW GEARBOX
Apart from major alterations to the engine, there’s a new gearbox that’s quicker and smarter in every possible way. Gone are days of seven-speed ‘boxes, this one gets one additional cog. The ratios are also vastly different from those on the older transmission. It gets a shorter first gear, to help get it off the line quicker, and taller seventh and eighth gears to help boost efficiency while cruising down the highway. The hydraulically controlled clutch helps shift gears much faster than before at higher revs.
FASTER AT NÜRBURGRING

Porsche’s obsession with the 'ring is world known. Not only are they extremely skeptical about their cars being on the Nürburgring, they also think that laptimes at the iconic German racetrack is the ultimate measure of success. So, how does the 992 fair at the 'ring? It shaves off five crucial seconds from the 991’s time with a lap of the Nürburgring wiped off in 7:25 min. The credit for that goes to the new drivetrain that gets it to 100kph from naught in just 3.4 seconds (0.4 second quicker from the previous gen) and a more rigid chassis that allows for better body control. The suspension travel has now been almost doubled, which gives it better traction, and hence makes it faster around the undulated sections of the 'ring.

IT’S HEAVIER!

The engineers have completely rethought the chassis and the body architecture for this 911. They’ve even developed a new platform on this one – the MMB – which will be the underpinnings for all new mid-engined Porsches of the future (read next-gen 718 Cayman and Boxster). There’s a lot more aluminium that’s been used – 7 per cent to be precise. Also, there’s more use of high-strength and ultra high-strength steel that makes the 911’s shell 12kg lighter than before. But the new gearbox and the particulate filter add in a lot of weight, and the end result is a new 911 that’s 55kg heavier than its predecessor.

HAS AN ACTIVE SPOILER

Porsche’s obsession with geeky spoilers is apparent with all their new offerings. Remember the Panamera’s spoiler that looked like it was straight from a sci-fi movie? Well, for the 911, they had to keep the momentum going. Though this one doesn’t extend out like the one on the Panamera, the things it does are a bit more functional. For instance, it raises to change the aero on the car if you’re in the Sport Plus mode and press the brake with full force. It offers air brakes that work in conjunction with the mechanical ones to bring the 911 to a stop much quicker. It also changes its position when you cross the 90-kph mark to offer downforce that aids quicker turn-ins and exits around corners.

UNCRAshABLE IN THE WET

Apart from the mechanical bits, a lot has changed in the electronics of the 992. Along with the Normal, Sport and Sport Plus mode, it also gets a new ‘Wet’ mode. No brownie points for guessing what it’s meant to do. It’s got sensors inside the wheelarch that tell the super computers on board about the amount of water on the road. A lot changes after that – throttle response, mapping on the stability and a few other things. It also adjusts the active spoiler to offer maximum downforce to avoid aquaplaning. With all this, the 991 is now virtually uncrashable in wet road conditions.
GETS A FUNKY CABIN

Everything isn’t only functional on the new 911, there are a few bits for your eyes only. The cabin, for instance, is made to look much more clutter-free than before. A lot changes on the infotainment front, too. It’s got a SIM card slot and when operational, it connects to the internet to give you more accurate maps and navigation, and can also do things such as showing up reviews of restaurants on your route. In the list of assistance that the 911 offers, there’s now a smart adaptive cruise control with an auto stop-and-go function that helps with city traffic. There’s also a clever system that uses cameras, ultrasound and radar tech to keep a watch on the traffic around you and offer lane assistance.

BRAKE PEDAL FROM THE FUTURE

Actually, the brake pedal of the new 911 is from the past. To be accurate, it’s inspired from the 918 spyder. It’s made from carbon fibre and that translates into 300 grammes of weigh saving. Yes, every gram counts. And for all you number fanatics, that’s a drop of 41 per cent from the regular pedal. As for the actual brakes, you get 350mm discs at the rear (+20mm) that increase the bite force. You can opt for optional ceramic brakes that practically do away with fading that comes coupled with pneumatic brake boosters. In all, it’s good enough to pop your eyeballs off the sockets.

911’S BIRTHPLACE

Zuffenhausen, the place in Stuttgart, Germany that houses the 911’s factory has now ramped up to keep up with increasing production demands. New buildings, better infrastructure have now been put in to match the demands. An investment of ₹ 5,682 crore has been poured in! The factory currently makes the 911, 718 Cayman and Boxster and will also be the birthplace of the all-electric Taycan when it hits production. It’s got 5,500 employees that roll out 250 cars a day. And a typical 911 takes four days to be assembled.
LIKE THE SOUND OF SCREAMING V8s?
LOVE THE FEELING OF HANGING YOUR
FRONT WHEEL IN THE AIR?

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MAKING A LEGEND
Who doesn’t remember the Santro?
The iconic tallboy which made Korean carmakers Hyundai a household name in India. In fact, such was the demand for the car, it was the first time our market witnessed a boom in vehicle customization. Everybody had one – you, your neighbours and their aunt. So, there was indeed a need to make your own car look special. Be it decals, special paintjobs or other accessories.

The Santro’s legacy continues even today, 20 years after it was first launched. And Hyundai has built on its brand and gone from strength to strength since. Today, it is India’s second-largest manufacturer and its largest exporter of automobiles. So, after numerous generation changes, facelifts, we have today, the all-new Santro. Of course, India’s love story with the car never ended, the evidence, rather glaring at that, is in the 45,000 bookings the car has received within a month of its launch.

So, what is it about this hatchback that makes it such a resounding success? Is it the features, the easy drivability, the frugal fuel sipping manners or plain old brand loyalty? Well, there’s all of these factors, sure, but to really
understand the philosophy behind the Santro, what you really need to do is take a look at what goes into making this car from scratch.

And that’s exactly what is lined up for you.

The Santro is manufactured at Hyundai’s plant in Sriperumbudur, on the outskirts of Chennai. The plant churns out one car every 33 seconds. The number may sound unreal, but when you see the kind of planning, technology and infrastructure that’s involved in the process, the gravity of the situation would sink in.

The car starts out as steel sheets, separate panels pressed in giant machines at the press shop, a lot of the tech sourced in-house from Hyundai’s other industrial concerns. It may seem simple but it’s far from it. There are a total of nine models that are produced at the plant and each separate die used to press the sheets into the trademark shapes have to be organized according to the order book, which is set almost half a month in advance. Also, Hyundai doesn’t store any raw materials. All the components used in the various models come in from the suppliers and are fed into the process immediately. Once the panels have been created, it is sent from the press shop to the body shop.

At the body shop, several sub-assemblies create separate parts of the car. The parts are then welded together to form the entire shell of the car.
ONTHE MAIN ASSEMBLY LINE!  AND ONCE THE SHELL IS ready, it’s moved to the assembly shop.
There are a couple more steps before getting to the assembly shop however. The shell created at the body shop goes through the paint shop while the heart of the car is put together at the engine shop. Both the painted shell and the engine are then supplied to the assembly shop.
6. The assembly shop is where all parts of the car come together to make the complete product.
7. The motors are assembled at the engine shop and then supplied straight to assembly shop to be fitted.
8. At the final stage of assembly shop processes, the car’s emission levels are checked.
9. Pre-delivery inspection is the final check at the factory stage before the cars are shipped off for delivery.
The assembly shop is where you start to recognize the car for what it is. And it’s also the place you see the incredible coalition of machine and human working to churn out a car in that incredible 33 seconds. Each person on the line knows their job. But it’s a lot more complicated than that. Not only do they have to bear in mind the particular model that’s on the line at the moment in front of them but also, they have to bear in mind the particular variant and all the features it’s supposed to be fitted with.

That’s a lot of responsibility and the plant employees couldn’t seem happier bearing all of it on their capable shoulders. But there’s a reason for that. Hyundai has in place practices that focus on efficient day-to-day work. And it’s not just about efficiency but also about the employees’ morale. Mr Gopi, the supervisor on the press shop put it succinctly: “If the employees are happy, they make the best products, which in turn makes the customer happy.”

After the assembly shop, the car is finally ready to be shipped off to dealers across the country. But not before yet another level of checking. The final stage is the pre-delivery inspection. Here, there are yet more lines rolling out the finished products, while the finishing touches such as proper functioning of all electricals and anti-rust treatment, are put in place.

And finally, your Santro is ready to be carted off to whichever corner of the country it’s needed in and in cases of export models, whichever corner of the world it’s in demand.

So, there you have it. From steel sheets to one of India’s most loved cars. It may take you an entire day to fathom the complexities and intricacies of the entire manufacturing process but for Hyundai, it’s all done in a matter of seconds. All in a day’s work.
WHAT ARE THE CHANCES OF COMING ACROSS A PRIVATE DATSUN MUSEUM IN A TOWN KNOWN FOR PRODUCING MAIZE? OUR MAN DEVESH SHOBHA STUMBLED UPON JUST THAT WHILE TRAVERSING THE AFRICAN CONTINENT

The Zama Heritage Museum in Yokohama, Japan, is a massive private gallery of more than 200 Nissan and Datsun cars from the company’s glorious past, spanning more than eight decades. The wonderful cars you see in pictures here, however, don’t belong to that museum floor. Instead, it’s from a warehouse located on the far fringes of a little South African town called Bothaville. Known as the maize capital of South Africa, this farming town comes to life every May as it hosts the annual Nampo Harvest Day agriculture exhibition. We’re told the display is worth your time and money.

But what if it doesn’t live up to the hype? Don’t fret, your trip to the Free State won’t be wasted. You can always take some time out and visit a certain Mr Freek de Kock’s gem of a garage that’s hidden in a red-bricked structure on a quiet corner in the province. One of the largest collections of Datsun and Nissan cars under one roof, outside of Zama, this Datsun Heritage Museum in Bothaville is a creation of one man’s passion and obsession for the Japanese car brand. This modest infrastructure of a barn, a swarming workshop,
Freek had a tiny die-cast Datsun model as a kid and dreamt of one day owning an actual one. Now, he has over 200 of them.

A hobby that started almost 15 years ago, Freek started collecting Datsun and Nissan cars of all shapes and sizes with an aim to preserve the brand’s rich heritage, a brand that he fell in love with as a school boy. Although he never owned a Datsun until the day he started collecting, Freek had a tiny Datsun die-cast model as a kid and hoped he would be a proud owner of an actual Datsun when he grew up. Talk about dreams coming true, the Timber King of Bothaville has a flourishing wood business that his son now takes care of, leaving him with enough time to follow his passion – collecting every possible old-school Datsun and Nissan ever produced.

Wondering what nameplates can be found here? Well, it’s an amazing collection spanning too many models to list out each one of them here, but names that I can recollect are several generations and iterations of the Fairlady and Bluebird, a super rare 510 Coupe, a few...
SSS models including the 1600s, 1800s, Us, Ys, 510s, 610s, 710s, a trio of pristine 240Zs, a rare 1500 with a single transverse rear seat, a Datsun 1000, two rare 1600 roadsters, a 140Z Coupe, a 160Y GX Coupe, a 1200 GX, 280ZXs, a Laurel, a Pulsar and a Violet. I think I’ve only covered 30 per cent of the cars. And these are just some of the Datsun models in immaculate conditions; there are a lot more standing in the barn awaiting attention.

Freek's recognition of the 85-year-old brand also includes some rare Nissan models. One such example is the 1970 Nissan President V8 limousine which was formerly owned by the late president of Mozambique, Samora Machel. Then there are a few 300ZXs, a 350Z and 370Z, a restored Figaro among other Nissan sedans and a separate hall for a few Nissan and Datsun pickups from eras gone by. However, there's one corner that's got everyone spellbound.
“Freek has put in a lot of time, effort and money into the collection. And he insists he’s not going to sell even one car”

— it’s where all generations of the GT-R are parked. Including the original 1971 GT-R, fondly known by its Japanese name, the “Hakosuka”. It’s the only two-door Hakosuka in Africa and is worth a small fortune, a fact that Freek knows well, but still insists he wouldn’t sell his prized possession. In fact, not just the GT-R, or the orange 240Z he adores so much, none of the cars from his collection will ever be sold.

Freek and his team have put in a lot of time and effort, not to forget a good fortune, in creating this unique display of Datsun and Nissan’s heritage far away from its home in Zama. Remember, it’s a private collection with absolutely no backing from the parent company, so if you wish to visit this museum in Bothaville, make sure you make a prior appointment and try and convince him that you have one thing in common – great admiration for the brand Datsun.

PS: If you’re wondering, Freek did mention there are a few names missing that he would love to add to his collection, cars such as an S211 and an Exa. A 300ZX was the first car that he bought and restored himself. And the SP312 has been one of the most challenging Datsun cars to rebuild.
RAYMOND WEIL FREELANCER
Part of Raymond Weil’s Music Icons series, this watch is a special edition of the company’s Freelancer model produced in conjunction with Aussie rockers AC/DC, led by car-crazy frontman Brian Johnson. With automatic movement in a 42.5mm steel case on a calf leather strap.
raymond-weil.co.uk

TAG HEUER SENNA SPECIAL EDITION
Ayrton Senna got involved with the company in 1988 and TAG Heuer rightly still makes the most of its association with the star. The new range of Senna special editions includes this very fancy yet super cool skeletonised chronograph complete with tourbillon.
tagheuer.com

ORIS ARTELIER CALIBRE 111
Oris was a bit of a sleeper for a while, but then a couple of people started noticing their lovely watches. This one has a hand-wound, in-house movement with a ten-day power reserve. Those things are not easy to knock up.
oris.ch

BREITLING BENTLEY B01
Bentley’s bromance with Breitling goes all the way back to the launch of the first Conti GT – the car that brought back Bentley’s swagger had a Breitling clock. The Swiss watchmaker has been doing its own bit of swaggering recently under new ownership. On the evidence of this latest chrono, it’s working nicely...
breitling.com

PANERAI LUMINOR
Some watch companies struggle to find an identity in a sea of similar faces, but there is no mistaking a Panerai. Still recognisable from the early days supplying navy divers, the modern Panerai maintains that rugged military look. This brand is known for big-statement watches, and while this 44mm Base Logo 3 Days Acciaio is by no means the biggest in the line-up, it has enough heft without being over the top.
panerai.com

WATCHES OF THE MONTH
Second skin

RYNOX GEARS’ SCOUT GLOVES WORK WELL IN ALL KINDS OF WEATHER CONDITIONS. WOULD BE PERFECT BARRING A COUPLE OF Niggles HERE AND THERE

If there is one thing that has remained constant, in my ever-changing gear wardrobe, it has to be the style of gloves I use. Short cuff gloves fit in with my usage the best. They are easy around the city, great on tours and certain kinds work well for off-road use too. The Scout gloves from Rynox Gears fits into this very category and at ₹ 1,950 are a promising option. The full leather construction, easy-to-use velcro adjustment and reasonable amounts of protection on the knuckle and palm areas ensure they have all bases covered too. I have used it on chilly morning rides, on a hot day in the city and through pouring rain.

SO HOW DOES THE SCOUT FAR?
Although it looks slightly bulky, the fit is snug and it is warm enough for a cool morning ride. However, that proves to be a bit of a disadvantage in the city. Higher temperatures and lower speeds isn’t the best situation for these gloves, a bit of venting would’ve been appreciated. It doesn’t get hot or uncomfortable like a winter glove though, thanks to the perforated leather. Through a light drizzle, the rubber tab to wipe your visor proves to be a thoughtful addition. Once the rain comes down properly, you’ll need to resort to a good old face wipe with the palm. In case you are wondering, no it isn’t waterproof – perforated leather – remember?

There are a couple of adjustments I would like, to make it my go-to pair of gloves – reposition the touch-sensitive panel to a more convenient spot rather than the top of the finger (difficult to gauge what part works) and move the hemline to go around the grip area (this can be a bothersome bit on long rides). Overall fit and quality from the Rynox Scout is good, and at ₹ 1,950, as always, they have managed to deliver great value too.

www.rynoxgears.com
Stepping up
There’s no doubt that we’ve been waiting for the Tata Harrier as keenly as you have. A quick blast through Rajasthan’s countryside tells us what it’s made of.

WORDS: AATISH MISHRA  PHOTOGRAPHY: PARAG PARELkar
Gun it. That’s the only thought that passed through my head when I realised how far we had to go and how much time we had to get there.

I hurried Parag back into the car, camera dangling, tripod unpacked and mashed down on that pedal like my life depended on it. The reason for my urgency in the remote Rajasthani hinterland was very justified. You see, we had been handed the keys to the Tata Harrier in Jodhpur and were given strict instructions to be at the Khimsar sand dunes by 7:30pm. Tata’s ‘senior management’ wanted to put us through the regular rigmarole of a product presentation through dinner. Now instead of sticking to schedule, we got carried away shooting the SUV with the setting sun. I really didn’t want to be the guy who slunk in sheepishly 20 minutes after it all began, but with 68km of typical Indian village roads ahead of me (narrow, broken, speckled with bovine road dividers) I didn’t have enough time.

Speaking of time, it was only a matter of time before the Harrier happened. When Tata Motors bought Jaguar Land Rover from Ford back on June 2, 2008, technology from these two legendary marques trickling down to their cars here in India was imminent. We were excited. A Freelander-based Tata? Wait, a Range Rover-based Tata? Heck, I’d have liked them to start dropping bombshells within the next year but that’s not how car development works. It’s slow. And it starts in the shadows. Things did change at Tata Motors – the processes in manufacturing, quality control, checkpoints at every stage from concept to production were being picked up from JLR, and it showed. The current crop of Tata cars – right from the Tiago to the Hexa – are so far beyond anything they made before that they really forced us to look at the brand differently. But now, we finally have a product directly based on a JLR platform.

It’s no secret that the Harrier is based on the same platform that underpins the Land Rover Discovery Sport. The D8 platform has obviously been ‘Indianised’, meaning they’ve tweaked it specifically for this car, optimised it for cost and rechristened it OmegaArc. So, out goes all the aluminium bits that the D8 gets, and instead, this gets a host of other (more affordable) materials including around 30-35 per cent high-strength steel. The fact that the Harrier doesn’t get AWD like the Disco Sport means that the rear section of the chassis could be tweaked, while the front and underbody has remained the same for the most part. ‘#BornOfPedigree’ is what they were pushing on social media, and there’s no denying the pedigree of the platform – the D8 also underpins the Range Rover Evoque and the Jaguar E-Pace. But it goes deeper than that. The origins of the D8 lie in Land Rover’s days with Ford, as the D8 is actually a heavily modified version of the Ford EUCD platform. The pedigree gets richer – the EUCD platform underpinned a lot of unfamiliar Fords and a few familiar Volvos. The previous-gen XC60? That had its origins here as well.

Blasting through those narrow roads to the dinner, I got a sense of the sheer control and confidence a well-engineered chassis lent this SUV. The ride quality of the Harrier is phenomenal. NASA could have faked the moon landings on some of the bad stretches of road here, but nothing fazed it. On the sections that are just slightly broken, you can just keep it pinned and the suspension flattens everything out. The SUV doesn’t cry out for you to take it easy, but to push harder. Even at slower speeds, damping is well-controlled and it doesn’t wallow as it goes over breakers and other large bumps. The front suspension has...
“NASA COULD HAVE FAKED THE MOON LANDING ON THESE ROADS. BUT NOTHING FAZED THE HARRIER”
been carried over as is from the D8 – an independent unit with a lower wishbone, a McPherson strut with a coil spring and an anti-roll bar. The modifications to the rear of the monocoque allowed for a new suspension set up here – a semi-independent twist blade set up, that was designed by Lotus Engineering in the UK. An isolated subframe design keeps harshness of suspension noise out, lending a feeling of being elevated from the road. It all comes together rather well, and when you’re in the driver’s seat, you can tell you’re riding on something that is properly robust.

What is under the hood is no real secret either. The 2.0-litre diesel motor from FCA is one that we are familiar with – we’ve driven it around plenty in the Jeep Compass. In this tune, it makes 138bhp and 350Nm and comes mated to a six-speed manual gearbox. Nope, there’s no automatic at the time of launch and you’re going to have to wait a little longer for that. The outputs it makes aren’t phenomenal – the same engine makes a good 33bhp more in the Compass – but they are just about adequate for the Harrier. It never feels underpowered, but this motor sits in such a well-set up chassis that can handle a lot more punch. It’s like handing Gordon Ramsey a fruit knife and telling him to fillet a steak – he’ll do it, and he’ll do it well. But give him an entire kitchen, and he will fillet, marinate, sear it to perfection and throw it on to a plate with a few choice words to garnish.

