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Coasting into the premium mild-hybrid era

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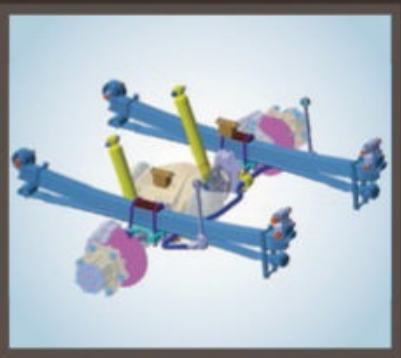

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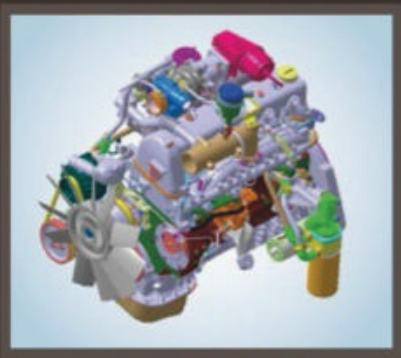

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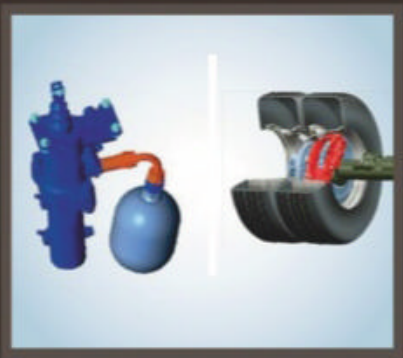

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The Power to Surprise

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Does the four-cylinder, mild-hybrid, turbo-petrol combo work for the Audi?

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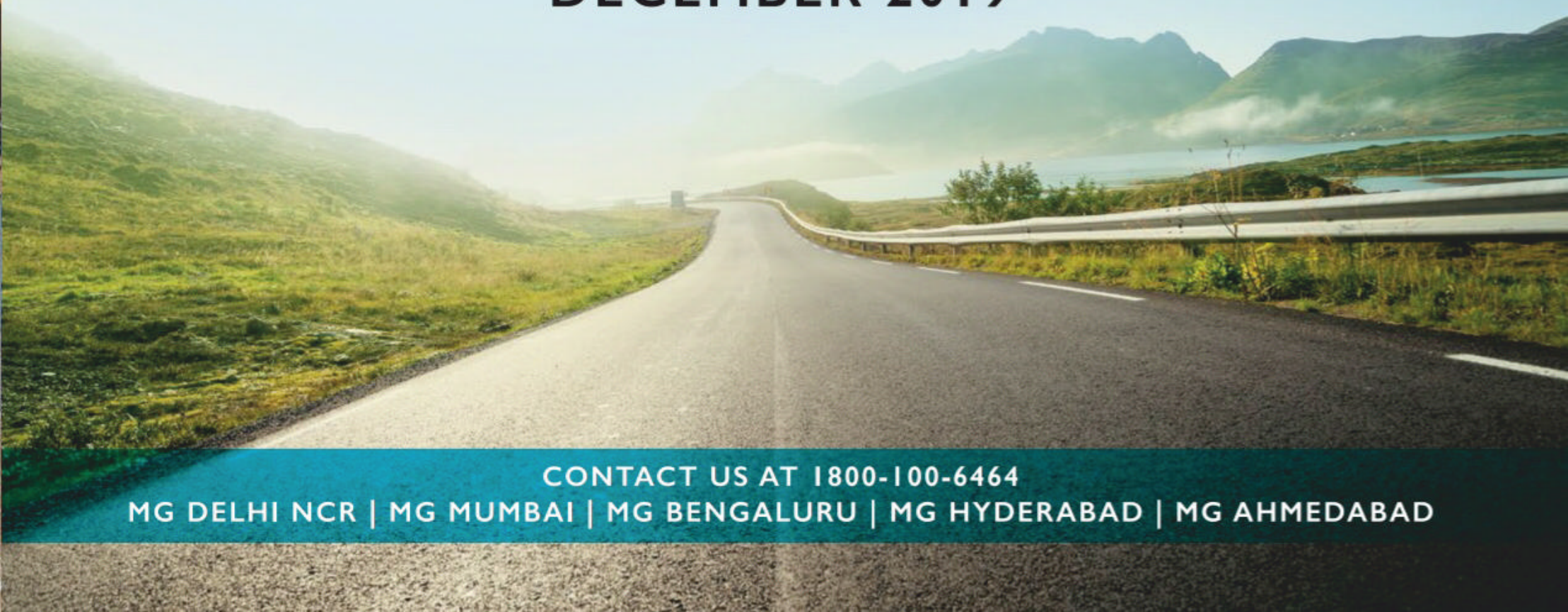

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Welcome

Festive Impetus

THE FESTIVE SEASON GAVE AN impetus to car sales for the first time after months of downturn. Let us now see if this upturn continues in the coming months.

The onset of winter brings with it cool and comfortable days when people do not have to use air-conditioners. At the same time, however, the level of pollution goes up due to the heavy atmosphere, especially in our capital city, Delhi. There are a number of reasons for this pollution, starting from the stubble burning in the fields in neighbouring states to construction and burning of coal at power stations to generate electricity, but it is always automobiles that get the blame.

Last month I was in Japan with Toyota. They said that they have changed from being a car manufacturer to a mobility manufacturer. They showcased mobility platforms such as the self-driven E pallet which can be easily converted from a people carrier to a mobile office. It can provide multiple transport solutions. By becoming a mobility solution company, Toyota are moving towards EV technology and the new solid-state battery technology with a faster charge time and has a longer range. At the same time, they are also working on hydrogen fuel cell technology for their cars.

The new transport laws and the provision of heavy fines seem to have had a temporary effect, for one could see people fall in line, fearing the fines. However, such is no longer the case. We seem to be back to square one with almost everybody flouting traffic rules left, right, and centre. The police need to come down heavily on such offenders because the traffic situation is getting out of hand.

Aspi Bhathena
Editor

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Our editorial team is bound by a strict code of conduct. In an industry where foreign junkets and gifts are rampant in order to win over editorial staff, we strive hard to maintain our editorial integrity and balance.

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

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Czech Mate: New Škoda Octavia Revealed

The next-generation Škoda Octavia has been revealed and it will be coming to India in 2020

CZECH GIANT ŠKODA HAVE pulled the wraps off their all-new mid-size offering, the popular Octavia. It features the signature Škoda design elements while also bringing the next level of equipment, courtesy the VW Group's enormous A4-sized catalogue.

Built on the MQB (*Modularer Querbaukasten* or modular transverse matrix) platform, the new Octavia measures 4,689 millimetres long, 1,829 mm wide, and a wheelbase of 2,686 mm. It now has an even larger boot at 600 litres. The new front apron design is complemented by the sharp and narrow new headlights that feature LED units for low beam and high beam as well as the daytime lights as standard. LED Matrix headlamps with crystalline elements and dynamic turn-indicators are optional. The tail-lights, brake lights, and fog-lights also use LED lighting. Škoda, of course, still retain the hatchback construction, but the design now looks almost like a coupé. There are alloy wheel options of up to 19 inches in diameter. The new Octavia also boasts of a drag coefficient of 0.24, making it an even more aerodynamically efficient package.

The interior benefits even more. The list of equipment includes a head-up display, Ergo seats, three-zone Climatronic, a 4.2-inch Maxi DOT 16-colour display, an optional 10.25-inch Virtual Cockpit, several forms of connectivity, and up to five USB-C ports. The front door pockets hold 1.5-litre bottles.

The Octavia also gets a range of new safety systems, including Collision Avoidance Assist, Turn Assist, Exit Warning, and the local Traffic Warning function — all making their début at Škoda. More new features include Area View, Side Assist, and Predictive Cruise Control, which — together with the updated Traffic Sign Recognition and the further improved Lane Assist, apart from Traffic Jam Assist and Emergency Assist — forms the comprehensive Travel Assist system. The Adaptive Cruise Control works up to 210 km/h. Using Hands-on Detect, the system also checks, at least every 15 seconds, whether the driver is holding the steering wheel consistently or if they no longer have control over the vehicle. There are also up to nine airbags on offer, including a driver knee airbag and rear side airbags.

The engine range basically includes four engines, which lead to a total of 13 variants: three TSI petrols, two eTEC TSI EVO mild-hybrid petrols, one iV plug-in hybrid petrol *(see box)*, one G-TEC bi-fuel petrol-CNG, and six TDI diesels.

The petrol engines include a 1.0 TSI three-cylinder with 110 hp and 200 Nm, a 1.5 TSI four-cylinder with 150 hp and 250 Nm in normal and 48-volt mild-hybrid eTEC guises, and 130 hp in bi-fuel configuration, a 1.4 TSI four-cylinder with 156 hp in the iV plug-in, and a 2.0 TSI with 190 hp and 320 Nm in the top-sped DSG 4x4 variant. The diesel is essentially just a 2.0 TDI EVO four-cylinder unit with between 116 hp/250 Nm and 200 hp/400 Nm, depending on the variant.

(***Above***) Virtual Cockpit makes it to the new Octavia

iV League Hybrid

The new Octavia iV gets the same advanced plug-in hybrid petrol powertrain as the Superb iV shown earlier this year. The powertrain pairs a four-cylinder 1.4 TSI turbo-petrol making 156 hp with a 75-kW (102 hp) electric motor and a six-speed dual-clutch automatic direct-shift gearbox (DSG). The combined peak output is a healthy 150 kW (204 hp) and 350 Nm. A 13-kWh, high-voltage lithium-ion battery pack allows an electric range of up to 55 km on the WLTP (Worldwide harmonized Light-vehicle Test Procedure). The Octavia iV gets a slightly smaller 40-litre fuel-tank instead of 45 litres in the other models, as well as a 450-litre boot.

| We Hear

Citroën C5 Aircross Hybrid

Incoming French auto major, Citroën, have revealed a plug-in hybrid model of the C5 Aircross, the model earmarked for India. The PHEV uses a 1.6-litre petrol engine with a 13.2-kWh battery pack and an 80-kW electric motor for a peak output of 225 hp and 320 Nm. An eight-speed automatic transmission drives the front wheels.

FCA and PSA Merger

Fiat Chrysler Automobiles (FCA) and Groupe PSA are coming together to form what will become the fourth largest automotive group in the world. This 50:50 merger between FCA and Groupe PSA comes off the back of productive talks between the two companies. This merger is expected to achieve 80 per cent completion within four years and incur an expenditure of €2.8 billion (Rs 22,165 crore, approximately).

Toyota Camry AWD

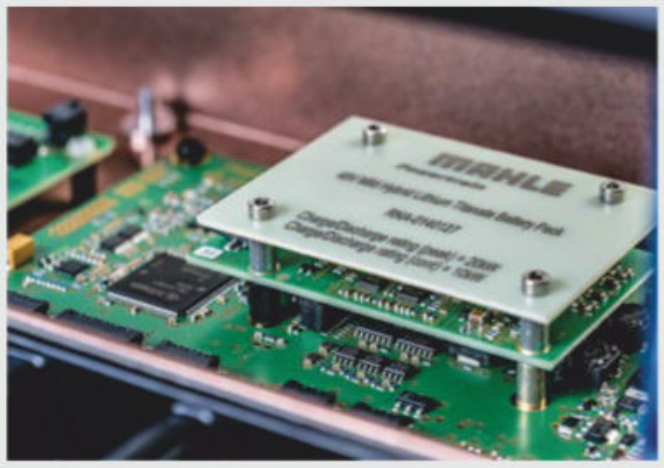
Toyota have, after a gap of nearly three decades, introduced an all-wheel-drive Camry exclusively for North America ahead of the winter season. The Camry AWD uses a 2.5-litre four-cylinder petrol engine and makes 205 hp. This is the first AWD Camry since 1991. As such, we may safely expect many of those customers to finally trade their old cars in.

Audi A1 citycarver

THE A1 CITYCARVER IS THE LATEST COMPACT OFFERING FROM INGOLSTADT. SHOWN earlier this year and based on the A1 Sportback premium four-door hatchback, the citycarver is the urban crossover with SUV genes — the rave these days. It has a compact footprint, measuring 4,046 millimetres long and running a 2,566-mm wheelbase. It's 1,756 mm wide and 1,459 mm high, with a ground clearance of 144 mm between the axles. It will be similarly equipped as the new A1 Sportback, with kit including Audi pre sense safety and even optional park assist and adaptive cruise control.

Three engines are available: two 1.0-litre three-cylinder turbocharged petrols, a 25 TFSI with 95 hp/175 Nm and a 30 TFSI with 116 hp/200 Nm, and one 1.5-litre four-cylinder engine in the 35 TFSI with 150 hp/250 Nm. Together with the Audi drive select dynamic handling system, the dual-clutch transmission provides a freewheeling function in "efficiency" mode that further reduces fuel consumption. All models are equipped with a gasoline particulate filter (GPF) to meet the new Euro 6d-Temp emission norms and comply with the new WLTP and RDE 2 standards for real world emissions.

Mahle 48V Battery for Mild-hybrids



MAHLE POWERTRAIN AIM TO maximize the recuperated energy that can be stored and released from the battery as it can significantly increase the efficiency of mild-hybrid vehicles, allowing fuel savings of between 12 and 15 per cent.

Mild-hybrid vehicles need to recover energy efficiently and at a relatively high power during deceleration events. Since a high storage capacity is not required thanks to recuperated energy deployment during the next acceleration, a compact and cost-effective battery capable of high charge and discharge power levels relative to its storage capacity is desirable. With no credible solutions available elsewhere, Mahle Powertrain developed their own.

The LTO chemistry in the selected cells allows continuous charge/discharge rates of up to 10 kW and peak rates for short periods up to 20 kW from a battery pack that has only a 0.5-kWh storage capacity. Optimal battery cooling guarantees charge/discharge performance and durability.

Testing of the first prototype is under way to verify performance targets. Initial results indicate that all temperatures within the pack remain within an acceptable range at a continuous discharge rate of over 10 kW and that it is capable of peak power levels in excess of 20 kW. The next step will be to install the prototype pack into their 48V eSupercharged extreme downsizing demonstrator vehicle.

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Roma: *La Nuova Dolce Vita*

THE LATEST IN THE ITALIAN MARQUE'S LINE-UP, FERRARI ROMA, is a front mid-engined 2+ grand-touring coupé; a contemporary representation of the care-free pleasurable way of life that characterized Rome in the 1950s and '60s.

The Roma packs a more powerful evolution of the 3.9-litre twin-turbo V8 seen in the Portofino and GTC4 Lusso T, with 620 hp and 760 Nm. The new 8DCT eight-speed dual-clutch automatic, also seen in the SF90 Stradale, is derived directly from their Formula 1 programme. The kerb weight is 1,570 kg. The Roma will sprint from zero to 100 km/h in 3.4 seconds and to 200 km/h in 9.3 seconds. Electronic assistance includes Side Slip-angle Control 6.0, F1-TCS traction control, and the E-Diff3 electronic rear differential.

Inside, the new approach led to the creation of two driver and passenger safety cells — an evolution of the Dual Cockpit concept that sees surfaces and functions being organically distributed in the cockpit, defined by elements that seem to unfold seamlessly around the concept and perception of space. The touchscreen set-up allows both driver and passenger to get a view and handle of proceedings.

McLaren Elva

MOVE OVER, BATMOBILE, THE ELVA IS the latest single-seat, windscreen-optional jaw-dropper from the Woking major. The latest addition to the Ultimate Series, the McLaren Elva harks back to its 1960s namesake and builds on the exclusivity of the Senna and the Speedtail. Only 399 will be made.

The Elva is a fast open-cockpit two-seater with a bespoke carbon-fibre chassis and body. It has no roof, no windscreen, and no side windows. That heightens every sensory input as a car that exists to provide unparalleled driving pleasure on road or track rightly should. It gets an 815-hp, 4.0-litre, twin-turbo V8 and combines that with the lightest weight of any McLaren road car for breathtaking performance with extraordinary levels of acceleration, agility, and driver feedback.

The low nose and pronounced front fender peaks provide visual drama and enhance forward vision at the same time. The large, carbon-fibre rear fenders flow from the front of the door to the rear deck, while the height of the twin rear buttresses is minimized by using a deployable roll-over protection system. Helmets can be worn, if preferred, but the form and sculpture of the upper cabin wraps around the driver and passenger to provide a secure environment.

Maybach GLS 600

WE KNEW A MAYBACH GLS WAS COMING AND now it's here. Mercedes revealed their latest Maybach model at the Guangzhou Motor Show.

Ever since the reincarnation of the Maybach name, Mercedes have been adding super-luxury models to the upper spectrum of the portfolio. The new GLS 600 is built upon the all-new GLS-Class introduced recently, combining the technical abilities of the SUV with the luxury of the S-Class. At over 5.2 metres long and over two metres wide, its interior is spacious and offers two business-class rear seats. The mix of modern elements — Energising Comfort Control, touchscreen interfaces, and MBUX rear-seat entertainment — are joined by Nappa leather upholstery and even storage for a few champagne bottles.

The Maybach GLS 600 brings not only a new engine, but also a new, much smoother font-face for the badging. The V8 biturbo petrol engine has been specifically made for its application here. The 4.0-litre V8 with two twin-scroll turbos also has the EQ Boost 48-volt intergrated starter-generator (ISG) to improve fuel consumption and also boost low-end performance. It produces 558 hp and 730 Nm, with the ISG temporarily adding 16 kW (22 hp) and 250 Nm — with the 9G-Tronic nine-speed hybrid automatic torque-converter transmission and a 4MATIC all-wheel-drive system delivering the power to all four wheels.

Ford Mustang Lithium

AFTER FORD REVEALED THE NEW MUSTANG MACH E, ANOTHER jaw-dropper came in the form of the Mustang Lithium Concept.

Developed together with Webasto, the Lithium Concept is essentially an all-electric sports car. And it does things a little differently. The electric motor has "more than 900 hp and 1,000 lb-ft of torque instantly available". That's over 1,350 torque in Nm: a lot of twist. It uses a Phi-Power dual-core electric motor and dual power inverters, paired with an 800-volt Webasto battery, with EVDrive Technology that can discharge a full megawatt (1,360 hp's worth) of electrical energy. To put all the power down to the wheels is a manual transmission. Yes! A drag-strip proven Calimer-version of Getrag's MT82 six-speed manual with billet internals to handle all of that torque and to ensure greater durability. It also gets half-shafts from Ford Performance and Super 8.8 Torsen differential to help supply power to the road via lightweight Forgeline wheels wearing Michelin Pilot Sport 4S rubber.

The Mustang Lithium Concept features a unique set of drive modes for a controlled amount of torque for different driving scenarios. These include Valet, Sport, Track, and Beast, each of which is instantly available using the custom in-dash 10.4-inch touchscreen display.

Latest Global NCAP Results Leave a Lot to be Desired

THE GLOBAL NEW CAR ASSESSMENT PROGRAM (GNCAP), KNOWN FOR CRASH-TESTING NEW CARS FOR THE coveted five-star rating, has released data for the GNCAP results from the latest round of tests.

In the latest round, it was the Maruti Suzuki Ertiga and WagonR, Hyundai Santro and Datsun redi-GO that went through the rigours of the crash-test procedures. These tests were conducted using the entry-level variants of each model and, as such, the true strength and structural integrity was revealed, without the bonus stars for multiple airbags, traction control, and autonomous braking which aren't part of the kit on most variants here, anyway. So, let's get to the GNCAP results. The tests are conducted at 64 km/h.

Maruti Suzuki **Ertiga:** ★★★☆☆

The new Ertiga achieved three stars for adult occupant protection, scoring 9.25 out of 17 points, and three stars for child occupant protection, scoring 25.16 out of 49. First launched last year, the Ertiga's standard safety kit includes ABS with EBD, second-row ISOFIX child-seat anchors, front seat-belts with pretensioners and load-limiters, and dual front airbags as standard.

The Ertiga's structure was rated as a "borderline unstable performance" which can and should be improved. Its foot-well was rated as "unstable" and pedals' displacement showed risks to the lower legs of the driver, earning it a "weak" marking. Head and neck protection for adult occupants was "good". Chest protection for passenger was rated "good" but that of the driver was rated at "marginal". The passenger seat-belt pretensioner failed to work properly.

Child occupant protection showed poor results for the dummy 18-month-old with the forward-facing child-restraint system (CRS) installed, while global best practice indicates a rearward facing position, offering better protection for this age-group. The three-year-old child rating was "protected/fair" with a similar set-up. Points were lost for only a two-point lap belt being offered for the second row's middle-seat occupant.

Maruti Suzuki **WagonR:** ★★☆☆☆

The WagonR achieved two stars for adult occupant protection, scoring 6.93 out of 17 points, and two stars for child occupant protection, with a score of 16.33 out of 49. The new WagonR arrived earlier this year and its safety kit includes only a front driver airbag and ABS with EBD as standard.

The WagonR's structure was rated as "unstable", its foot-well was rated as "unstable", and pedals' displacement showed some risk to the lower legs of the driver, earning one part "adequate" to five parts "marginal", with the passenger's legs' rating being slightly better. Head protection for adult occupants was rated "good" and neck protection for driver was "good", while it was "adequate" for the passenger. Chest protection was a concern with "weak" ratings for both front passengers, leading to limitations in the SBR points achieved by this model.

Child occupant protection showed poor results mainly for the three-year-old dummy as its CRS broke during the impact and the head suffered an impact with the front seat. Chest protection for the 18-month-old dummy was low despite being installed rearward facing. Points were lost for only a two-point lap belt being offered for the second-row's middle-seat occupant. ISOFIX child-seat anchors are not offered in the WagonR.

Hyundai **Santro:** ★★☆☆☆

The Santro achieved two stars for adult occupant protection, with a score of 6.74 points out of 17, and two stars for child occupant protection, with 15.00 out of 49. The Santro was introduced more than a year ago and is offered with only a front driver airbag as standard (and, sadly, all the way up to the Sportz trim; that's four out of five trims with just one airbag as standard).

The Santro's structure was rated as "unstable". Its foot-well was rated as "unstable". Head and neck protection for adult occupants was rated "good". Chest protection ratings were "weak" for the driver and "marginal" for the passenger, leading to a limitation of the SBR points achieved by this model for the driver. Apart from the passenger airbag, as mentioned earlier, these four out of the five Santro trim levels miss out on the front seat-belt pretensioners and load-limiters. The Santro offers standard driver SBR but its points were not considered for the final rating as the chest of the driver received weak protection.

Child occupant protection showed poor results mainly because the manufacturers did not recommend a CRS for the test. The dynamic performance was "poor" as the head of the three-year-old showed contact during the impact. There was limited protection for the three-year-old's neck while the 18-month-old received acceptable protection. Points were lost for only a two-point lap belt being offered for the second-row's middle-seat occupant. ISOFIX child-seat anchors are not offered in the Santro.

Datsun **redi-GO:** ★☆☆☆☆

The redi-GO achieved just one star for adult occupant protection, scoring 8.36 out of 17 points, and two stars for child occupant protection, with a score of 15.63 out of 49. The redi-GO's standard safety equipment includes ABS with EBD, only a driver frontal airbag and ABS with EBD as standard.

The redi-GO's structure was rated "unstable". Its foot-well was rated "unstable". Head protection for driver was rated "adequate" due to steering wheel displacements and for passenger was rated "good". Driver and passenger neck protection both received "good" ratings. Chest protection was rated "poor" for the driver and "marginal" for the passenger. The "poor" protection of the driver chest means that there is a high probability of life-threatening injuries. Poor protection for any of the critical body regions, in this case the chest, limits the star rating to one star for the adults. The redi-GO does not offer SBR in the front seats and, even if it had, the result would remain a single star. SBR points are limited as the chest protection rating is brown or red.

Child occupant protection showed poor results mainly because of the contact of the head of the 18-month-old with the front seat and for the exposed head of the three-year-old's dummy during the impact. The static rear three-point belts created difficulties in the proper and safe installation of a CRS. Points were lost for only a two-point lap belt being offered for the second-row's middle-seat occupant. ISOFIX child-seat anchors are not offered in the redi-GO.