The Harrier would have done well with more grunt. While I was hustling it to our dinner meet, there was sufficient shove to maintain good speeds on the narrower roads. Even out on the open road, you can overtake fairly easily and cruise comfortably in sixth but having more power in reserve would have made the driving all the more effortless.

The Harrier has a couple of driving modes as well, that set up the engine and electronics to deal with varying conditions. On the dash, you’ve got an Eco and Sport mode, while a rotary dial on the centre console has the default City mode, along with a Wet Road mode and Rough Road mode. I, for the life of me, cannot understand why all the modes are not available on one dial instead of two very separate places.

The modes seem to work. The Harrier feels all sedate in Eco, but shift it to Sport and it morphs into something more aggressive as the throttle is more responsive. Pro tip: unless you’re really broke and want to save a few extra pennies on diesel, just leave it in Sport and enjoy the sprightlier performance. The modes like Wet and Rough Road, in addition to tweaking the way the throttle behaves adjust the ABS, traction control and some 12 other functions to make the car safer and more effective in these conditions. I wasn’t slowing down when the roads fluctuated between tarmac and gravel, though at the insistence of Parag, was shifting from Sport to Rough Road and back. There was a perceptible change in the throttle and I really hoped the electronics were working to keep me out of a ditch.

Right, now coming to the elephant in the room. The styling. Look, it’s polarising for sure and whether you like it or not, you can’t deny that it does what it says on the box – create an impact. You see, this is the first car with Tata’s Impact 2.0 design language. We first got wind of it back at Auto Expo 2018 when Tata showcased the H5X concept that eventually became this. Unlike concepts that tend to get watered down and rationalised before
they go into production, the Harrier stays rather true to what was shown back then. Good on them then, for breaking the mould and signing off on something so out-there. Headlamps under the grille, the swoopily-long tail-lamps, the rounded stance with sharp creases to break the monotony – I think it looks bloody good. It's the type of car you will look back at a second time if you glance past it, and that in my books, makes it a job well done.

Coming to where the real tactile experience of the car is – the interiors. You've got a dash with faux wood and metal, soft-touch leather and piano black panels and buttons everywhere. The 8.8-inch infotainment system and the digital display alongside the analogue speedo do wonders to uplift the cabin. Everything feels chunky – the steering wheel, the door handles, the strange parking brake and nothing you lay your hands on feels low budget. The view is great out of the cabin too, you can see the flanks of the bonnet that angle upwards and it gives you a nice, commanding view of the road. At the rear, space isn't an issue and legroom is aplenty. I'm not going to sit and elaborate about every single feature the Harrier has, you have the internet brochures for that but what you need to know is that it is fairly well equipped on this top-of-the-line XZ trim.

I know, I've been really harping on about how good the Harrier...
is but it doesn’t come without its own set of flaws. The biggest of them being NVH levels. The chassis does so well to give you that feeling of isolation from the outside, but the engine’s constant drone lets it down. You can also hear the gears engage and disengage every time you use them. I tried drowning it all out with the JBL sound system, but it didn’t stop getting on my nerves. The steering — it is well-weighted at speed, and light enough to use in the city but it lacks a little bit of feedback. I’m not saying it is bad, but Tata really set the bar high for themselves when they nailed the Nexon’s steering and I was honestly hoping for something even better. This could just be a case of unnecessarily high expectations being shown the door to reality.

They’ve really thought out their storage spaces too, after the disaster that the Nexon was. However, that struggle between providing good ergos versus a clean design has clearly gone to the favour of design. To keep the dash looking clean, the USB port has been shoved in to some deep recess that you can’t access unless you have long, spindly fingers. There’s one at the back too, but
again, out of sight so you’re left fiddling with the thing until it slots in. I’m nitpicking, I know, but then again, the fact that it’s the little things that are bothering me means the rest of it is pretty sorted.

I did reach the dinner in time. Early in fact, because I was so paranoid that I shot past our hotel while the rest of the group was still checking in and headed straight for the dinner venue. I’d give you the cliched “but I didn’t mind because I was having so much fun behind the wheel”, but I’m not a prude. I did have fun though.

The Harrier really came together as a unified package on that final stretch in the dark. It is a brilliant mile-muncher, rather comfortable and has enough to keep you entertained in the cabin. It is expected to be priced at ₹16-21 lakh (on-road) and should undercut the Jeep Compass variant for variant. It looks and feels like it’s been engineered for an international market. No longer are the fruits of JLR’s ownership reserved to the shadows – they’re going to be bright orange and rolling down your streets very soon.

**TATA HARRIER**

- **Price:** ₹16-21 lakh (estimated, on-road)
- **Engine:** 1956cc, in-line 4-cyl, turbo-diesel
- **Power:** 138bhp @3750rpm
- **Torque:** 350Nm @ 1750-2500rpm
- **Transmission:** 6M
- **Kerb weight:** 1675kg
- **Ground clearance:** 205mm
- **Fuel tank:** 50 litres
- **LxWxH:** 4598x1894x1706mm
- **Pros:** Ride quality, comfort, presence
- **Cons:** No AT, NVH levels
- **Bottomline:** A Tata that is a significant step ahead and can take the fight to global competition

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It has become difficult not to like electric cars anymore. Range anxiety might be a thing, but the calculations between power and efficiency can be interesting, says Debabrata Sarkar.
This is a slightly odd experience. No, not the fact that I am driving a perfectly quiet, fully electric SUV.

The odd bit is the fact that the gentleman accompanying me, from Audi, has asked me to try and recuperate as much energy, in the e-tron, as I can on the drive downhill. It is almost as baffling as the hill I am driving on, the highest one in Abu Dhabi, which towers over the flat ground, having seemingly risen out of nothing. What should I do? I am thinking to myself, driving slowly on an open mountain road is blasphemy, but if I use a lot of energy, the second lap up the mountain may not be possible, especially with no charging station for another 50km. Oh, the dilemma.

So, I take up the challenge, and I drive as efficiently as I can, without being slow enough to bore myself to death, and set off. Predicted range reads 96km at the top of the hill. The idea is to cycle through the three-stage recuperation settings, using the paddles behind the steering (nope, no 9-speed gearbox here) to not have to ‘waste’ energy using mechanical braking, but instead, let the motor scavenge as much of it as possible. In incredible silence, I drive along, a specially designed app showing me in minute detail what the motors and the battery are doing. Smooth lines through the corners, not too slow, not too fast. It is only at a couple of hairpins that I need to dab the brake pedal, enough to make me cringe.

Nevertheless, at the bottom of the 11.7km drive, I manage to recover a staggering 16km of range. This would be great news under normal circumstances. But, I have 355bhp, thanks to the two electric motors sitting on either axle, generating 561Nm of torque to help me back up the empty mountain road. And, if I need it, there’s an eight second boost in ‘S’ mode that will make 402bhp and 664Nm of torque available. In case you’re wondering, that translates to 5.7 seconds between standing still and hitting 100kph. I’ve been advised to move ESC to ‘Sport’, but I choose to switch it off. As light and aerodynamic as the e-tron may appear, with its slippery form, that commands a drag co-efficient of 0.27 (Nissan GT-R is at 0.26), it is a big, heavy SUV. A shade under five-metres in length and with a battery pack that weighs as much as a small hatchback (700 kilos) planted between its wheels, the e-tron tips the scales at two-and-a-half-tonnes. However, unlike a traditional SUV, the e-tron carries most of its weight close to the ground. The result, along with two electric motors regulating power and braking, to improve traction, the e-tron is a surprisingly surefooted car.

Gliding uphill with nothing but wind whistling past the windows, this pure electric SUV feels more like a sedan. The
“Carrying most of its weight close to ground, the e-tron is very surefooted”
20-inch wheels, with their massive surfaces to improve aero, are wrapped in 255/50 section, low-resistance tyres. As they struggle to keep pace with the rapid acceleration and tightening corners, the tyres begin to let out miserable, long howls. But, the stiff chassis and the smart Quattro system work out enough permutations and combinations to keep my right foot interested. It works really well for a softly sprung family SUV, although if you did continue to push, the handling gets a bit snappy. Not an ideal situation when you are climbing a straight-edged mountain road with ominous concrete walls to hem you in. Long, sweeping corners follow and they turn out to be even more fun. However, by the time I reach the top of Jebel Hafeet, I’ve lost nearly 50km of range.

Unlike a conventional car though, I begin the descent in full efficiency mode and manage to recuperate another 15km after covering the length of the descent. Onward, on one of Abu Dhabi’s motorways, I switch to ‘Efficiency’ on the drive mode selector to conserve energy. The e-tron lowers itself by 26mm to reduce drag even further to extend range. Coasting, with recuperation set to level 1, allows the car to free-wheel, while carefully planned deceleration using level 2 and 3 of recuperation makes for greatly efficient driving. Navigation data combines with the car’s systems to prompt you to coast or slow down each time an intersection or roundabout comes up.
Inside the cabin, the e-tron feels quite conventional, apart from the superbly silent cabin. There are screens laid out everywhere you look, including as a replacement for conventional mirrors. How efficient must it be to have that many screens? I am not sure, but with a claimed range of 400km on a full charge, the think tank at Audi has surely run the numbers a few hundred times. While the move towards connected, integrated, button-free dashboards looks very cool, the lack of physical buttons make operating some of the features slightly problematic. You need to look down at the aircon screen to know what you are adjusting, the mirror-screens take some getting used to and, more importantly, moving your head does not change the angle you see out of your mirror, which makes pulling in from the shoulder slightly tricky.

Apart from these little quirks, this ₹1.2 crore sticker bearing e-tron is about as close to an everyday car as you could possibly get. It remains true to the Q series of car, even an extended hood at the front, with no strange shapes or appendages sticking out to point at its electrified power. The interiors are similar to the latest generation of Audis and you can even swap your cameras for conventional mirrors. Moreover, you reap engineering benefits such as the flat floor and a quiet cabin, not to forget a trunk under the hood in addition to the luggage space in the cabin. And with the quick charge stations that are being set up across Europe, you can zap your e-tron to 80 percent of its capacity within 30 minutes. For India, we hope to have them on the road by early 2020. The e-tron may not look like anything from the future, but it sure packs in everything you can expect from it.
Staying local
The Kicks is a global car, but Nissan has taken a slightly different approach to things in India. We drive down to the Rann of Kutch to take a look.
The Nissan Kicks is the third new car I’m driving in the last two months and all three have been SUVs. This is possibly the least scientific way we can measure market trends, but then again, we aren’t known for our scientific insight. This wave of SUVs that has taken over the world is showing no signs of crashing down quite yet. Either that, or the guys at the office have very conveniently assigned these stories to me and have kept the sports cars to themselves. The latter could well be true but there’s no denying that it is SUV season and the Kicks is the latest heading our way. The Kicks is an important car for Nissan. The company has been having a rough time in India and need one solid product to base their resurgence on. They’re hoping it is the Kicks, and I’ll tell you why it is a distinct possibility.

Let me give you a little background (stop groaning, I’ll keep it short) for the Kicks. It is a crossover that originally sits on the Micra’s platform and was designed and made for a lot of South American and Asian markets. For the sake of convenience, let us just call it the international Kicks. International, because that isn’t the same Kicks you see on these pages. The Kicks you see here is actually based on a platform much more familiar to us — one that underpins the Renault Duster, and consequently, the Captur and the Nissan Terrano. This desi Kicks, then, takes an international nameplate and design and slaps it onto a platform that Nissan had easy access to in India.

Engineering an all-new platform in India would have been expensive and using this proven platform has allowed Nissan to keep costs in check. The Duster’s platform itself is a larger one which means the desi Kicks gets a little more room on the inside, and they have also reworked a lot of the features and equipment to appeal to the Indian palette.

The big question I wanted to answer when I got into the SUV was this: is it just a Duster or Terrano that has just discovered make-up, or are the changes more than skin deep? The spec sheet doesn’t hint at too much being
different. The Kicks gets the same K9K 1.5-litre diesel engine, makes the same power at 108bhp and slightly less torque at 240Nm and comes mated to a six-speed manual. There’s also a petrol on offer (1.5-litre, 104.5bhp, 142Nm) that gets a five-speed manual. I know an alarm bell just went off in your head wondering if there’s an automatic — the answer is no, not at the time of launch at least. The Duster petrol has a CVT and diesel has an AMT and these could possibly make it to the Kicks in the future.

If you’ve driven a Duster, things are pretty familiar when you start driving. This diesel engine has a few rather distinct characteristics — slight lag under 2000rpm, a sudden surge in torque when the turbo lights up and can get fairly noisy. I’d have to drive the two back-to-back to be sure, but I suspect there has been some tinkering that has gone on under the hood. While there is still some lag, the build-up of torque is more linear as the turbo kicks (no pun intended) in, giving you slightly smoother acceleration. NVH is still a problem though it is considerably better than the Terrano’s. As for the torque, there is plenty on offer. Once you’re past the initial lag, it picks up pace well and doesn’t feel underpowered.

The ride quality is a highlight of the Kicks. It flattens bad roads with real poise and keeps you comfortable inside the cabin. Where the Terrano would find itself a little out of its comfort zone is at really high speeds, the Kicks stays flat and composed. Over undulating surfaces that would unsettle a lot of cars and cause them to bounce up and down, the Kicks’ damping keeps it controlled. The steering is heavy, and though it feels a bit vague, it turns the car in with vigour. It still has that kickback that the Duster was notorious for when you get enthusiastic with it, though. Nevertheless, it sits in a sweet spot when it comes to its ride versus handling set-up and is definitely one of the highlights of the car.

Let’s talk design too. There’s no denying that the Kicks looks smart and you’ve got to hand it to the India design team for doing a good job with it. The design is based on the international Kicks, but the fact that they had to stretch it onto a larger platform means they had to rework a lot of it to keep the proportions and stance the same. In profile, it isn’t a hardcore SUV — it’s got a hint of crossover in there. The lines aren’t tall and boxy but more flowing. Take the bonnet for example, it is short and slopes downwards, the LED projector headlamps are sleek and swept back and the C-pillar is sharply raked forward to add to a more flowing
“They had to stretch the Kicks’ design to a larger platform and had to rework it to keep the proportions and stance the same”

stance. It’s got plenty of Nissan signatures such as the V-motion grille grabbing centre stage at the front. However, I think the smartest angle for this car is the rear three-quarters. The signature boomerang tail-lamps look sharp and the floating roof with some cool-looking roofrails make it look properly contemporary.

As for the interiors, there’s plenty of nice materials being used here — soft-touch leather on the dash, metal on the steering wheel and on a few knobs. There’s a bit of carbon fibre-inspired plastics in a couple of places too. The steering wheel looks sharp with a three-spoke design. Right at the centre of it all is the 8-inch infotainment display that can hook up to your phone via Bluetooth, Android Auto or Apple CarPlay. The floating display looks expensive — the resolution is crisp and it is pretty easy to hook your phone up to and use. The touch is sensitive and the colours are vivid. The interiors get a nice-looking brown and black dual-tone theme, something that really makes the Kicks feel classy from the inside.

The cabin is slightly flawed though. For starters, the driver’s seat is placed fairly high at its lowest height setting. This was a mild annoyance to me as I like sitting low in the car, but someone taller than 6 feet tall has their head a mere inch or two from the roof. Then, there is no dead pedal. There isn’t even space a few inches to the left of the clutch pedal to place your foot, you’ve got to pull it back once you’re done shifting. The storage space is a bit limited too. You’ve got one large bin in the centre console,
A global nameplate adapted to India

NISSAN KICKS

Price: ₹10-13 lakh (ex-showroom)
Engine: 1461cc, in-line 4-cyl, turbo-diesel
Power: 108bhp @ 3850rpm
Torque: 240Nm @ 1750rpm
Transmission: 6M
LxWxH: 4384x1813x1656mm
Wheelbase: 2673mm
Fuel Tank: 50 litres
Boot space: 400 litres
Ground clearance: 210mm
Pros: Ride quality, styling, tech
Cons: NVH, strange ergos, no automatic

Bottomline: A capable, familiar SUV that has been dressed up fancy and has had a fair bit of tech sprinkled on top

NISSAN KICKS

You wouldn’t mind spending time in the Kicks

Space isn’t the best, but it is comfortable

ahead of the gear knob. However, there isn’t so much as a tray under the handbrake to place a phone and the centre armrest is fixed with no storage inside it. You do get a large bottle holder in the door, but the centre is really missing some more storage.

That said, the Kicks has some pretty cool tech. You’ve got Nissan Connect, which is a telematics system that is constantly monitoring a number of parameters on the car and sending updates to your smartphone. It enables a lot of features including service reminders, geofencing, tow-away alerts and car tracking. It also monitors the health of vitals such as the engine, battery and brakes showing up alerts if things go wrong. It also gets a 360-degree camera — a segment first — that is hugely useful when reversing into and out of tight spots. The variant we drove also had rain-sensing wipers, automatic headlamps, cruise control and hill-start assist. I hear another alarm bell in your head, and no, there is no sunroof.

Back to the original question — can the Kicks turn Nissan’s fortunes around? It is down to how they price it. They’re going to want to take a big bite out of the Creta’s pie and to do so, they are going to have to price it solidly. They’re going to have to undercut the Creta variant for variant by a lakh, and it should be possible — the platform has been around for a while and is heavily localised. The Duster did well for Renault and with the same robust underpinnings, the Kicks has the potential to do so for Nissan.
“Sadly, the Cullinan had to be built. There are far too many tasteless rich people for it not to exist”

WORDS: CHRIS HARRIS / PHOTOGRAPHY: JAMES LIPMAN
The call from Rolls-Royce to come and drive its new SUV was unexpected. In fact, the vestige of teenage rebel still lurking in me was mildly affronted that Rolls felt my rude and sarcastic utterances about this machine on social media weren’t enough to warrant a lengthy ban from Goodwood HQ. “We think we can change your mind”, was the confident line from Rolls. I wasn’t so sure.

Nor did I think it really mattered. There is not a single human being who will decide whether or not to buy a Cullinan based on this or any other review. It has no rivals and will almost certainly not enter into the life of a normal motor car. It is arguably the ultimate car paradox: a boutique 2.6-tonne off-roader.

But, sadly, it had to be built. There are far too many tasteless rich people for it not to exist. But before I froth with even greater indignation at the existence of an off-road Rolls, I need to admit one thing – Rolls-Royces were, from the very start, off-road vehicles. Not because they were intended to venture into the weeds, more that not many paved roads existed at the beginning of the last century. A good deal of Rolls-Royce’s reputation as the builder of the finest automobiles on the planet is founded on the cars’ indestructibility when the going got tough. So, if any modern brand deserves to build a massive great off-road truck, then Rolls-Royce Motor Cars does far more than any of the other tasteless b*****ds that have done the same. I don’t much like posh-SUVs – you might have guessed as much.

The Cullinan does not share its bodyshell with any other car. This is the boast Rolls makes to separate it from its badge-engineered so-called rivals, but this car is so much more expensive Rolls really needn’t bother. This is a Phantom shell jiggled about to suit a slightly different purpose: it is immensely large and strong, and a fine base for what must end up being the most refined, luxurious soft-roader ever invented – if the Cullinan is not to have been a failure.

Cullinan? The largest diamond ever mined, parts of which are now mounted in the crown jewels. Nope, me neither. The engine, however, I do understand. This is a recalibrated version of the Phantom’s vast 6.75-litre twin-turbo V12 and, despite the 2,660kg kerbweight, is claimed to drag the Cullinan from zero to 100kph in five seconds. The car is suspended on vast air spheres which allow the ride height to be altered according to the terrain. There are numerous interior layouts from five-seat utilitarian to four-seat limo-luxury.

And then there is the way it looks. I had seen pictures and have now seen it in the flesh. I have driven it many miles and have listened to the people who designed it tell me why it looks good. But it doesn’t. I think a Rolls-Royce should reek of elegance, and its proportions should leave you breathless with their perfection, just like the Phantom VII did back in 2004. But this car doesn’t. I’ve said before that the subjective world of design and styling is something I prefer not to pass judgement on, but not a single person has told me that they like the way this car looks. “Better than a Bentayga” is the best I could extract from someone, which is a bit like boasting that you have less hideous genital warts.

And I reckon I can now explain what I think has gone wrong. This car looks like a Chinese knock-off, one of those motor-show aberrations we used to see a decade ago when the Chinese just took the piss. And you only get a sense of how bad it looks when it’s parked next to a Phantom or a Ghost.