For all the detailed reports, you may visit the official Global NCAP website (globalncap.org).

Speaking about the GNCAP results, David Ward, CEO and President of Global NCAP, said, 'The latest results in our #SaferCarsforIndia crash tests show a mixed safety performance and, disappointingly, there are no five-star performers. The Suzuki Maruti Ertiga achieves a creditable three stars for both adult and child occupant protection, but it's obvious to us that more can and should be done to improve overall protection levels for cars sold in the market.

'The Indian government's crash test standards are clearly helping to eliminate any new zero star cars from the market and we will continue to work with them to ensure the push of regulatory requirements is complemented by the pull of consumer awareness, encouraging the demand for ever higher levels of safety.'

| We Hear

Tata Gravitas

Tata's incoming flagship SUV, the seven-seat sibling of the Harrier, is set to be called the Gravitas. The new model will be introduced in February 2020. It will be the second vehicle built on the OMEGA (Optimal Modular Efficient Global Advanced) Architecture, derived from Land Rover's legendary D8 platform. The Gravitas aims to set international level benchmarks in terms of performance, driveability, and luxury.

Hyundai's New Aura

Hyundai will soon introduce a new compact sedan, building on the recently introduced Grand i10 Nios hatchback. Their new offering will be known as the Aura. Expect similar engine and transmission options as the Grand i10 Nios, with a selection of 1.2-litre petrol and diesel engines as well as manual and automatic transmission choices. The Aura will step in to replace the Xcent in the company's portfolio.

Swedish Ambassador Handed Volvo Keys

Volvo Cars India handed over the keys of an S90 T8 Twin Engine to His Excellency Klas Molin, the Ambassador of Sweden to India. The car is a reflection of the company's Sustainability Vision of putting one million electrified Volvo Cars on global roads by 2025. The S90 plug-in hybrid sedan packs up to 390 hp and 640 Nm and has electric all-wheel drive. Unfortunately, it isn't available to buyers in India yet.

'Tatkal Loan' from Toyota

Toyota Financial Services India (TFSIN) have launched a fast-track car loan service, called "Tatkal Loan". Customers can get loan approval within 30 minutes of application. It offers up to 85 per cent of the vehicle's ex-showroom price, is completely automated, and takes into consideration the customer's bank statement and CIBIL score for the approval process, with only a few documents needed for submission.

BMW BS VI Models Hit Showrooms

BMW INDIA HAVE BEGUN offering BS VI variants across their entire product range. The entire petrol portfolio is already BS VI-compliant while the diesel portfolio, comprising the 2.0-litre in-line four 20d variants and the 3.0-litre in-line six 30d variants, will be converted soon enough. The BMW Group Plant in Chennai has started local production of BS VI diesel variants of the 5 Series and the 6 Series Gran Turismo. The new BS VI avatar of the compact X1 will also be introduced soon.

All the new models launched by the company in 2019 are available in both BS IV and BS VI variants. Beginning next year, BMW India will raise the prices of BS VI models by up to six per cent.

Toyota Mobility Foundation

THE TOYOTA MOBILITY FOUNDATION (TMF) was established in August 2014 to support the development of a more mobile society. With new challenges and opportunities arising from rapidly growing urbanization and the promotion of e-mobility, TMF collaborated with WRI India Ross Center for Sustainable Cities to jointly initiate "Station Access and Mobility Program" (STAMP). It focuses on high-quality first- and last-mile connectivity solutions to urban mass transit, primarily the metro rail. This was an attempt to support the government initiatives to enable mass transport by implementing and increasing seamless mobility for the public.

Thus far, this multi-city initiative has worked with the metro rail agencies and other partners in Bengaluru, Hyderabad, Kochi, and Mumbai to improve the first- and last-mile connectivity and make it easier for the public to access mass-transit metro stations. They have also agreed to work together to enhance metro accessibility through multi-modal mobility solutions in seven Indian cities by 2021, which will be over half of the operational metro networks in the country.

India-bound New Honda City Makes Thailand Début

The all-new, fifth generation Honda City was recently revealed in Bangkok, Thailand, and it packs a modern petrol powertrain.

The new City claims to take the driving experience to the next level with an all-new 1.0-litre VTEC Turbo three-cylinder petrol engine. It produces 122 hp with a peak 173 Nm of torque, making it more powerful than the outgoing 1.5-litre i-VTEC four-pot petrol, and the most powerful engine that was ever offered in the City. In Thailand, it is available with a continuously variable transmission and delivers superior fuel efficiency, projected at 23.8 km/litre.

The new City is well-equipped in the interior department as well. It runs the latest Honda Connect technology which provides a modern interface between the driver and the car. It also comes with Apple CarPlay and Android Auto connectivity.

MG on the Move Forward

WITH A DIGITAL SHOWROOM, MG (MORRIS GARAGES) MOTOR India don't have the popular Hector on display but, instead, use digital tools, including Augmented Reality and AI-based Human Recognition, to showcase the model to walk-in customers.

Setting up a full-fledged car showroom needs huge commitment, not to mention considerable investment. Given the current economic situation, having an inexpensive alternative for car dealers seems to be a more logical approach.

Situated in Bengaluru, the first MG Digital Studio is a departure from the conventional showroom, showcasing the future of automotive retail. With the increased cost of operating a car showroom, the new business model helps unlock operational efficiencies and offers greater convenience as customer preferences move towards digital.

Customers visiting the showroom can explore and customize the MG Hector and future MG Motor vehicles using digital tools such as "Immersive Voice" and AI-based Human Recognition. Apart from the Interactive Visualiser, the showroom also offers Augmented Reality and other digital tools to make the experience more interactive.

MG Motor India launched another experiential customer touchpoint, a mobile showroom: MG Experience on Wheels.

MG ZS EV Reveal on 5 December

The MG ZS EV is the latest electric SUV that will be introduced into the Indian market. It made its global début this past April.

The new MG ZS EV will contribute towards a healthier ecosystem. MG Motor India have introduced a new campaign, called #ChangeWhatYouCan, and have also partnered with eChargeBays to enhance charging infrastructure by putting up charging stations where customers may visit and charge their cars away from home. MG Motor India and Fortum also recently installed the first public 50-kW DC fast-charging station in Gurugram.

With the Indian market slowly opening up to new technologies in cars, many questions arise in the average Indian customer's mind. For instance, "What happens to the battery after it dies out?" MG Motor India recently spoke about their hassle-free ownership promise and announced their collaboration with Exicom Telesystems for second-life use of battery packs. They plan to redeploy their ZS EV batteries at the end of their lives after disassembly and repacking them to design custom battery packs for non-automotive applications. This partnership prevents the disposal of used batteries into land-fill sites and puts them to better use.

FASTag Now Mandatory

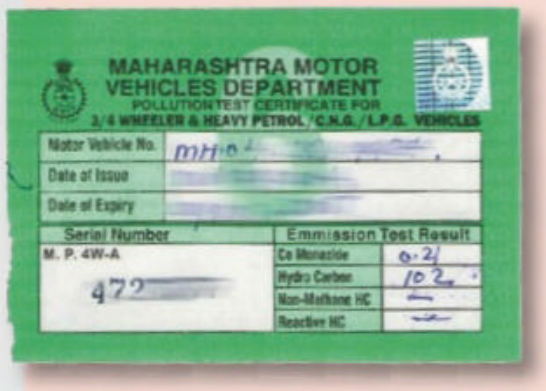
FASTag has become mandatory from 1 December across India. The new electronic prepaid tag system aims to make highway travel quicker and easier.

The FASTag programme is a simple solution to enhance trip experience when travelling across national highways. It is a part of the National Electronic Toll Collection (NETC) initiative set up as per the guidelines of the National Highway Authorities of India (NHAI). The government had already mandated all new vehicles to be registered with FASTags on their windscreen back in November 2016 and all automobile manufacturers were asked to comply. With this RFID FASTag on the windscreen, cars may use the ETC (electronic toll collection) lanes at present, with the entire series of lanes being converted from 1 December. With this now mandatory, payment of toll in cash will entail a fine of up to twice the toll amount.

The FASTag is affixed to a car's windscreen for quick electronic toll collection without the need to stop for handing anyone money. It uses a radio frequency identification (RFID) tag, is simple to use, and reloadable, being linked to a prepaid account from which the applicable amount is deducted. Customers would need to provide basic know-your-customer (KYC) details, including full name, mobile number, the vehicle's registration number, and other details mentioned in the vehicle's registration certificate (RC).

PUC Goes Online

The "pollution under control" (PUC) certificate has also gone online from September 2019. With many unaware of the change, a visit to the PUC checkpoints provided some good and some not-so-good surprises for responsible motorists. Good, because the PUC is now available with a choice of duration of six months or one year and the little green certificate in a plastic cover has been done away with. The entire process involves a picture of the registration plate taken and uploaded online, with a printout after completion of the test, subject to compliance, being issued which doesn't need to be carried around as the PUC can be viewed online.



On the flip-side, the not-so-good surprise comes to those with older vehicles that were not issued a smart-card RC (registration certificate). This can be sorted by doing the vehicle's online registration to make the entry in the database. A visit to the Regional Transport Office (RTO) or a driving school agent is needed to take care of this. This is applicable to older road-legal vehicles. If, however, the vehicle is over 15 years old, it must also pass a fitness test and the requisite Green Tax must also be paid.

Mercedes-Benz V 220 d Elite

MERCEDES-BENZ INDIA HAVE INTRODUCED THE new V 220 d in Elite long-wheelbase guise, priced at Rs 1.1 crore (ex-showroom). It will be sold alongside the existing Exclusive and Expression variants.

The V-Class Elite is based on the long-wheelbase model platform and will be offered as a six-seater only. Highlights include luxury seats with leather upholstery and massaging function, climate control, a 360° camera with Active Park Assist, and a Burmester premium audio system with 15 speakers. The suspension also benefits from Agility Control with a selective damping system. A panoramic roof is offered as an option.

The Elite also gets a new heart: the OM654 2.0-litre turbo-diesel four-cylinder engine, with the output figures being the same at 163 hp and 380 Nm. That said, it is paired to the new 9G-Tronic nine-speed automatic transmission.

The new V-Class Elite is also offered with the Star Ease maintenance packages from Mercedes-Benz India, with prices starting from Rs 1.09 lakh for the two-year/30,000-km one.

ACMA
Automotive Component Manufacturers Association of India

CII
Confederation of Indian Industry

SIAM
Society of Indian Automobile Manufacturers

Accredited by
OICA

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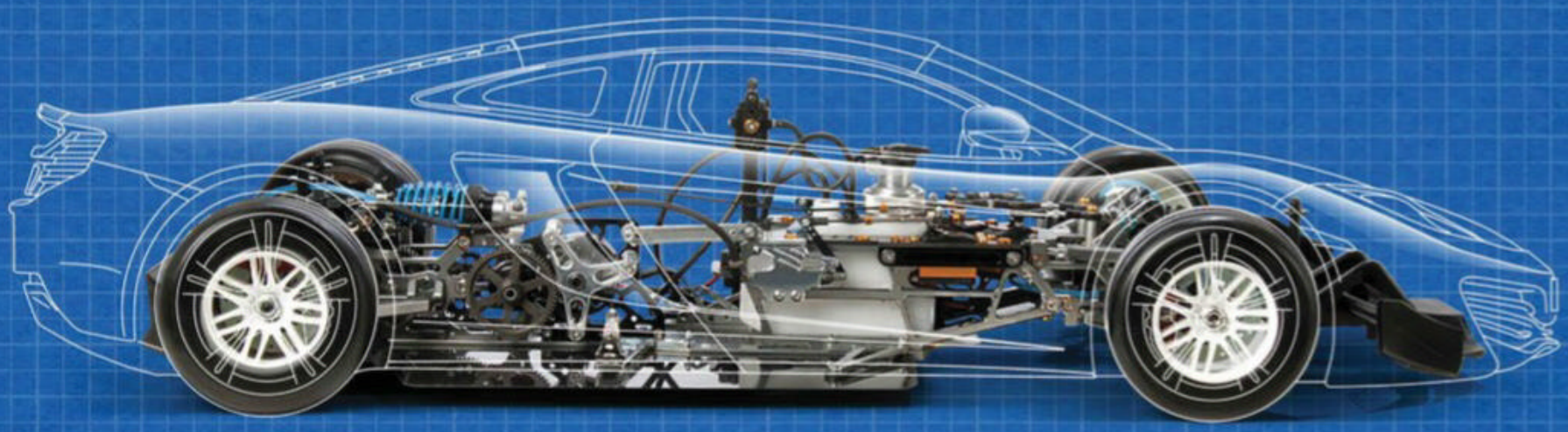

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LETTER OF THE MONTH

First Car for the Son

I am planning to buy my son his first car. His use is a minimum of 40 km per day. His daily commute to and from his college consists of a combination of highway, jam-packed roads, and narrow lanes as well. I have narrowed my options down to the Maruti Suzuki S-presso and the Renault Kwid. My priorities include price, safety, and fuel efficiency. I think I will start him off with a manual transmission. Which of these two, in your opinion, is the better car?

Rajeev Saxena, Udaipur

Hello, Rajeev,

Both the entry-level hatchbacks you have picked out will suit your son's purpose. However, in terms of price, the Kwid is the more economical choice of the two. Both cars offer similar level of safety and are also on a par in terms of fuel efficiency. Make sure that your son takes a test-drive in both cars before you make a final decision. Since he has a long daily commute, you should take his comfort behind the wheel into consideration and base your decision on that.

A Car Suitable for Trail Riders

I have been a reader of your magazine for a long time now and I thoroughly enjoy your reviews. I would love your expert advice on a query that I have. I am into mountain biking as a hobby and go trail-riding with my better half every other weekend. We currently use a Suzuki Swift with a bike rack to transport our bikes to the trails, but sometimes roads leading up to these trails are terrible and the bottom of the Elite scrapes a little. We want to keep the Swift as my wife's office commute car and are a looking for something more purpose-built for our bikes. I have been considering the Jeep Compass with a bike rack and the Isuzu D-Max, which won't even require the rack as it has a big storage bed. I'd like to keep the investment low and four-wheel-drive is a must. Please keep in mind that I want to use this new car for cross-country road trips as well. Which of the two would you suggest? I've heard the Isuzu doesn't have a reversing camera. Is this true? Because I am not very confident about reversing a big car.

Looking forward to hearing from you.

Sunil D, by e-mail

Dear Sunil,

We are glad to read that you enjoy our magazine and reviews. Both the cars you have shortlisted are capable of handling off-road sections and you can get both with all-wheel drive. Both these vehicles are neck and neck in terms of pricing: you would get the top-end V-Cross for the price of the middle-of-the-line Compass, though. As you mentioned, the Isuzu D-Max V-Cross is the more economical choice since you won't require to buy and fit an additional bike rack on it either. Both vehicles will be suited to road trips as well. As for the V-Cross, the previous gen of the vehicle didn't have a reverse camera, but, happily, the top trim does come equipped with one. We suggest you drive both the vehicles and try reversing into a parking spot in them too to see which one better suits your requirements.

How Does FASTag Work?

I have been hearing about a new rule regarding FASTag for tolls becoming compulsory on the highways. I have no idea how this works. Where to get this FASTag from and what are the consequences of this rule in the near future? Could you please shed some light on this?

Priya Singh, via social media

Hello, Priya,

Good news. We have dedicated a whole piece to the subject of FASTag and what you have to do to adhere to the new laws in our "Bulletin" section. You will find all your doubts and queries answered there and a wealth of additional information regarding FASTag, its implementation, and the vagaries of the new rule in this very issue.

UPS AND DOWNS

We compile and analyse sales data to find the most popular cars of the month past

TOP 10 Bestsellers of October 2019

	September	October	
MARUTI SUZUKI **Dzire**	15,662 units	19,569 units	+24.95%
MARUTI SUZUKI **Swift**	12,934 units	19,401 units	+50.00%
MARUTI SUZUKI **Alto**	15,079 units	17,903 units	+18.73%
MARUTI SUZUKI **Baleno**	11,420 units	16,237 units	+42.18%
HYUNDAI **Elite i20**	10,141 units	14,683 units	+44.79%
MARUTI SUZUKI **WagonR**	11,757 units	14,359 units	+22.13%
KIA **Seltos**	7,754 units	12,854 units	+65.77%
MARUTI SUZUKI **S-presso**	5,006 units	10,634 units	+112.43%
MARUTI SUZUKI **Vitara Brezza**	10,362 units	10,227 units	-1.30%
MARUTI SUZUKI **Eeco**	9,949 units	10,011 units	+0.62%

Top Five SUVs

	September	October	
KIA Seltos	7,754 units	12,854 units	+65.77%
MARUTI SUZUKI Vitara Brezza	10,362 units	10,227 units	-1.30%
HYUNDAI Venue	7,942 units	8,576 units	+7.98%
HYUNDAI Creta	6,641 units	7,269 units	+9.46%
MAHINDRA Bolero	4,179 units	5,884 units	+40.80%

Top Five Sedans

	September	October	
MARUTI SUZUKI Dzire	15,662 units	19,569 units	+24.95%
HONDA Amaze	4,823 units	5,134 units	+6.45%
MARUTI SUZUKI Ciaz	1,715 units	2,371 units	+38.25%
HYUNDAI Verna	1,738 units	2,174 units	+25.08%
HONDA City	1,819 units	1,887 units	+3.74%

Source: Autopunditz

Plug-in Hybrid Diesel Extraordinaire

Story: **Jim Gorde** Photography: **Daimler AG**

Are evolving diesel plug-in hybrid electric vehicles the most sensible solution for the present-day environment crisis? Here's one of the standout examples

We are experiencing a paradigm shift worldwide. Many developed nations have infrastructure built to support fossil-fuelled vehicles and are now making way for electrified vehicles with the installation of electric vehicle (EV) charging points. These points have formed a subculture, an ecosystem, that coexists with convention. Now, though, convention is fast changing.

Hybrid vehicles, plug-in hybrid electric vehicles (PHEV) and fully electric vehicles (EV) are gaining momentum in urban minds and are slowly eking out a larger share of the automotive pie. Developing nations, with whatever infrastructure exists, are clogged with low-cost, mass-produced forms of personal mobility simply because many of the people don't have reliable or affordable choices or a clean, safe, and dependable public transport system with modern solutions. Climate change is real and is a threat that must be addressed immediately. What, then, is the solution? One way out is to adopt alternative-fuelled vehicles, particularly, plug-in hybrids and fuel cell electric vehicles (FCEV). The latter may not be as widespread as we'd like, but the former makes a compelling case.

One of the best ways to cut down fossil fuel consumption is to, literally, cut down its consumption. Many aren't aware of the latest generation of plug-in hybrid cars that are capable of slashing fuel consumption to a fifth. That's right — not *by* a fifth but *to* a fifth! That potential 80 per cent reduction in fossil fuel consumption alone will make a huge positive impact if widely adopted.

The new generation of plug-in hybrids cars are, essentially, a stop-gap solution. There are no two ways about it. So, whether the country's priority is simply cutting its import fuel bill or to actually reduce fossil fuel consumption and cut down on carbon emissions, including hydrocarbons, carbon monoxide (CO), and carbon dioxide (CO_2), as well as emissions of oxides of nitrogen (NOx), the solution is already present.

Consider the new Mercedes-Benz GLE 350 de 4MATIC, developed under the EQ Power umbrella. Its numbers widened eyes and dropped jaws following its reveal at the Frankfurt Motor Show held in September. It combines the now popular 2.0-litre, four-cylinder turbo-diesel engine with a new 100-kW (136 hp) electric motor that's incorporated within the 9G-Tronic automatic transmission in its third-generation plug-in hybrid guise. A larger 31.2-kWh battery pack allows for an even longer zero-emission range of almost 100 km. The claimed weighted hybrid drive fuel efficiency figure is a mere 1.1 litres per 100 kilometres. That works out to 90.9 km/l. Yes, you read that right — something even a 100-cc motorcycle can't really manage. More importantly, that means CO_2 emission of just 29 g/km and far lower NOx, too.

The all-electric range is also increased by rapid recharging en route. The GLE 350 de has a combined charging socket for alternating current (AC) and direct current (DC) charging located on the left side wall, symmetrical with the fuel flap on its right. At a DC charging station, the battery can be charged from 10 to 80 per cent in about 20 minutes or to full charge in about 30 minutes. As such, a plug-in hybrid offers the best of both worlds. In the city, it can run in all-electric mode, while on longer highway trips it benefits from the added range thanks to the combustion engine. Overall, the vehicle is more efficient because it can recover energy under braking and also allow the combustion engine to run in a more efficient operating range. The intelligent, route-based operating strategy activates the full-electric mode when needed. It considers topography, speed limits, and the traffic conditions for the entire planned route thanks to navigation data.

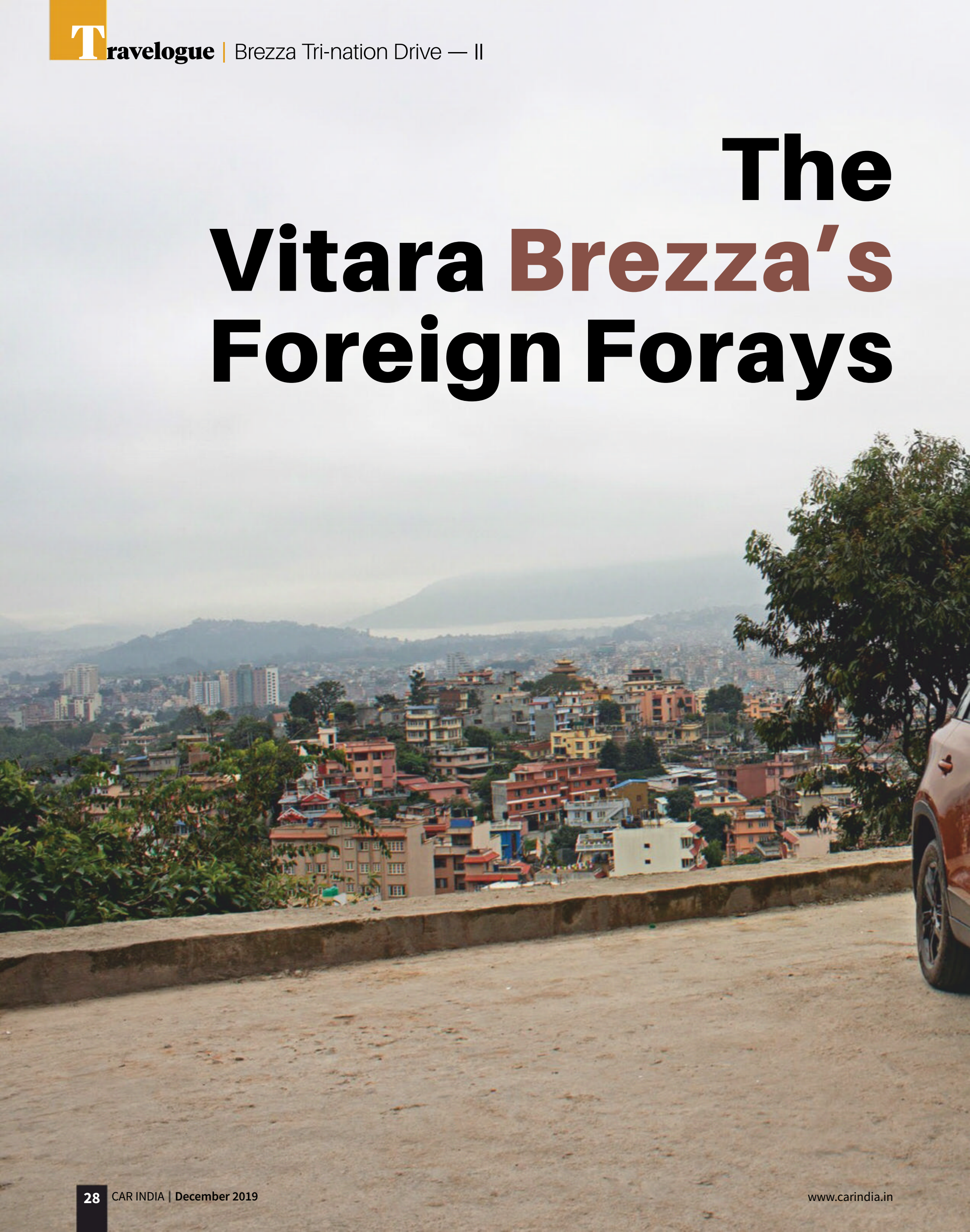
The new Mercedes GLE 350 de 4MATIC doesn't feature styling that seems remotely alien-like. It looks as conventional as the normal GLE-Class SUV, feels just as conventional, drives just as well, and is just as safe as what the world has experienced from hybrid automobiles thus far. Even with the larger battery pack, a boot volume of up to 1,915 litres is available.