But, of course, once you’re inside the thing, you can’t see the exterior – which rather calms the soul as you attempt to start the engine for a second time because it is so damn quiet you had no idea it was already running. You step up into the seat (I do in a Boxster), and the steering wheel rim is a little thicker than it, you nose around the dials and functions and think, “This all seems to be in order.” The column shifter snicks down and then the Rolls SUV experience begins.
“It looks like a Chinese knock-off, one of those motor-show aberrations from a decade ago”
“The low-speed ride is a thing of wonder – no other SUV comes close to this level of serene progress.”
The silence is just wonderful. So much of modern automotive engineering is spent making things sharper and more sporting that driving a machine for which quietness was a priority is a tonic. Tyre and suspension noise are minimal, thanks to 100kg of sound deadening around those areas, and foam-lined tyres. On small throttle openings, the motor is silent, and you get the distinct impression that the Cullinan only allows its 12 pistons to be heard on bigger inputs because it’s rather fun. That all-important ‘step-off’ action – the amount you have to push the right pedal to make the car move away from stationary – is well judged and the view out is good. Junctions aren’t the easiest, though, because there is so much Cullinan ahead of the windscreen.

The low-speed ride is a thing of wonder, even on the optional 22-inch wheels – no other SUV comes close to this level of serene progress. Increase the speed and the silence continues, but you can upset the suspension – seams and joints beat the air spheres and shimmer through the cabin. It’s not unpleasant, but this is the point at which the Phantom moves off into an altogether different ride category.

The quantity of performance on offer is more than adequate. I have no idea if the Cullinan matches the acceleration claims, but I can tell you that if it were any faster you wouldn’t be able to stop for the next corner. Nor would it actually want to navigate that corner. This car cheats the laws of physics, up to a very specific point. And, like the many cars these days that trade in such tricks, when you reach that point, you’d better be very-bloody-careful.

Yes, the Cullinan has the full suite of electronic chassis aids, but none of them stop you arriving too quickly. The front washes out and you perspire. I still can’t decide if that makes the thing impressively fast or unimpressively understeery.

There are a few other issues, too. The cabin is expensively trimmed and, thankfully, isn’t dominated by a 27-inch plasma screen. But the controls are spread about the place as if the design brief was to keep children busy during long journeys by looking for the massage seat button (answer: under the driver’s door armrest; the heater buttons are on the centre console). It’s all a bit haphazard. The centre armrest lifts to reveal a useful storage box that feels like it belongs in a mid-range Renault and, accepting these were early production cars, the view down the flank and its vast metal window surround is totally ruined by not being correctly aligned. And the boot isn’t very big.

Chances are, the people who buy a Cullinan won’t give a fig about most of those things, bar perhaps the small boot. What they will have purchased is a car with no obvious rivals, with unmatched road presence, that is actually quite capable when things turn rough. Yes, it feels entirely wrong to take something so valuable into the undergrowth, and there are no locking differentials or especially knobly tyres available, but it’s more than adequate for what will be asked of it.

Judged purely by the way it drives and the way it makes you feel behind the wheel, the Cullinan is a worthy Rolls-Royce. But did it really have to be so unattractive? I suppose we’ll never know, and Rolls will sell every one built, so good luck to them.
MARUTI’S FAMILY CAR IS HERE
IN ITS SECOND GENERATION.
IT’S NOW LONGER, WIDER AND
TALLER, AND WITH A BIGGER CABIN,
IT’S SURE TO KEEP THE FAMILY HAPPY

WORDS: AGASTI KAULGI  PHOTOGRAPHY: RAJEEV GAIKWAD

ties
he challenge that engineers would have faced when the management asked them to think of a 'family car' must have been unimaginable. At one end, it's the country's love for compact cars that potter around the narrow streets of a typical Indian city or town and on the other hand, it's the love for travelling together, in numbers. These things don't really go well together. And as a result of that, a few Japanese carmakers have had their fingers burnt - the Honda Mobilio died a premature death, the BR-V is barely pulling in any numbers and the Nissan Evalia was a total disaster. So there, you see, there hasn't been much affection for such 'family cars' or compact MPVs as some like to call them. But then there's the Ertiga - breaking norms and racing to the summit where its peers have retired almost at the basecamp. After the Omni, which more or less started the tradition of the family travelling together, it was this, the Ertiga that has carried on the legacy. And even with a shape that can't really be called

"It's the design, that has transformed itself into something that's desirable"
attractive and feature list shorter than a bachelor’s grocery list, it’s been getting 5,000 orders month after month. But all of that is about to change.

For starters, from being kinda unattractive, the design has transformed itself into something that’s desirable. Well, to put it simply, Maruti has made a nice-looking van. The headlamps aren’t bulbous anymore, and have now been replaced with sleek, sharp-looking ones with halogens to light up the road. The grille, now, has horizontal slats with chrome spattered on it. The front bumper looks like passionate designers have sketched it out. As a package, it all looks neat and well done. At the back, though, it’s a mixed bag. Yes, things have been done with a much better sense of styling than the out-going Ertiga, but there’s a bit of a similarity in the way the tail-lamps have been designed to that of some Hondas. Now, I’m not entirely sure if that’s a good thing or bad, but there’s no distinct identity to the rear.

The designers have been hard at work even with the way things look in the cabin. The dashboard can now be called designed and not just assembled. There’s faux wood – that doesn’t look tacky – all along the dash, and there are flowing lines and a decent-sized screen as a centre jewel. All’s placed well, where it needs to be placed, and there won’t be a time where you have to stretch your hand at awkward angles to get to something. Even the instrument cluster – on the top spec – is something that you’d expect in a premium hatch or an executive sedan. Loads of info is flashed on the TFT screen and there are analogue dials for speed and revs on either end to make it all look symmetrical. The seats are well bolstered and offer great support and ensure you aren’t exhausted at the end of a long journey.

In the second generation, it’s not only the styling that has been transformed, the lads at Maruti have also given cabin comfort a rethink. The result? Well, you can now recline all the seats, yeah, even the third row. That not only makes the third row a better place to be in, it also adds usable space to that row. Overall, the cabin size has increased and that means there’s now more shoulder- and leg-room for all the passengers. As against 135 litres of boot space with all seats up in the first gen, you can put in 209 litres of cargo with room for seven passengers.
Does its bit for the environment. A mild hybrid system just like on the Ciaz.

Supple would be an understatement to describe the ride. It’s really applause-worthy.

Now, the third row isn’t only for kids. It can fit in two adults. The seat also reclines on board. Oh yeah, if you want more space, you can fold the second and the third row flat. And once you do that, there’s enough space to move houses.

This Ertiga is based on the new Heartech platform – the same that makes the underpinnings for the Baleno and the Swift. It is much lighter than the previous architecture and has also increased the rigidity of this MPV. It gets a fair bit of high-tensile steel to make the chassis better equipped to handle crashes, all of it ensuring it doesn’t lug along more weight. The highlight of the Ertiga, when it comes to its driving dynamics, has to be its ability to absorb bumps. Supple would be an understatement to describe the ride quality. The suspension cushions out almost all the irregularities of road. The tuning of the suspension is such that it carries out the task of soaking up bumps whether it’s lightly loaded or fully. It’s really applause-worthy.

The downside to the softly sprung suspension is the body roll. Around bends on the expressway where speeds are relatively higher, the roll may be bothersome to a few, but this Ertiga gets around bends at slower speeds without throwing the passengers around. If you equate the roll against the ride quality, you’re definitely better off, given the state of our roads. As a package, as you’d expect, the Ertiga doesn’t really deserve any fancy adjectives to describe the handling. It’s neutral and predictive. It doesn’t have a weighty feel like Mahindra MPVs, but you understand it isn’t very comfortable if you plan to chuck it around a bit. The steering, too, is vague at the centre and feedback isn’t too great either.

Along with all these changes in the architecture, design and cabin comfort, the Ertiga also gets a new heart. It’s now powered by the same 1.5-litre petrol mill that powers the Ciaz. The power rating stands at 103bhp and 138Nm. Now, these kind of horsepower isn’t going to get your pulse racing, but it’s sufficient to get it going at decent speeds. For guys who prefer diesel, there’s
nothing new on offer – the same 1.3-litre oil-burner that churns out 87bhp and 200Nm of spin. In terms of refinement and NVH levels, the petrol engine scores high. You can barely hear it at low revs inside the cabin.

It is mated to a butter-smooth five-speed transmission or a century-old four-speed torque converter. The manual, the one we tested, has well-thought-of ratios and does a good job at slow city speeds or at highway speeds. An extra cog would have been nice to have, considering that most Ertigas will see a lot of highway runs.

The second-gen Ertiga now costs a bit more than its predecessor. Prices start at ₹7.44 lakh and go all the way to ₹10.90 lakh for the top-spec diesel one (ex-showroom). For that addition money, you get a bigger cabin and more creature comforts such as an auto air-con, entertainment system with Android Auto and Apple CarPlay compatibility, a rear-view cam along with the rest. But what it misses out on are rain-sensing wipers, auto headlamps and DRLs, which have become industry defaults even at this price point.

If you were to overlook these couple of features, you have a rather solid package in its second gen. You’ve got the looks, you’ve got the space and you’ve got suitable driving dynamics to go with. If you ask us, it’s good enough for more than 5,000 people to take notice every month, and once again, the Ertiga will challenge the general trends of the segment and stand out. 

MARUTI ERTIGA

Engine: 1462cc, 4cyl, petrol
Power: 103bhp at 6000rpm
Torque: 138Nm at 4500rpm
Transmission: 5MT/4AT, FWD
LxWxH: 4395x1735x1690mm
Wheelbase: 2740mm
Boot space: 209 litres (expandable to 803 litres)

Fuel tank: 45L
Price: ₹7.44 – ₹10.90 lakh (ex-showroom)
Pros: Ride quality, cabin space, styling
Cons: Body roll, boot space
Bottomline: The Ertiga has been bettered in each and every way and now offers a big cabin, efficient engine and a well-rounded package.
It has starred in television series, is possibly the most preferred round-the-world companion and, now, is available in a pint-sized version. Is it GS enough though?

WORDS: DEBABRATA SARKAR    PHOTOGRAPHY: ROHAN DAYAL
here aren’t too many things that you need to worry about when you pull up to a crossroad. Not the metaphorical meaning of life sort, but the literal kind. Check for oncoming traffic, look left, look right, read the signs and make sure you point your bike in the direction of your destination and carry on. Today though, I’ve pulled up to a crossroad on a GS, no, not the full-service adventure version, but the petite 310. I know I need to make a left to stay on the highway and get to Dehradun, like everyone else but there’s this strange itch that’s keeping me from turning the handlebar. It’s an itch that is pointing to the road with no name, which probably goes nowhere. I suppose it is a GS thing, regardless of its size.

So much for crossroads being easy then. Within a few hundred metres, the shops and houses become scarce, the road narrows down,
enough to make it difficult to pass a car, and it turns a corner beyond the last house to begin its uphill climb. There are fields at various levels around me, I pass a couple of trails shooting off into thicker foliage and there isn’t another automobile in sight. What I do come up on is a massive herd of sheep that refuses to give way and swarms around me in waves. Way out in the distance, I spot a pick-up truck making its way gingerly down the hill. I still don’t know if, or where, this road will connect, but I’m happy to take my chances. I probably would’ve been far more cautious if I had been riding the Adventure, with its sheer bulk playing on my mind constantly. With the 310GS though, I barely give it a second thought. It is small enough to point at these narrow twisties, weighs roughly 175 kilos and the 313cc single makes an acceptable amount of power at 33bhp. Yes, it does look large, thanks to the high beak at the front and
all the cladding on the fuel tank. Even the seat is a daunting 835mm off the ground, to complete the adventure motorcycle styling. What I think BMW could’ve done without are the alloy wheels, which seem completely out of place on this motorcycle.

While I marvel at how easy to use the small GS is, the shepherd finally notices that I’m stranded in the middle of his flock. He sets about beating his stick on the ground and makes a series of noises and whistles to get the herd to part magically and let me through. Further up the road, with the sun beating down on my back, I navigate my way past the recently cleared debris from landslides and gouged out pieces of tarmac. With a supple set up on the springs, the GS soaks up everything with me rarely having to get off the seat and up on the pegs. It pots up the narrow road with the single beating away furiously. This isn’t a particularly nice sounding motor, and with the rock face amplifying mechanical noise, it gets a bit tiring. Luckily for me, I’ve climbed high enough to look out at the expanse of the river running down its rocky bed with terraced farms all along the hillside. Encouraged by the sheer brilliance of the landscape, I decide to carry on.

Except, I stall the bike. Twice.

Getting off the line on an incline with the 310GS can be a bit of a tricky, and sometimes embarrassing, situation. Get the revs up to about 3000rpm, thanks to its peak torque of 28Nm coming in at 7500rpm, to ensure you do not stall...
the bike. On occasion, particularly on an off-road
trail, you may even need to slip the clutch a little
to get going again with the risk of some wheel
spin. This can be annoying, especially when you
want to make smooth progress and concentrate
on the surface instead of bothering about what
the tachometer is reading. The other option is
to stay in a lower gear and hold higher revs to
remain in the power band. It is fairly easy to
stand up on the GS, in case the surface gets really
bad. The tank is easy to hold on to and the pegs
are comfortable to be on. However, I would like
to turn the handlebar further away from me to
get the ergonomics right.

With the light fading as the sun dips below the
range, I decide to pick up the pace to get a peek
at which way I’m heading. Couple of small villages
pass by and the tarmac turns to gravel. It’s time
to pause over a cup of tea, as cool air descends
and I need to find my way back. A perfect mini

GB-sized adventure before heading back to the
worn out highway. There is a slight problem
though, the massively cladded tank holds only
11 litres of fuel, which can get you roughly a 250-
300km range. A number I got alarmingly close
to a couple of times. Not an ideal situation when
you pull up at that crossroad and decide to follow
the road with no name. But more than that, the
motor lets you down. It certainly needs to be set
bottom; something BMW doesn’t seem to have
bothered to do. And at ₹3.5 lakh (ex-showroom,
India), it deserves to get some additional kit.
There aren’t even knuckle protectors on this
bike, and the sump guard is made out of plastic.
Throwing in a set of spoked wheels and a tail
box would possibly make it a better deal. For
now, the mini GS is an adaptation that allows
access to a hallowed name but isn’t necessarily
accompanied by the same tale.

“Perfect for mini GS-sized
adventures is what this does best,
before you head back to the worn
out highway to fuel up again”
Mercedes has made an all-new GLE. It can lean into a corner, can crawl over tricky terrain and spoil you rotten with its levels of luxury.

WORDS: AGASTI KAULGI

Jeep and Land Rover, in their own part of the globe, carried out a gigantic task of making automobiles that could handle any terrain. They made things on wheels go beyond the tarmac, things that could scale mountains, wade through rivers and cross deserts. Soon after the inception of these rugged vehicles that we call SUVs today caught the fancy of civilians – either adventure junkies or those who wanted to make a statement. But these vehicles remained too utilitarian, no-frills four-wheel drives for a bit.

And then came Mercedes to the game and took a humble SUV, speced it up, threw out a few ugly bits, rethought the idea and packaged it into a neat, lovable thing that would feel at home even in the urban setting and not only in the wilderness. Thus was born the M-Class. In automotive speak, Mercedes took an utilitarian fabric like denim, worked it around and suddenly made it fashionable.

Many decades later, the M-Class has changed the way it looks, the way it drives and has got itself a new identity, the GLE. With a massive revolution in the nomenclature of Merc SUVs, the M-Class turned into the GLE in the middle of its life cycle.

But over the years, what has remained constant is this car’s ideology – it’s meant to transport you in comfort. Although, the capability or claimed to compete against the Jeeps or the Land Rovers of the world, it’s continued to walk its own path.

In this generation, though, there are a few things in the GLE that may make you think that it aiming for something it never managed over the years. It’s apparent Merc is aiming big this time around. There are things that talk about off-roady things.
New in-line 6cyl mill in use. Refined and powerful, also gets EQ Boost to fill in gaps.

New COMAND system that makes browsing through child's play easy. It's coupled with AI for easy navigation.
In an industry first, Mercedes has installed four electric motors at the four wheels that power the air suspension. There’s wide functionality with this sort of setup, which allows the GLE to do things no other SUV has ever managed to do. You can individually control the ride height of all the wheels (of course, at crawl speeds). So, for instance, have a big boulder under your left wheels, you can raise only the left wheels to ensure it doesn’t scrape the underside. This setup also has an upside when you are tackling sand. Remember the days when you had to get off the vehicle, physically push and pull an SUV to make it rock, just so that the tyres find some traction and doesn’t leave you beached? Well, all that is history now. At the press of a button, the GLE will power up the electric motors to help you rock the car and crawl out of soft sand. Ingenious, right?

These additional motors that power the air suspension also pay dividends on the road. Apart from the regular Eco, Normal and Sport mode, there’s also a Curve mode on the GLE’s system. What it essentially does is compresses the suspension on the inner wheels while going around a curve to negate the feel of body roll, keeping the cabin as flat as possible. The GLE quite literally leans into bends, like a motorbike. The completely independent suspension also helps you tackle potholes. With a sophisticated system onboard, the GLE’s front camera scans the road up ahead for irregularities and preps the suspension to deal with it, in a quest to offer the flattest ride possible. Earlier, the system did exist on an S-Class, but it used a radar to scan the road and only two motors, unlike these four, had its limitations on how quick and to what extent the system would be able to prep the suspension.

As you’d expect Mercedes has done some extensive work on the GLE’s chassis, brought in a lot of tech and blended it in with a wide array of materials to find that fine balance between nice ride and sharp handling. So, have they managed to hit the sweet spot? The answer is a resounding yes. The ride is supple with the full...
MERCEDES GLE

Engine: 2999cc, 6cyl, petrol
Power: 362bhp at 5500-6100rpm
Torque: 500Nm at 1600-4500rpm
Transmission: 9A, AWD
Top speed: 250kph
0-100kph: 5.7 seconds

Price: ₹75 lakh (estimated, ex-showroom)
Pros: Ride, tech, cabin
Cons: Exterior design
Bottomline: Far more refined and agile than the outgoing generation. Design may not appeal to all.

"I REALLY DON'T THINK THE GLE IS A LOOKER. BUT THAT CABIN WILL MAKE YOU SWOON"

independent air suspension and it manages to keep the potholes from hitting your back hard. The body roll, for the sort of vehicle the GLE is, can be rated quite low. In terms of handling, there’s absolutely nothing wrong with it, but at the same time, it can’t be called the benchmark in the SUV space. The steering is fairly direct and 4MATIC manages to find ample traction even while negotiating a curve at high speeds. Overall, the use of tech has worked in the GLE’s favour and has bettered the car by a big margin over the current generation. It doesn’t feel like a big, heavy chunk of steel trying hard to make its way around fast, sweeping bends and expressways. It’s got the agility you need from a modern SUV.

Apart from just the chassis, Merc engineers have also spent good time in making competent drivetrains. On the diesel front, you get the 2.0-litre four-cylinder unit that we’ve seen in the CLS. In this spec, you get 240bhp and 500Nm of spin from it. It’s the spec that’s going to see maximum number of takers in India. But for those who want more zest, there’s also a 400d that has a 3.0-litre six-cylinder mill that makes 325bhp and 700Nm of spin. Yup, that’s a lot.
For the petrol lovers, Merc isn’t planning to give many options – there’ll be a new in-line six-cylinder motor that’s good for 362bhp and 500Nm. It’s also the quickest of the lot, with a claimed 0-100kph time of 5.7 seconds. Mercedes India is still evaluating options for the diesel mill, and there’s no definitive word on which engine comes mated to the GLE at first.

I spent the most time with the petrol – 450 – and I’m happy to report that it’s one refined piece of kit and there’s enough and more go all across the rev band. It progressively gets juicy as you pile up revs and there are no surprises in this package – it’s smooth and vibration-free all the way. What this six-cylinder unit also gets is the EQ Boost system that fills in 250Nm of torque with the help of a 48V electric motor at around 2000rpm. As an outcome, you get a fairly flat torque curve.

The engine is mated to a nine-speed gearbox that’s both fairly quick and smart and goes about doing its job of splitting the right amount of torque between the axles. As a package, the GLE does a fine job of offering nice driving dynamics.