Deliveries of the new GLE 350 de are scheduled to begin in Europe by early 2020. We hope Mercedes-Benz India consider it for their portfolio here as well. It won't be cheap, but it will make a difference. car

MERCEDES-BENZ GLE 350 DE 4MATIC

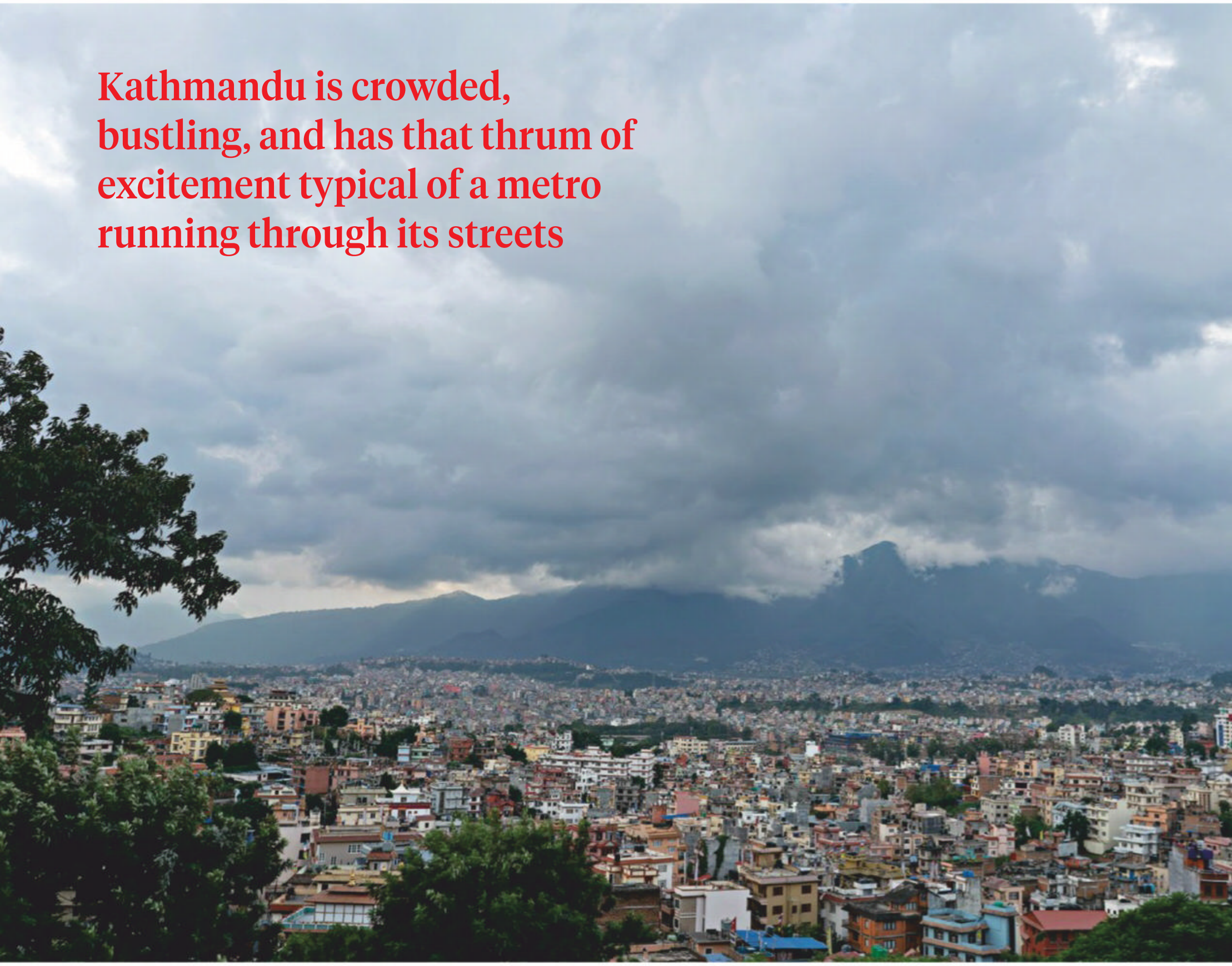
Price: €80,000 (approx, in Germany, or Rs 64 lakh)
Engine: 1,950 cc, in-line four, turbo-diesel
Max Power: 194 hp @ 3,800 rpm
Max Torque: 400 Nm @ 1,600-2,800 rpm
Electric Motor: Synchronous, permanently excited magnet
Max Output: 100 kW (136 hp), 440 Nm
Combined Peak Output: 320 hp, 700 Nm
Transmission: Nine-speed, hybrid-automatic, all-wheel drive
Suspension: Double wishbone front, four-link rear
Weight: 2,400 kg (approx)
Acceleration (0-100 km/h): 6.8 seconds
Top Speed: 160 km/h (electric), 210 km/h (hybrid)
Combined Consumption: 0.25 kWh/km (electric), 90.9 km/l (hybrid)
Electric Range: 99 km (WLTP)

The Vitara Brezza's Foreign Forays



We pick up from where we left off in the last issue with the Brezza tri-nation drive. We've arrived in Kathmandu and have a bit of exploring to do

Story: **Harket Suchde** Photography: **Saurabh Botre**



Kathmandu is crowded, bustling, and has that thrum of excitement typical of a metro running through its streets

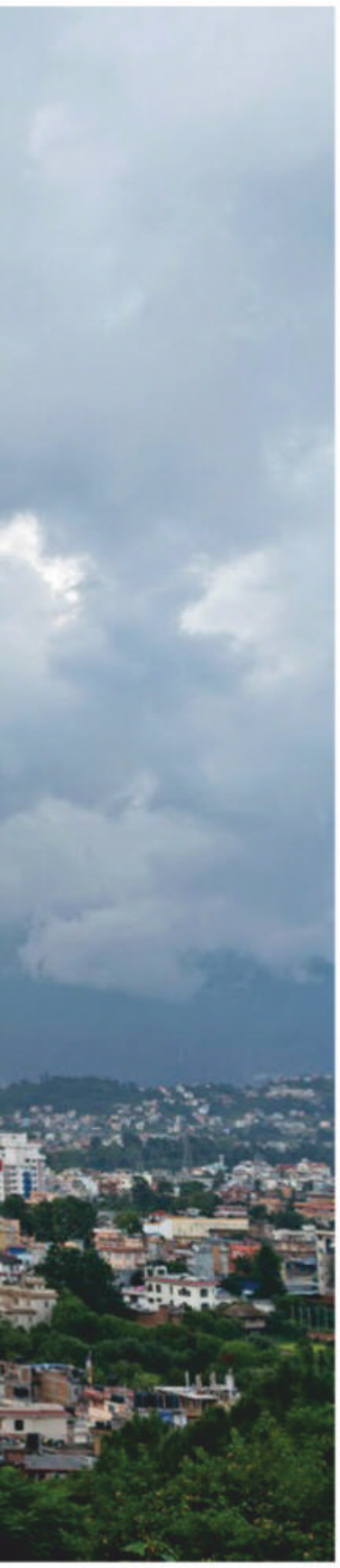
(***Above***) The urban sprawl of Kathmandu

KATHMANDU IS, AS I'M SURE YOU KNOW, THE CAPITAL OF NEPAL and, like a lot of national capitals, it is crowded, bustling, and has that thrum of excitement typical of a metro running through its streets. This is, of course, the second capital I've visited on this tri-nation journey. However, since the first one was our own home capital of Delhi, which I've been to so many times, I was a tad more excited to go exploring this time around. And go exploring I did, starting at the Swayambhunath Stupa.

Perched atop a hill and surrounded by trees, this Buddhist place of worship is one of the most significant religious sites for people who follow that faith. And the way the temple is built reflects its prominence. It is elegant without being extravagant; a charming, clean, and tranquil site that is teeming with monkeys. The Stupa dates back over a thousand years and offers a spectacular view of the rest of the city.

My next stop in Kathmandu was another historic site. This time, Darbar Square. This area has been used as a residence by the monarchy of the region from as far back as the third century. Even today, important events such as coronations, for example, take place right here. There's also a bustling market in the region that would ordinarily make the going quite uncomfortable. Vendors sitting on the road with their wares and narrow lanes typically make for tight quarters. The Brezza has proximity sensors and a reverse camera, so navigating through the area was made much easier.

After taking in all the interesting palaces and temples of the square, it was time to make our way out of Kathmandu and, indeed, Nepal. This meant a drive just short of 500 km to the border at Kakarvitta and beyond to Siliguri. If you've driven on mountain roads, you'll know that covering that sort of distance in a day is a bit of a tall order. Not when you're at the wheel of the Brezza, though. More than half



(***Right***) The Swayambhunath Stupa is quite gorgeous

(***Below***) The 19th century neo-classical Gaddhi Baithak Palace at Darbar Square

the drive was in said mountains, where the Brezza's sweet handling came to the fore. The latter bit was through open plains, though, where its DDiS 200 engine with its 200 Nm of torque was allowed to reign supreme. Thanks to the SUV's powerful engine we made the 10.00 pm deadline for the border closing with just over 45 minutes to spare.

The next day, we left Siliguri and headed straight for yet another border town. We were making our way to Phuentsholing so that we could cross over to Bhutan. The distance between Siliguri and Phuentsholing is about 150 km and the views en route are simply enchanting. From flourishing tea plantations to massive bridges and gurgling streams to keep you company, all seen from a perfectly paved road. Well, you can't really ask for much more.

The Brezza's commanding seating position and wide windscreen meant I didn't miss a thing, including an off-road section leading right to one of those streams. Time to get muddy and the Brezza's ample ground clearance meant I didn't need to worry about the rocks strewn across the path either. After wading into the stream and taking it all in, we were off again.

On arriving at Phuentsholing we noticed that there was a massive crowd already waiting outside the immigration permit office. Apparently, the festival season attracts quite a large number of people. So, we had to spend a night in the border town itself while we got all the paperwork sorted out (*see box for details*). Once we did get moving again, we drove straight into mountainous terrain, winding higher and higher towards Thimphu. Again, the distance isn't

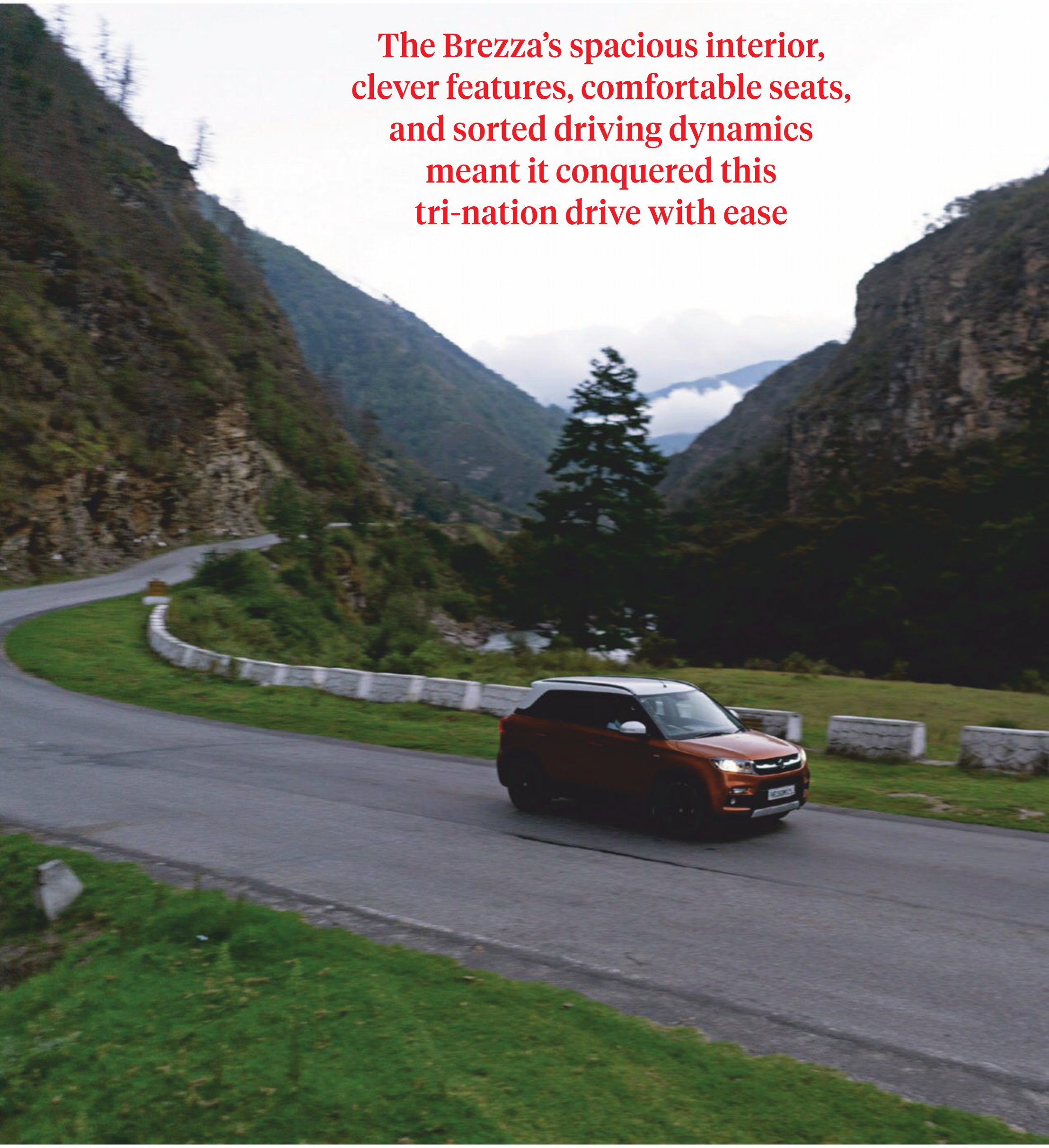
The chaos at Darbar Square

much, about 150 km, but because of all the twists, turns, and hairpins along the way, it can take anywhere between five and 10 hours. For the most part, the road was fantastic. Fogs rolled in, obscuring everything around us, but with the Brezza's fog-lamps turned on, we just kept on moving. The lush greenery and sheer size of the mountains were amazing to behold. We were held up for a bit as debris from a landslide had blocked up the road, but the local authorities worked quickly and we were soon on our way.

We arrived in Thimphu by night and settled down early so we could check the local sights out the next day. Our first stop was at the Memorial Chorten. The Memorial Chorten is a *stupa* like no other. It has an eclectic shape that's more square than circle (which is the usual shape for *stupas*) and looks delightful; its white walls glinting and golden arches and tip shining bright in the early morning sun as you walk across its green lawns. It was built in 1974 and was just about two kilometres away from our hotel right in the middle of town.

From there we made our way towards a hill on the outskirts to visit the mighty Buddha Dordenma. This is a 177-foot tall statue of Buddha made of bronze and gilded in gold. A fairly recent construction, only dating back to 2015, the entire project to build the Buddha and all the

Once we did get moving again, we drove straight into mountainous terrain, winding higher and higher towards Thimphu



The Brezza's spacious interior, clever features, comfortable seats, and sorted driving dynamics meant it conquered this tri-nation drive with ease

(***Below***) Driving through the thick fog with the Brezza's fog lamps leading the way

(***Above***) The Vitara Brezza's luxe interior and comfortable seats

(***Left***) Android Auto is so useful on trips like this

(***Right***) Powerful projectors come on automatically in the dark

Border Crossing Process: India to Bhutan

Completing the formalities to get into Bhutan by road is time-consuming. You need to acquire a form at a photocopy/stationery shop opposite the Immigration Office in Phuentsholing and fill it in. You need to attach hotel booking proof for all the days you plan to spend in Bhutan, along with a couple of photographs and your passport along with a photocopy of it, of course. The queue to get these documents verified is a long one and could take as much as the whole day, depending on how many people are standing in it.

After verification, you will be called inside the office to register your biometrics and get your visa stamped. The office opens at 10.00 am and closes at 5.00 pm, so the window isn't a big one.

Once this process is done and you have your permits, head to the RSTA (Road Safety and Transport Authority) office. Here you can get your car permit. To do so, fill in another form and produce copies of your passport and the issued permit within it, along with your vehicle documents and driver's licence. The permit office at the RSTA opens at 9.00 am and closes at 3.00 pm, so do make sure you have everything in place and make your way there within this time-frame. You may be required to hire a local guide to accompany you for the entirety of the trip as well, so make sure you budget for that.

smaller ones within reportedly cost over $100 million (or Rs 717 crore).

It is an astounding sight, though, and can be spotted from much further down the hill because of its strapping size and radiating golden shade.

After taking in the brilliance of the statue, it was off again, back towards Siliguri and home soil. The drive back was a lot quicker since we were driving down the mountains and, thankfully, there was no landslide-related hold-up either.

The Brezza was flawless as ever on this last leg of the journey too. The SUV's spacious interior, clever features, comfortable seats, and sorted driving dynamics meant it conquered this tri-nation drive with ease and the powerful diesel engine and smooth five-speed gearbox were perfect for both the highways and the steep climbs. Safety features such as dual airbags, ABS, and EBD meant that I never had to worry about losing control. And convenient features such as the Android Auto-compatible touchscreen, cooled glovebox, mood lighting, and steering-mounted controls elevated the drive experience. So, if you're planning to go on a border-crossing, continent-straddling, multi-nation road trip, the smart money is to do it in a Maruti Suzuki Vitara Brezza. car

CONFIDENCE, BOOSTED

Next year's 911 Turbo — still all-wheel-drive secure, still GT plush, now faster and sharper than ever. We hitch a ride with 911 Chief Frank-Steffen Walliser

Story: **Georg Kacher**

HOW MANY TREES ARE THERE IN THE BLACK FOREST?

It feels like I'm on a mission to see as many as is humanly possible in just a few hours from the passenger seat of a pre-production Porsche 911 Turbo convertible. We approach some from unexpected angles. Others are almost close enough to touch. There are very few straight roads in the Black Forest, so it's just as well we're in a car that relishes bends so much and has the comfort and composure to sustain that enthusiasm all day and the grip to ensure we don't have a sudden career-change to lumberjack.

This is not some reckless thrash through the wooded vastness of south-west Germany. I'm in the very safe hands of a Porsche test driver who comes here so often that he's given some of these trees names. And our transport is the latest version of a car that, for all its immense power and breathtaking pace, is also supremely secure and protective.

Pre-production Porsches are usually painted solid black, like today's 911 Turbo S, and have only minimal camouflage. You can see plainly that there are no visual surprises. The most significant new elements are the redesigned rear bumper-cum-diffuser, which accommodates four trapezoidal tailpipes, plus multi-spoke lightweight alloys, bigger and more slippery lateral air intakes, slimmer and wider daytime running lights, restyled bumpers, and more elaborate ground-effect wing-work.

You can see why they might want to keep the 911 Turbo visually low-key and let its performance speak for itself. It's struggled with image in the past. Early Turbos were decried as widow-makers that would turn your hair grey between breakfast and lunch, but more recent generations have seemed to target rich ego-trippers, notorious poseurs and chest-wigged best-agers. The 996 and 997 Turbo in particular were not without some justification known for being lost in the wilderness between sanitised faultlessness and budding boredom. They were comprehensively kitted out with sound-deadening material and the 997 Turbo S even dropped the manual gearbox.

But this time, Porsche have steered the Turbo in a slightly more back-to-its-roots direction. Here's Frank-Steffen Walliser, the man behind the 918 project, and, more recently, in overall charge of the motor sport division, but now the new "Mr 911", replacing the recently retired August Achleitner. 'As always, compliance is key, because compliance means control,' he says. 'You want a sports car to respond in a sharp and positive manner, but the 911 Turbo is a little different since super-quick or super-clever feedback could easily overshoot the target. After all, the very last thing an engineer wants to do is unsettle or even scare the driver, who must always feel in charge, so a small margin for error here and there won't hurt.'

If the external changes are low-key, there's a little more going on under the skin. But nothing that alters the fundamentals — no hybrid elements of even the mildest sort, for instance. 'The benefits of partial electrification are marginal compared with the complex weight, packaging, and cost issues,' explains Walliser. 'Weight in particular is obviously critical for every sports car. Unfortunately, you can't de-content a Turbo like a GT3 because the clientele wouldn't tolerate it. Instead, the car gains a few kilos in the shape

Rear wing gets 20 per cent more surface area. Auto-extends at speed

Next Turbo gets GT manners with near-GT2 RS punch. 640 hp!

Porsche have steered the 911 Turbo in a more back-to-its-roots direction

of additional convenience items and the new eight-speed PDK transmission. You would not believe the damage an extra set of gears does to the calorie count.'

How has the driving experience been sharpened up? 'Little things: stiffer joints, harder rubber bushings, tighter attachment points, modified spring and damper calibrations. What we've definitely refrained from is turning a nicely balanced GT into a hard-edged street fighter.' Cast-iron sombrero-size brake discs measure 410 millimetres at the front, 390 mm at the rear. The tyres measure 255/35 ZR20 front and 315/30 ZR21 rear. Variable-rate, variable-effort steering controls all four wheels, enhancing manoeuvrability and boosting stability. The digital safety net is highly configurable.

Equipped with marginally beefier rear wings and an accordingly wider ➤

Safe hands? Walliser ran the 918 project and leads Porsche Motorsport. Yes, then

Roof drops in just 12 seconds. Fast. Just not sub-three-seconds to 100 km/h fast

The new 911 Turbo offers a spicier blend of sportiness and convenience

track, the 992 Turbo S is almost as aggressively tyred as the GT2 RS. The tiny contact patch deficit is easily compensated for by the broader calibration of spring and damper settings on turf like this. The rear-wheel steering is not quite as slam-dunk radical as in the 700-hp tearaway and then there is the added benefit of all-wheel drive.

Repeatable on all types of sealed surfaces, it's the never-wavering turn-in grip that completes the 10 out of 10 handling score. A quick flick at the wheel, a stab of throttle, a moment's wait followed by a little opposite lock: *et voilà*, another creamy slide is in the can. I just sit there, watching in awe.

The new Turbo is the wrong car to be offered with a roll-cage, even bigger — 21/22-inch — tyres or a wilder body-kit. What customers of the 2020 model do get is a much more elaborate aero pack. The rear wing is still fixed, but its surface area has been increased by about 20 per cent for even greater downforce and straight-line sure-footedness. The nose sports bigger air intakes to cool brakes and radiators, but it also incorporates venturi-effect aero elements that teach the front end improved manners at high speed. The newly developed engine is fed a bigger dose of oxygen, rams cooler air straight into the intake manifold, and exhales through a modern-art intestine exhaust system that sounds more Harley than Porsche at idle speed.

Despite the intrinsic choke effect of the mandatory particulate filter and the absence of any form of electric boosting, the high-revving but low-end-torquey six-cylinder engine obeys throttle orders with the hurried efficiency of an infallible footman. Fuel consumption? No numbers yet, but on the road a lot depends on how it's driven. I dread to think of the kind of numbers we're merrily generating today...

At one stage, I swear my lips have begun to form the first line of *Hail Mary* when the front end finally grabs the last piece of tarmac before doom, the rear wheels follow in a similar sabre-shaped arc, and we pull through, nose and steering suspiciously light, fat rear end squatting mid-corner like a sumo wrestler.