Visually, the GLE is a bit of a hit or miss. The designers have taken the liberty to make the headlamps smaller, which may not work for everybody. And personally for me, I wouldn’t call the GLE much of a looker. On the inside, though, there’s fine use of materials, patterns and colour shades and you’ve got to be soft in the head to dislike what Mercedes has done with the cabin. There’s a huge screen at the centre that makes the job of navigating through sat-nav, infotainment and other things look like a child’s play. The cabin is roomy, with well-bolstered and comfortable seats and plenty of creature comforts to shut even the whiniest of people up. For the first time, Mercedes also offers a third row option. But in my opinion, it isn’t the best place to be in and more suited to seating kids.

The new GLE will come to India in mid-2019. There’s no word on the prices just yet, but expect it to retail at around ₹75 lakh (ex-showroom). The GLE doesn’t reinvent the game in any way, but even in this generation, it betters what it started out doing in every single way and gives you no reason to complain with the sort of comfort and luxury it has on offer.
091 S U Z U K I  C I A Z

092 H O N D A  W R - V
Aatish bids farewell to the crossover

093 H Y U N D A I  V E R N A
Turns out to be pretty solid on the highway

094 T V S  A P A C H E  R T R  1 6 0
It's riding season and the Apache is ready

095 T V S  R A D E O N
New arrival at garage makes an impression
The new Ciaz has arrived in our garage and the first thing that grabs attention is the design. It has evolved well and the car looks sharper and more modern. Chrome has been used generously but it looks neat and not overdone. The face looks more purposeful now with a wider grille and dazzling headlamps. But the lamps along with the better-looking 16-inch alloys are only available on the top variant.

We have the petrol auto version. That means a new 1.5-litre motor with slightly more power but much more efficiency. This is mated to the same four-speed auto as before. And while I love the convenience, this is not a very engaging transmission. Maybe more cogs would have helped. But power feels adequate both in the city and on the highway. There's enough juice flowing to the front wheels to keep the Ciaz hot in a straight line. If you don't whip it, the car is comfortable building speed and cruising at three-digit speeds.

The chink in the armour is the steering feel. As speed builds, it gets less communicative and goes quiet at dead centre. Suspension is tuned to be soft which is good for soaking in bad roads but tends to make the ride choppy. You'd expect the Ciaz to be more pliant given its size and overall poise.

While you won't feel a lack of power, it's fairly frugal in real world conditions. Even in this auto guise, it can return a double-digit figure with ease through heavy city traffic. Quite convenient given the volatile fuel prices. More on living with the car in the coming months. Watch this space.

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**SUZUKI CIAZ**

Let's talk business

Price ₹10.97 lakh (ex-Bangalore), Model Alpha AT, Driver Girish Karkera, Why it's here Has the Ciaz got the luxury touch?

**GARAGE LOGBOOK**

Looks a bit more tasteful after the design upgrades
Spacious interiors
Comfortable enough for five adults
Cabin looks elegant and modern
Still gets a four-speed auto though

**MILEAGE AND KPL THIS MONTH**

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**MARUTI DZIRE**

Price ₹7.65 lakh (ex-Mumbai), Model 220D AWD, Driver Aashish Kulkarni, Why it's here: Has the AWD improved value to the proposition?

**MILEAGE AND KPL THIS MONTH**

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Wriving goodbye

Price ₹12.20 lakh (on-road, Mumbai) Model VX MT Driver Aatish Mishra

Why it’s here Has it found a crossover sweet spot?

Spec: 1498cc, diesel, 99bhp, 200Nm, 6M Total mileage: 10,909km; Test Kpl: NA

GOODBYE

Not too many miles on the clock this month because Honda wanted its car back within days of us sending the last issue to print. It’s never fun giving a car back, but it really pinches when you don’t get to use and understand a car to its fullest. I’ve only managed one slightly long drive with it – to and from the location for the cover shoot of this magazine.

I know this is a final report and I’m supposed to be giving you a consolidated experience of this car, but I haven’t even told you what it is like on the highway so what am I to consolidate? Bear with me, I’ll keep it short. High speed manners? Great – not floaty, not scary, just planted and rock solid on the open road. Noisy? Slightly, but not unbearable. Quick? Yes, the diesel motor has enough torque to make quick overtakes. Sixth gear means cruising is easy. Steering? Nicely weighted for enthusiastic driving. Still with me? Good. I’m still not happy with the infotainment system, the interface and usability could be better. Efficiency has been good – a comfortable 16kpl.

The question that begs to be answered is – should you pick this over the Jazz? It certainly offers the go-further ability, but not once have I needed to “go further”. Every situation I have used the WR-V in would have been handled just as comfortably in the Jazz. And that’s the same story for most owners: with the sort of use we have for cars, a hatchback will suffice on most days. But then again, you can’t deny that there will come that one day that you want to venture a little bit off the road, head down that one trail, and that is when the WR-V will make sense.

GARAGE LOGBOOK

Well behaved on the highway

“Do I really need this more than a Jazz?”

Oh well, time to say goodbye

MILEAGE AND KPL THIS MONTH

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TVS NTORQ

Winning hearts

Price ₹61,400 (ex-showroom, Mumbai), Model 125cc, Rider Agasti Kaulgi, Why it’s here Is it the best 125cc scooter in the market?

Spec: 125cc, petrol, 9bhp, 10.5Nm Total mileage: 800km, Test Kpl: 52

REPORT 7

The TVS NTorq has been winning hearts in the TopGear team. Our chief designer, Kiran, borrowed this NTorq for a few days to check it out, and when I wanted it back, he went to a TVS dealer and bought himself one as a Diwali present. Also, last month, Aatish put it straight against the Ather – a tech-laden futuristic scooter – and after spending some good time with the Ather and the NTorq, he had only good things to say about the latter. Coming from a millennial, that’s quite something. Apart from that, I know quite a few family members and friends who have put their money on the NTorq.

All this isn’t surprising, because the NTorq is a really nice scooter. It aces in terms of features and comfort. Despite seeing it every day for over six months, the design still looks fresh. It’s elegant, stylish and I’m sure it’ll stand the test of time. You don’t need any more accessories on it to add bling, the design itself has enough of flamboyance to do the trick. Maybe the only grousing that I have with it is that it needs a tad more space in the storage bin. Or maybe I’m getting a bit too greedy…
HYUNDAI Verna

Small problems

Price ₹12.49 lakh (on-road Mumbai) Model Automatic SX (O) Rider Samarpan Bhowmik Why it’s here Do first impressions last?

* Spec: 1591cc, 4-cyl. 121bhp, 151Nm, 6A Total mileage: 11,500km; Test Kpl: NA

Finally, we managed to do the long overdue highway run as promised. The Verna got in some solid numbers on the odo over the last month, as we took it along for tracking duties on a motorcycle shoot to the outskirts of Pune.

Highway manners were pretty decent, the car proving quite stable at three-digit speeds. The slightly stiffer suspension than the older car meant there wasn’t much wallowing or body movement over undulating surfaces. The steering is sadly not the surest though, so you have to be a little careful with your inputs. Also, overtaking manoeuvres need a bit of planning and manual downshifting for the power surge you need to get ahead of other traffic.

Then, we left the smooth, glistening stretches of tarmac behind and got on rough country roads across rural Maharashtra. Even over broken roads, the Verna handled itself well, our backs being spared most of the excruciating details of the surface below. To be noted, the motorcycle we were shooting with the help of the Verna was an off-road specialist. And the Verna kept up pretty impressively enough.

There was just one small problem that cropped up at the most inopportune moment, just as we had finished the rather gruelling shoot and were gearing up to head home. The Verna’s boot locking mechanism failed and we just couldn’t get it to shut. A near 200-km drive to Mumbai looked extremely daunting with this new problem. So, we had to get a rope from some friendly cab drivers around and somehow managed to tie things down securely enough to hobble back home. Thankfully, a Hyundai dealer in Pune solved that issue.

HYUNDAI VERNA

GOODBYE

The Verna has been a reliable and trustworthy car since its introduction. Our test car has been in and out of the service centre for numerous small and big issues that kept popping up. While these issues have been mostly logistics of things being unavailable, the engine complaints have been the biggest headache. The engine has been prone to stalling at times and has been quite thirsty as well. The long drives and heavy use have finally taken its toll on the Verna. We hope the Hyundai service centre can help solve all our issues in time for the Verna to continue being the reliable car that it has been in the past.

Steering feel is a bit unsure at high speeds

Spec: 1591cc, 4-cyl. 121bhp, 151Nm, 6A Total mileage: 11,500km; Test Kpl: NA

GARAGE LOGBOOK

Great highway cruising manners
Overtakes need to be planned in advance for manual downshifts
Beautifully balanced suspension keeps things neat
Steering feel is a bit unsure at high speeds

MILEAGE AND KPL THIS MONTH
0 0 0 2 7 0 9.0
JEPP COMPASS

Getaway vehicle

Price ₹23.31 lakh (on-road, Mumbai), Model Limited, Driver Debabrata Sarkar, Why it’s here Does the much-awarded SUV live up to the hype?

Spec: 1366cc, 161bhp, 200Nm Total mileage: 10,500km, Test kpl: 9.5

So, I forgot my phone’s charging cable somewhere. I usually leave one in the car, but this one must’ve melted in the heat and slipped away, you know, winter in Mumbai and everything. This resulted in me trying to pair my phone with the UConnect system in the Compass using Bluetooth. It’s a fairly straightforward process and apart from the traffic updated illustration of Google Maps, there wasn’t much I missed. In fact, I probably like the cleaner interface without CarPlay better and it also allows my phone to have a different screen on display than the one on the car’s interface. There is, of course, the obvious downside of not having a fully charged cellphone when you do get to work and need to spend a day texting and answering calls.

The Compass continues to impress with its build quality. There isn’t a squeak or rattle to report after 10,000 kilometres and the suspension retains the firm edge; which is something I quite like. I haven’t made any plans for New Year’s yet. The Compass may just land up saving the day and carrying me away for an extended weekend away from the city. I’ll have to wait and watch for that one. For now, it’s urban duties and thanks to the Eastern Freeway, a respectable score at the pumps for this petrol-powered Compass. Boring, yes, but somebody’s got to do it. And, just in case you were wondering, I’ve kept a bag packed and ready to go. It is perfect weather to explore the great outdoors and the Compass makes for the perfect getaway car. Happy new year to you too.

GARAGE LOGBOOK

Build quality impresses
Bluetooth interface preferred
Needs a full-size bed

MILEAGE AND KPL THIS MONTH

0 0 0 1 2 5 0 1 1 2

APACHE RTR 160 4V

Quality time

Price ₹95,095 (on-road, Mumbai), Model Disc, carbureted Driver Aatsh Mishra, Why it’s here Is this the best entry-level sport commuter you can get?

Spec: 159.7cc, single-cyl, 16.5bhp, 14.8Nm Total mileage: 3,138km, Test kpl: NA

REPORT 7

You know that ride to Pune that I kept harping on about, but kept putting off for some reason or the other? Well, it finally happened. Visiting the mecca of motorcycling, EICMA in Milan, may have had one or two things with pushing me to go, but the Apache did as well.

The Apache isn’t a motorcycle that likes being kept parked. Pass it on your way to the car and it will beckon, reminding you how much fun you’re missing out on by choosing those two extra wheels. Guilt. I swear it makes you feel guilt for leaving it alone. But when you climb back on, it does nothing but make you smile. All it does, the whole time you’re on it, is show you how much fun it is. That ride to Pune had me grinning the widest grin all the way there. Thank heavens for tinted visors – I was probably looking absolutely loony.

The WR-V is headed Honda’s way, and that means this little red monster has my undivided attention. So let the party begin!

MILEAGE AND KPL THIS MONTH

0 0 0 2 7 0 1 1 2 8
First timer

Price ₹50,990 (ex-showroom, Mumbai), Model TVS Radeon, Driver Alpesh Rajpurohit, Why it’s here What is TVS’ 110cc commuter bike like to live with? 📊 Spec: 109.7cc, 1-cylinder, 8bhp, 8.7Nm, 4M 📊 Total mileage: 2,600km. Test kpl: 60

They say the first impression is a lasting one. I think that’s rubbish. Let me explain. When I got the keys to the TVS Radeon, my first reaction was disappointment. I mean, with its white paint and chrome bits, the design isn’t exactly low key. But the people I meet during my commute to office think otherwise. Even my dad is impressed by the Radeon’s looks. While I’m still not impressed by its looks, I am charmed by the sweet 109.7cc motor.

The motor churns out 8bhp and 8.7Nm, and is paired to a four-speed transmission. The box works fine on open stretches, but struggles to shift cogs in traffic. Feature-wise, it is really well equipped. I mean, it has a USB port, side-stand indicator, big grab-rails and an LED DRL. Given that it costs ₹50,990 (ex-showroom), it is quite a deal, right?

The most impressive bit about the Radeon is how efficient it is. TVS claims that the Radeon returns 69kpl, but I have (once) managed 76kpl. I guess, TVS should hire me for more reliable figures.

But it does have a few flaws – the suspension is quite firm, the USB slot is hard to reach and the seat is fixed, without any storage underneath. Without a removable seat, I have to carry the bike’s papers in my bag. Sigh.

So far, it’s been almost two months and the Radeon has fared pretty well, and I actually quite adore it. Yes, it does have a few flaws, but I think, I shouldn’t worry about that. Why? Well, I’m keeping my brain busy someplace else; trying to figure out the best traffic-free route to office so that I can achieve 80kpl. Let’s see how it goes.

Oil spill

Price ₹2.26 lakh (on-road Mumbai), Model RR310, Rider Debabrata Sarkar

Hosur, we have a problem. There are damp spots of oil around the RR310’s parking spot and I’ve noticed a few specks on my left boot too. This is pretty much unheard of, and I’ve been living with TVS bikes for years now. I haven’t been able to locate the oil inspection window under the fairing either, so have no real clue what the oil level is currently. This is a bit of bummer as the weather has just begun to turn and the crisp mornings are perfect for a ride out of town. The couple of times that I did manage to show the RR an open stretch of road, it screamed until the digital speedo read numbers that must not be mentioned here. At full chat, the RR can be a heap of fun with just enough power to keep you interested. Build in general has been good and I hope this oil leak is only a minor niggle that will get sorted soon.

_specs: 312cc, single cyl, 33.5bhp, 27Nm, 6M 📊 Total mileage: 3,900km. Test kpl: NA_
EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

### How It Works

#### 01 The brand
Has it been here long? What has it been up to? From A-Z, we tell you all about each carmaker.

#### 02 The network
Intend to drive/ride around the country? See how many dealer/service touchpoints are in place.

#### 03 The features
Do I need keyless entry or do I need alloy wheels? Look at this section and make up your mind.

#### 04 The build
Not sure if the car you’re about to buy is locally manufactured or imported? Check this section.

#### 05 The performance
Anxious about losing red light drag races? We’ve put each car to the test for your knowledge.

#### 06 The Award
Has the car I’m about to pick up won a TG Award? If it has, this is where you’ll come to know.

#### 07 The dimensions
Will that C-segment sedan fit in your parking bay? Here are the measurements you need to note.

#### 08 The cost
I’ve decided the car and trim level. What’s the damage? Let us tell you (all prices ex-India).

#### 09 The debutant
Lots of new metal arrives every month, but we’ll tell you the one you need to watch out for.

#### 10 The rating
Is it really good, is it really bad or is it just so-so? Here’s a sure shot way of knowing.

### The Guide to Using Our Guide

#### 01 The brand
- Has it been here long?
- What has it been up to?

#### 02 The network
- Intend to drive/ride around the country?
- See how many dealer/service touchpoints are in place.

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- Do I need keyless entry?
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- Is it really bad?
- Is it just so-so?

### Data

#### Top Gear New Car Guide

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEXUS</strong></td>
<td></td>
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<tr>
<td><strong>MAHINDRA MARAZZO</strong></td>
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<tr>
<td><strong>TOYOTA</strong></td>
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<tr>
<td><strong>NISSAN</strong></td>
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</tbody>
</table>

### Specifications

- **Lexus**
  - Engine: 2.5L Hybrid
  - Transmission: CVT
  - Fuel Efficiency: 26.5 kmpl

- **Mahindra Marazzo**
  - Engine: 1.5L Diesel
  - Transmission: 6-Speed Manual
  - Fuel Efficiency: 20 kmpl

### Key Features

- **Top Gear**
  - Best in class fuel economy
  - Innovative safety features
  - Advanced infotainment system

### Reviews

- **Lexus**
  - A luxury car with advanced technology
  - Comfortable seating and spacious interior

- **Mahindra Marazzo**
  - A rugged MPV with a robust build
  - Spacious seating for up to 7 passengers

### Conclusion

- Lexus
  - Ideal for those looking for a luxury driving experience

- Mahindra Marazzo
  - Perfect for families looking for a spacious and comfortable MPV
## Top Gear on Audi

Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.

### A3:
Audi’s brought the three-box version of the A3 to compete with the A-Class and the 1-Series. Nature of build: CKD

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine Details</th>
<th>Specifications</th>
<th>Nature of build</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 TFSI Technology</td>
<td>3.33 cr 1204cc</td>
<td>Max. Power: 147 Bhp, Max. Torque: 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
</tr>
<tr>
<td>35 TDI Technology</td>
<td>35.45 lakh 1968cc 190 Bhp, 320 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
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<tr>
<td>35 TFSI Cabriolet</td>
<td>43.37 lakh 2000cc 147 Bhp, 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
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</tbody>
</table>

### A4:
Audi’s best-seller undergoes a full generation change. Becomes a nagging worry for other Germans in the game. Nature of build: CKD

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine Details</th>
<th>Specifications</th>
<th>Nature of build</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 TFSI Technology</td>
<td>30.10 lakh 1300cc 147 Bhp, 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
</tr>
<tr>
<td>35 TDI Technology</td>
<td>35.10 lakh 1600cc 147 Bhp, 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
</tr>
<tr>
<td>RS6 Avant</td>
<td>1.59 cr 4.0l V8 560 Bhp, 700 Nm</td>
<td>9/10</td>
<td>CBU</td>
<td></td>
</tr>
</tbody>
</table>

### A8 L:
You can’t ask for a more perfect car than this. Not for ordinary mortals. Nature of build: CBU

<table>
<thead>
<tr>
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<th>Engine Details</th>
<th>Specifications</th>
<th>Nature of build</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 TFSI quattro</td>
<td>62.00 lakh 4.0l V8 420 Bhp, 600 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
</tr>
<tr>
<td>50 TDI quattro</td>
<td>52.00 lakh 3.0l V6 360 Bhp, 600 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
</tr>
</tbody>
</table>

### Q3:
Audi says this rivals the Range Rover Evoque! Not sure about that, but it definitely capable. Nature of build: CKD

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine Details</th>
<th>Specifications</th>
<th>Nature of build</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 TFSI Premium</td>
<td>30.50 lakh 1.8l 147 Bhp, 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
<td></td>
</tr>
<tr>
<td>35 TDI quattro</td>
<td>35.50 lakh 2.0l 177 Bhp, 219 Nm</td>
<td>7/10</td>
<td>CBU</td>
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</tbody>
</table>

### Q5:
It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business. Nature of build: CKD

<table>
<thead>
<tr>
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<th>Nature of build</th>
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<tbody>
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<td>35 TDI Technology</td>
<td>57.60 lakh 2.0l 190 Bhp, 400 Nm</td>
<td>NA</td>
<td>CBU</td>
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</table>

### Q7:
A capable and competitively priced seven-seat SUV that’ll put the frighteners on Mercedes and BMW. Nature of build: CKD

<table>
<thead>
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<th>Engine Details</th>
<th>Specifications</th>
<th>Nature of build</th>
<th>TG Rating</th>
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</thead>
<tbody>
<tr>
<td>45 TDI quattro tech</td>
<td>82.08 lakh 3.0l 245 Bhp, 234 Nm</td>
<td>8/10</td>
<td>CBU</td>
<td></td>
</tr>
<tr>
<td>40 TFSI quattro Tech</td>
<td>78.08 lakh 2.0l 245 Bhp, 234 Nm</td>
<td>8/10</td>
<td>CBU</td>
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</tr>
</tbody>
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**ASTON MARTIN**

Number of service centres: 1

*Top Gear on Aston Martin: Arguably the UK’s most desirable marque, thanks to genuinely good supercars.*

**DB11:** The long awaited successor the DB9, the DB 11 has a lot to live up to, and it does. Like all other Astons, this is a stunner too. Nature of build: CBU

<table>
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<td>82.08 lakh 3.0l 245 Bhp, 234 Nm</td>
<td>8/10</td>
<td>CBU</td>
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</tbody>
</table>

**RAPIDE:** A ball-aching beauty of a sedan and a proper poke in the eye for Porsche’s Panamera Turbo. Nature of build: CBU

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<thead>
<tr>
<th>Price (Ex-India)</th>
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<th>Nature of build</th>
<th>TG Rating</th>
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<tbody>
<tr>
<td>45 TDI quattro Tech</td>
<td>57.60 lakh 3.0l 245 Bhp, 234 Nm</td>
<td>8/10</td>
<td>CBU</td>
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**VANTAGE:** The cheapest Aston out there, but it has all the oomph that it’s V12 cousins has to offer. Nature of build: CBU

<table>
<thead>
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<th>Specifications</th>
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<tbody>
<tr>
<td>30 TFSI Premium</td>
<td>33.50 lakh 2.0l 147 Bhp, 250 Nm</td>
<td>7/10</td>
<td>CBU</td>
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</tbody>
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**AUDI**

Number of service centres: 40

*Top Gear on Audi: Supercar Of The Year 2017: Audi R8 V10 Plus*

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**Q5:**

- Price: 82.08 lakh
- Engine: V6 3.0l 245 Bhp, 234 Nm
- Features: NA
- TG Rating: 8/10

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**Q7:**

- Price: 78.08 lakh
- Engine: V6 3.0l 245 Bhp, 234 Nm
- Features: NA
- TG Rating: 8/10
# Top Gear New Car Guide

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max Speed (Kmph)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Reversing camera</th>
<th>Parking sensors</th>
<th>Alloys</th>
<th>TG Rating</th>
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<tbody>
<tr>
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<td><strong>8/10</strong></td>
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<tr>
<td><strong>M3</strong> sedan</td>
<td></td>
<td>6 cyl 2894cc</td>
<td>444</td>
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**Bentley**

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<thead>
<tr>
<th>Model</th>
<th>Price</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max Speed (Kmph)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
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<th>Auto wipers</th>
<th>Reversing camera</th>
<th>Parking sensors</th>
<th>Alloys</th>
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<tr>
<td><strong>Continental</strong></td>
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<td><strong>8/10</strong></td>
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<tr>
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<td></td>
<td>8 cyl 6752cc</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td><strong>8/10</strong></td>
</tr>
</tbody>
</table>

**RS5:** Thrash it on track on the weekend and take it to work on Monday. Smiles guaranteed every time.

**R8:** Think the Lamorghini Huracan is too over-the-top? Audi’s got a soberer-er version of VAG’s V10 supercar.

**A5:** The Sportback styling is very eye catching and the S5 with a creamy motor packs quite a punch.

**TT:** Still the cheapest two-seat sports car around. Now more thorough than ever before.
### New Car Guide

#### 5 Series
A return to form for the 5, with more palatable styling, a better ride and BMW's stock-in-trade quality.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max. speed (Kmph)</th>
<th>0-100kmph (sec)</th>
<th>Car FF (Kpl)</th>
<th>Highway FF (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Rearview camera</th>
<th>Alloys</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>530i Sportline</td>
<td>4cyl 1998cc</td>
<td>248</td>
<td>350</td>
<td>NA</td>
<td>6.4</td>
<td>NA</td>
<td>11.59</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>5/10</td>
</tr>
<tr>
<td>520d Luxury</td>
<td>4cyl 1995cc</td>
<td>188</td>
<td>400</td>
<td>NA</td>
<td>8.0</td>
<td>NA</td>
<td>14.1</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>7/10</td>
</tr>
<tr>
<td>530d M Sport</td>
<td>6cyl 2993cc</td>
<td>282</td>
<td>620</td>
<td>NA</td>
<td>5.8</td>
<td>NA</td>
<td>NA</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>8/10</td>
</tr>
</tbody>
</table>

#### 6 GT
The successor to the 5 GT is fun to drive and has space to rival the Mercedes-Benz LWB E-Class.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max. speed (Kmph)</th>
<th>0-100kmph (sec)</th>
<th>Car FF (Kpl)</th>
<th>Highway FF (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Rearview camera</th>
<th>Alloys</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 GT 630i</td>
<td>4cyl 1998cc</td>
<td>258</td>
<td>400</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### 7 Series
Much improved super saloon is now a match for the class-whipping Mercedes-Benz S-Class.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max. speed (Kmph)</th>
<th>0-100kmph (sec)</th>
<th>Car FF (Kpl)</th>
<th>Highway FF (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Rearview camera</th>
<th>Alloys</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>730 li M Sport</td>
<td>6cyl 2993cc</td>
<td>261</td>
<td>620</td>
<td>NA</td>
<td>6.69</td>
<td>7.8</td>
<td>10.5</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Top Gear on Datsun

**DATSUN**

- **Right size, right price, perfect for the urban yuppie.**
  - Nature of build: CKD
  - L: 4239mm, W: 1790mm, H: 1291mm, Ground Clearance: 170mm, Wheelbase: 2450mm, Tyre Size: 155/70 R13, Fuel Tank: 35 litres, Boot Space: 265 litres
- **Essentially a Micra that doesn't look like one, and cheaper too. Win-win!**
  - L: 3785mm, W: 1635mm, H: 1485mm, Ground Clearance: 170mm, Wheelbase: 2450mm, Tyre Size: 155/70 R13, Fuel Tank: 35 litres, Boot Space: 265 litres

**Last year at TG Awards**

- **NA**

---

**Nissan has revived Datsun, only this time, it's to sell inexpensive hatches and micro-MPVs**

**Essentially a Micra that doesn't look like one, and cheaper too. Win-win!**
### TopGear New Car Guide

<table>
<thead>
<tr>
<th>Price</th>
<th>Numbers</th>
<th>Features</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Go D</td>
<td>3.29 lakh</td>
<td>3 cyl 1198cc</td>
<td>4/10</td>
</tr>
<tr>
<td>Go T</td>
<td>4.13 lakh</td>
<td>3 cyl 1198cc</td>
<td>4/10</td>
</tr>
<tr>
<td>Go *</td>
<td>A Go that thinks it’s an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Price</td>
<td>Numbers</td>
<td>Features</td>
<td></td>
</tr>
<tr>
<td>TopGear</td>
<td>3.995mm, W: 1635mm, H: 1490mm, Ground Clearance: 170mm, Wheelbase: 2450mm, Tyre Size: 155/70 R13, Fuel Tank: 35 litres, Boot Space: 347 litres</td>
<td>28 litres Boot Space: 221 litres</td>
<td></td>
</tr>
</tbody>
</table>

Last year at TG Awards

### Force

<table>
<thead>
<tr>
<th>Number of service centres:</th>
<th>2</th>
</tr>
</thead>
</table>

#### TopGear on Force:

Join the ranks of Tata and Mahindra with home-grown SUVs.

#### TopGear on Fiat:

Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.

#### TopGear on Ferrari:

Iconic Italian marque with a huge back catalogue of fabulous cars. anmotorsportsuccesses.

#### TopGear on Abarth:

The 500 with the kind of sting only the Abarth division can provide. But, it has to fight the Mini...

#### TopGear on Linea:

Big sedan loaded to the brim with features at a bargain price.

#### TopGear on Punto Evo:

Looks incredible, drives well, priced competitively. There’s an Abarth version, too!

#### TopGear on Redigo:

Spun off the Kwid platform, the third new-age Datsun is the most promising of the lot.
<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TOPGEAR NEW CAR GUIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Airbags</td>
<td>Keyless entry</td>
<td>Climate control</td>
</tr>
<tr>
<td></td>
<td>TG RATING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ex-India</td>
<td>Engine</td>
<td>Max. Power (Bhp)</td>
<td>Max. Torque (Nm)</td>
</tr>
</tbody>
</table>

**GURKHA:** Force’s spartan off-roader gets a bit more road-friendly in the new 5-door avatar.


**FORD**

Number of service centres: 247

**TopGear on Ford:** Makes some of the best driver’s cars in India. Right now in a period of transition. Good thing is their best is yet to come.

**ASPIRE:** The most dynamically sound sub-four metre sedan in India. Priced well, too.


**ENDEAVOUR:** The Endy has returned. It now packs in a lot more muscle, and comes with plenty of goodies.


**ECOSPORT:** This compact SUV gets a refresh and is even better than before.


**FIGO:** With that Aston Martin face, the new Figo does look handsome. It’s well equipped too.


**FREESTYLE:** Ford sends the Figo to the gym and the result is a very likeable crossover.


**MUSTANG:** Brawny sports coupe that lives up to its muscle car lineage. Powerful, sexy and practical... almost.

L: 4784mm, W: 2080mm, H: 1391mm, Ground Clearance: 137mm, Wheelbase: 2720mm, Tyre Size: 255/40 r19(f) 275/40 R19(rear), Fuel Tank: 61 litres, Boot Space: 408 litres

**ACCORD HYBRID:** Big Honda saloon is back; this time in hybrid flavour. Comfortable, spacious, decent to drive. A tad pricey.

L: 4935mm, W: 1849mm, H: 1464mm, Ground Clearance: , Wheelbase: 2776mm, Tyre Size: 235/45 R18, Fuel Tank: 60 litres, Boot Space:

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TOPGEAR NEW CAR GUIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Airbags</td>
<td>Keyless entry</td>
<td>Climate control</td>
</tr>
<tr>
<td></td>
<td>TG RATING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2 petrol Ambiente</td>
<td>5.09 lakh</td>
<td>2.207 litre</td>
<td>95</td>
</tr>
<tr>
<td>1.2 diesel Ambiente</td>
<td>6.09 lakh</td>
<td>2.207 litre</td>
<td>95</td>
</tr>
<tr>
<td>1.5 diesel Titanium+</td>
<td>7.89 lakh</td>
<td>2.207 litre</td>
<td>95</td>
</tr>
</tbody>
</table>

**HONDA**

Number of service centres: 202

**TopGear on Honda:**

Enjoy a brand value only premium German cars can beat. City continues to dominate its segment.

**Last year at TG Awards:**

Green Car Of The Year 2017: Honda Accord Hybrid

**ACCORD HYBRID**

Big Honda saloon is back; this time in hybrid flavour. Comfortable, spacious, decent to drive. A tad pricey.

L: 4935mm, W: 1849mm, H: 1464mm, Ground Clearance: , Wheelbase: 2776mm, Tyre Size: 235/45 R18, Fuel Tank: 60 litres, Boot Space:

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TOPGEAR NEW CAR GUIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Airbags</td>
<td>Keyless entry</td>
<td>Climate control</td>
</tr>
<tr>
<td></td>
<td>TG RATING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accord Hybrid</td>
<td>43.21 lakh</td>
<td>2.207 litre</td>
<td>95</td>
</tr>
</tbody>
</table>
### Price and Features Table

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOPGEAR NEW CAR GUIDE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AMAZE</strong></td>
<td>The new Amaze has a striking design and gets a CVT box with the diesel too.</td>
<td></td>
</tr>
<tr>
<td>L: 3995 mm, W: 1695 mm, H: 1498 mm, Ground Clearance: NA. Wheelbase: 2470 mm, Tyre Size: 175/65 R14, Fuel Tank: 35 litres, Boot Space: 420 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E petrol MT</td>
<td>5.80 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>VX petrol MT</td>
<td>7.68 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>V diesel CVT</td>
<td>9.10 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td>VX diesel MT</td>
<td>8.78 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td><strong>CITY</strong></td>
<td>Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.</td>
<td></td>
</tr>
<tr>
<td>L: 4440mm, W: 1695mm, H: 1495mm, Ground Clearance: 165mm, Wheelbase: 2600mm, Tyre Size: 175/65 R15, Fuel Tank: 40 litres, Boot Space: 510 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V MT petrol</td>
<td>10.25 lakh</td>
<td>4cyl 1497cc</td>
</tr>
<tr>
<td>ZK CVT petrol</td>
<td>13.75 lakh</td>
<td>4cyl 1497cc</td>
</tr>
<tr>
<td>V MT diesel</td>
<td>11.89 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td>ZK MT diesel</td>
<td>13.88 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td><strong>BRIO</strong></td>
<td>A complete young family hatch, comes with an aggressive price tag.</td>
<td></td>
</tr>
<tr>
<td>L: 3610mm, W: 1680mm, H: 1500mm, Ground Clearance: 165mm, Wheelbase: 2345mm, Tyre Size: 175/65 R14, Fuel Tank: 35 litres, Boot Space: 215 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VX MT</td>
<td>5.96 lakh</td>
<td>4cyl 1198cc</td>
</tr>
<tr>
<td>VX AT</td>
<td>6.81 lakh</td>
<td>4cyl 1198cc</td>
</tr>
<tr>
<td><strong>BR-V</strong></td>
<td>Not as impressive a package as its strongest rivals, but offers two extra seats</td>
<td></td>
</tr>
<tr>
<td>L: 4453mm, W: 1735mm, H: 1666mm, Ground Clearance: 210mm, Wheelbase: 2662mm, Tyre Size: 195/60 R16, Fuel Tank: 42 litres, Boot Space: 223 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V MT petrol</td>
<td>12.77 lakh</td>
<td>4cyl 1497cc</td>
</tr>
<tr>
<td>VX petrol</td>
<td>12.63 lakh</td>
<td>4cyl 1497cc</td>
</tr>
<tr>
<td>VX diesel</td>
<td>13.74 lakh</td>
<td>4cyl 1497cc</td>
</tr>
<tr>
<td><strong>JAZZ</strong></td>
<td>Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.</td>
<td></td>
</tr>
<tr>
<td>L: 3955mm, W: 1694mm, H: 1544mm, Ground Clearance: 165mm, Wheelbase: 2530mm, Tyre Size: 175/70 R14, Fuel Tank: 40 litres, Boot Space: 354 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V MT petrol</td>
<td>7.35 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>VX MT petrol</td>
<td>7.79 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>V CVT petrol</td>
<td>8.55 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>VX MT diesel</td>
<td>9.29 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td><strong>WR-V</strong></td>
<td>Honda's entrant for the compact-SUV segment, the WR-V is more than just a muscly Jazz.</td>
<td></td>
</tr>
<tr>
<td>L: 3999mm, W: 1734mm, H: 1600mm, Ground Clearance: 188mm, Wheelbase: 2555mm, Tyre Size: 195/60 R16, Fuel Tank: 40 litres, Boot Space: 365 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VX MT petrol</td>
<td>9.11 lakh</td>
<td>4cyl 1199cc</td>
</tr>
<tr>
<td>VX MT diesel</td>
<td>10.26 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td><strong>GR-V</strong></td>
<td>Suave, comfortable, handles well and has a great engine. It has a terrific image as well.</td>
<td></td>
</tr>
<tr>
<td>L: 4592mm, W: 1855mm, H: 1679mm, Ground Clearance: 198mm, Wheelbase: 2660mm, Tyre Size: 235/60 R18, Fuel Tank: 57 litres, Boot Space: 472 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.0 AT petrol</td>
<td>28.25 lakh</td>
<td>4cyl 1597cc</td>
</tr>
<tr>
<td>1.6 diesel</td>
<td>30.65 lakh</td>
<td>4cyl 1597cc</td>
</tr>
<tr>
<td><strong>HYUNDAI</strong></td>
<td>Number of service centres: 610</td>
<td></td>
</tr>
<tr>
<td>TopGear on Hyundai: With the i10 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.</td>
<td>Last year at TG Awards Urban SUV Of The Year 2017: Hyundai Tucson</td>
<td></td>
</tr>
<tr>
<td>EON: The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L: 3495mm, W: 1550mm, H: 1500mm, Ground Clearance: 170mm, Wheelbase: 2380mm, Tyre Size: 145/80 R12, Fuel Tank: 32 litres, Boot Space: 215 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sportz</td>
<td>4.43 lakh</td>
<td>3cyl 814cc</td>
</tr>
<tr>
<td>1.0 Magna+(O)</td>
<td>4.67 lakh</td>
<td>3cyl 988cc</td>
</tr>
<tr>
<td><strong>GRAND i10:</strong> Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L: 3765mm, W: 1660mm, H: 1520mm, Ground Clearance: NA. Wheelbase: 2425mm, Tyre Size: 165/65 R14, Fuel Tank: 43 litres, Boot Space: 235 litres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Magna 1.2 petrol</td>
<td>5.54 lakh</td>
<td>4cyl 1197cc</td>
</tr>
<tr>
<td>Asta 1.2 petrol</td>
<td>6.58 lakh</td>
<td>4cyl 1197cc</td>
</tr>
<tr>
<td>Sportz (O) 1.2 petrol AT</td>
<td>7.22 lakh</td>
<td>4cyl 1197cc</td>
</tr>
<tr>
<td>Asta 1.2 diesel</td>
<td>7.56 lakh</td>
<td>3cyl 1186cc</td>
</tr>
</tbody>
</table>
### TopGear NEW CAR GUIDE

**ELITE i20:** The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asta 1.2 petrol</td>
<td>7.42 lakh</td>
<td>4cyl 1197cc</td>
<td>82</td>
<td>115</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>7/10</td>
</tr>
<tr>
<td>Asta 1.4 diesel</td>
<td>8.42 lakh</td>
<td>4cyl 1368cc</td>
<td>99</td>
<td>132</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>8/10</td>
</tr>
<tr>
<td>Asta 1.2 petrol AT</td>
<td>8.22 lakh</td>
<td>4cyl 1368cc</td>
<td>99</td>
<td>132</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>7/10</td>
</tr>
</tbody>
</table>

**i20 ACTIVE:** The i20 gets some muscle and some character too.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2 SX petrol</td>
<td>8.52 lakh</td>
<td>4cyl 1197cc</td>
<td>82</td>
<td>115</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>7/10</td>
</tr>
<tr>
<td>1.4 SX diesel</td>
<td>9.93 lakh</td>
<td>4cyl 1396cc</td>
<td>89</td>
<td>220</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>8/10</td>
</tr>
</tbody>
</table>

**XCENT:** Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2 SX petrol</td>
<td>6.95 lakh</td>
<td>4cyl 1197cc</td>
<td>82</td>
<td>114</td>
<td>13.44</td>
<td>12.8</td>
<td>16.1</td>
<td>6/10</td>
</tr>
<tr>
<td>1.2 S petrol AT</td>
<td>7.37 lakh</td>
<td>4cyl 1197cc</td>
<td>82</td>
<td>114</td>
<td>13.44</td>
<td>12.8</td>
<td>16.1</td>
<td>NA</td>
</tr>
<tr>
<td>1.2 SX diesel</td>
<td>7.89 lakh</td>
<td>4cyl 1186cc</td>
<td>74</td>
<td>190</td>
<td>16.53</td>
<td>17.8</td>
<td>19.2</td>
<td>7/10</td>
</tr>
</tbody>
</table>

**VERNA:** Hyundai’s champion mid-size warrior. Now with the power of four Ses

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>EX petrol AT</td>
<td>10.66 lakh</td>
<td>4cyl 1591cc</td>
<td>121</td>
<td>151</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>SX petrol</td>
<td>9.81 lakh</td>
<td>4cyl 1591cc</td>
<td>121</td>
<td>151</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>SX diesel AT</td>
<td>13.00 lakh</td>
<td>4cyl 1582cc</td>
<td>126</td>
<td>260</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
</tbody>
</table>

**CRETA:** The Creta gets a cosmetic refresh along with goodies like a sunroof.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.6 petrol E+</td>
<td>10.00 lakh</td>
<td>4cyl 1591cc</td>
<td>121</td>
<td>151</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>1.6 petrol SX AT</td>
<td>13.45 lakh</td>
<td>4cyl 1591cc</td>
<td>121</td>
<td>151</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>1.6 diesel SX</td>
<td>13.30 lakh</td>
<td>4cyl 1582cc</td>
<td>126</td>
<td>260</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>1.6 diesel SX AT</td>
<td>14.91 lakh</td>
<td>4cyl 1582cc</td>
<td>126</td>
<td>260</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>1.6 diesel SX (O)</td>
<td>15.11 lakh</td>
<td>4cyl 1582cc</td>
<td>126</td>
<td>260</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
</tr>
<tr>
<td>1.4 diesel S</td>
<td>11.79 lakh</td>
<td>4cyl 1596cc</td>
<td>88</td>
<td>220</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>7/10</td>
</tr>
</tbody>
</table>

**ELANTRA:** Hyundai has given the Elantra a complete overhaul. It’s flamboyant, feature-rich and much better to drive, now.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SX petrol</td>
<td>15.20 lakh</td>
<td>4cyl 1999cc</td>
<td>150</td>
<td>192</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>7/10</td>
</tr>
<tr>
<td>SXO petrol AT</td>
<td>18.60 lakh</td>
<td>4cyl 1999cc</td>
<td>150</td>
<td>192</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>7/10</td>
</tr>
<tr>
<td>SXO diesel AT</td>
<td>19.80 lakh</td>
<td>4cyl 1582cc</td>
<td>126</td>
<td>260</td>
<td>10.34</td>
<td>10.8</td>
<td>14.91</td>
<td>7/10</td>
</tr>
</tbody>
</table>

**TUSCON:** Strengthens Hyundai’s SUV portfolio by filling up the gap left open by the bigger Santa Fe and the smaller Creta.