When Walliser leaves for his next appointment, we head back out again with a Porsche works driver. Unlike Walliser, Jonas activates the sports exhaust — a new option for the Turbo and one that defies the "gentleman's GT" side of this car's character. The same goes for the firmer damper setting in Sport Plus and the weight of the steering, which trades some of the lightness and the relatively strong self-centring force for a more progressive, beefier action. Nuances only, for sure. But when you work with the 992 Turbo day in and day out, you quickly recognize the benefits, which, Jonas says, include a more transparent connection between the road and the driver's palms, let alone the seat of the pants, and a chassis that still won't get upset by irregular road surfaces.

There's no official verification, but according to the Weissach grapevine the hottest 992 can accelerate from 0 to 100 km/h in 2.7 seconds, which is phenomenally quick for a vehicle that, unlike an EV, does require an extra blink of the eye to summon maximum torque. But for road cars, the stopwatch is not the decider and neither is the academic ability to outrun an Airbus A380 at take-off speed. For the record, though, we'd like to add that this Porsche can beam itself from a standstill to 125 mph (201 km/h) in about 8.5 seconds. (The non-S version of the Turbo has around 580 hp, we're told.)

A tiny improvement in acceleration and equally minuscule increase in top speed do not suggest that the new Turbo will turn out to be better than the old one. But the finer points do. What matters more is the "how", not the "how fast". It's taken half a step back towards its original DNA, which has grown a little too cushy since the raw 930 started the breed in 1975.

The ultimate 992 (for the time being) now seems a little more involving, a little more responsive, and a little more agile overall, offering a spicier blend of sportiness and convenience. The litmus test comes when we swap seats early next year. car

Engine, roof, aero, 21-inch rims — much to squeeze in that bulky rear

A BRIEF HISTORY OF BOOST

Porsche didn't invent the turbo, but have raised the bar since

1905 Patently, the turbo is genius

Just five years into the 20th century, patents are filed for an exhaust-driven compressor to boost, literally, the specific output of the nascent internal combustion engine. Porsche as car-makers do not exist yet — the Dark Ages! — but the universe will see to it that the company and the turbocharger become firm friends.

1972 917 goes Can-Am

Porsche spot an opportunity in sport car racing rules and, based on the now outgunned 908, knock up the 917: skimpy construction, air-cooled flat-12, Le Mans wins in 1970 and '71. So far, so naturally aspirated. The turbo comes with the US Can-Am series, which peaks with the 1,200-hp twin-turbo 917/30.

1975 911, meet turbo

The original 911 Turbo, the 930, launched. Teenage boys' bedroom walls are never the same. The turbo is the big news, the blown flat-six developing a lively 260 hp. But as important is the 930's aesthetic: arches stretched over mile-wide Pirellis, a spoiler big enough to show up on Google Earth, and under it all the still-dainty 911 'shell.

1976 935 unleashed

Racing derivative of the 930, the 935 was built to silhouette regs that let Porsche's engineers run wild and hammered BMW and Ford through the late '70s, developing over 800 hp from its twin-turbo flat-six. New homage is based on current GT2 RS.

1986 Gimme everything! 959 arrives

Mid-'80s and the turbo is in its pomp: Group C sports cars, Group B rallying and F1's 1,100-hp quali madness. The 959, Porsche's rolling R&D lab, features sequential turbos — a smaller, more responsive turbo hands over to a bigger one as revs rise — for big power without big lag.

1996 GT1, peak 911

Fast-forward two generations of exceptional sports cars, the 956 and 962, and endurance racing stirs once again, kick-started by the McLaren F1's unlikely overall '95 Le Mans win. From the 993-gen 911 the GT1 borrows its lights — that's about it. Underneath lurks a tube-framed racer powered by a 3.2-litre twin-turbo flat-six.

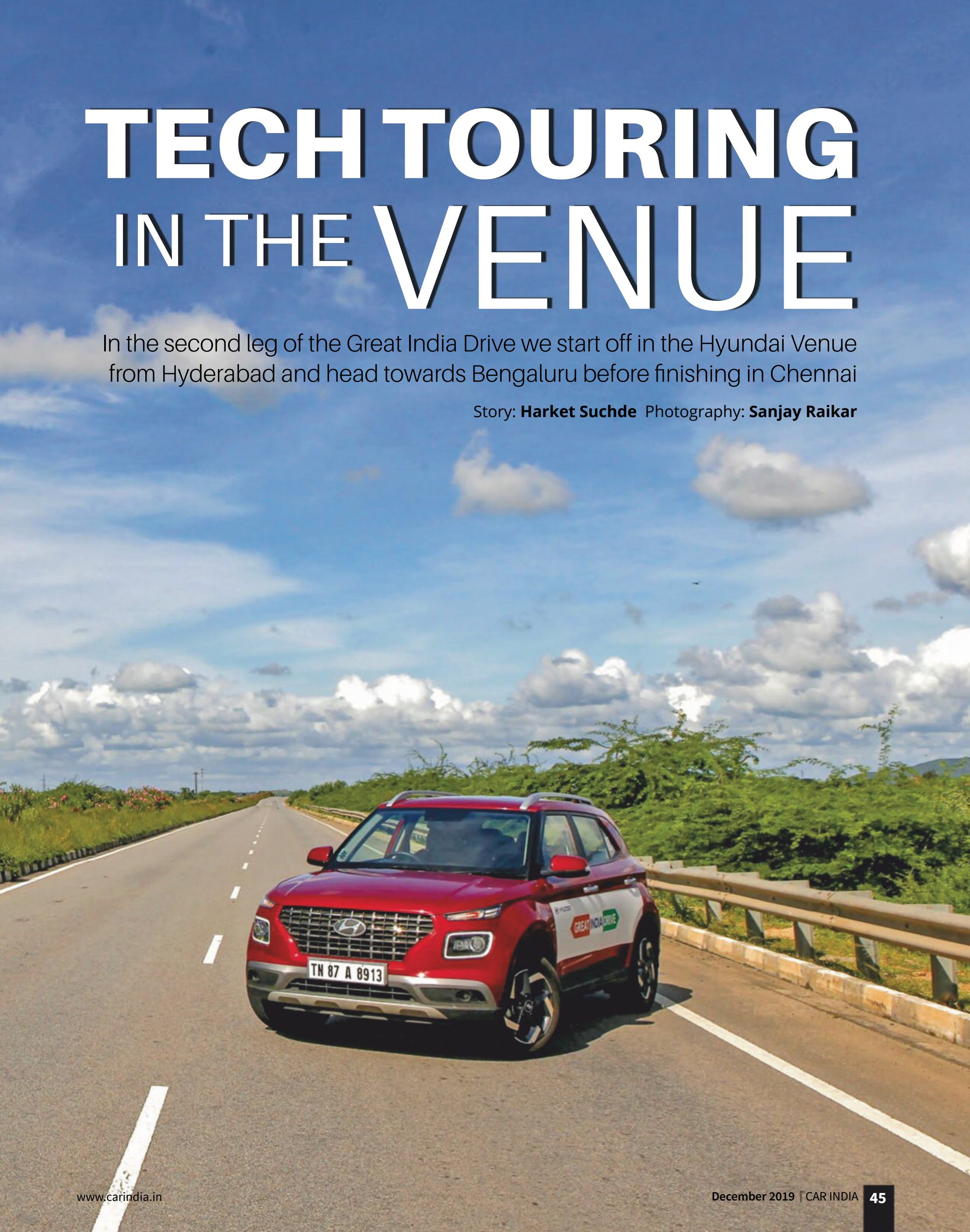
2015 911 (991.2)

Its hand forced by tightening regs, Porsche turbocharges the 'normal' Carrera for the first time. There are howls of protest but the engine's good; minimal lag and torque for days, though the soundtrack suffers and economy gains appear to be on-paper only. Cayman/Boxster's down-sizing to a four-pot turbo is less successful…

TECH TOURING IN THE VENUE

In the second leg of the Great India Drive we start off in the Hyundai Venue from Hyderabad and head towards Bengaluru before finishing in Chennai

Story: **Harket Suchde** Photography: **Sanjay Raikar**



HYDERABAD IS AN INTERESTING CITY TO VISIT, NO DOUBT. Ancient monuments, a cutting-edge IT area, and some amazing food too. Well, I was leaving all of that in my rear-view. I wasn't really despondent, though; quite the opposite, in fact. Firstly, I was on a fun stretch of highway roads in the Hyundai Venue and my sat-nav read Bengaluru. You can't be anything but excited when heading to one of the coolest, most hip cities in India. That too when you're behind the wheel of one of the most fascinating new compact SUVs in the market.

I was having a blast driving down NH 44, my music blaring through the excellent sound system. The Venue's 1.4-litre diesel produces 90 hp and 220 Nm — more than enough for India's highways. The SUV's NVH damping is superb, too; so, you don't have to deal with that gruff diesel noise and you can drive along in peace.

After gunning down the highway, it was quite a contrast, and an unpleasant one at that, to enter Bengaluru's traffic-choked streets. By the time we got into town and anywhere near anything interesting, night had fallen, so, instead, we just headed straight to our hotel for the night.

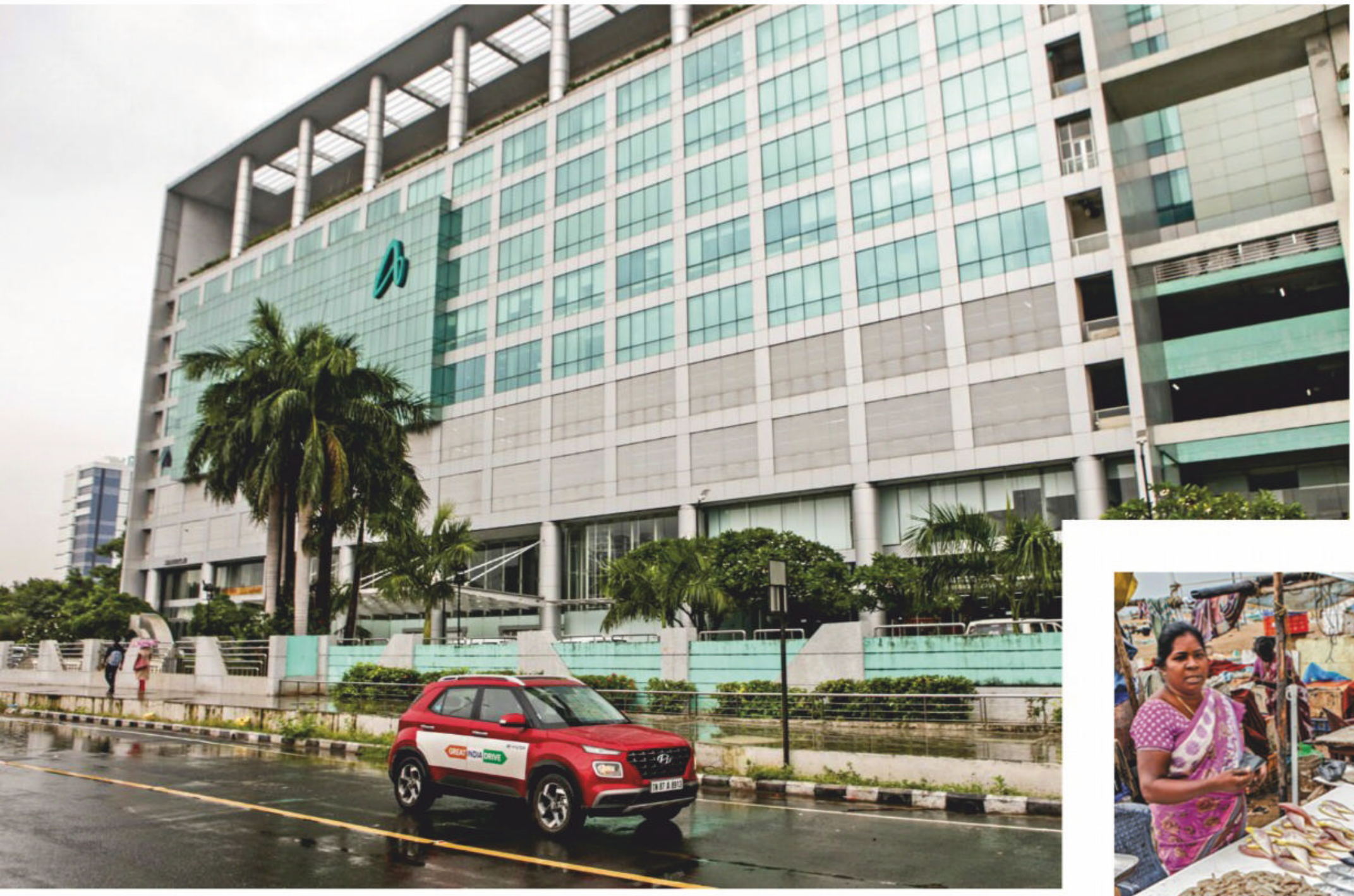
The next morning was all about exploring this metropolis and I wanted to start at the Vidhana Soudha. This is the political centre of Karnataka, the state's seat of legislature. This majestic building seamlessly melds Dravidian architecture with modern sensibilities and was built in 1956. While getting our pictures here, a local auto enthusiast spotted us, stopped for a chat, and snapped a selfie with the Venue before heading off. What better testimony is there to the SUV's contemporary styling? Standing in front of the Vidhana Soudha, it looked especially pretty with its squared-off DRLs and bold silhouette.

From there I made a beeline straight for Bengaluru's own IT hub: Electronic City. Often referred to as India's answer to Silicon Valley, this one is among the oldest and biggest IT parks in the country. It was established in 1978 and is spread over 332 acres of land. It plays host to over 200 IT companies, including the big guns like Wipro, Infosys, HCL, and more. ➤

(***Left***) We met with an excited enthusiast outside the majestic Vidhana Soudha in Bengaluru

(***Above, Right***) The Venue looks right at home in Bengaluru's tech hub - Electronic City

(***Below***) The highway leading out from Bengaluru towards Chennai is a beautiful road to drive on



The Venue with its smart BlueLink connected technology made for the most appropriate vehicle for a tour through Electronic City; a smart car to drive through one of India's foremost tech nuclei. One thing you notice about Electronic City is that unlike the other tech cores we visited in part one of this Great India Drive, this one is enveloped in greenery. The glass facades and steel latticework of these IT buildings are hidden behind lush tree cover.

From Bengaluru, we headed towards our last city on this journey: Chennai. This last leg was a fairly easy drive in comparison, just 330-odd kilometres along NH 48.

On arriving in Chennai, there were a few places I wanted to hit up. First, in sticking with this trip's theme, I visited Chennai's famous International Tech Park. This cutting-edge facility came about as a result of a joint venture between the Tamil Nadu Industrial Development Corporation (TIDCO) and international property developers Ascendas-Singbridge. It started out in 2011 and today it plays host to six of the biggest names in India's telecom industry.

From there, I visited the San Thome Church. This spectacular white structure was built in its current form in 1893 by the British. Although, originally the Portuguese had constructed a church here back in the 16th century. The church displays a distinct neo-gothic architectural philosophy and is only one of three churches in the world to be built over a tomb of one of the 12 apostles of Jesus. As the church's name suggests, the tomb of Saint Thomas was established here.

I chose my last stop on this whirlwind journey in the search of some calm. Marina Beach is a famous stretch of sun-kissed sand in Chennai, but the parking area near its famous lighthouse is too crowded to gather your thoughts. So, instead, I continued driving past the fish market and stopped at an empty stretch of the beach there. The shimmering golden sand, roaring waves, and the cloudy blue sky made for a perfect backdrop to finish this Great India Drive.

This trip has been a joy from start to finish. From the world's biggest statue to our home turf, then on to the city of Nawabs and beyond to India's tech central and, finally, here out on the Coromandel Coast. This 1,800-km drive took us along spectacular highways and through some of India's biggest cities.

The Hyundai Venue proved itself to be a fantastic companion on this drive. It has a capable engine, a smooth gearbox, very well-sorted suspension, and a roomy and spacious cabin

The Hyundai Venue proved itself to be a fantastic companion on this drive. It has a capable engine, a smooth gearbox, very well-sorted suspension, and a roomy and spacious cabin: all useful on a long-haul journey like this. The SUV also has the ground clearance you need for rough sections and compact dimensions to flit through city streets without bother. Then there is the long list of premium features that you don't find on any other car in this price range. Features such as a sunroof, wireless charging, and the ability to control so many aspects of your car through the use of voice commands or the app is just brilliant and a completely new way of doing things. Clearly, this connected compact SUV was well-suited for a journey of this magnitude and I couldn't be happier with the way it performed throughout the drive. car

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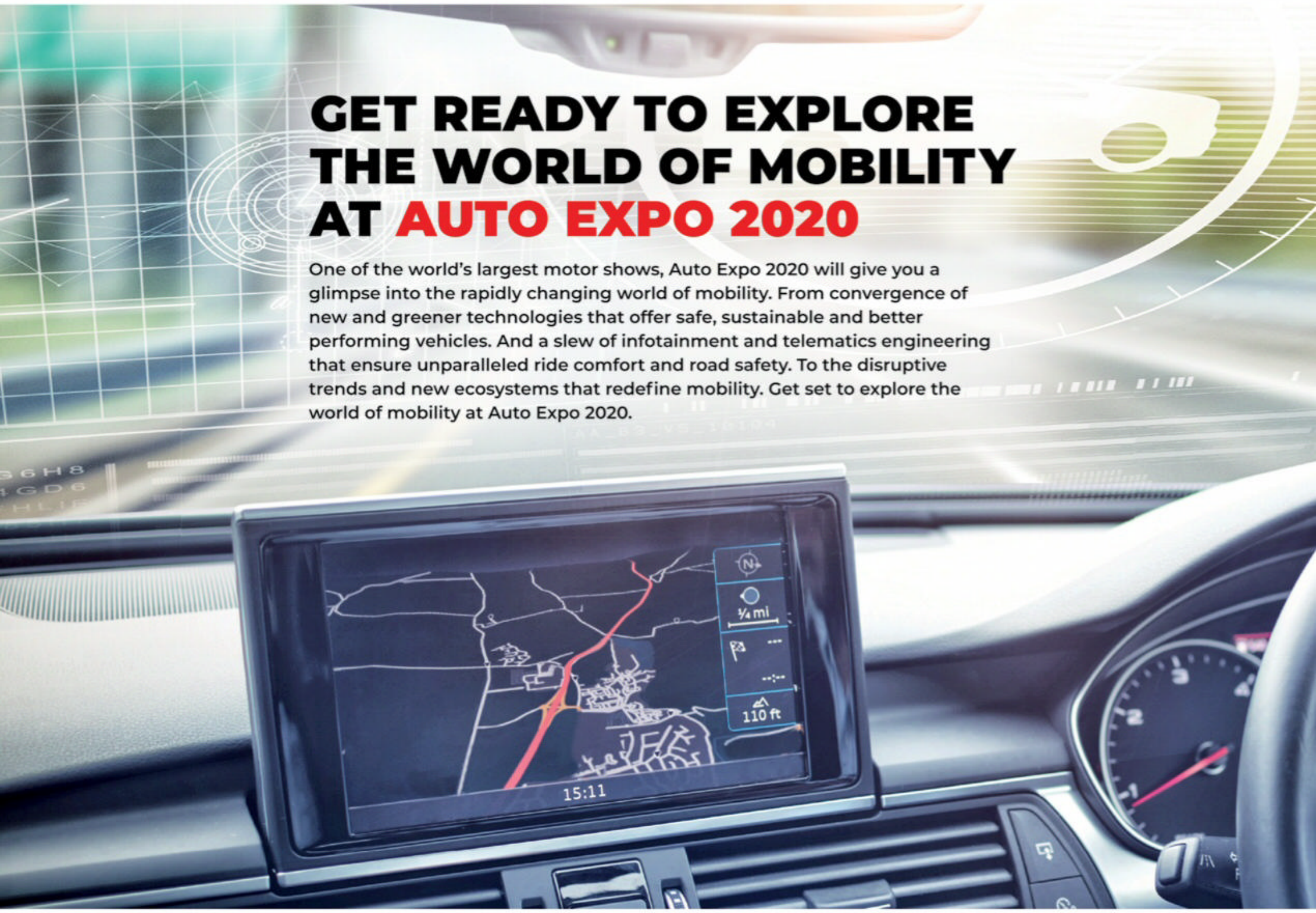

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I OFTEN WONDER WHY SO MANY OF US DON'T CONSIDER going on a road trip to exotic locales within India instead of spending a fortune travelling to foreign destinations. In fact, with the right approach and research, there are plenty of options within our vast country which are absolutely spectacular. So, we decided to take a road trip to one such lesser known but unbelievably beautiful destinations, Gandikota which is also known as the Grand Canyon of India.

A drive this epic needs a vehicle that can live up to the challenge. And what better car than the Toyota Fortuner, which has been the benchmark for premium SUVs in India? No wonder, in the last 10 years it has sold over one lakh units, making it a conqueror of hearts and varying terrain. We picked up the diesel automatic version from Harsh Toyota, Anantapur, and set off towards our destination which is hidden in a tiny village in the Kadapa district.

I was particularly excited because of two reasons. Firstly, I had heard so much about the beauty and grandeur of the Gandikota region and it was heartening to know that it is still pretty much a virgin territory for tourism. The area is also known as the Pennu Gorge as, over the centuries, the river Penna has been slicing through the hills to create this unearthly spectacle. The second reason... yes, you guessed it right, was having this mighty SUV as a companion on this adventurous trip.

The Fortuner not just wins your heart with its stylish design but, with its tough body-on-frame underpinning and exceptional torsional rigidity, has also become a household name for those who dare to explore the unknown. We got the impressively refined 2,755-cc diesel version which makes 177 hp and an astounding 450 Nm of torque. Yes, this is the six-speed automatic version which makes 30 Nm more than the manual gearbox variant and we weren't complaining at all. ➤

Going Grand

We take this legend, which has dominated the segment for the past decade, to meet another that has also stood the test of time

Story: **Sarmad Kadiri** Photography: **Sanjay Raikar**

Image: **Nathaniel**

(***Above***) The Toyota at the lesser explored backwaters created quite splendid a sight

(***Below***) Maneuvering through the narrow gateway of Fort Gandikota was made easy by the Fortuner

Our destination was about 150 km away and we made most of the powerful engine on the well paved and wide roads of NH 44. After a while, we had to turn off the main highway towards a narrower road leading to Tadipatri. The road was fairly decent, peppered with occasional crowded village crossings, where it narrowed down even further. What you need to keep an eye out for are patches of broken roads and a few unmarked speed-breakers which might take you off-guard. Luckily, we had the Fortuner which brushed it all off without a stress.

We were setting the highway ablaze and soon closed in on the Kadapa region. There are several places of interest in the vicinity that you can explore. Like the Belum cave which is the second longest caves in India or the very serene Buddha statue. It was already late in the afternoon, so we decided to check out the lesser explored backwaters before the sun set. After having our fill of the scenic location, we called it a day and headed to the modest Andhra Pradesh Tourism Development Corporation (APTDC) guest-house. The rooms there were decent and food options limited, but it was good enough for us after a long day of driving and exploring dramatic photoshoot locations.

Next morning, we woke up around four o'clock and, after a quick tea, drove towards the unexplored territory to capture the sunrise in the wild. The good thing of being behind the wheel of an actual SUV is that you can pave your own road. And we did exactly that. I simply turned the knob to Low 4 and, like a pro, the Fortuner with its smart electronics clawed over rocks, crests, and even found traction in slush. While the robust suspension soaked all the beating, we remained cocooned in the comfort of the cabin. The seven-seater offers abundant space, has super supportive seats, and well-sorted driving dynamics; all of which make it perfect for an adventure drive like this.

After an hour's treacherous drive, we reached our location just in time to witness the sun emerge from behind the clouds and its golden hue light up the Gandikota gorge brilliantly. Absolutely surreal. This location reminds ➤

This drive was absolutely worth it. Roads and adventures like these are the natural habitat of this SUV, called the Toyota Fortuner

you of great American Western classics and movies like *Mackenna's Gold*. Awe-inspiring, bold, and powerful are a few words that can describe Gandikota. And this robust SUV perfectly blended into this scenic landscape.

We were short on time and there was still a lot to discover. So, we got behind the wheel again and headed back to civilization and the tarmac that leads to the ruins of Fort Gandikota. This 12th-century fort is said to be the centre of power for numerous dynasties and its different architectural style adds to its beauty and heritage. For an SUV of this size, it was surprisingly easy to manoeuvre through the winding gateway, with less than an inch between the wing-mirrors and the fort's massive metal gates.

The ancient edifice is beautiful with a Charminar-like structure to greet you at the entrance, an intricately carved temple on one end and the grand Juma mosque on the other. There is even a massive granary which was used to store food for the soldiers and other inhabitants of the fort. There's something for everyone here.

We walked around, soaking it all in and reflected on the splendid journey we had had thus far. The roads weren't forgiving but the Fortuner took everything in its stride. This drive was absolutely worth it. Roads and adventures like this are the natural habitat of this SUV. No wonder, it's been dominating the segment for a decade now.

Later we drove back to the Anantapur dealership, still wondering about the magnificent locales of Gandikota. This hasn't been an ordinary road trip, but a tale of two extraordinary legends coming together. car

(***Left***) There intricately carved temple mysteriously doesn't have any idols

(***Below Left***) There's even a mosque which highlights the diversity of our country

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Power-packed

A trip to MG Motor's headquarters in Shanghai reveals their deep electric know-how which will come in handy in shaping the brand's future in India

Story: **Sarmad Kadiri**
Photography: **MG Motor**

MG MOTOR ARE OFF TO a good start in India. The Hector, described as India's first "connected SUV", has been performing remarkably well in our country despite sluggish sales and market conditions. The SUV was launched in June this year and has already reportedly sold nearly 10,000 units, with 3,536 Hectors rolling out of showrooms in the month of October alone.

MG Motor, as you know, is part of SAIC (Shanghai Auto Industrial Corporation), a Chinese state-owned car manufacturer. Seeing the acceptance of the Chinese-owned British brand in India, the company is speeding things up and has even ramped up production at their Halol manufacturing plant and, from November, has started a second shift to meet the growing demand.

Up next is a fully electric SUV which is expected to be priced around Rs 25 lakh to compete with the Hyundai Kona EV. Depending on its resourceful parent company to break into our e-car segment, MG are hoping to offer greater value to the Indian consumers. In just the first six months of 2019, SAIC have sold 82,000 units already, recording a year-on-year increase of 42 per cent. The company knows the EV game well, to say the least.

Eager to take a closer look at the upcoming model

MG ZS EV exhibits its water-wading ability

(***Left***) Rajeev Chaba poses with MG Motor's first public fast charging station in Gurugram

and SAIC's electric know-how, we travelled to the MG Motor's car manufacturing plant in Shanghai and also paid a visit to their state-of-the-art battery plant at Jiangsu. We even got a chance to experience the ZS EV before its Indian launch, albeit, briefly. The engineers did a host of drills to showcase the virtues of the new e-SUV on the proving ground, displaying its comfort, practicality, cabin fit-and-finish, and everyday performance. From the look of it, MG seem to have it all covered.

The specification sheet revealed a 44-kWh water-cooled lithium-ion battery and a driving range of nearly 370 kilometres at city speeds. I got one run at the slalom course but it wasn't sufficient for me to be able to write even a short review. They say it can accelerate from 0 to 50 km in just 2.8 seconds, which should be enough for your daily commute. Since the ➤

(***Below***) In terms of practicality, cabin fit-and-finish, and everyday performance the ZS EV seems to have it all covered

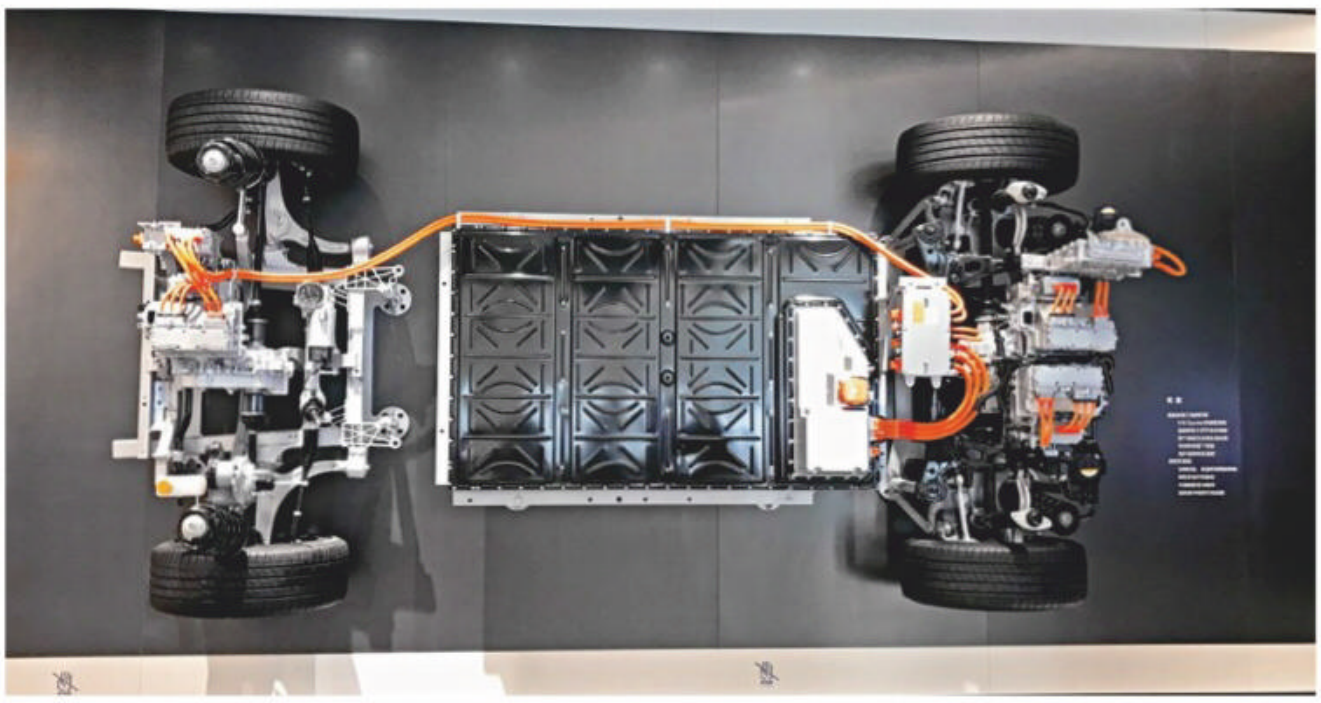
(***Above***) Covering over 330 acres the SAIC-CATL battery plant aims to build a total power battery capacity of 36 GWh

(***Above right***) The battery assembly plant shop floor will remind you of a si-fi movie set

battery pack is positioned on the floor of the car, driving it during the rainy season can be a cause for concern, especially on water-logged roads. The good news is that the battery pack is IP67 dust and water-resistant. Exhibiting the water-wading ability, the engineers drove the ZS EV through an artificially created stream with half the wheels submerged in water.

These tests at the MG Motor plant were designed to help answer some of the usual queries and apprehensions associated with electric cars. The Indian government is encouraging car-buyers to adopt environment-friendly vehicles, but the pure electric car market is still at a nascent stage. Lack of charging infrastructure and the high asking prices seem to be the major deterrents so far.

During a candid chat, Rajeev Chaba, President and Managing Director, MG Motor India, said that the company was among the leaders in the electric mobility space and that some of the best EV technologies were within reach for the firm which could be brought to our shores as the market evolved. Being an industry veteran, Chaba has seen established global car-makers enter, struggle, and, over the years, fade out of our not-

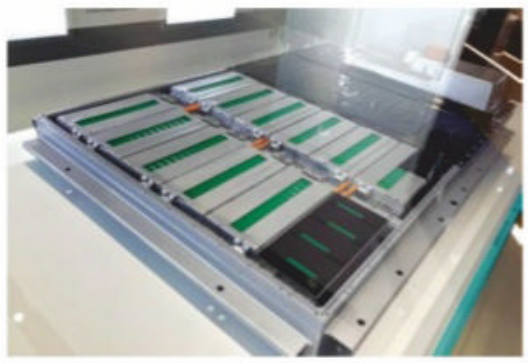


(***Above left***) Robotic arms stack the modules in the battery pack with precision

(***Above***) Autonomous carts ferry complete battery packs to next work station

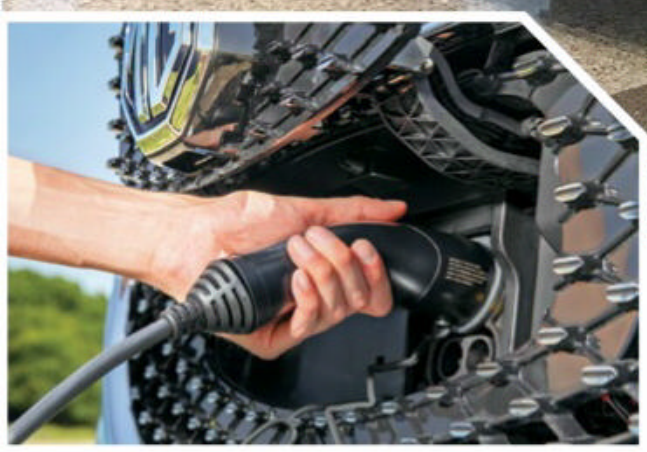
(***Left***) In case you're wondering, SAIC has helped electrify the Porsche 918 Spyder

(***Below***) This is what a complete battery pack looks like



MG ZS EV

Price: Rs 25 lakh (estimated)
Battery: 44.5-kWh lithium-ion, water-cooled
Max Power: 105 kW (143 hp)
Max Torque: 353 Nm
Suspension: MacPherson strut front, Torsion beam rear
Weight: 1502 kg



(***Above***) MG's distinctive star-rider grille upfront integrates the CCS charging port for the battery

MG Motor's biggest strength is that, unlike most other car brands, they don't have to depend on battery suppliers for their electric cars

easy-to-crack car market. Without being over-ambitious, MG Motor understand the current challenges for the EV segment and are looking at selling between 2,000 and 3,000 units of the ZS EV annually, to start with.

Chaba further said that for India, MG Motor are planning to develop an entire ecosystem around electric cars instead of just becoming a superficial part of the e-revolution. To provide a holistic solution to EV buyer, the company has partnered with technology leaders like Fortum to create a charging infrastructure and with Exicom for battery life-cycle management. And to differentiate themselves, the company is seriously considering introducing EV rental service in our country, similar to the SIAC Group's EvCard service.

MG Motor's biggest strength is that, unlike most other car brands, they don't have to depend on battery suppliers for their electric cars, because SIAC owns a state-of-the-art EV battery manufacturing plant. Situated about 200 km from Shanghai, the facility is a joint venture between SAIC and Contemporary Amperex Technology Co (CATL), the third largest EV battery maker in the world. This gives them a huge price advantage and the flexibility of developing batteries better suited for their car models. Chaba said that MG Motor India are open to the idea of assembling batteries locally in the next couple of years for future electrified vehicles, including the ZS EV.

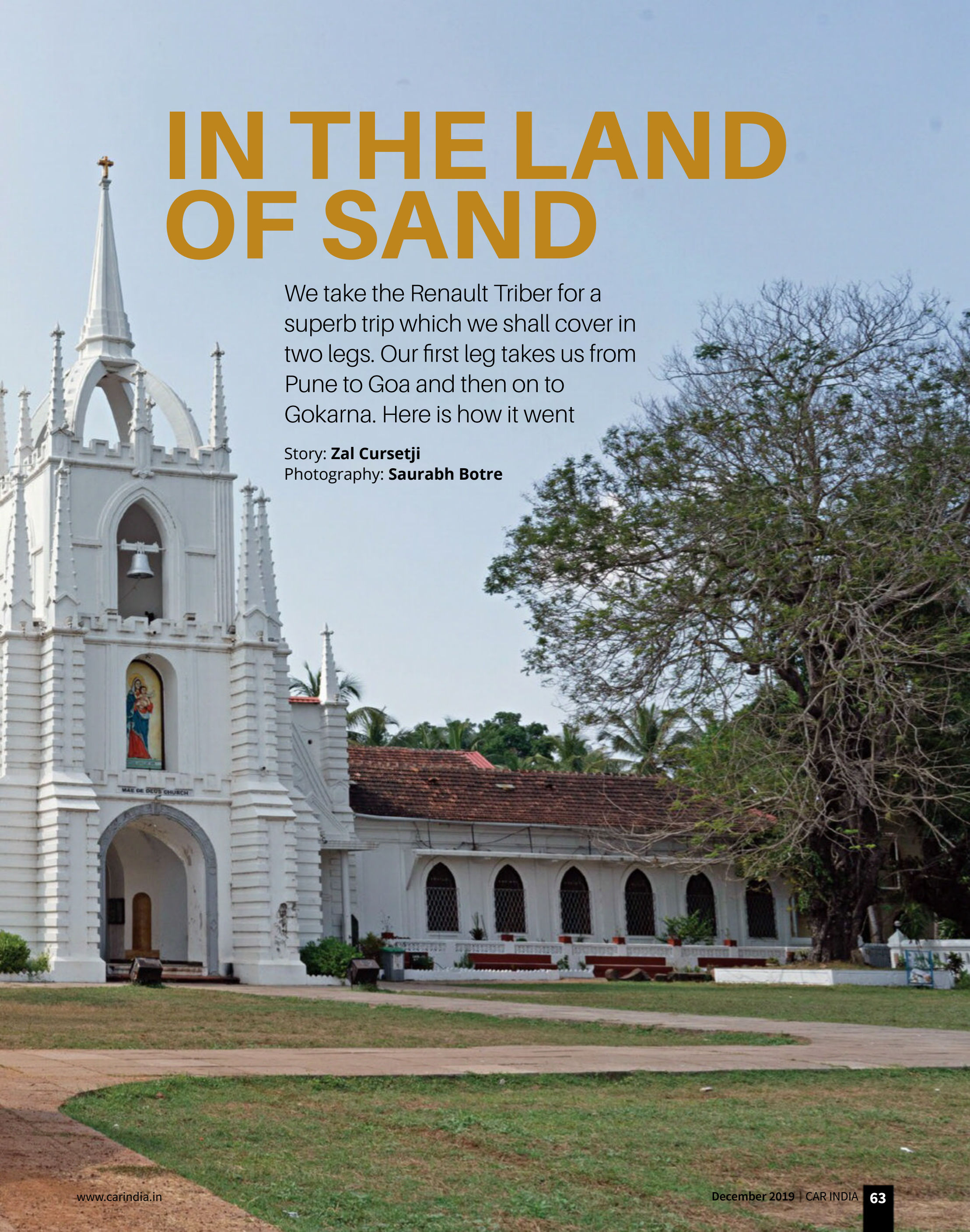
MG Motor seem to be cautious but steady in laying a solid foundation in India. The idea is clearly to play a longer innings than be just a flash in the pan. Going by what we witnessed at the auto major plant in China, they sure have the ammo to make it happen. car

TN09CT9165

IN THE LAND OF SAND

We take the Renault Triber for a superb trip which we shall cover in two legs. Our first leg takes us from Pune to Goa and then on to Gokarna. Here is how it went

Story: **Zal Cursetji**
Photography: **Saurabh Botre**



TRAVEL. AH, YES, THAT OL' YEARNING that is strong amongst us all. It sure is an inner calling that must be fulfilled in some way or the other. Travel opens us up to a world that is unknown and it is here that the word "adventure" rears its beautiful head.

When it comes to India, an adventure can be just a short distance away due to the brilliant diversity our country boasts of. We, at *Car India*, decided to do a two-part series where we would discover two completely different sides of the nation. Our companion for the trip would be the new Renault Triber for this journey from Pune to Gokarna via Goa for our very own adventure.

As the sun just about started to rise, we were all set to head out of Pune and towards our first destination: Goa. The Triber was nicely packed with more than a dozen pieces of luggage and equipment, four human beings, and some chocolates; however, impressively, there was still a fair bit of room left in the smart seven-seater. The seats are comfortable too, which would keep you happy on those long arduous journeys.

The early start saw us out of Pune without facing any dreaded traffic and we were soon at an easy pace on the highway. The Renault Triber may just have a frugal 1.0-litre engine, but is quite adept at maintaining highway cruising speeds. After a much-needed breakfast stop, we thought about which route we would take to Goa. Via Nipani is the most commonly used road and one that we are accustomed to. This time we decided to take a longer route via Belgaum. Spoiler alert! It is worth it. Yes, the distance to our destination increased by about 50-odd kilometres, but the scenic beauty we passed along the way sure did make up for that. Google Maps, displayed conveniently on the infotainment since Renault thoughtfully included Android Auto in the Triber, showed a shortcut when we were in Belgaum and it is this shortcut that had some of the most amazing roads on our trip. Small narrow ways with

(***Right***) The Renault Triber is an impressively spacious car

This time, however, we decided to visit and showcase a different side of Goa, staying fairly clear of the regular tourist routes

barely any traffic and surrounded by woods. Could not ask for anything better, to be honest.

In Goa, we got ourselves settled into a quaint little hotel close to Candolim. This was a good base to explore the surrounding well-known areas. This time, however, we decided to visit and showcase a different side of Goa, staying fairly clear of the regular tourist routes and visited places that the locals advised.

Saligao Church is one of the biggest churches in the state and quite a beautiful one too. The place is well-maintained and hosts a number of visitors on the daily. Next up another church, Chapora, which houses two churches, the new one and the old one. This one is a little away from the bustle and, indeed, has its fair share of urban legend-like stories. Some of the locals claimed the old church has a few supernatural stories. We did not find our own X-Files episode, but have to state that the place is quite pretty, high up on a cliff and overlooking the sea below. It is a bit difficult to get to with the road condition not at its best. However, the Triber has an impressive ground clearance and with that really good suspension too, we were golden. In addition, there are a number of local youngsters who use the place as a hangout, which became quite lively closer to sunset.

We stopped off for a quick milkshake in Chapora after that and then continued on our way. As we drove a little further, we saw a little fish market port and decided to stop there for a little visit. The port was busy as ever, with fishermen mending, loading, and cleaning their boats. It is quite nice to see these hard-working people going about their daily chores with vigour and yet a smile on their faces. At night, we spent some time at a nice restaurant which ➤

(***Above***) The little fish market port with the boats in the background

(***Right***) Dona Paula, seen here, is a pretty place

(***Above***) Parked right outside the Old Chapora church

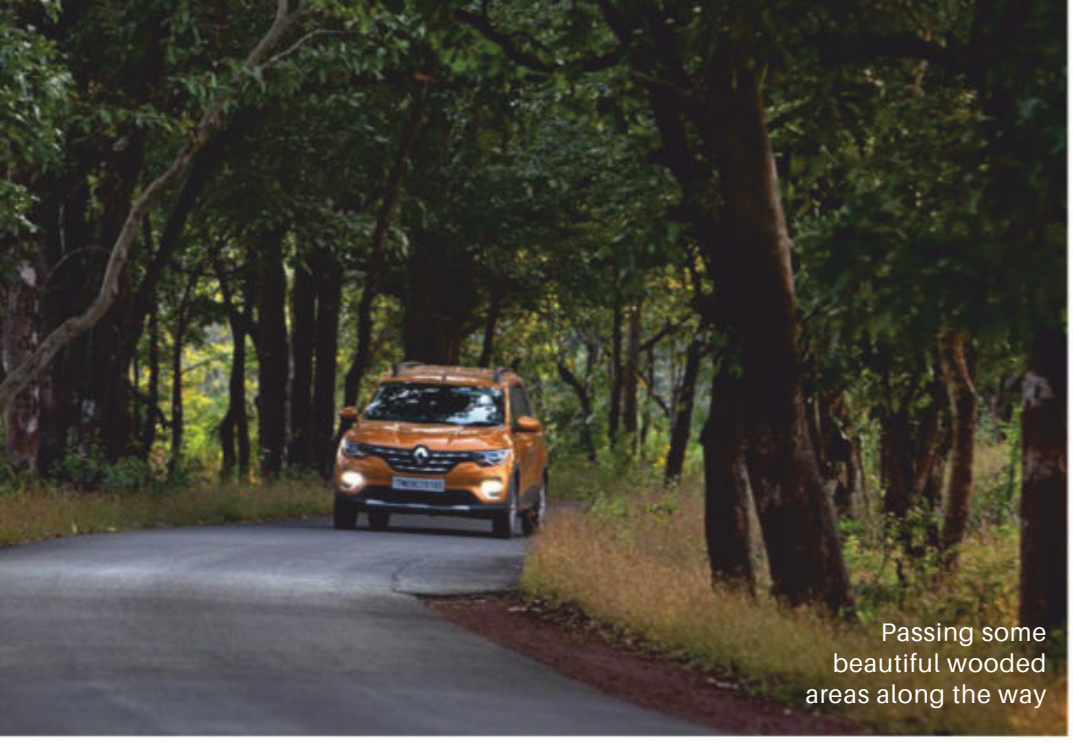
(***Right***) A typical Goan seafood thali

had some live music and at a point moved into a karaoke fest. Almost every person in the establishment sang their favourite tune and the audience happily joined in.

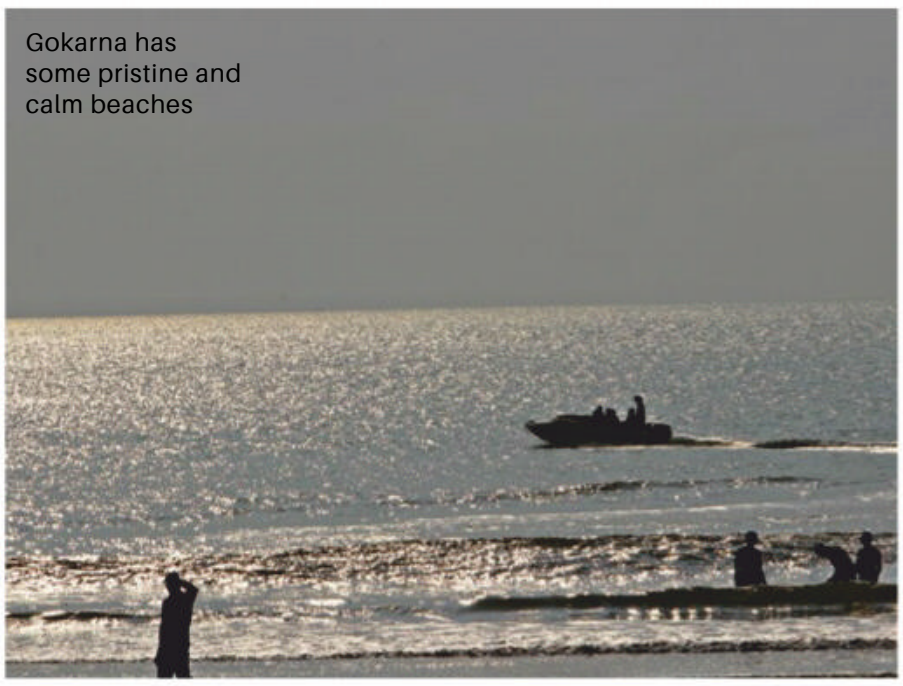
Goa is indeed a very lively place and the regular haunts are well known and documented numerous times. I would always advise checking out some of the off-beat places too. It opens the traveller up to a number of things they might miss when sticking to the well-paved road. We left Goa wishing we did not have to, but our next stop would be a similar one, albeit a bit more laid-back: Gokarna.

The drive to Gokarna was quite nice and, in the Renault Triber, you get a rather good six-speaker audio system that had us singing all the way to our destination. In addition, hooking up your smartphone to the car's Bluetooth is a breeze. Something that we completely appreciate. It seats seven, or five and a whole lot of luggage, and doesn't feel cramped in either configuration. In addition, our cans of Monster and them chocolates stayed cool as the Triber has a brilliant cooler between the front seats – a true godsend when in hot country.

We took the coastal route to the place. On the way, we stopped off at Margao for a quick bite at a nice little café. Margao is a place that is quintessentially Goan. The locale seems well-kept, clean, and quite homely. Moving along, though, we at times found the road touching the sea at times, but mainly stayed just a little inland. We found ourselves on a highway that seemed new but fairly deserted. After a bit of confusion and, more importantly, a local telling us we were on the right path, we continued down this deserted highway. A brilliant move. Apparently, this new highway had not officially been opened yet, hence traffic moved along the old route. This meant that we had an open highway for most of the way until we reached Gokarna.