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2wd GLS AT diesel</td>
<td>23.04 lakh</td>
<td>4cyl 1995cc</td>
<td>183</td>
<td>402</td>
<td>9.2</td>
<td>9.5</td>
<td>13.76</td>
<td>7/10</td>
</tr>
<tr>
<td>4wd AT diesel</td>
<td>25.74 lakh</td>
<td>4cyl 1995cc</td>
<td>183</td>
<td>402</td>
<td>9.2</td>
<td>9.5</td>
<td>13.76</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ISUZU:**

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.2 SX diesel</td>
<td>8.22 lakh</td>
<td>4cyl 1368cc</td>
<td>99</td>
<td>132</td>
<td>12.89</td>
<td>12.94</td>
<td>16.1</td>
<td>8/10</td>
</tr>
</tbody>
</table>

**Lifestyle Vehicle Of The Year 2017: Isuzu D-Max V-Cross**

**Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2016.**

**MU-X:** Isuzu’s new XL-size seven-seat SUV is here to take on the big boys

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>MUX 2wd AT</td>
<td>24.79 lakh</td>
<td>4cyl 2999cc</td>
<td>175</td>
<td>380</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>7/10</td>
</tr>
<tr>
<td>MUX 4wd AT</td>
<td>26.75 lakh</td>
<td>4cyl 2999cc</td>
<td>175</td>
<td>380</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**V-CROSS:** It’s a pick-up unlike any other. Seats five, gets plenty of features. A lot of metal for the money

<table>
<thead>
<tr>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (BHP)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Cap FE (Kpl)</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>V-Cross 4x4 std</td>
<td>14.29 lakh</td>
<td>4cyl 2499cc</td>
<td>132</td>
<td>320</td>
<td>14.5</td>
<td>8.8</td>
<td>12.2</td>
<td>NA</td>
</tr>
</tbody>
</table>
### TOPGEAR NEW CAR GUIDE

**JAGUAR**

**Number of service centres:** 21

**TopGear on Jaguar:**
Turning out brilliant driver’s cars. The XF is lovely, and the new engines are as good as anything out there.

**Price**

<table>
<thead>
<tr>
<th>Model</th>
<th>Ex-India</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventador S</td>
<td>5.01 cr</td>
</tr>
</tbody>
</table>

**Features**

- Keyless entry: Yes
- Climate control: Yes
- Touchscreen: Yes
- Auto headlamps: Yes
- Auto wipers: Yes
- Reversing camera: Yes
- Parking sensors: Yes
- Alloys: NA

**TG RATING**

8/10

**LAMBORGHINI**

**Number of service centres:** 3

**TopGear on Lamborghini:**
Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.

**Price**

<table>
<thead>
<tr>
<th>Model</th>
<th>Ex-India</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventador S</td>
<td>5.01 cr</td>
</tr>
</tbody>
</table>

**Features**

- Keyless entry: Yes
- Climate control: Yes
- Touchscreen: Yes
- Auto headlamps: Yes
- Auto wipers: Yes
- Reversing camera: Yes
- Parking sensors: Yes
- Alloys: NA

**TG RATING**

NA

### Price

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>0-100kph (sec)</th>
<th>Cap FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>No. of Airbags</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Reversing camera</th>
<th>Parking sensors</th>
<th>Alloys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventador S</td>
<td>12 cyl</td>
<td>730</td>
<td>690</td>
<td>350</td>
<td>5.0</td>
<td>8.6</td>
<td>6</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>NA</td>
</tr>
</tbody>
</table>
**NEW CAR GUIDE**

**ES300h**
Ex-India: 5.93 cr
Engine: 4cyl 2487cc
Max. Power (Bhp): 177
Max. Torque (Nm): 296
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**URS**
A Raging Bull on steroids. Can go where no supercar would dare to, and fast.
Ex-India: 3 cr
Engine: 8cyl 3996cc
Max. Power: NA
Max. Torque: NA
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**HURACAN**
The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.
Ex-India: 3.43 cr
Engine: 4cyl 2487cc
Max. Power: 218
Max. Torque: 296
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**DISCOVERY SPORT**
The most glamorous Land Rover till date is also a proper mountain goat.
Ex-India: 5.112 mm
Engine: 8cyl 4235cc
Max. Power: NA
Max. Torque: NA
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**RANGE ROVER SPORT**
Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.
Ex-India: 4.919 mm
Engine: 8cyl 4824cc
Max. Power: NA
Max. Torque: NA
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**VELAR**
The Velar is the newest Rangie on the block and boy is it a stunner.
Ex-India: 4.915 mm
Engine: 8cyl 4235cc
Max. Power: NA
Max. Torque: NA
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA

**LEXUS**
Toyota’s luxury brand has come to our shores, armed with hybrids and good looking cars.
Ex-India: 4.915 mm
Engine: 8cyl 4235cc
Max. Power: NA
Max. Torque: NA
0-100 (sec): NA
City FE (Kpl): NA
Highway FE (Kpl): NA
## TOPGEAR NEW CAR GUIDE

### Price

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Power</th>
<th>Torque</th>
<th>Speed</th>
<th>Acceleration</th>
<th>FE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LS 500h</td>
<td>Hybrid</td>
<td>204</td>
<td>340</td>
<td>200</td>
<td>7.4</td>
<td>38/28</td>
</tr>
<tr>
<td>LX</td>
<td>3.5 V6</td>
<td>295</td>
<td>385</td>
<td>230</td>
<td>8.1</td>
<td>22/28</td>
</tr>
<tr>
<td>RX 350</td>
<td>3.5 V6</td>
<td>333</td>
<td>333</td>
<td>210</td>
<td>7.4</td>
<td>21/31</td>
</tr>
<tr>
<td>RX 350i</td>
<td>3.5 V6</td>
<td>333</td>
<td>333</td>
<td>210</td>
<td>7.4</td>
<td>21/31</td>
</tr>
</tbody>
</table>

### Features

- Keyless entry: Yes
- Reversing camera: Yes
- Climate control: Yes
- AUTO: Yes
- Touchscreen: Yes
- AUTO headlamps: Yes
- Auto wipers: Yes
- Parking sensors: Yes
- Alloys: Yes

### TG RATING

- LS 500h: 7/10
- LX: 7/10
- RX 350: 8/10

---

## MAHINDRA

### TopGear on Mahindra:

Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.

### Last year at TG Awards

NA

### ALTURAS G4:

Mahindra's flagship is brimming with luxury and has its sights set on the Fortuner and Endeavour.

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Power</th>
<th>Torque</th>
<th>Speed</th>
<th>Acceleration</th>
<th>FE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alturas G4 4x2</td>
<td>2.2L Diesel</td>
<td>177</td>
<td>340</td>
<td>200</td>
<td>8.0</td>
<td>22/31</td>
</tr>
<tr>
<td>Alturas G4 4x4</td>
<td>2.2L Diesel</td>
<td>177</td>
<td>340</td>
<td>200</td>
<td>8.0</td>
<td>22/31</td>
</tr>
</tbody>
</table>

### MAHINDRA ALTURAS G4

This big SUV locks horns with the Fortuner and Endeavour. Hot on the heels of the Marazzo, Mahindra's latest launch is also their most expensive SUV yet. It is brimming in luxury, and comes with the option of both a lower spec 4x2 variant and a top-of-the-line 4x4 variant.

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Power</th>
<th>Torque</th>
<th>Speed</th>
<th>Acceleration</th>
<th>FE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alturas G4 4x2</td>
<td>2.2L Diesel</td>
<td>177</td>
<td>340</td>
<td>200</td>
<td>8.0</td>
<td>22/31</td>
</tr>
<tr>
<td>Alturas G4 4x4</td>
<td>2.2L Diesel</td>
<td>177</td>
<td>340</td>
<td>200</td>
<td>8.0</td>
<td>22/31</td>
</tr>
</tbody>
</table>

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## BOLEDO

Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped. Now available as a sub-4m offering, too.

### Power + ZLX

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Power</th>
<th>Torque</th>
<th>Speed</th>
<th>Acceleration</th>
<th>FE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boleto</td>
<td>2.2L Diesel</td>
<td>140</td>
<td>280</td>
<td>200</td>
<td>10.0</td>
<td>21/28</td>
</tr>
</tbody>
</table>

### E2O;

If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.

### KUV100 NXT:

Mahindra's attempt at stealing the Swift's spotlight. As big as a hatch, pretty spacious, but looks divide opinion.

### MARAZZO; There's a new MPV in town! And it has the Innova Crysta in its sights.

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Power</th>
<th>Torque</th>
<th>Speed</th>
<th>Acceleration</th>
<th>FE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marazzo M2</td>
<td>1.5 Petrol</td>
<td>110</td>
<td>200</td>
<td>180</td>
<td>10.0</td>
<td>20/28</td>
</tr>
<tr>
<td>Marazzo M4</td>
<td>1.5 Petrol</td>
<td>110</td>
<td>200</td>
<td>180</td>
<td>10.0</td>
<td>20/28</td>
</tr>
</tbody>
</table>
**TOPGEAR NEW CAR GUIDE**

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>Features</th>
<th>Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPGEAR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**STOPORTS**

- NUVOSPORT: A little more than a Quanto in new clothes, the NuvoSport is Mahindra’s third sub-4m offering.
  - N6: 8.92 lakh 3cyl 1493cc 100 240 NA 16.4 12.7 15
  - N8 AMT: 10.33 lakh 3cyl 1493cc 100 240 NA 19.3 10.2 12.5

**SCORPIO**: Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.

  - S7 120 hp: 12.42 lakh 4cyl 2179cc 140 320 NA 16.86 14.4 18.8
  - S11 (2wd): 14.42 lakh 4cyl 2179cc 140 320 NA 16.86 14.4 18.8
  - S11 (4wd): 15.64 lakh 4cyl 2179cc 140 320 NA 16.86 14.4 18.8

**THAR**: Old-school SUV with a go-anywhere attitude.

- L: 3760mm, W: 1640mm, H: 1904mm, Ground Clearance: 187mm, Wheelbase: 2430mm, Tyre Size: 185/85 R16, Fuel Tank: 45 litres, Boot Space: 412 litres
  - CRDE: 9.04 lakh 4cyl 2498cc 105 247 NA NA NA 16.86 14.4 18.8

**TUV300**: Its looks may not be everyone’s cup of tea (or coffee), but this car is one of Mahindra’s finest efforts till date.

- L: 4277mm, W: 1740mm, H: 1540mm, Ground Clearance: 184mm, Wheelbase: 2630mm, Tyre Size: 185/70 R14, Fuel Tank: 50 litres, Boot Space: 510 litres
  - D6: 8.51 lakh 4cyl 1461cc 64 160 NA 15.34 n/a 16.6
  - eVerito: 10.79 lakh 3 phase el mot 40 91 NA NA NA

**XUV500**: Its heart is in the right place, but the dynamic chinks need ironing out.

- L: 4585mm, W: 1890mm, H: 1785mm, Ground Clearance: 186mm, Wheelbase: 2700mm, Tyre Size: 235/65 R17, Fuel Tank: 70 litres, Boot Space: 840 litres
  - W4: 12.71 lakh 4cyl 2179cc 140 330 NA 12.54 9.8 13.5
  - W6 AT: 14.94 lakh 4cyl 2179cc 140 330 NA 12.3 10.2 12.1

**XYLO**: Innova-slayer with the sedan market in sight. Big, spacious and value-for-money.

  - H8: 11.61 lakh 4cyl 2179cc 118 280 NA NA NA

**MARUTI SUZUKI**

- Number of service centres: 3225

**ALTO 800**: Maruti’s idea of cheap transportation. Gets the tried-and-tested engine and Alto’s platform.

- L: 3430mm, W: 1490mm, H: 1475mm, Ground Clearance: 160mm, Wheelbase: 2360mm, Tyre Size: 155/80 R12, Fuel Tank: 35 litres, Boot Space: 117 litres
  - Std: 2.68 lakh 3cyl 796cc 47 69 NA 16.86 14.4 18.8
  - Lxi: 3.25 lakh 3cyl 796cc 47 69 NA 16.86 14.4 18.8
  - Vxi: 3.44 lakh 3cyl 796cc 47 69 NA 16.86 14.4 18.8

**ALTO K10**: New engine and transmission mean you can say ‘Alto’ and ‘performance’ in the same sentence.

- L: 3545mm, W: 1490mm, H: 1475mm, Ground Clearance: 160mm, Wheelbase: 2630mm, Tyre Size: 155/65 R13, Fuel Tank: 35 litres, Boot Space: 117 litres
  - Lxi: 3.62 lakh 3cyl 998cc 67 90 NA 16.86 14.4 18.8
  - Vxi AGS: 4.31 lakh 3cyl 998cc 67 90 NA 16.86 14.4 18.8

**TOGETHER**

- Old-school SUV with a go-anywhere attitude.
- Innova-slayer with the sedan market in sight. Big, spacious and value-for-money.

**NEW CAR GUIDE**

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>Features</th>
<th>Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOPGEAR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Price**

- $12.41 lakh
- $13.9 lakh

**Engine**

- 4cyl 1497
- 4cyl 1497

**Max. Power (Bhp)**

- 121
- 121

**Max. Torque (Nm)**

- 300
- 300

**0-100mph (sec)**

- NA
- NA

**Cap. FE (Kpl)**

- 14.4
- 14.4

**City FE (Kpl)**

- 16.86
- 16.86

**Highway FE (Kpl)**

- NA
- NA

**No. of Airbags**

- 2
- 2

**Keyless entry**

- NA
- NA

**Climate control**

- NA
- NA

**Touchscreen**

- NA
- NA

**Auto headlamps**

- NA
- NA

**Auto wipers**

- NA
- NA

**Reversing camera**

- NA
- NA

**Parking sensors**

- NA
- NA

**Alloys**

- NA
- NA

**TG RATING**

- 7/10
- 7/10
# TOPGEAR NEW CAR GUIDE

<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>0-100kph (sec)</th>
<th>City FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Reversing camera</th>
<th>Parking sensors</th>
<th>Alloys</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zeta</strong></td>
<td>6.70 lakh</td>
<td>4cyl 1197cc</td>
<td>83</td>
<td>115</td>
<td>NA</td>
<td>NA</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>2</td>
<td>7/10</td>
</tr>
<tr>
<td><strong>Sigma</strong></td>
<td>5.41 lakh</td>
<td>4cyl 1197cc</td>
<td>83</td>
<td>115</td>
<td>NA</td>
<td>NA</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>2</td>
<td>7/10</td>
</tr>
</tbody>
</table>

**CELERIO:** Another no-frills commuter from Maruti. But there’s a pleasant surprise this time – an automated manual gearbox.

L: 3600mm, W: 1600mm, H: 1560mm, Ground Clearance: 165mm, Wheelbase: 2425mm, Tyre Size: 155/80 R13, Fuel Tank: 35 litres, Boot Space: 235 litres

Lxi | 4.31 lakh | 3cyl 998cc | 67 | 90 | NA | 16.13 | NA | NA | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |

**ERTIGA:** New generation Ertiga is larger, more spacious and has plenty of new features

L: 4395mm, W: 1735mm, H: 1695mm, Ground Clearance: NA, Wheelbase: 2740mm, Tyre size: 185/65 R15, Fuel Tank: 45, Boot space: 209 litres

Lxi | 7.44 lakh | 4cyl, 1462cc | 103 | 138 | NA | NA | NA | NA | 2 | Yes | No | No | No | Yes | Yes | No | Yes | NA | NA |

**SWIFT:** The most popular Maruti ever. New gen is now even better and gets lots of equipment too.

L: 3480mm, W: 1735mm, H: 1530mm, Ground Clearance: 165mm, Wheelbase: 2450mm, Tyre Size: 165/80 R14, Fuel Tank: 37 litres, Boot Space: 268 litres

Lxi | 4.99 lakh | 4cyl 1197cc | 82 | 113 | NA | NA | NA | NA | 2 | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |

**DZIRE:** Recently refreshed, looks better but reduces some of its boot space.

L: 3995mm, W: 1735mm, H: 1515mm, Ground Clearance: 165mm, Wheelbase: 2450mm, Tyre Size: 165/80 R14, Fuel Tank: 37 litres, Boot Space: 378 litres

Lxi | 5.56 lakh | 4cyl 1197cc | 81 | 113 | NA | NA | NA | NA | 2 | Yes | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |

**VITARA BREZZA:** The sub-four metre SUV India has been eagerly awaiting is finally here, and it manages to do everything quite well. Nature of build: CKD only Zdi+AMT

L: 3995mm, W: 1790mm, H: 1640mm, Ground Clearance: 199mm, Wheelbase: 2500mm, Tyre Size: 205/50 R16, Fuel Tank: 48 litres, Boot Space: 328 litres

Ldi | 7.36 lakh | 4cyl 1248cc | 88 | 200 | NA | NA | NA | NA | 2 | Yes | No | No | No | No | No | Yes | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | 8/10 |

**WAGON R:** More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman

L: 3599mm, W: 1495mm, H: 1700mm, Ground Clearance: 165mm, Wheelbase: 2400mm, Tyre Size: 145/80 R13, Fuel Tank: 35 litres, Boot Space:

Lxi | 4.26 lakh | 3cyl 998cc | 67 | 90 | NA | NA | NA | NA | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA |

**BALENO:** Capable, sizeable hatchback that feels good on the inside. Can hold its own against its rivals.

L: 3995mm, W: 1745mm, H: 1510mm, Ground Clearance: 165mm, Wheelbase: 2450mm, Tyre Size: 185/65 R15, Fuel Tank: 37 litres, Boot Space: 339 litres

Lxi | 4.31 lakh | 3cyl 998cc | 67 | 90 | NA | 16.13 | NA | NA | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |

The sub-four metre SUV India has been eagerly awaiting is finally here, and it manages to do everything quite well. Nature of build: CKD only Zdi+AMT

L: 3995mm, W: 1790mm, H: 1640mm, Ground Clearance: 199mm, Wheelbase: 2500mm, Tyre Size: 205/50 R16, Fuel Tank: 48 litres, Boot Space: 328 litres

Ldi | 7.36 lakh | 4cyl 1248cc | 88 | 200 | NA | NA | NA | NA | 2 | Yes | No | No | No | No | No | Yes | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | 8/10 |

**Lxi:** Another no-frills commuter from Maruti. But there’s a pleasant surprise this time – an automated manual gearbox.