Passing some beautiful wooded areas along the way

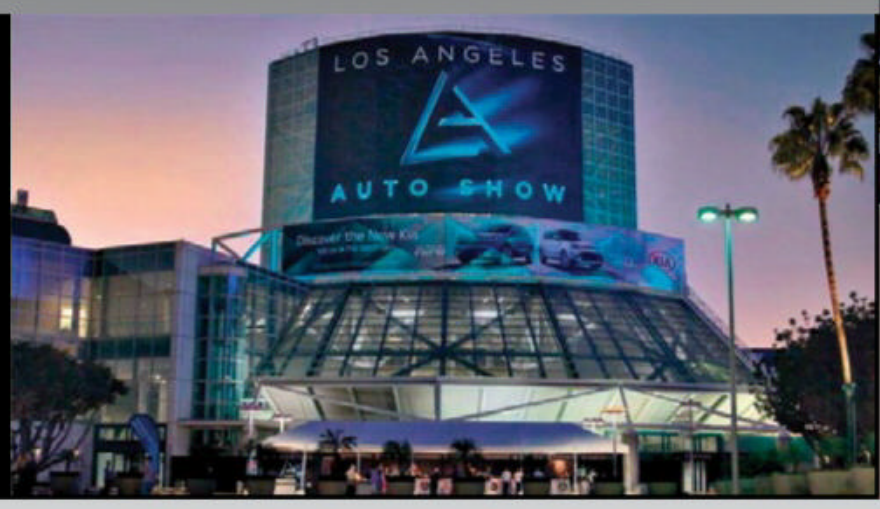
All in all, I would describe Gokarna as a relaxed getaway mixed with a little romance


Gokarna has some pristine and calm beaches

Gokarna is a super laid-back place which runs at a much slower pace than Goa. The beaches are quite clean with minimal people and a fairly calm sea. We found a nice hotel by the beach with some very friendly people running the place. After a nice little dip in the ocean, we explored the place for a short while. Close to Gokarna is the famous Om beach. This beach will generally have a number of water sport for travellers to enjoy themselves with; however, when we went there, the water sport establishments had been shut for a short period for some reason. Getting to Om beach is also quite an issue, for you have to park atop a hill and walk down a pathway to the beach.

All in all, I would describe Gokarna as a relaxed getaway mixed with a little romance. There is no swashbuckling fun around here but, instead, just a calm and serene environment. Our companion, the Triber, had proved its mettle throughout the journey so far. This is a sturdy car too, expected, as Renault are known for their build quality. It also has an athletic aesthetic SUV-like styling with a European design turning heads everywhere we went.

The next leg of this journey will take us in an absolutely different direction. A direction that heads further inland and away from the coast as we head to Kodagu (erstwhile Coorg) and its plantations and picturesque hills. See you there. car



LA LA LAND

The stars, stripes, and batteries were all out at the Los Angeles Auto Show. Here are the ones that stole the most gazes

Story: **Jim Gorde** Photography: **Newspress**

Aston Martin DBX

The first-ever SUV body-style offering from the British marque has arrived after extensive testing and teasing. The DBX is a high-riding, all-wheel-drive, V8-powered Aston Martin that packs a specifically tuned twin-turbo AMG V8 with 550 hp and 700 Nm.

Audi e-tron Sportback

The e-tron Sportback electric concept combines efficiency with performance. With 500 km on a full charge, it can also hit 100 km/h from zero in 4.5 seconds thanks to the motor that makes 320 kW (435 hp), which can be boosted up to 370 kW (503 hp). Aerodynamic curves on the body along with the new front grille that sports an integrated three-dimensional illuminated Audi logo make it stand out.

Audi RS 6 Avant

The latest coming of the high-performance estate takes a less sober approach and looks all-out crazy — in tune with its true character. The 4.0-litre biturbo V8 petrol engine gets 48-volt mild-hybrid tech and makes a full 600 hp and 800 Nm, with the eight-speed auto box channelling the massive output to all four wheels via the quattro all-wheel-drive system. Zero to 100 km/h takes 3.6 seconds.

Audi RS Q8

The newest sport-luxury coupé-styled SUV from Audi, the Q8 has gone RS. That's right! The big Q8 gets the new 4.0-litre biturbo V8 petrol engine with 48-volt mild-hybrid tech and produces 600 hp and 800 Nm, as with the RS 6, and can manage 0-100 km/h in less than four seconds. The cylinder-on-demand technology ensures better fuel efficiency too.

BMW M2 CS

With the M4 Competition out of the equation, BMW had one last hurrah planned for that magnificent straight-six. The TwinPower Turbo 2,979-cc iteration makes 450 hp and 550 Nm, enough to catapult the lightweight M2 CS from 0 to 100 km/h in 4.0 seconds with the M dual-clutch automatic transmission and 4.2 seconds with the six-speed stick shift — yes, there's a manual, too!

Chevrolet Corvette Stingray Convertible

The fighter-jet inspired design has received its original roof-job. The mid-engined Corvette Stingray was actually engineered as a convertible. Thus, the drop-top uses the same high-integrity die-cast parts found in the coupé. It also gets the Small Block LT2 6.2-litre naturally aspirated V8 engine with 502 hp and 637 Nm of torque, when equipped with performance exhaust.

Ford Mustang Mach-E

The next Mustang has quite a twist to the tail. Not only is it an SUV, but it's all-electric. On the performance front, the Mustang Mach-E GT, set for a 2021 introduction, has a target 0-100 km/h time of less than five seconds and an estimated 342 kW (465 hp) and 830 Nm of torque. It will be available in standard and extended-range iterations, with either rear- or all-wheel-drive configurations with permanent-magnet motors front and rear. Range anxiety shouldn't be an issue with a targeted WLTP driving range of between 450 km and 600 km.

Hyundai RM19 Concept

A new mid-engined compact from Hyundai? "RM" refers to the high-performance N prototype model's "Racing Midship" body configuration: a key differentiator providing supercar-level handling balance and low-polar-moment-of-inertia agility for outstanding connection to the tarmac regardless of speed and driving condition.

Hyundai Vision T Concept

The Vision T is the seventh in a series of Hyundai Design Center concepts that express Hyundai's evolving Sensuous Sportiness global design language, being a vision of the new urban adventurer SUV design direction. It features a unique Parametric Air Shutter Grille design and the Integrated Hidden Signature Headlamp.

Karma Revero GTS

The new GTS is a performance version of the luxury electric Revero GT shown earlier in 2019. It features a host of performance upgrades, including new Karma IP. The 0-100 time is down to less than 3.9 seconds and it goes up to an electronically limited top speed of 210 km/h. A driving range of up to 580 km is possible with up to 129 km of zero-emission all-electric driving, thanks to the 28-kWh lithium-ion battery. Three drive modes are available: Stealth, Sustain, and Sport.

Kia Seltos X-Line Concepts

Moments after unveiling the all-new 2021 Seltos SUV in LA, Kia also showed off two exciting Seltos concepts. Flanking their production counterpart, the Seltos X-Line Trail Attack Concept and X-Line Urban Concept present unique approaches to pump up capability while remaining firmly entrenched in reality.

Lexus LC 500 Convertible

The LC 500 is one of the more stunning examples of automotive design and the LC Convertible is the next stage of evolution. The rear-wheel-drive convertible promises breath-taking performance thanks to its 5.0-litre V8 engine, with 477 hp and 540 Nm, paired to the seamless Direct-Shift 10-speed automatic transmission.

Mini John Cooper Works GP

The new Mini JCW GP is the fastest model road-legal model ever. A 306-hp, 2.0-litre, four-cylinder turbo-petrol engine accelerates the two-seater Mini from zero to 100 km/h in just 5.2 seconds. It will be produced in a limited edition of 3,000 units at the Oxford plant.

Toyota Mirai

The second-generation Mirai has evolved greatly from the first model that arrived half a decade ago; the first production hydrogen fuel-cell electric vehicle (FCEV). The new Mirai is as dramatically styled as it is refined and the coupé-inspired design is based on a premium rear-wheel-drive platform and now offers five seats. The upgraded FCEV powertrain has Toyota target nearly a third more driving range, together with enhanced performance.

Volkswagen ID. Space Vizzion Concept

The ID. Space Vizzion electric concept combines the aero design of a GT with the space and versatility of an SUV. The Concept is fitted with a rear-mounted, 275-hp motor with the potential of having a second motor for all-wheel-drive capability and a total output of 355 hp. It packs an 82-kWh battery and a WLTP range of up to 590 km. The seventh member of the ID. concept family, the ID. Space Vizzion previews a potential production car.

▲ Bollinger B2

The B2 is an all-electric, all-aluminium and all-purpose pick-up truck with 622 hp, 900+ Nm, 120-kWh battery pack, 320 km of range, and 380 mm of ground clearance.

▼ Karma SC2 Concept

A full electric with front and rear electric motors. Performance? 1,088 hp, 14,000 Nm, 0-100 km/h in less than 1.9 seconds. Breathe. It also travels up to 560 km.

▲ Nissan Sentra

The 2020 Nissan Sentra is an exhilarating breakthrough for the popular compact sedan. It focuses on refinement, attention to detail, convenience, and connectivity.

▲ Porsche Taycan 4S

The new "entry model" to Porsche's all-electric portfolio offers a choice of battery packs and power outputs up to 571 hp and range up to 463 km.

▼ Volkswagen Atlas Cross Sport R Concept

VW will compete in the SCORE Baja 1000 next November with their Atlas Cross Sport R race truck in Class 7 Open Production Unlimited.

▲ Toyota GR Supra

The fifth-generation GR Supra was the first global Toyota Gazoo Racing model and still manages to stop people in their tracks.

A Change in the Syllabus

Shell's "Make the Future Live" was back for its second stint in the country and it only got better

Story: **Joshua Varghese**
Photography: **Shell**

FOLLOWING A SUCCESSFUL DÉBUT IN INDIA last year, Shell India conducted another "Make the Future Live" event; this time in the bustling metropolis of Bengaluru. To be precise, within the grounds of the Shell Technology Centre Bengaluru (STCB). This was for the first time ever that this competition was held in a Shell facility.

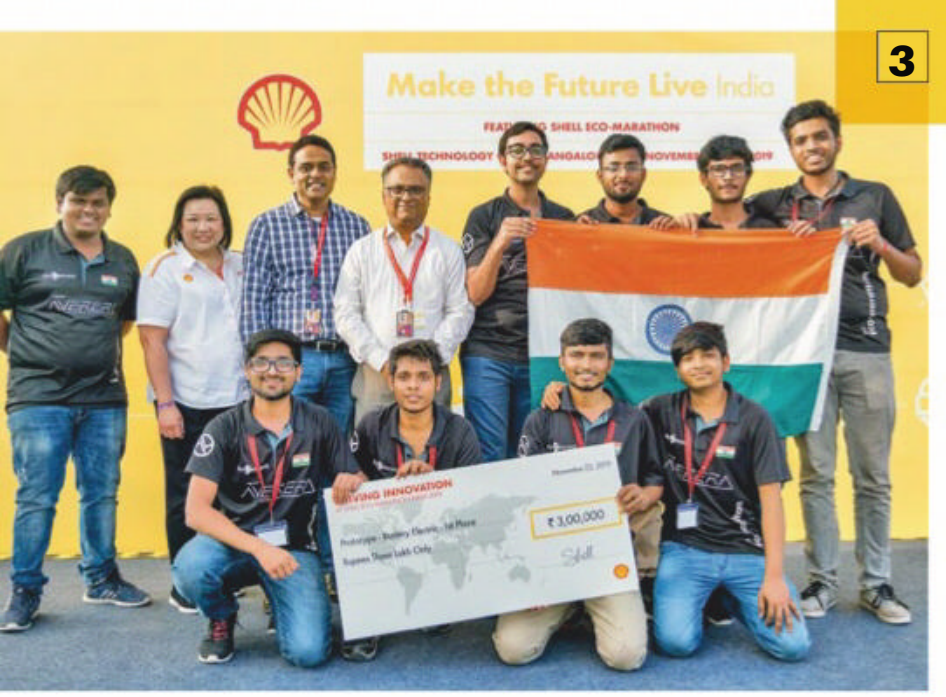
"Make the Future Live" is a conglomeration of platforms for students, industrialists, and companies to contribute ideas and solutions to solve the impending energy crisis. The highlight of this event is, of course, the Shell Eco-marathon. This decades-old, global-level competition challenges college students to design, build, and run energy-efficient vehicles around a test track. I must urge you not to think lightly of it because the current Asia record achieved by students from a Thai university in 2012 is a mind-blowing 2,903 km/litre. To put things into perspective, that's almost the distance from Delhi to Kanyakumari!

To participate in the Eco-marathon, students have to choose between two vehicle types: the sleek, aerodynamic Prototype and the road-friendly Urban Concept. Choice of propulsion is split between internal combustion engines and electric powertrains. This year, a total of 24 teams were present to battle it out on the track. Speaking of which, this time around, Shell India decided to build their own track using their newly developed bitumen compound, called "Shell Bitumen FreshAir", that reduces six of the seven pollutants produced when roads are laid by as much as 40 per cent. The track itself was a fairly challenging circuit with both flowing and tight corners, a chicane, and even elevation changes. I got a chance to experience the track when I drove the Shell Prototype car around it.

The aerodynamic Prototypes are designed to be as close to the ground as

possible and I discovered the pain of squeezing into one when it was my turn to drive. You lie down on the vehicle's floor rather than "sit" in the driver's seat. Once latched into the safety harness, the lightweight shell was latched into place. When doing fuel-efficiency runs, the students usually power down the main straight and build up speed until the first corner. Then they switch off the ignition and coast as far as possible before repeating the drill again. Quite oblivious to the fact that I was permitted only one lap, I did no such thing and did a quick reconnaissance of the track, only to be flagged in at the end of the lap. Later in the day, I was told that legendary Formula 1 drivers, including Michael Schumacher, had driven

SOME OF THE HIGHLIGHTS from the event both on the track and off it. The eco-marathon is a venue that provides healthy participation for students, encouraging them to test their own limits in terms of theoretical and practical knowledge



(1) ICE Prototype winners: Team ETA

(2) ICE Urban Concept winners: DTU Supermileage

(3) Battery Electric Prototype winners: Team Averera

(4) Student participants in the Nxplorers programme

identical cars at other Eco-marathons around the world and that he had even set an admirable record in terms of fuel efficiency, reinforcing the fact that there may just be nothing that Schumacher cannot do in a car.

Driving on the track was not easy for the students, though. They were granted access only after passing a strict technical inspection. After passing the inspection, the teams had to complete a certain number of laps within a specified time to register a valid figure for the fuel-efficiency run. Off the track, the students are also fully responsible for funding, designing, and fabricating their respective cars. On the bright side, having overcome this challenge, nothing else will seem tough for these youngsters for the remainder of their time as students.

Defending champions in the Battery Electric Prototype category, Team Averera from the Indian Institute of Technology – Banaras Hindu University, were among the first to qualify for the on-track tests. Within the next few hours, more teams followed suit and the track was a beehive of activity. When the results were announced, Team Averera cheered the loudest because they were once again crowned the champions of the Eco-marathon. They led the Battery Electric Prototype category with an impressive 387.9 km/kWh, surpassing their own record set the previous year. The top spot in the ICE (Internal Combustion Engine) Prototype category was won by Team ETA from K J Somaiya College of Engineering who managed 268.7 km/litre. DTU Supermileage from Delhi Technological University registered 141.4 km/litre in the ICE Urban Concept category and won the first prize. Each of these teams received a cash prize of Rs 3 lakh.

In addition to the Eco-marathon, "Make the Future Live" also hosted Powering Progress Together Forum, Business Showcase, Nxplorers, and Shell E4 (an accelerator programme for start-ups). Of these, the Nxplorers programme caught my attention because it is aimed at encouraging school students to pursue the STEM stream of education and actively contribute towards developing solutions for the food-water-energy nexus. By making children also a part of their journey towards clean energy, Shell are certainly on the right track to make a better tomorrow. car

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'The boundary of simulation is far wider than what you can test'

We talk to **Eric Bienvenue**, Vice President – Worldwide Sales, Dassault Systèmes – SIMULIA, at the 3DEXPERIENCE Forum. Here are the excerpts

Interviewed by: **Joshua Varghese**

***Car India* (*CI*): Was your entry into simulation software a pre-planned approach or did you do it because it was necessary in the market?**

Eric Bienvenue (**EB**): It was because it was necessary in the market. SIMULIA was always focused on engineering activities. For example, crash testing a car or simulating an electromagnetic field. Now, that, I would say, is the traditional positioning of SIMULIA; to simulate something using data from real life conditions. For example, a car manufacturer wants to understand how the car will perform in different places like Brazil or Europe. You need to be able to simulate reality. To simulate reality, you need part of that reality; that is, the conditions in which the car will be driven and try to transfer them back into the simulation. The value of simulation lies in using the real-life data and some simulation data to predict how the product will behave under certain conditions.

We have a lot of regulations in the market. In Europe, we have Euro 6 while in India you have BS VI. There are a lot of things coming into the game. Automotive OEMs need to test many variants, configurations, and parameters. One of the most efficient ways to do this is through simulation.

Does SIMULIA help reduce product development period significantly and simulate the product's behaviour even in extreme conditions and is it an extremely customizable software?

That is exactly where simulation is the best. A product that works perfectly in some conditions may not operate as you expect under different conditions. That is where simulation can help you investigate very quickly and design the product accordingly. Simulation can bring a good equation between your test and your numerical model. The boundary of simulation is far wider than what you can test.

You claim that SIMULIA has reduced physical testing and prototyping. Will it be able to eliminate the need for testing at some point?

There are too many variables to eliminate the need for physical testing. Let's say that simulation allows you to expand your analysis of the product in addition to all the physical tests you are doing with your products. We encourage people to conduct simulation and testing very closely. With more tests and simulations, you also get more knowledge and understanding of what you are currently producing. In the long run, perhaps, we can reduce the number of physical tests.

Although this software makes the system more rationalized and efficient, do you think it will adversely affect jobs?

It may at some point, but I don't think that is the challenge here. The idea is to provide results which give people information about how the product will perform. I think we are calling for innovation and creativity from people more than anything else. I don't see it replacing people; in fact, it will only supplement their jobs.

Will SIMULIA also simulate battery behaviour?

Yes, of course. We do that not just in SIMULIA but also we have a sister brand in the portfolio, called BIOVIA. So, yes, it is possible to manage all the thermal and mechanical aspects of the battery.

What is the next big change for Dassault Systèmes?

I think the biggest change which will happen in the next five to 10 years will be cloud technology. The cloud will make sure that people stay connected all the time. So, that is where we want to promote the fact that users of Dassault Systèmes and SIMULIA will be connected all the time. Like a gigantic network of knowledge and people, based on their interest and project. car

3D
V+R
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MH.12.TC.2019/1/5

BASIX

The new Audi A6 has finally made it to India and only in four-cylinder, mild-hybrid turbo-petrol guise. We hit the hills with it to see what it's got going for itself

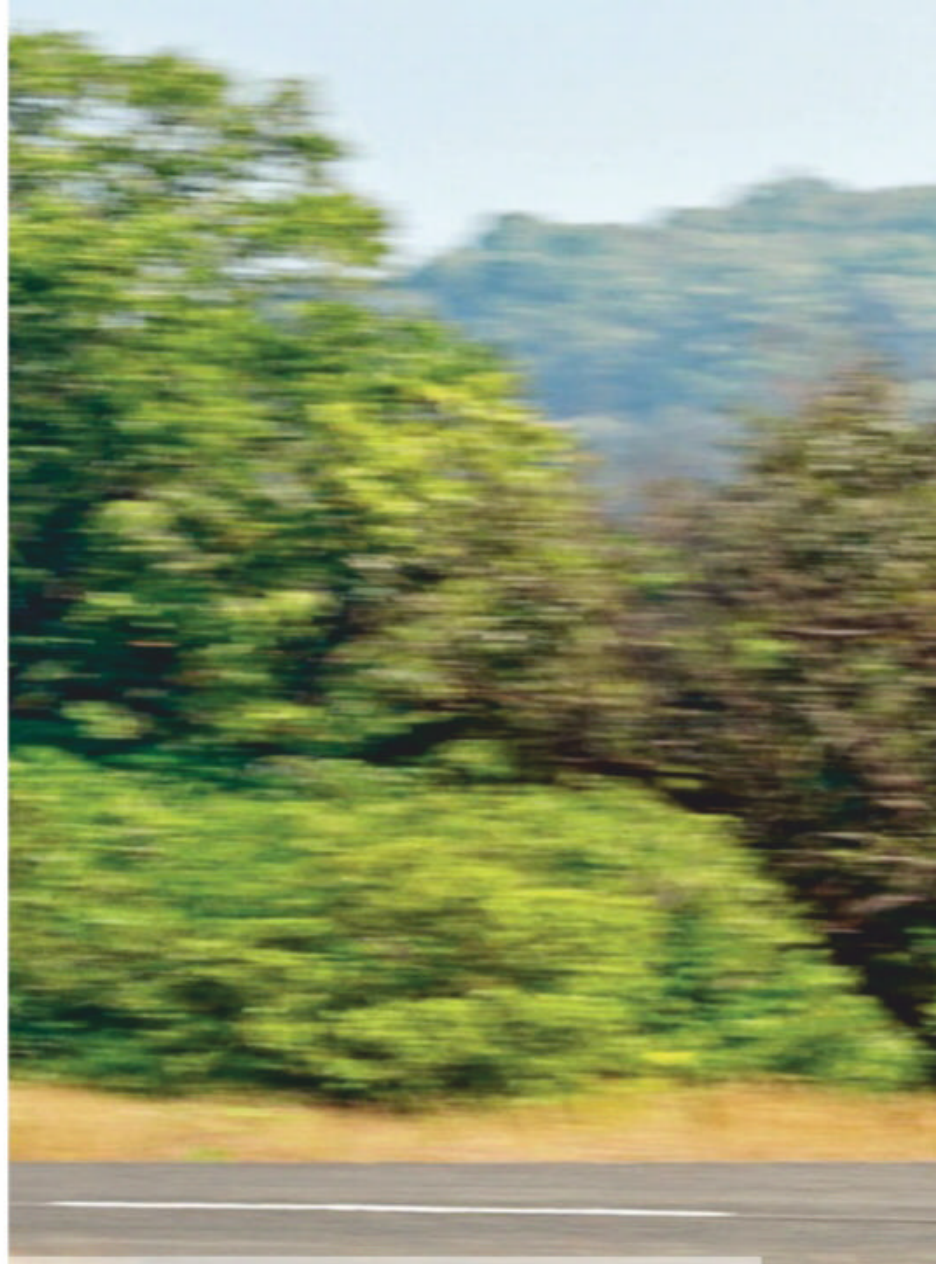
Story: **Jim Gorde** Photography: **Sanjay Raikar**

THE BASICS ARE IMPORTANT. HAVE A SOLID foundation built on the right principles and things tend to work out. And work out well. Whatever it may be. The luxury segment is not an easy space to battle in. Even established names have to slug it out at times and the right kind of ammo is always needed when the going gets tough. So, the Audi A6, in its latest C8 fifth-generation guise first introduced last year, has finally been introduced to the Indian portfolio.

The exterior certainly looks tended to and it's received more than a dash of chrome to accentuate its premium credentials. The added lines and creases across the side make it evident as the new model. The new design Matrix LED headlights are standard on the more expensive Technology variant, as are the LED tail-light clusters with Lamborghini-style dynamic flowing turn-indicators — quite an interesting detail. The lines wrap around the boot and look sharp. The new "45 TFSI" badging appears for the first time on a sedan in their Indian line-up.

The interior is just as special as one would imagine. The interplay of premium upholstery, neat wood trim, and metal accents works well to enhance the ambience but also echoes Audi's trademark cabin design. It looks plush, high-quality and extremely relaxing. And it is, amidst the mix of modern elements that co-exist with classic Audi materials. The two large touchscreens on the centre console, multi-function steering wheel, and various touch controls all aim to aid the driver but, on the move, can be quite distracting at first. As one gets more adept, perhaps, the experience would be more rewarding. The room up front is commendable and the front passenger can enjoy some serious legroom. The rear, however, is where most buyers will reside when actually travelling. The A6 packs some decent rear passenger room, although the middle seat is best left unoccupied thanks to the huge tunnel bulge — due to the shared chassis from the quattro all-wheel-drive models not sold here. However, the left rear passenger can truly savour the space on offer with the front passenger seat moved all the way forward. Touch controls for the air-conditioning make the cabin even more pleasant, with the massive sunroof further adding to the airy feel.

However, the features and details have been dealt with in our first drive review. This is the road test. So, let's get down to the numbers. The A6 45 TFSI is essentially the 2.0-litre turbo-petrol four-cylinder engine that also ➤



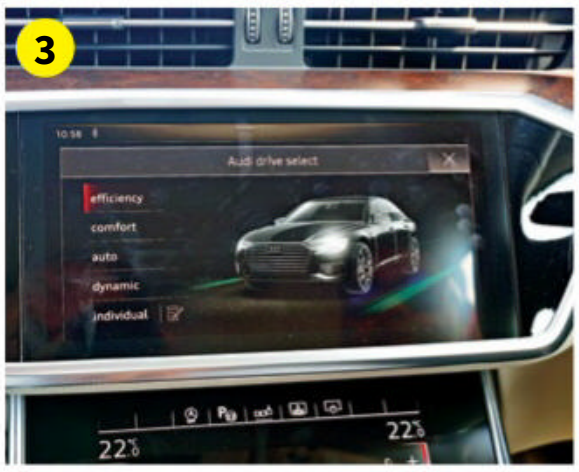
(**1**) Matrix LED headlamps turn night to day

(**2**) Exquisite craftwork with the wood and trim accents

(**3**) Five drive modes on offer, "efficiency" was most used

(**4**) XTurbo-petrol 2.0-litre fur-cylinder engine makes 245 hp and 370 Nm; mild-hybrid adds 4.1 hp and a serving of torque for engine assist and fuel-saving coast mode

(**5**) LED tail-lamp cluster with dynamic turn-indicators; "45 TFSI" badging a first for the saloon


Audi drive select
efficiency
comfort
auto
dynamic
individual
22°
22°

45 TFSI

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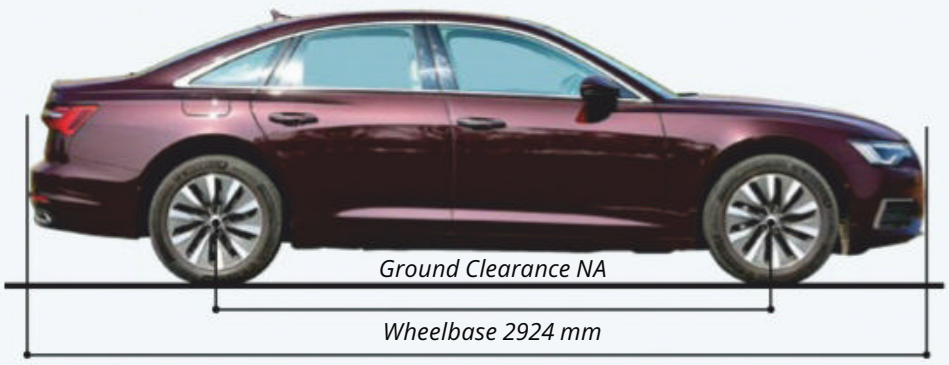
Audi A6 45 TFSI Technology (Rs 59.20 lakh, ex-showroom) ★★★★★



Width 1886 mm (excluding mirrors)
Track (Front/Rear) 1630/1617 mm
Kerb Weight 1705 kg

SPECIFICATIONS

ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Petrol
Bore x stroke	82.5 x 92.8 mm
Capacity	1984 cc
Compression ratio	9.6:1
Valvegear	DOHC, four valves/cyl

ENGINE OUTPUT

Max power (hp)	245
Power peak (rpm)	5000-6500
Red line (rpm)	6800
Max torque (Nm)	370
Torque peak (rpm)	1600-4300
Mild-hybrid assist	4.1 hp, NA Nm

TRANSMISSION

Seven-speed, dual-clutch, automatic

1st gear	3.188
2nd gear	2.190
3rd gear	1.517
4th gear	1.057
5th gear	0.738
6th gear	0.557
7th gear	0.433
Reverse gear	2.750
Final drive	4.410
Drive wheels	FWD

STEERING

Type	Rack and pinion, electro-mechanical, speed-sensitive
Lock to lock	2.25 turns

HIGHLIGHTS

+ Refinement
+ Performance
+ Cabin layout

WHEELS & TYRES

Wheel size	18"
Tyre size	225/55 R18

BRAKES

Front	Ventilated discs
Rear	Ventilated discs

SUSPENSION

Front	Five-link axle with tubular anti-roll bar
Rear	Five-link axle with tubular anti-roll bar

ACCOMMODATION

Seating	5
Head Room, F/R	990/960 mm
Leg Room F (max/min)	1200/1000 mm
Knee Room F (max/min)	880/670 mm
Knee Room R (max/min)	860/620 mm
Shoulder space	1420 mm
Fuel tank	73 litres
Boot space	560 litres

DRIVER AIDS

ABS, EBD, HBA. Drive Modes, Cruise Control, Reverse Camera, Park Assist

CAR RATINGS

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

TEST RESULTS

SPEEDO ERROR (KM/H)

Indicated	*True*
20	19.9
40	39.2
60	59.2
80	79.2
100	99.0
120	118.7

STANDING 1/4 MILE

0-400m sprint	15.45 s
Terminal speed	155.65 km/h

OVERTAKING ACCELERATION

Roll-ons (km/h, seconds)	
40-60	1.33
60-80	1.48
80-100	1.98
100-120	2.41

TOP SPEED

Claimed	250 km/h (limited)

BRAKING

80-0 km/h	2.17 s, 24.36 m
100-0 km/h	2.69 s, 37.74 m

PERFORMANCE FACTORS

Power:Weight (hp/tonne)	143.70
Specific Output (hp/litre)	123.49
Specific Torque (Nm/litre)	186.49

FUEL EFFICIENCY (KM/L)

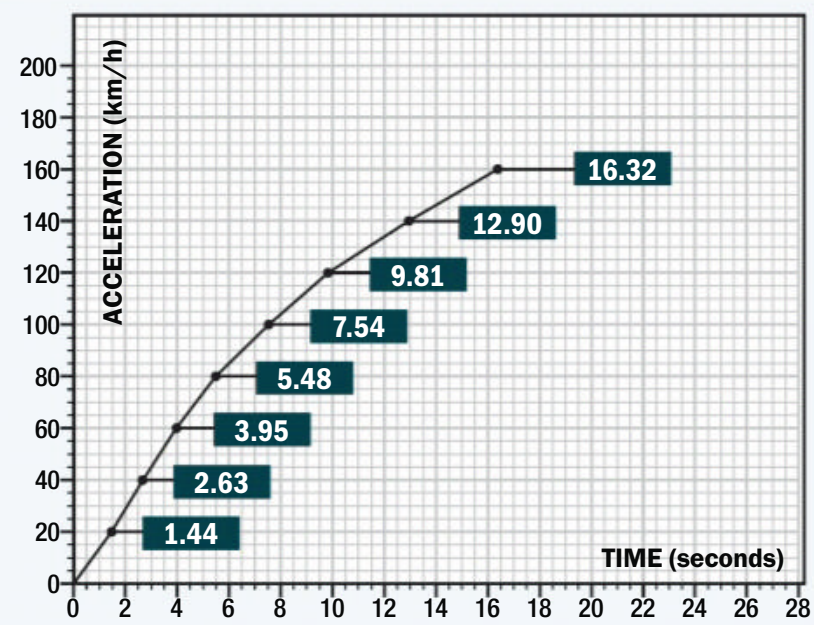
City	10.0
Highway	16.0
*Overall**	11.5

* Overall is 25% highway and 75% city driving

TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, slight wind, dry

PERFORMANCE



Performance testing by **Jim Gorde**

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benefits from a 12-volt mild-hybrid system that uses a belt-starter-alternator (BAS) to recuperate energy (up to 12 kW) and store it in a compact lithium-ion battery for use on the move — either for assisting the engine, with its minor 3.0 kW (4.1 hp) and accompanying torque, or to enable a free-wheel coast mode that switches off the engine to save fuel. Coast mode is available between 55 km/h and 160 km/h and activates when the driver lifts off at speed. The fuel saving in the real world is to the tune of 0.7 litres per 100 kilometres or seven millilitres per km. Furthermore, the powertrain is BS VI-ready, being Euro 6-compliant, and includes a gasoline particulate filter (GPF) to comply with the more specific norms for direct-injection petrol engines.

The Audi A6 45 TFSI also has the usual drive modes, but now also gets a new "efficiency" mode. This not only optimizes fuel saving but also manages the climate control by limiting the power of the air-conditioning system. All in all, the petrol A6 can deliver as high as 16 km/l on the highway. Efficiency talk apart, it isn't a slouch. It can sprint from zero to 100 km/h in just over seven seconds. The India-spec car weighs in at 1,705 kg, so it isn't exactly light. It is, however, rather light on its feet. With a peak 370 Nm of torque coming in strong from 1,600 rpm and staying on well past 4,000 rpm and with 245 hp kicking in from 5,000 rpm, the A6 can get up to highway speed quickly and stay there with ease. The S tronic seven-speed dual-clutch unit keeps the engine in the optimal band for easy cruising but a quick overtaking manoeuvre is just a flex of the foot away. The ratios are even better optimized to keep the car revving low — although the 6,800 rev limit seems high — and the engine is simply inaudible inside. The cruise control also keeps things simple — including sticking to the speed limit. Given the time to think, I did miss having ventilated seats on what was turning out to be a scorching winter day. Another element I would have liked to see included in the safety kit is the lane-keep assistance with the steering helping out as well — considering this is, after all, the "Technology" variant. But, for what it's worth, it does a great job munching miles. The reason for the omissions isn't down to the car as much as it is to many unnecessary restrictions on technologies that could enhance safety multi-fold. They will, in time, be dire necessities.

Approaching the tighter bends sees the five-link suspension shine. The ride quality is excellent, although it does feel like it is set up to be agile and sporty when the situation calls for it. Switch from "efficiency" to "dynamic" mode and the loudest noise inside the car was not the engine or the tyre noise but the blower! Tapped down a couple of notches, everything seemed calm and relaxing. Except the road demanded more. The A6 holds its line well when prodded. It's planted and nimble. It feels like a smaller car darting from corner to corner; with a particular double-apex tightening right-hand hairpin making its excellent agility all the more evident. The light steering is responsive and alive and the brakes are sharp on the job. It can be fun when driven spiritedly.

The A6 holds its line well when prodded. It's planted and nimble

(***Above***) Airy and spacious cabin feel amplified by the sunroof

That said, I must confess I believe the time for driving pleasure has passed. Today is about comfort, convenience, safety, and, even higher up the priority check-list, efficiency. Traffic conditions have reached abysmal lows and rampant inconsiderate motorists are a plague to those who care to respect the rules. The A6 ticks all those boxes. It's the business saloon for those seeking a refined, fuss-free petrol car that balances elegance, comfort, and simplicity with the toys, gadgetry, and technology that the modern world has sprouted. It truly is a new Audi A6 and it goes back to basics, with a contemporary twist. car

Morris

An enormous SUV from a brand best-known for their tiny sportscars

Story: **Anosh Khumbatta** Photography: **Sanjay Raikar**

THE MG MARQUE WAS ESTABLISHED IN OXFORD IN THE 1920S and is best known for the compact, open-top sports cars that they manufactured through the 1960s and 1970s. The brand has changed hands several times in the decades since, with past owners including the British Motor Corporation, British Leyland, Austin Rover, and the MG Rover Group, who, in 2006, finally sold it to China's Nanjiang Automobile Group, which later merged into the SAIC Motor Corporation Limited, the country's largest automobile manufacturers. Production was shifted to China in 2007 and the once floundering marque saw a resurgence under this new ownership, with worldwide sales more than doubling over the next few years.

The Hector is MG's first offering in India and, since its launch earlier this year, the SUV has been extremely well-received in our market, partly due to the fact that it dwarfs the competition in the segment and also because it comes extremely well-equipped. With its sheer size, the MG Hector has impressive road presence, something that most SUV buyers look for, and the first thing you notice is that imposing honeycomb grille, emblazoned with a chrome "MG" logo, to give it a formidable face. The Hector gets the stacked headlight design that seems to be all the rage these days, with a pair of narrow LED DRLs up where the bonnet starts, while the main headlamps are positioned lower down.

Stretching 4,655 millimetres from bumper to bumper, the Hector is well over a foot longer than its main rivals, the Hyundai Creta and the Kia Seltos, and its length is accentuated by the near-horizontal shoulder-line that stretches from the DRLs, along the door-handles, on to the tail-lamps. I personally quite like the straight-cut design, as it stands apart from the swooping curves and rounded elements that dominate most cars today. However, those 17-inch wheels look woefully small on a car of this size, barely filling up the wheel wells — 18-inchers would have looked so much better. The rear end is dominated by a rugged-looking skid-plate and the reflective strip that connects the tail-lamps on either side, punctuated by another chrome MG logo. The scrolling turn signals add a premium touch and have most certainly been inspired by Audi.

The Hector feels quite well-built; the doors feel heavy and close with a satisfying thud and not a single rattle was heard even when driving on some very uneven roads. The electronically adjustable leather seats are extremely wide and roomy and the driver's side gets height adjustability as well for a commanding view of the surroundings.

The focal point of the interior is definitely the massive, portrait-oriented touchscreen that dominates the otherwise straightforward dashboard, providing access to most of the car's functions. In fact, the only physical buttons on the dashboard are the volume controls and the front and rear defoggers, with a couple more down by the emergency brake for the 360-degree camera and parking assist. All the other functions, from the climate control settings to the entertainment system and the ➤

Major

navigation, are accessed via the touchscreen. The Hector's USP is the ability to complete quite a few tasks via voice command. Say "Hello MG" and the car responds in a computerised female voice, prompting you for further instructions. You can then ask it to navigate to a particular destination using the included Tom Tom maps, play music, make a call, open the sunroof, raise or lower the interior temperature, and a whole lot more. The software is designed to understand several accents and works quite well, only necessitating repetition if you weren't clear the first time around or if there is too much ambient noise.

Apart from Bluetooth pairing, you can connect or charge your devices through one of the three provided USB ports and there is also supposed to be a 12V socket in the arm-rest. However, on closer inspection we noticed that the 12V socket was missing from our test car. It seems that someone on the assembly line forgot to fit this component and I wonder if this is a sign of less than perfect quality control at the MG plant.

Other electronic gimmickry includes an in-built SIM card which allows you to connect your smartphone to your Hector via MG's dedicated app, allowing you to remotely lock or unlock the car, open or close the tailgate and sunroof or find your car in a crowded parking lot. The app can keep track of how the car is being driven and will record speeding, sudden braking, and can be set up to automatically alert medical services and in case of an accident that causes the airbags to be deployed. You can also use the geofencing function to set up a perimeter of up to 100 kilometres and get alerted should your car exceed this limit. Being connected to the internet also enables the Hector to receive over-the-air software updates as MG continually refine the system.

The leather-wrapped steering wheel looks and feels quite premium and the steering-mounted buttons are quite sturdy and work well. The black interior is tastefully punctuated by brushed aluminium elements such as the door-handles and the surround for the air-con vents and most of the surfaces are wrapped in leather for an upmarket feel. However, places like the top of the dashboard, sections of the door-pads, and the centre console are finished in hard black plastic that does feel somewhat like MG cut a few corners to keep costs down.

(***Top***) That massive screen is the focal point of the cabin

(***Right***) 360-degree view is great when executing tight maneouvres

(***Below***) Stacked lighting is definitely a thing now

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The cavernous interior is most apparent when you open the rear doors. There is loads of knee-room and the absence of a transmission tunnel results into a completely flat floor that enhances the feeling of space. The reclining rear seats can comfortably accommodate three adults, while the large windows and panoramic sunroof give the whole cabin a bright and airy feel. The Hector's large dimensions translate into more interior space for the occupants and leg-, shoulder-, and knee-room are class-leading.

This diesel-powered variant of the Hector is powered by the familiar Fiat-sourced two-litre turbocharged unit that also does duty in the Jeep Compass and the Tata Harrier. This engine in the Harrier is somewhat detuned to 140 hp; however, the Hector gets it in the same state of tune as the Compass and makes 170 hp at 3,750 rpm, while peak torque is a healthy 350 Nm that is available right from 1,750 rpm, up to 2,500 rpm, and power is transferred to the front wheels via a smooth-shifting six-speed gearbox. In fact, after the spacious interior, the engine is the next high point of this car. Lag is practically non-existent and the Hector shoots forward with an agility that belies its size when the accelerator pedal is depressed at anywhere above 2,000 rpm.

During our performance tests, the Hector dispatched 100 km/h from a standstill in just over 10 seconds and ➤

Sunroof adds to the cabin's airy feel

kept on accelerating strongly to over 170 km/h; extremely impressive for a big, heavy SUV. The brakes are also sufficient to bring this behemoth to a stop from triple-digit speeds with minimal fuss and the car maintains its composure when on the anchors. The extremely light steering, however, is another matter; it is a boon in traffic or while parking, but lacks feel and feedback at highway speeds, leaving the driver completely disconnected from the road surface. Consequently, changing lanes at high speed is a matter of faith and the narrow 215-section tyres start squealing and understeering much earlier than expected, while the pronounced body-roll also dampens confidence. This is clearly not a car built for spirited driving and I would rather be driven around in it, enjoying the comfortable interior.

The MG Hector makes a strong case for itself as a big, comfortable SUV with excellent road presence, spacious interior, and a powerful engine. This formula seems to be working so far, with bookings racking up and a waiting period of a few months before delivery. With a strong dealer network, a presence in over 35 cities across India, and a five-year warranty, the Hector seems like a compelling buy. If you are looking for a feature-packed comfortable SUV to be driven around in, this just might be the car for you. car

The MG Hector makes a strong case for itself as a big, comfortable SUV with excellent road presence, spacious interior, and a powerful engine

MG Hector Diesel Sharp (Rs 17.29 lakh, ex-showroom) ★★★★☆

Width 1835 mm (excluding mirrors)
Track (Front/Rear) NA
Kerb Weight NA

SPECIFICATIONS

ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Bore x stroke	83.0 x 90.04 mm
Capacity	1956 cc
Compression ratio	16.5:1
Valvegear	DOHC, four valves/cyl

ENGINE OUTPUT

Max power (hp)	170
Power peak (rpm)	3750
Red line (rpm)	NA
Max torque (Nm)	350
Torque peak (rpm)	1750-2500

TRANSMISSION

Six-speed, manual	
1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
6th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	FWD

STEERING

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

HIGHLIGHTS

+ Comfort and space
+ Strong motor
+ Smooth gearbox

− Vague steering at speed
− Small wheels and tyres

WHEELS & TYRES

Wheel size	17"
Tyre size	215/60 R17

BRAKES

Front	Ventilated discs
Rear	Ventilated discs

SUSPENSION

Front	MacPherson strut with coil spring and damper
Rear	Semi-independent, helical spring torsion beam

ACCOMMODATION

Seating	5
Head Room, F/R	965/930 mm
Leg Room F (max/min)	1220/970 mm
Knee Room F (max/min)	840/635 mm
Knee Room R (max/min)	950/730 mm
Shoulder space	1390 mm
Fuel tank	60 litres
Boot space	000-0000 litres

DRIVER AIDS

ABS, EBD, ESP Hill hold, traction control, 360-degree camera

CAR RATINGS

Design & Style:	★★★★☆
Powertrain:	★★★★☆
Performance:	★★★★☆
Fuel Efficiency:	★★★★☆
Dynamic Ability:	★★★½☆
Space:	★★★★½
Creature Comforts:	★★★★½
Driver Appeal:	★★★½☆
Safety:	★★★★☆
Interior:	★★★★☆
Suspension:	★★★★☆
Ride Quality:	★★★★☆
Handling:	★★★½☆
Steering:	★★★½☆
Braking:	★★★★½

TEST RESULTS

SPEEDO ERROR (KM/H)

Gear	Indicated	True
1	42	40.6
2	81	78.2
3	123	120.1
4	164	160.1
5	175	171.3

STANDING 1/4 MILE

0-400m sprint	17.55 s
Terminal speed	130.68 km/h

OVERTAKING ACCELERATION

Roll-ons (km/h, seconds)

Speed	3rd	4th	5th
40-60	2.16	4.20	13.21
60-80	2.21	2.59	4.29
80-100	2.73	3.26	4.19
100-120	6.53	3.95	4.93

TOP SPEED

Achieved	171.3 km/h

BRAKING

80-0 km/h	2.59s, 25.99 m
100-0 km/h	2.87s, 40.23 m

PERFORMANCE FACTORS

Power:Weight (hp/tonne)	NA
Specific Output (hp/litre)	86.91
Specific Torque (Nm/litre)	178.93

FUEL EFFICIENCY (KM/L)

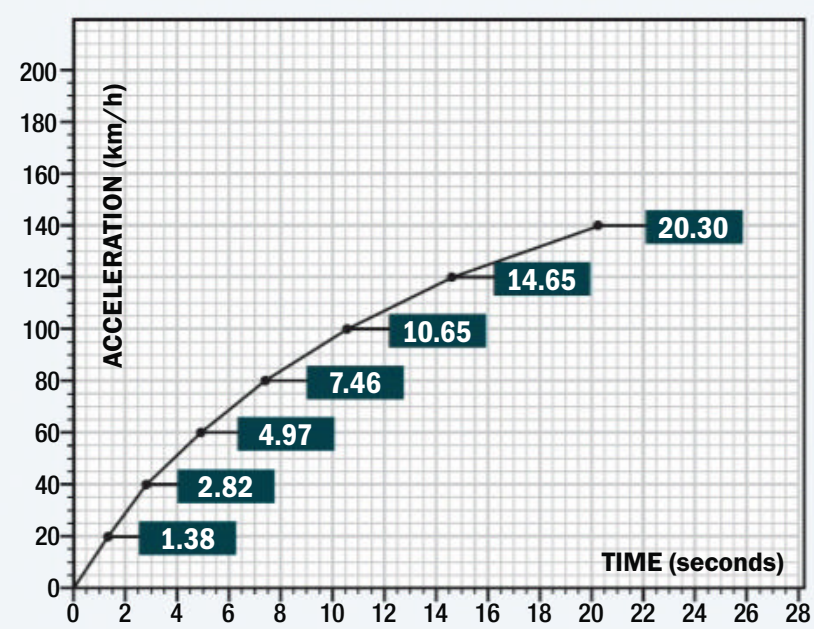
City	10.5
Highway	15.0
Overall*	11.6

* Overall is 25% highway and 75% city driving

TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, windless, dry

PERFORMANCE



Performance testing by **Anosh Khumbatta**

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A-cute Angle

We road-test the Maruti Suzuki S-presso and then see what life in a small car is all about over bad roads and fast highways

Story: **Joshua Varghese** Photography: **Sanjay Raikar**

DRIVING DOWN A BUSY ROAD WITH A COMMANDING VIEW from my somewhat high perch in Maruti Suzuki's S-presso did make me feel good about myself at times. The kind of satisfaction that a big, burly SUV usually manages to deliver. You know what I am talking about, don't you? Then there were times when I was able to squeeze through gaps that no goliath of an SUV would dare enter and that, my friends, gave rise to the important question, 'Is this really a mini-SUV?'

Maruti Suzuki are marketing the S-presso as a baby SUV. Sure, the car's respectable ground clearance and boxy design certainly give it the visual appeal of an SUV. However, it did not discourage most people I met from calling the S-presso "cute". I agree with them. The designers have given the front end of the car a rugged, muscular look and those strong lines continue along the sides, ending in a boxy tail end with large square wheel-arches for company. Well, they certainly nailed the SUV formula but the proportions of the S-presso have the final say. Viewed head-on, it seems as if the small car's height is greater than its width and, standing on those skinny tyres, the S-presso does look like it has skipped leg day at the gym one too many times. So, I am going to keep the "mini-SUV" title in reserve for the Jimny, if and when it comes.