L: 3600mm, W: 1600mm, H: 1560mm, Ground Clearance: 165mm, Wheelbase: 2425mm, Tyre Size: 155/80 R13, Fuel Tank: 35 litres, Boot Space: 235 litres

Lxi | 4.31 lakh | 3cyl 998cc | 67 | 90 | NA | 16.13 | NA | NA | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |

**Zeta:** Capable, sizeable hatchback that feels good on the inside. Can hold its own against its rivals.

L: 3995mm, W: 1745mm, H: 1510mm, Ground Clearance: 165mm, Wheelbase: 2450mm, Tyre Size: 185/65 R15, Fuel Tank: 37 litres, Boot Space: 339 litres

Lxi | 4.31 lakh | 3cyl 998cc | 67 | 90 | NA | 16.13 | NA | NA | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | No | NA | NA |
### Top Gear New Car Guide

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TG Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alpha AT</strong></td>
<td>8.46 lakh</td>
<td>4cyl 1197cc</td>
<td>83 115 NA NA NA</td>
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<tr>
<td><strong>RS</strong></td>
<td>8.49 lakh</td>
<td>3cyl 998cc</td>
<td>101 150 10.3 11.4 14.4</td>
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<td><strong>Sigma diesel</strong></td>
<td>6.57 lakh</td>
<td>4cyl 1248cc</td>
<td>74 190 NA NA NA</td>
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<tr>
<td><strong>Zeta diesel</strong></td>
<td>7.87 lakh</td>
<td>4cyl 1248cc</td>
<td>74 190 NA NA NA</td>
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<td><strong>Alpha diesel</strong></td>
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<td>4cyl 1248cc</td>
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<tr>
<td><strong>Quattroporte diesel</strong></td>
<td>1.50 cr</td>
<td>6cyl 2987cc</td>
<td>271 600 252</td>
</tr>
<tr>
<td><strong>Quattroporte GTS</strong></td>
<td>2.70 cr</td>
<td>8cyl 3799cc</td>
<td>523 710 310</td>
</tr>
</tbody>
</table>

**IGNIS**: Nexa’s newest offering, this cute crossover-hatchback with funky looks is fun to drive.

L: 3700mm, W: 1690mm, H: 1595mm, Ground Clearance: 180mm, Wheelbase: 2435mm, Tyre Size: 175/65 R15, Fuel Tank: 52 litres, Boot Space: 260 litres

- **Delta**: 5.27 lakh 4cyl 1197cc 82 113 NA NA NA 2 Yes No No No No No No 8/10
- **Zeta**: 5.69 lakh 4cyl 1197cc 82 113 NA NA NA 2 Yes No No No No No Yes 8/10
- **Alpha AT**: 7.05 lakh 4cyl 1197cc 82 113 NA NA NA 2 Yes Yes No No Yes Yes Yes Yes 8/10
- **Delta diesel**: 6.33 lakh 4cyl 1248cc 74 190 11.9 NA 17.5 2 Yes No No No No No No 8/10
- **Zeta diesel**: 6.80 lakh 4cyl 1248cc 74 190 11.9 NA 17.5 2 No No No No No No No No 8/10
- **Alpha AT diesel**: 8.12 lakh 4cyl 1248cc 74 190 NA NA NA 2 Yes No No No No No No No 8/10

**CIAZ**: Maruti’s answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.

L: 4505mm, W: 1730mm, H: 1485mm, Ground Clearance: 170mm, Wheelbase: 2650mm, Tyre Size: 195/55 R16, Fuel Tank: 43 litres, Boot Space: 510 litres

- **Delta**: 8.45 lakh 4cyl 1373cc 91 130 NA NA NA 2 Yes Yes No No No No No No NA
- **Zeta**: 9.07 lakh 4cyl 1373cc 91 130 NA NA NA 2 Yes Yes No No Yes Yes Yes Yes NA
- **Alpha AT**: 10.77 lakh 4cyl 1373cc 91 130 NA NA NA 2 Yes Yes Yes Yes Yes Yes Yes Yes NA
- **Delta diesel**: 9.90 lakh 4cyl 1248cc 89 200 NA NA NA 2 Yes No No No No No No No 7/10
- **Zeta diesel**: 10.65 lakh 4cyl 1248cc 89 200 NA NA NA 2 No No No No No No No No 7/10
- **Ciaz S petrol**: 9.82 lakh 4cyl 1373cc 91 130 NA NA NA 2 Yes Yes No No No No No No 7/10
- **Ciaz S diesel**: 10.12 lakh 4cyl 1248cc 89 200 NA NA NA 2 Yes Yes Yes Yes Yes Yes Yes Yes NA

**S-CROSS**: The big hatchback that is – and believe us when we say this – a credible rival to the Hyundai Creta

L: 4300mm, W: 1765mm, H: 1590mm, Ground Clearance: 180mm, Wheelbase: 2600mm, Tyre Size: 205/60 R16, Fuel Tank: 48 litres, Boot Space: 533 litres

- **DDIS 200 Sigma**: 8.62 lakh 4cyl 1248cc 87 200 13.5 19.9 17.7 2 Yes No No No No No No No NA
- **DDIS 200 Alpha**: 11.33 lakh 4cyl 1248cc 87 200 13.5 19.9 17.7 2 Yes Yes Yes Yes Yes Yes Yes Yes 7/10

**MASERATI**

*Top Gear on Maserati:*

The Trident is back, with nearly its full range of cars. Best of all, they’re all drop-dead gorgeous

Last year at TG Awards

NA

**GHIBLI**: The compact Maser sedan. Only available with a diesel, but can steal your heart with its looks

Nature of build: CBU

L: 4971mm, W: 1945mm, H: 1461mm, Ground Clearance: 170mm, Wheelbase: 2998mm, Tyre Size: 235/50 R18, Fuel Tank: 48 litres, Boot Space: 500 litres

- **Ghibli**: 1.12 cr 6cyl 2987cc 271 600 250 NA NA NA 7 Yes Yes Yes Yes Yes Yes Yes Yes 7/10
- **Ghibli GranSport**: 1.39 cr 6cyl 2987cc 271 600 250 NA NA NA 7 Yes Yes Yes Yes Yes Yes Yes Yes 7/10
- **Ghibli GranLusso**: 1.42 cr 6cyl 2987cc 271 600 250 NA NA NA 7 Yes Yes Yes Yes Yes Yes Yes Yes 7/10

**GRAN TURISMO**: This is possibly one of the most spectacular-looking sportscars ever built. Even after all these years...

Nature of build: CBU


- **Gran Turismo**: 2.25 cr 8cyl 4691cc 453 520 285 NA NA NA 7 Yes Yes Yes Yes Yes Yes Yes Yes NA

**LEVANTE**: The Trident’s luxury SUV looks to take on the Porsche Cayenne and the Range Rover

Nature of build: CBU


Na

- **Levante Diesel**: 1.45 cr 6cyl 2987cc 275 600 NA NA NA 8 Yes Yes Yes Yes Yes Yes Yes Yes NA

**QUATTROPORTE**: Mafia boss? Say hello to your big, shiny new ride.

Nature of build: CBU

L: 5262mm, W: 1948mm, H: 1481mm, Ground Clearance: 180mm, Wheelbase: 3171mm, Tyre Size: 245/40 R19(f) 285/35 R19(rear), Fuel Tank: 80 litres, Boot Space: 550 litres

- **Quattroporte GTS**: 2.70 cr 8cyl 3799cc 523 710 310 NA NA NA 7 Yes Yes Yes Yes Yes Yes Yes Yes 7/10
- **Quattroporte diesel**: 1.50 cr 6cyl 2987cc 271 600 252 | 2 Yes Yes Yes Yes Yes Yes Yes Yes 7/10
### TOPGEAR NEW CAR GUIDE

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOPGEAR</strong></td>
<td><strong>NEW CAR GUIDE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keyless entry</td>
<td>Reversing camera</td>
<td>Parking sensors</td>
<td></td>
</tr>
<tr>
<td>L: 4819mm, W: 2141mm, H: 1796mm, Ground Clearance: , Wheelbase: 2915mm, Tyre Size: , Fuel Tank: 70 litres, Boot Space: 690 litres</td>
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<td></td>
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</tbody>
</table>

### Price

**A-CLASS:** Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership. Nature of build: CKD

L: 4299mm, W: 1780mm, H: 1433mm, Ground Clearance: , Wheelbase: 2699mm, Tyre Size: 205/55 R16, Fuel Tank: 50 litres, Boot Space: 488 litres

A180 29.90 lakh 4cyl 1595cc 121 200 202 9.85 11.1 14.5 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

A200d 30.94 lakh 4cyl 2143cc 134 300 210 8.7 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

**B-CLASS:** Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class. Nature of build: CKD


B180 Sport 31.99 lakh 4cyl 1595cc 120 200 200 10.59 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 6/10

B200d Sport 33.03 lakh 4cyl 2143cc 134 300 210 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 6/10

**C-CLASS:** Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi. Nature of build: CKD

L: 4686mm, W: 1810mm, H: 1442mm, Ground Clearance: , Wheelbase: 2840mm, Tyre Size: 225/50 R17, Fuel Tank: , Boot Space: 480 litres

C200 42.54 lakh 4cyl 1991cc 181 300 235 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

C220d Avantgarde 43.54 lakh 4cyl 2143cc 168 400 233 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

C250d 46.87 lakh 4cyl 2143cc 201 500 247 7.7 11.1 13.9 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

AMG C43 7.71 lakh 6cyl 2996cc 361 520 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

AMG G63 1.40 cr 8cyl 3882cc 503 700 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 9/10

C300 Cabriolet 63.00z lakh 4cyl 1991cc 241 370 250 6.9 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

**E-CLASS:** Fresh new styling with a touch of character, great engine and new features make it an irresistible offer. Nature of build: CKD, E63 CBU


E200 58.61 lakh 4cyl 1991cc 181 300 240 9.2 7.1 10.7 7 Yes Yes No Yes Yes Yes Yes Yes NA

E220d 59.64 lakh 4cyl 1950cc 192 400 240 7.9 11.4 16.8 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

E350d 72.85 lakh 6cyl 2987cc 255 620 250 8.3 13.1 10.7 7 Yes Yes No Yes Yes Yes Yes Yes 9/10

AMG G63 1.40 cr 8cyl 3882cc 612 850 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 9/10

**S-CLASS:** The best car in world gets even better with refreshed styling and new engines. Nature of build: CKD

L: 5255mm, W: 1899mm, H: 1494mm, Ground Clearance: NA, Wheelbase: 3165mm, Tyre Size: 245/45 R18(f) 245/40 R18(rear), Fuel Tank: 80 litres, Boot Space: 530 litres

S500 1.33 cr 6cyl 2925cc 286 600 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

S500 1.37 cr 6cyl 2996cc 367 500 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes NA

Maybach 560 1.94 cr 8cyl 3882cc 469 700 250 5.78 5.3 5.9 8 Yes Yes No Yes Yes Yes Yes Yes 8/10

**GLA CLASS:** AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing. Nature of build: CKD

L: 4630mm, W: 1777mm, H: 1432mm, Ground Clearance: NA, Wheelbase: 2699mm, Tyre Size: 225/45 R17, Fuel Tank: 56 litres, Boot Space: 470 litres

CLA200 34.02 lakh 4cyl 1991cc 181 300 235 7.4 7.6 NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

CLA200d sport 35.03 lakh 4cyl 2143cc 134 300 220 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

AMG CLA45 75.20 lakh 6cyl 2996cc 367 475 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 8/10

**CLS CLASS:** Superb alternative to a luxury sedan. Goes well, turns heads too. Nature of build: CBU

L: 4988mm, W: 1890mm, H: 1435mm, Ground Clearance: NA, Wheelbase: 2959mm, Tyre size: NA, Fuel Tank: NA, Boot space: NA

CLS300 84.7 lakh 4cyl, 1950cc 242 500 250 6.9 7.5 10.7 7 Yes Yes Yes Yes Yes Yes Yes Yes Yes 8/10

**GLA CLASS:** A bigger A-Class. Offers a good ride, enough features and also, it’s fun to drive. Nature of build: CBU

L: 4424mm, W: 1804mm, H: 1494mm, Ground Clearance: 183mm, Wheelbase: 2699mm, Tyre Size: 235/50 R18, Fuel Tank: , Boot Space: 421 litres

GLA200 33.78 lakh 4cyl 1991cc 181 300 225 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

GLA200d Sport 35.03 lakh 4cyl 2143cc 134 300 205 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

GLA200d 4matic 38.03 lakh 4cyl 2143cc 167 350 218 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes NA

AMG GLA45 77.85 lakh 4cyl 1991cc 375 475 250 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes NA

**GLE CLASS:** The M-Class with a new name is vastly better, offers great quality, and is good on-road. Nature of build: CKD

L: 4819mm, W: 2141mm, H: 1796mm, Ground Clearance: , Wheelbase: 2915mm, Tyre Size: 255/50 R18, Fuel Tank: 70 litres, Boot Space: 690 litres

GLE250d 64.85 lakh 4cyl 2143cc 204 500 212 NA NA NA 7 Yes Yes No Yes Yes Yes Yes Yes 7/10

Number of service centres: 54

Last year at TG Awards

Luxury SUV Of The Year 2017: Mercedes-Benz GLC

### Price

- **TOPGEAR.COM**
- **MERCEDES-BENZ** Number of service centres: 54

**TopGear on Mercedes-Benz:** The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way.
### NEW CAR GUIDE

**Price**  
Ex-India

**Engine**

Max. Power (Bhp)  
Max. Torque (Nm)  
Max. speed (Kph)  
0-100kph (sec)  
City FE (Kpl)  
Highway FE (Kpl)

**Features**

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TG RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE350d</td>
<td>76.36 lakh</td>
<td>6cyl 2987cc</td>
<td>254 620 225 NA NA</td>
</tr>
<tr>
<td>AMG GLE43 Coupe</td>
<td>91.87 lakh</td>
<td>6cyl 2996cc</td>
<td>361 520 250 NA NA</td>
</tr>
</tbody>
</table>

**GLE:** With good space, a stylish interior and decent on-road dynamics, the GLE is a great all-round package.  
Nature of build: CBU


- GLC Class:  
- GLC220d Sport  
- GLC300  
- AMG GLC43 coupe

- GLS:  
- GLS350d  
- GLS350d Grand Edition  
- AMG GLS63

- G Wagen:  
- GLE:  
- SAVAGE:  
- MINI:  
- CLUBMAN:  
- COUNTRYMAN:  
- MITSUBISHI:  
- MONTERO:  

**TopGear on Mini:**  
Mini has managed what other carmakers struggle to do – make a small, fun car, and charge a premium  
Last year at TG Awards: NA

**MINI:**  
The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end  
Nature of build: CBU


- Cooper D 3 dr  
- Cooper S  
- Cooper S convertible

**CLUBMAN:**  
The biggest Mini yet, with...7 doors. Only available in the Cooper S variant for now.  
Nature of build: CBU


- Cooper S  
- Cooper SD

**COUNTRYMAN:**  
A Mini for the adventurous at heart. Now Made in India.  
Nature of build: CKD


- Cooper S  
- Cooper SD

**MITSUBISHI:**  
Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.  
Last year at TG Awards: NA

**MONTERO:**  
The King of Terrains' has returned with a more chrome-heavy face. It’s significantly more expensive, too.  
Nature of build: CBU

- L: 4900mm, W: 1875mm, H: 1870mm, Ground Clearance: 235mm, Wheelbase: 2780mm, Tyre Size: 265/60 R18, Fuel Tank: 88 litres, Boot Space:  

- Montero 4x4  
- Montero 4x4
## TOPGEAR NEW CAR GUIDE

| Engine | Max. Power (Bhp) | Max. Torque (Nm) | 0-100kph (sec) | Cap. FE (Kpl) | Highway FE (Kpl) | Keyless entry | Climate control | Touchscreen | Auto headlamps | Auto wipers | Rev. camera | Parking sensors | Alloys | No. of Airbags | TGRATING |
|--------|----------------|-----------------|----------------|--------------|----------------|---------------|----------------|---------------|--------------|-------------|------------|------------|----------------|--------|--------------|----------|
| 4cyl 198cc | 178 | 400 | 250 | 4.8 | 7.1 | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 178 | 400 | 250 | 4.8 | 7.1 | Yes | Yes | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 76 | 200 | 150 | 4.8 | 7.1 | Yes | Yes | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 63 | 160 | NA | NA | NA | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 74 | 104 | NA | NA | NA | Yes | No | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 108 | 245 | NA | NA | NA | Yes | Yes | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 103 | 148 | NA | NA | NA | Yes | Yes | No | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 365 | 450 | 306 | 5.2 | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 8/10 |
| 4cyl 198cc | 573 | 700 | 330 | 3.2 | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 8/10 |
| 4cyl 198cc | 295 | 380 | 275 | NA | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 8/10 |
| 4cyl 198cc | 295 | 380 | 275 | 4.9 | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 8/10 |
| 6cyl 3600cc | 530 | 550 | 259 | NA | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 6cyl 3600cc | 241 | 550 | 221 | 7.0 | 7.3 | 10.66 | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | 9/10 |
| 4cyl 198cc | 120 | 270 | 197 | 4.9 | NA | Yes | Yes | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes | Yes | 8/10 |

### Pajero Sport

- **Engine**: 4cyl 1984cc
- **Max. Power (Bhp)**: 248
- **Max. Torque (Nm)**: 370
- **0-100kph (sec)**: 7.3
- **Cap. FE (Kpl)**: 10.66
- **Highway FE (Kpl)**: 6
- **Keyless entry**: Yes
- **Climate control**: Yes
- **Touchscreen**: Yes
- **Auto headlamps**: Yes
- **Auto wipers**: Yes
- **Rev. camera**: Yes
- **Parking sensors**: Yes
- **Alloys**: No
- **No. of Airbags**: 6
- **TGRATING**: 9/10
### TOPGEAR NEW CAR GUIDE

<table>
<thead>
<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
<th>TG RATING</th>
</tr>
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<tbody>
<tr>
<td><strong>TOPGEAR</strong></td>
<td><strong>NEW CAR GUIDE</strong></td>
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<tr>
<td><strong>Keyless entry</strong></td>
<td><strong>Reversing camera</strong></td>
<td></td>
<td><strong>Touchscreen</strong></td>
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<tr>
<td><strong>Petrol CVT RXS</strong></td>
<td><strong>Auto headlamps</strong></td>
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<td><strong>Auto wipers</strong></td>
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<tr>
<td><strong>RXT 0.8</strong></td>
<td><strong>Parking sensors</strong></td>
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<td><strong>Interior lighting</strong></td>
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<tr>
<td><strong>RXZ 110 ps Stepaway (8)</strong></td>
<td><strong>Climate control</strong></td>
<td></td>
<td><strong>Rearview camera</strong></td>
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<tr>
<td><strong>Lodgy</strong></td>
<td><strong>Climate control</strong></td>
<td></td>
<td><strong>Rearview camera</strong></td>
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<tr>
<td><strong>L: 4697mm, W: 1676mm, H: 1882mm, Ground Clearance: 188mm, Wheelbase: 2791mm, Tyre Size: 235/55 R18, Fuel Tank: 60 litres, Boot Space: 270 litres</strong></td>
<td></td>
<td><strong>Rearview camera</strong></td>
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<tr>
<td><strong>Kodiaq diesel</strong></td>
<td><strong>Rearview camera</strong></td>
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<td><strong>Rearview camera</strong></td>
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<td></td>
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<td><strong>Rearview camera</strong></td>
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</table>

**Panamera:** A 911 for the family man, with two extra doors and a rear seat.

**Panamera Turbo:**
- Engine: 4.0l V8
- Max. Power: 601 Bhp
- Max. Torque: 770 Nm
- 0-100kph (sec): NA
- Cap FE (Kpl): NA
- City FE (Kpl): 9.7
- Highway FE (Kpl): 14.1
- 9/10
- No. of Airbags: 10
- No. of Seats: 5
- Price: Ex-India: 11.90 cr
- Last year at TG Awards: NA

**L: 5049mm, W: 1937mm, H: 1427mm, Ground Clearance: 180mm, Wheelbase: 2950mm, Tyre Size: 255/45 R19(t) 285/40 R19(rear), Fuel Tank: 90 litres, Boot Space: 500 litres**

**RENAULT:**

**Number of service centres: 130**

**TopGear on Renault:**

Renault’s journey in India is going rather nicely, thanks in no small measure to the Duster.

**Last year at TG Awards:**

**Captur:**

**Think the Duster is not your type? The Captur might just catch your fancy.**


**Rolls-Royce:**

**A century after Mr Royce built his first car, the world’s most luxurious carmaker is still going strong.**

**Cullinan**
- Nature of build: CBU
- Last year at TG Awards: NA
- Engine: 6.75l V12
- Max. Power: 571 Bhp
- Max. Torque: 700 Nm
- 0-100kph (sec): NA
- Cap FE (Kpl): NA
- City FE (Kpl): 11.7
- Highway FE (Kpl): 15.8
- 9/10
- No. of Airbags: 12
- No. of Seats: 7
- Price: Ex-India: 11.40 cr
- Last year at TG Awards: NA

**L: 5341mm, W: 2032mm, H: 1835mm, Ground Clearance: NA, Wheelbase: 3295mm, Tyre size: 255/45 R22, Fuel Tank: 90 litres, Boot space: NA**

**Skoda:**

**New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.**

**Kodiaq:**
- Nature of build: CKD
- Last year at TG Awards: NA
- Engine: 4.0l V8
- Max. Power: 340 Bhp
- Max. Torque: 998 Nm
- 0-100kph (sec): 9.7
- Cap FE (Kpl): 9.7
- City FE (Kpl): 14.1
- Highway FE (Kpl): 10.8
- 9/10
- No. of Airbags: 10
- No. of Seats: 7
- Price: Ex-India: 11.90 cr
- Last year at TG Awards: NA

**L: 4697mm, W: 1676mm, H: 1882mm, Ground Clearance: 188mm, Wheelbase: 2791mm, Tyre Size: 235/55 R18, Fuel Tank: 65 litres, Boot Space: 270 litres**
<table>
<thead>
<tr>
<th>Price</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max. Speed (Kph)</th>
<th>0-100kph (sec)</th>
<th>Cap. FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>No. of Airbags</th>
<th>Keyless entry</th>
<th>Climate control</th>
<th>Touchscreen</th>
<th>Auto headlamps</th>
<th>Auto wipers</th>
<th>Reversing camera</th>
<th>Parking sensors</th>
<th>Alloys</th>
<th>TG RATING</th>
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<td><strong>TOPGEAR NEW CAR GUIDE</strong></td>
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<td><strong>RAPID:</strong></td>
<td>Does most things right, very few wrong. With all the nice touches of the Vento, you can’t go wrong.</td>
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<tr>
<td>L: 4413mm, W: 1699mm, H: 1466mm, Ground Clearance: 163mm, Wheelbase: 2552mm, Tyre Size: 185/65 R15, Fuel Tank: 55 litres; Boot Space: 460 litres</td>
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<tr>
<td>Diesel ambition</td>
<td>10.76 lakh</td>
<td>4 cyl 1498cc</td>
<td>108</td>
<td>250</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>2</td>
<td>Yes</td>
<td>Yes</td>
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<td>No</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Diesel style AT</td>
<td>13.63 lakh</td>
<td>4 cyl 1498cc</td>
<td>108</td>
<td>250</td>
<td>NA</td>
<td>12.17</td>
<td>12.55</td>
<td>16.95</td>
<td>4</td>
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<tr>
<td>Petrol style AT</td>
<td>11.91 lakh</td>
<td>4 cyl 1598cc</td>
<td>103</td>
<td>153</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>4</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
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<tr>
<td><strong>OCTAVIA:</strong></td>
<td>Skoda gets its chart-busting Octavia back, but will it change Skoda’s fortunes once again in India?</td>
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<tr>
<td>L: 4670mm, W: 1814mm, H: 1476mm, Ground Clearance: 155mm, Wheelbase: 2688mm, Tyre Size: 205/55 R16, Fuel Tank: 50 litres; Boot Space: 590 litres</td>
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<tr>
<td>L&amp;K diesel AT</td>
<td>24.49 lakh</td>
<td>4 cyl 1968cc</td>
<td>140</td>
<td>320</td>
<td>NA</td>
<td>8.9</td>
<td>11.3</td>
<td>NA</td>
<td>8</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Petrol 1.4 ambition</td>
<td>16.03 lakh</td>
<td>4 cyl 1395cc</td>
<td>138</td>
<td>250</td>
<td>NA</td>
<td>9.62</td>
<td>12.1</td>
<td>NA</td>
<td>2</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Petrol 1.8 L&amp;K AT</td>
<td>22.38 lakh</td>
<td>4 cyl 1798cc</td>
<td>177</td>
<td>250</td>
<td>NA</td>
<td>8.1</td>
<td>9.7</td>
<td>14</td>
<td>8</td>
<td>Yes</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>RS</td>
<td>26.25 lakh</td>
<td>4 cyl 1984cc</td>
<td>230</td>
<td>350</td>
<td>NA</td>
<td>6.4</td>
<td>9.4</td>
<td>13.9</td>
<td>8</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>SUPERB:</strong></td>
<td>The real big car for reasonable money at the high end of the market.</td>
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<tr>
<td>L: 4861mm, W: 1864mm, H: 1483mm, Ground Clearance: 164mm, Wheelbase: 2841mm, Tyre Size: 215/55 R17, Fuel Tank: 66 litres; Boot Space: 625 litres</td>
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<tr>
<td>L&amp;K 2.0 TDI AT</td>
<td>32.73 lakh</td>
<td>4 cyl 1968cc</td>
<td>174</td>
<td>350</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>L&amp;K 1.8 TSI AT</td>
<td>30.29 lakh</td>
<td>4 cyl 1798cc</td>
<td>177</td>
<td>250</td>
<td>NA</td>
<td>9</td>
<td>11</td>
<td>11</td>
<td>8</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
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<td><strong>SSANGYONG:</strong></td>
<td>bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.</td>
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<td>L: 4755mm, W: 1900mm, H: 1785mm, Ground Clearance: 252mm, Wheelbase: 2835mm, Tyre Size: 235/75 R17, Fuel Tank: 78 litres; Boot Space:</td>
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<tr>
<td>RX7</td>
<td>24.99 lakh</td>
<td>5 cyl 2696cc</td>
<td>184</td>
<td>402</td>
<td>NA</td>
<td>10.25</td>
<td>6.5</td>
<td>9</td>
<td>4</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<td><strong>TATA:</strong></td>
<td>Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.</td>
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<tr>
<td>L: 4788mm, W: 1903mm, H: 1771mm, Ground Clearance: 200mm, Wheelbase: 2850mm, Tyre Size: 185/65 R15, Fuel Tank: 60 litres; Boot Space:</td>
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<td>L: 4413mm, W: 1699mm, H: 1466mm, Ground Clearance: 163mm, Wheelbase: 2552mm, Tyre Size: 185/65 R15, Fuel Tank: 55 litres; Boot Space: 460 litres</td>
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<tr>
<td>XT petrol</td>
<td>6.65 lakh</td>
<td>4 cyl 1993cc</td>
<td>88</td>
<td>140</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
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<tr>
<td>XT diesel</td>
<td>7.63 lakh</td>
<td>4 cyl 1993cc</td>
<td>74</td>
<td>190</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>No</td>
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<tr>
<td><strong>HEXA:</strong></td>
<td>The new flagship car from Tata, capable, spacious and with a pricing that leaves it without any direct competition.</td>
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<td>L: 4788mm, W: 1903mm, H: 1771mm, Ground Clearance: 200mm, Wheelbase: 2850mm, Tyre Size: 185/65 R15, Fuel Tank: 60 litres; Boot Space:</td>
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<tr>
<td>XE</td>
<td>12.49 lakh</td>
<td>4 cyl 2179cc</td>
<td>148</td>
<td>320</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>2</td>
<td>No</td>
<td>No</td>
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<tr>
<td>XMA</td>
<td>15.37 lakh</td>
<td>4 cyl 2179cc</td>
<td>154</td>
<td>400</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>2</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>XT 4x4</td>
<td>18.06 lakh</td>
<td>4 cyl 2179cc</td>
<td>154</td>
<td>400</td>
<td>NA</td>
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<td>10.8</td>
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<tr>
<td><strong>NANO:</strong></td>
<td>Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now</td>
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<tr>
<td>L: 3164mm, W: 1750mm, H: 1652mm, Ground Clearance: 180mm, Wheelbase: 2230mm, Tyre Size: 135/70 R12 (rear), Fuel Tank: 24 litres, Boot Space: 110 litres</td>
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<tr>
<td>XE</td>
<td>2.46 lakh</td>
<td>2 cyl 624cc</td>
<td>37</td>
<td>51</td>
<td>NA</td>
<td>29.57</td>
<td>18.01</td>
<td>20.4</td>
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<tr>
<td>XTA</td>
<td>3.44 lakh</td>
<td>2 cyl 624cc</td>
<td>37</td>
<td>51</td>
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<td>No</td>
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<td>Yes</td>
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<td>Yes</td>
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<td><strong>NEXON:</strong></td>
<td>With funky styling, lots of equipment and a competitive price, this one could be a game changer</td>
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<td>L: 3994mm, W: 1811mm, H: 1607mm, Ground Clearance: 209mm, Wheelbase: 2498mm, Tyre Size: 195/60 R16, Fuel Tank: 44 l, Boot Space: 350 l</td>
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**TopGear New Car Guide**

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<tr>
<th>Price</th>
<th>Features</th>
<th>Numbers</th>
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<tbody>
<tr>
<td>Ex-India</td>
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<tr>
<td><strong>Engine</strong></td>
<td><strong>Max. Power (Bhp)</strong></td>
<td><strong>Max. Torque (Nm)</strong></td>
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<tr>
<td><strong>Keyless entry</strong></td>
<td><strong>Climate control</strong></td>
<td><strong>Touchscreen</strong></td>
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<td><strong>Ex-India</strong></td>
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</table>

**Tiago:** New accessory to the Grand i10 is well finished, looks chic and is priced competitively. Should do the trick, this.

L. 3474mm, W. 1647mm, H. 1535mm, Ground Clearance: 165/170mm, Wheelbase: 2400mm, Tyre Size: 155/80 R13, Fuel Tank: 35 litres, Boot Space: 242 litres

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<tr>
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</table>

**Tigor:** This newest and possibly best-looking entrant to the compact sedan segment, the Tigor isn’t bad at all.

L. 3992mm, W. 1677mm, H. 1537mm, Ground Clearance: 165/170mm, Wheelbase: 2450mm, Tyre Size: 155/80 R13, Fuel Tank: 35 litres, Boot Space: 419 litres

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</table>

**Zest:** A compact sedan available with a turbo-petrol motor, and an automated manual ‘box, but only with a diesel engine for now.

L. 3995mm, W. 1706mm, H. 1570mm, Ground Clearance: 165/175mm, Wheelbase: 2470mm, Tyre Size: 175/65 R14, Fuel Tank: 44 litres, Boot Space: 390 litres

<table>
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<tr>
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<tr>
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<tr>
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<tr>
<td><strong>Ex-India</strong></td>
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</table>

**Fortuner:** Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.

L. 4795mm, W. 1855mm, H. 1922mm, Ground Clearance: 200mm, Wheelbase: 2650mm, Tyre Size: 235/70 R16, Fuel Tank: 63 litres, Boot Space:

<table>
<thead>
<tr>
<th>Price</th>
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<tbody>
<tr>
<td>Ex-India</td>
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<tr>
<td><strong>Engine</strong></td>
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</table>

**Etios Liva:** A practical, no-nonsense family car that we need, but not necessarily want.

L. 3884mm, W. 1695mm, H. 1510mm, Ground Clearance: 170mm, Wheelbase: 2460mm, Tyre Size: 175/65 R14, Fuel Tank: 45 litres, Boot Space: 251 litres

<table>
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<tr>
<td><strong>Ex-India</strong></td>
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</tbody>
</table>

**Toyota**

- **Number of service centres:** 206
- **Last year at TG Awards:** Family Car Of The Year 2017: Toyota Innova Crysta
- **TopGear on Toyota:** Massive world-player but also churns out the reliably unexceptional in frightening numbers.

**Innova Crysta:** It used to be an expensive people-mover. Now, it has transformed into an expensive but luxurious people-mover.

L. 4735mm, W. 1830mm, H. 1795mm, Ground Clearance: 200mm, Wheelbase: 2750mm, Tyre Size: 205/65 R16, Fuel Tank: 55 litres, Boot Space:

<table>
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<tr>
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<tr>
<td>TOPGEAR NEW CAR GUIDE</td>
<td>Price</td>
<td>Features</td>
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<td>------------------------</td>
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</tr>
<tr>
<td><strong>DUAL TONE LIVA:</strong> A practical, no-nonsense family car that we need, but not necessarily want is a stunner too.</td>
<td>L: 384mm, W: 1695mm, H: 1510mm, Ground Clearance: 170mm, Wheelbase: 2460mm, Tyre Size: 185/60 R15, Fuel Tank: 45 l, Boot Space: 251 l</td>
<td></td>
</tr>
<tr>
<td>VX</td>
<td>6.32 lakh</td>
<td>4cyl 1197cc</td>
</tr>
<tr>
<td>VXD</td>
<td>7.47 lakh</td>
<td>4cyl 1364cc</td>
</tr>
<tr>
<td><strong>ÉTIOS CROSS:</strong> Made not to excite but just smash you with the practicality and comfort of a Toyota.</td>
<td>L: 3895mm, W: 1735mm, H: 1555mm, Ground Clearance: , Wheelbase: 2460mm, Tyre Size: 185/60 R15, Fuel Tank: 45 l, Boot Space: 251 l</td>
<td></td>
</tr>
<tr>
<td>V</td>
<td>8.03 lakh</td>
<td>4cyl 1496cc</td>
</tr>
<tr>
<td>VD</td>
<td>7.98 lakh</td>
<td>4cyl 1364cc</td>
</tr>
<tr>
<td><strong>PLATINUM ÉTIOS:</strong> Made not to excite but just smash you with the practicality and comfort of a Toyota.</td>
<td>L: 4369mm, W: 1695mm, H: 1510mm, Ground Clearance: 170mm, Wheelbase: 2550mm, Tyre Size: 175/70 R14, Fuel Tank: 45 l, Boot Space: 595 l</td>
<td></td>
</tr>
<tr>
<td>VX</td>
<td>7.72 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td>VXD</td>
<td>8.82 lakh</td>
<td>4cyl 1364cc</td>
</tr>
<tr>
<td><strong>COROLLA ALTIS:</strong> The new one is not all-new but still very good. Altis is a refined, comfortable businessman’s sedan.</td>
<td>L: 4620mm, W: 1775mm, H: 1475mm, Ground Clearance: 170mm, Wheelbase: 2700mm, Tyre Size: 195/65 R15, Fuel Tank: 55 litres, Boot Space: 470 litres</td>
<td></td>
</tr>
<tr>
<td>VL</td>
<td>19.73 lakh</td>
<td>4cyl 1798cc</td>
</tr>
<tr>
<td>DGL</td>
<td>18.90 lakh</td>
<td>4cyl 1364cc</td>
</tr>
<tr>
<td><strong>CAMRY:</strong> The handsome new Camry is fast and spacious, and has a great cabin.</td>
<td>L: 4850mm, W: 1825mm, H: 1490mm, Ground Clearance: 160mm, Wheelbase: 2775mm, Tyre Size: 215/60 R16, Fuel Tank: 70 litres, Boot Space: 484 litres</td>
<td></td>
</tr>
<tr>
<td>Hybrid</td>
<td>37.97 lakh</td>
<td>4cyl 2494cc</td>
</tr>
<tr>
<td><strong>PRIUS:</strong> The world’s ‘Hybrid Pioneer’ comes to India in its latest gen avatar.</td>
<td>L: 4540mm, W: 1760mm, H: 1490mm, Ground Clearance: NA, Wheelbase: 2700mm, Tyre Size: 195/65 R15, Fuel Tank: 43 litres, Boot Space:</td>
<td></td>
</tr>
<tr>
<td>Prius</td>
<td>44.51 lakh</td>
<td>4cyl 1798cc</td>
</tr>
<tr>
<td><strong>YARIS:</strong> The Yaris comes with all the virtues of a Toyota. Lots of features too.</td>
<td>L: 4425 mm, W: 1730 mm, H: 1495 mm, Ground Clearance: NA, Wheelbase: 2550 mm, Tyre Size: 185/60 R15, Fuel Tank: 42 litres, Boot Space: 476 litre</td>
<td></td>
</tr>
<tr>
<td>J (MT)</td>
<td>8.75 lakh</td>
<td>4cyl 1496cc</td>
</tr>
<tr>
<td>G (MT)</td>
<td>10.56 lakh</td>
<td>4cyl 1496cc</td>
</tr>
<tr>
<td>V (AT)</td>
<td>12.90 lakh</td>
<td>4cyl 1496cc</td>
</tr>
<tr>
<td>VX (AT)</td>
<td>14.07 lakh</td>
<td>4cyl 1496cc</td>
</tr>
<tr>
<td><strong>LAND CRUISER PRADO:</strong> Big, thirsty and not ballerina-like on-road, but a great SUV despite that.</td>
<td>L: 4780mm, W: 1880mm, H: 1880mm, Ground Clearance: 220mm, Wheelbase: 2790mm, Tyre Size: 265/60 R18, Fuel Tank: 87 l, Boot Space: 620 litres</td>
<td></td>
</tr>
<tr>
<td>Prado</td>
<td>91.01 lakh</td>
<td>4cyl 2982cc</td>
</tr>
<tr>
<td><strong>LAND CRUISER:</strong> Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy.</td>
<td>L: 4950mm, W: 1910mm, H: 1910mm, Ground Clearance: 220mm, Wheelbase: 2850mm, Tyre Size: 285/60 R18, Fuel Tank: 93 l, Boot Space:</td>
<td></td>
</tr>
<tr>
<td>Land Cruiser LC200</td>
<td>1.37 cr</td>
<td>8cyl 4461cc</td>
</tr>
<tr>
<td><strong>VOLKSWAGEN</strong></td>
<td>Number of service centres: 108</td>
<td></td>
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<tr>
<td>TopGear on Volkswagen: The international giant has been getting good response in India, thanks to German engineering with an affordable pricetag.</td>
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<tr>
<td><strong>POLO:</strong> Smart, sophisticated. German. Sticks to all the norms and is affordable too.</td>
<td>L: 3971mm, W: 1682mm, H: 1469mm, Ground Clearance: 165mm, Wheelbase: 2469mm, Tyre Size: 175/70 R14, Fuel Tank: 45 l, Boot Space: 280 litres</td>
<td></td>
</tr>
<tr>
<td>Trendline</td>
<td>5.42 lakh</td>
<td>3cyl 1197cc</td>
</tr>
<tr>
<td>Highline Plus</td>
<td>7.24 lakh</td>
<td>3cyl 1197cc</td>
</tr>
<tr>
<td>GT TSI</td>
<td>9.20 lakh</td>
<td>4cyl 1197cc</td>
</tr>
<tr>
<td>Trendline TDI</td>
<td>6.93 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td>Highline Plus TDI</td>
<td>8.78 lakh</td>
<td>4cyl 1498cc</td>
</tr>
<tr>
<td>GT TDI</td>
<td>9.34 lakh</td>
<td>4cyl 1498cc</td>
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</table>
### Price  Features  Numbers

<table>
<thead>
<tr>
<th>Model</th>
<th>Price (Ex-India)</th>
<th>Engine</th>
<th>Max. Power (Bhp)</th>
<th>Max. Torque (Nm)</th>
<th>Max speed (Kmph)</th>
<th>0-100kph (sec)</th>
<th>Car FE (Kpl)</th>
<th>Highway FE (Kpl)</th>
<th>TG RATING</th>
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<tbody>
<tr>
<td><strong>AMERICAN CROSSCOUNTRY</strong></td>
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<tr>
<td>Trendline</td>
<td>5.50 lakh</td>
<td>3cyl 1198cc</td>
<td>74</td>
<td>110</td>
<td>NA</td>
<td>16</td>
<td>12.7</td>
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<td>Highline</td>
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<td>74</td>
<td>110</td>
<td>NA</td>
<td>16</td>
<td>12.7</td>
<td>16</td>
<td>7/10</td>
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<tr>
<td>Trendline TDI</td>
<td>6.51 lakh</td>
<td>4cyl 1498cc</td>
<td>109</td>
<td>250</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>TDI Highline DSG</td>
<td>9.90 lakh</td>
<td>4cyl 1498cc</td>
<td>109</td>
<td>250</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td><strong>VOLVO</strong></td>
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<tr>
<td>XC90 Inscription</td>
<td>87.96 lakh</td>
<td>4cyl 1969cc</td>
<td>210</td>
<td>470</td>
<td>8.1</td>
<td>8.1</td>
<td>9.8</td>
<td>6</td>
<td>8/10</td>
</tr>
<tr>
<td>XC60 Inscription</td>
<td>57.90 lakh</td>
<td>4cyl 1969cc</td>
<td>235</td>
<td>480</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>8/10</td>
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<td>XC90 R-Design</td>
<td>71.90 lakh</td>
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<td>109</td>
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<td>NA</td>
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<td>XC60 R-Design</td>
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<td>4cyl 1969cc</td>
<td>235</td>
<td>480</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>

### Features

- **Keyless entry**: Yes
- **Reversing camera**: Yes
- **Parking sensors**: Yes
- **Alloys**: Yes
- **Climate control**: Yes
- **Touchscreen**: Yes
- **Auto headlamps**: Yes
- **Auto wipers**: Yes

### L: 4950mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2786mm, Tyre Size: 215/55 R17, Fuel Tank: 66 litres, Boot Space: 586 litres

### L: 4767mm, W: 1832mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2786mm, Tyre Size: 215/55 R17, Fuel Tank: 66 litres, Boot Space: 586 litres

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a

### L: 4960mm, W: 1699mm, H: 1456mm, Ground Clearance: 165mm, Wheelbase: 2553mm, Tyre Size: 215/55 R17, Fuel Tank: 55 litres, Boot Space: 527 litres

### L: 4935mm, W: 1879mm, H: 1543mm, Ground Clearance: , Wheelbase: 2941mm, Tyre Size: 245/45 r20, Fuel Tank: 60 litres, Boot Space: a