Maruti Suzuki have released a plethora of accessories to amp up the look of the S-presso. A simple way to give it more charisma would be to invest in the body cladding and alloy wheels. That's just the tip of the iceberg. The deeper your pockets, the deeper you can delve into the accessories brochure and kit out your ride.

Take off the SUV-glasses and you will see the S-presso for what it is: a compact tall-boy that may just be your best buddy for the cut-throat, fight-for-every-inch traffic that plagues most of our cities. Fortunately, the S-presso's cabin is a nice place to be. Maruti Suzuki have used silver accents on the neatly laid-out dashboard and it complements the airy cabin. The S-presso comes stocked with adequate entertainment options, including Android Auto, Apple CarPlay, and Suzuki's SmartPlay Studio. Drawing inspiration from a certain British marque, Maruti Suzuki have centrally placed the instrument cluster and touchscreen infotainment system to relay information to the driver (and everyone else in the car). While there is no tachometer, the S-presso does have a useful distance-to-empty and average fuel consumption display. Want more pizazz in the interior? Delve into that brochure again with your credit card on standby. There are numerous options and combinations for elements, including dashboard styling, door trims, floor-mats, and seats.

In spite of its compact dimensions, the S-presso did surprise me with the amount of space it has in the cabin. Legroom and headroom are not an issue in both rows for a car in this segment but three people in the second row is a bit of a squeeze unless you have size-zero models for friends. However, being a little over six-foot tall, I was not fully comfortable either because I was left

(***Above***)
Airy cabin with decent levels of plastic quality

(***Left***)
Not the most comfortable place in the car. At least, for tall people

wanting for adequate head and thigh support as a passenger. The lack of height adjustment for the driver's seat even in the top-of-the-line variant meant that my view was a little restricted at times but not to an extent where it was a deal-breaker.

Powering the S-presso is the familiar K10B 1.0-litre engine that churns out 68 hp at 5,500 rpm and develops a peak torque of 90 Nm at 3,500 rpm. This mill is now BS VI-compliant and more refined than before. At idling, you can feel a faint thrum of the engine that smooths out to almost nothing once the car begins to roll; quite impressive for its class. It also powered the S-presso to 100 km/h from standstill in a decent 15 seconds. This car has a five-speed gearbox with well-spaced ratios that are great for city driving. Roll-on figures were quite impressive and the S-presso developed enough torque to pull away cleanly from low speeds even in top gear. During our performance run we were able to hit a top speed of 154.3 km/h in fourth gear. Fifth gear is an overdrive ratio that is best suited for cruising on the highway.

Before I talk about the driving dynamics, you should know that the S-presso is built around the reliable impact-absorbing Heartect platform with a MacPherson strut set-up at the front and a torsion beam axle at the rear. The set-up is on the firmer side but not to an uncomfortable level. The S-presso offers an admirable ride quality that is quite impressive for a car in this price bracket. At low speeds, it glides over pothole-ridden roads smoothly without upsetting the occupants of the car. Throw it into a corner and you will discover that the firm suspension helps the car hold its line quite easily. On the highway, the S-presso offered a pliant ride in a straight line but did have a moment of doubt before regaining confidence while switching lanes or being ➤

Its refined motor, impressive ride quality, and the list of equipment on offer do make the S-presso a strong contender in its segment

Maruti Suzuki S-presso VXi+ (Rs 4.48 lakh, ex-showroom) ★★★½☆

Width 1520 mm (excluding mirrors)
Track (Front/Rear) 1316/1318 mm
Kerb Weight 763 kg

SPECIFICATIONS

ENGINE

Cylinders	Three, in-line
Layout	Front, transverse
Type	Naturally aspirated, MPFI
Fuel	Petrol
Bore x stroke	73.0 x 79.5 mm
Capacity	998 cc
Compression ratio	11.0:1
Valvegear	DOHC, four valves/cyl

ENGINE OUTPUT

Max power (hp)	68
Power peak (rpm)	5500
Red line (rpm)	6200
Max torque (Nm)	90
Torque peak (rpm)	3500

TRANSMISSION

Five-speed, manual

1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	FWD

STEERING

Type	Rack and pinion, electric power-assisted
Lock to lock	3.8 turns

HIGHLIGHTS

+ Compact size
+ Braking
+ Ride quality

− Steering feel
− Space

WHEELS & TYRES

Wheel size	14"
Tyre size	165/70 R14

BRAKES

Front	Ventilated discs
Rear	Drums

SUSPENSION

Front	MacPherson strut
Rear	Torsion beam

ACCOMMODATION

Seating	5
Head Room, F/R	950/910 mm
Leg Room F (max/min)	1130/920 mm
Knee Room F (max/min)	790/560 mm
Knee Room R (max/min)	880/660 mm
Shoulder space F/R	1250/1220 mm
Fuel tank	27 litres
Boot space	NA

DRIVER AIDS

ABS, EBD, rear parking sensors

CAR RATINGS

Design & Style:	★★★½☆
Powertrain:	★★★★☆
Performance:	★★★★☆
Fuel Efficiency:	★★★★★
Dynamic Ability:	★★★½☆
Space:	★★★☆☆
Creature Comforts:	★★★☆☆
Driver Appeal:	★★★☆☆
Safety:	★★★☆☆
Interior:	★★★½☆
Suspension:	★★★★½
Ride Quality:	★★★★½
Handling:	★★★☆☆
Steering:	★★½☆☆
Braking:	★★★★½

TEST RESULTS

SPEEDO ERROR (KM/H)

Gear	Indicated	True
1	46	43.1
2	83	79.6
3	122	119.5
4	157	154.3
5	137	134.2

STANDING 1/4 MILE

0-400m sprint	20.02 s
Terminal speed	113.73 km/h

OVERTAKING ACCELERATION

Roll-ons (km/h, seconds)

Speed	3rd	4th	5th
40-60	4.27	6.78	8.02
60-80	4.30	6.83	8.41
80-100	4.64	7.67	9.34
100-120	NA	8.21	12.87

TOP SPEED

Achieved	154.3 km/h

BRAKING

80-0 km/h	2.96 s, 31.55 m
100-0 km/h	3.42 s, 47.69 m

PERFORMANCE FACTORS

Power:Weight (hp/tonne)	89.12
Specific Output (hp/litre)	68.14
Specific Torque (Nm/litre)	90.18

FUEL EFFICIENCY (KM/L)

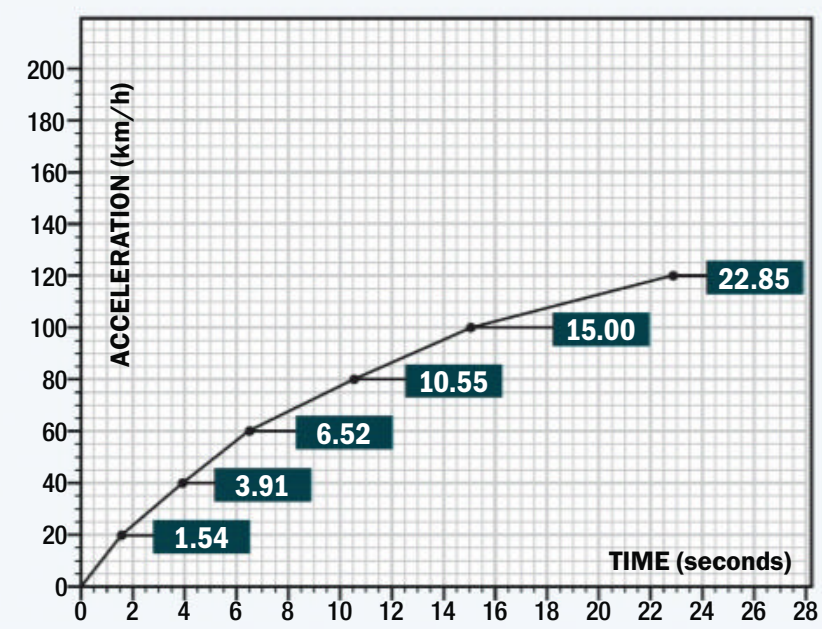
City	14.5
Highway	22.0
Overall*	16.38

* Overall is 25% highway and 75% city driving

TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, windless, dry

PERFORMANCE



Performance testing by **Jim Gorde**

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overtaken by a heavy/fast vehicle. Maruti Suzuki have done a commendable job with the cabin insulation because even at triple-digit speeds, not much tyre noise crept into the cabin to annoy me.

The S-presso has a turning radius of 4.5 metres, which is brilliant for tight U-turns and parking in small spaces. Its light steering and compact dimensions helped me manoeuvre the car through tight spots with ease and confidence that are hard to come by in larger cars. The steering itself needs a little getting used to. At high speeds, there is just enough feedback to connect bitumen to brain but the steering wheel refuses to self-centre itself after you have turned it either way.

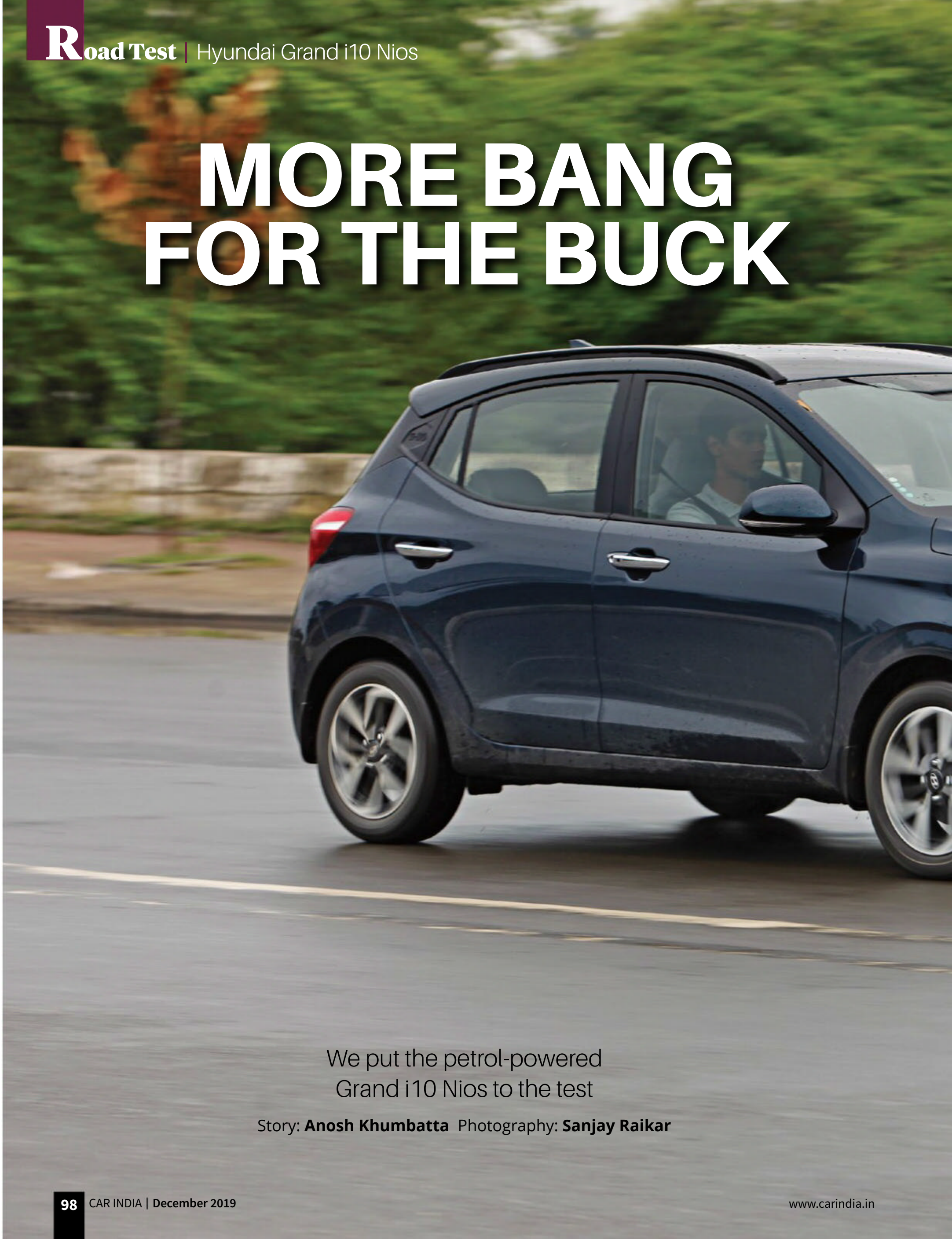
In the safety department, the VXi+ variant is loaded (for its price) with features including ABS with EBD and dual airbags. The former proved itself quite competent when we did the braking test. Dropping anchor from 100 km/h to a dead stop, the S-presso stayed on its course and did not flinch. It managed to shed that speed in 3.42 seconds within 47.69 metres. That's not bad at all.

One of my major concerns with the S-presso is that Maruti Suzuki have not provided a dimmer for the inside rear-view mirror. Considering some of our more "enthusiastic" drivers tailgate with their main beams on, this little feature should not have been overlooked in the list of equipment offered as standard.

To summarize, the S-presso is a great car for city use and a decent offering from Maruti Suzuki for all-round use. In the sales figures for October, Maruti Suzuki continue to dominate the top 10 with as many as eight models and guess which one is in the eighth place? The S-presso, with more than 10,000 units sold. While styling is subjective, the refined motor, impressive ride quality, and the list of equipment on offer do make it a strong contender for the consumers targeted by the recently refreshed Renault Kwid. Of course, at Rs 4.48 lakh, it is slightly more expensive than the top-end manual Renault Kwid 1.0 RxT(O). Any takers? car

(***Above***) Little engine is reasonably refined and frugal with the fuel

MORE BANG FOR THE BUCK



We put the petrol-powered Grand i10 Nios to the test

Story: **Anosh Khumbatta** Photography: **Sanjay Raikar**

TWO ISSUES AGO WE brought you a detailed road test review of Hyundai's latest diesel-powered hatch, the Grand i10 Nios, and this month we put the petrol variant through its paces.

The Korean manufacturers made a massive impact on our market with the original "tall-boy" Santro all those years ago and have since gone from strength to strength, cementing their position in our market with an extensive range of feature-packed small cars to suit every pocket and requirement. Hyundai's current hatchback range includes the all-new Santro, the Grand i10, the Elite i20, and the i20 Active; however, the company felt the need to give their customers yet another option and recently launched the Grand i10 Nios. This all-new car is bigger, has more interior space and features than the last Grand i10, and, with prices ranging from Rs 5 lakh to Rs 8 lakh (ex-showroom), has replaceed the Grand i10 in the firm's line-up.

Hyundai wanted to offer prospective Grand i10 customers a little bit more for their money and the new car does just that. Forty millimetres longer, 20 mm wider, and with a 25-mm longer wheelbase, the Nios boasts of a slightly larger footprint than the previous Grand i10 and, consequently, offers a bit more interior space.

The all-new design features a large grille that dominates the front end, with a pair of tiny fog-lamps recessed within the bumper on either side. Higher up, the projector headlamps get a unique signature, courtesy the boomerang-shaped daytime LEDs, and all these elements come together to create a fresh new face that is quite attractive.

From the side, the roof- and shoulder-lines seem to converge as they flow towards the C-pillar and smart 15-inch alloys shod with 175-section rubber look good within those slightly flared wheel-arches. The rear features a larger-than-usual Hyundai logo, with a chrome NIOS badge and a chrome strip at the base of the tailgate, for that little bit of bling.

The interior is dominated by grey fabric upholstery and light grey plastics all around for a mature and airy feel within the cabin. The front door-pads and the ➤

(***Above***) The large grille, flanked by those angular DRLs, dominates the front end

(***Right***) Light tones give the cabin an airy feel

passenger side of the dashboard feature a unique hexagonal texture and the eight-inch central touchscreen is mounted within an extended binnacle that it shares with the main instrument cluster. I really liked this integration and prefer it to the tablet-pasted-on-to-the-dashboard look that we see in so many cars today. The primary driver interface features an analogue tachometer alongside a digital display for speed, odo and trip meters, fuel-gauge, consumption readout, and more, while the central touch-enabled display features Android Auto, Apple CarPlay, and more options to access your media or music wirelessly. You can also connect a USB media source lower down on the central console, there's even an extra USB port just to charge your devices, and Hyundai have also included wireless charging for compatible devices.

There's enough space at the rear for two adults to sit comfortably, although three full-sized passengers may face a bit of a squeeze. They do, however, get air-con vents and a 12V socket to make life that much easier.

Visibility from the driver's seat is excellent all around and the Nios' compact dimensions ensure that getting into and out of tight parking spaces or manoeuvring through gridlock is extremely easy, making this an ideal car for our crowded metros.

Powering the Grand i10 Nios is the same 1.2-litre Kappa petrol engine that does duty in the existing Grand i10, but it is now BS VI-compliant. Peak output is still 83 hp at 6,000 rpm and 114 Nm at 4,000 rpm and drive is transmitted to the front wheels via a five-speed manual gearbox.

At low revs, within the city, I'd be lying if I said I didn't miss the instant torque from the diesel-powered Nios I drove last month. Performance from this petrol engine feels quite lacklustre when cruising around town at below 3,000 rpm and quick overtakes demand a downshift or two. The payoff, however, is at higher revs and the Nios pulls strongly from 3,500 to 6,500 rpm in the first three gears, dispatching 60 km/h from a standstill in just over five seconds, while 100 km/h comes up in just over 12 seconds. Out on the highway, the Nios is capable of cruising comfortably at 120 to 140 km/h, but starts feeling somewhat out of breath beyond these speeds. The MacPherson struts up front work well with the torsion beam suspension at the rear for a comfortable ride over most surfaces, although the car did start to feel somewhat jittery at over 150 km/h, requiring precise and controlled steering inputs to stay on course.

Hyundai wanted to offer prospective Grand i10 customers a little bit more for their money and the new car does just that

Priced at Rs 7.14 lakh, this Asta variant seems to have the Maruti Suzuki Swift squarely in its sights. The Grand i10 Nios is definitely a stylish and capable hatch and it strengthens Hyundai's position as a manufacturer of comfortable, practical, and feature-packed cars — although whether or not it can properly challenge the established market leader remains to be seen. car

(***Right***) Boot is big enough for a weekend away with the family

(***Above***) The new headlight design is quite striking

Hyundai Grand i10 NIOS VTVT Asta (Rs 7.99 lakh, ex-showroom) ★★★★½

Width 1680 mm (excluding mirrors)
Track (Front/Rear) NA
Kerb Weight NA

SPECIFICATIONS

ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Naturally aspirated, MPFI
Fuel	Petrol
Bore x stroke	NA
Capacity	1197 cc
Compression ratio	NA
Valvegear	DOHC, four valves/cyl

ENGINE OUTPUT

Max power (hp)	83
Power peak (rpm)	6000
Red line (rpm)	6500
Max torque (Nm)	114
Torque peak (rpm)	4000

TRANSMISSION

Five speed, manual

1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	FWD

STEERING

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

HIGHLIGHTS

+ Sprightly engine
+ Comfortable cabin
+ Maneuverability

− Low rpm performance

WHEELS & TYRES

Wheel size	15"
Tyre size	175/60 R15

BRAKES

Front	Ventilated discs
Rear	Drums

SUSPENSION

Front	MacPherson Strut with coil spring and damper
Rear	Coupled torsion beam

ACCOMMODATION

Seating	5
Head Room, F/R	990/920 mm
Leg Room F (max/min)	1245/1110 mm
Knee Room F (max/min)	880/710 mm
Knee Room R (max/min)	750/630 mm
Shoulder space	1165 mm
Fuel tank	37 litres
Boot space	NA

DRIVER AIDS

ABS, EBD, Reverse Parking Camera

CAR RATINGS

Design & Style:	★★★★½
Powertrain:	★★★★☆
Performance:	★★★½☆
Fuel Efficiency:	★★★★½
Dynamic Ability:	★★★★☆
Space:	★★★★☆
Creature Comforts:	★★★★½
Driver Appeal:	★★★★☆
Safety:	★★★★½
Interior:	★★★★½
Suspension:	★★★★½
Ride Quality:	★★★★☆
Handling:	★★★★☆
Steering:	★★★★½
Braking:	★★★★☆

TEST RESULTS

SPEEDO ERROR (KM/H)

Gear	Indicated	True
1	53	47.16
2	96	88.50
3	140	131.56
4	154	146.88
5	167	162.66

STANDING 1/4 MILE

0-400m sprint	18.59 s
Terminal speed	124.97 km/h

OVERTAKING ACCELERATION

Roll-ons (km/h, seconds)

Speed	3rd	4th	5th
40-60	4.02	6.59	9.85
60-80	3.99	6.48	8.89
80-100	4.13	7.20	8.52
100-120	5.03	8.62	8.13

TOP SPEED

Achieved	162.66 km/h

BRAKING

80-0 km/h	2.55 s, 28.30 m
100-0 km/h	2.98 s, 41.11 m

PERFORMANCE FACTORS

Power:Weight (hp/tonne)	NA
Specific Output (hp/litre)	69.34
Specific Torque (Nm/litre)	95.23

FUEL EFFICIENCY (KM/L)

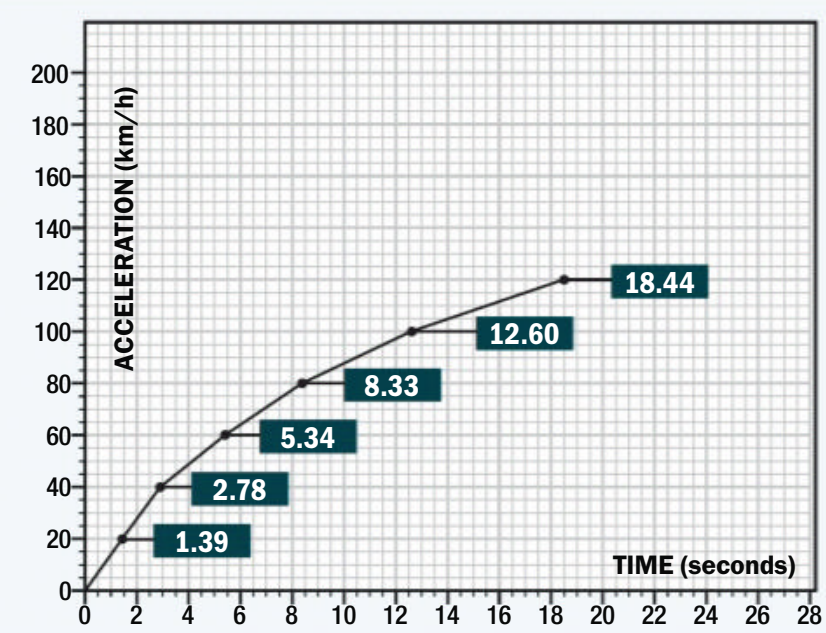
City	11.0
Highway	17.5
Overall*	12.63

* Overall is 25% highway and 75% city driving

TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, windless, dry

PERFORMANCE



Performance testing by **Anosh Khumbatta**

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GET ON THE
XPRESS WAY OF LIFE
AP102/TC/885

One Giant Leap for SUV-kind

The Kia Seltos has been notching up quite a few milestones and accolades since it arrived. We got our hands on the turbo-diesel with the manual box and put it to the test to find out just how good it really is

Story: **Jim Gorde** Photography: **Sanjay Raikar**

A NEW NAME. A NEW CAR. A WHOLE new start. And what a start it has been. While many begin by making tall claims, a few begin slow and steady and build an enviable foundation. Kia may be an all-new name here, but they have been around for quite some time. Yes, overseas they have been budget carmakers but, over the years, their exponential learning curve — in tune with parent company Hyundai's — has had a significant effect on their brand perception. Styling is one thing, but the evolution of construction, quality, and equipment has led to a steady rise in takers. From competing in the budget hatch space to building Nürburgring-tackling, German sport-luxury icon-challenging cars the likes of the Stinger GT, Kia have come a long way. And now they're here. In India. And in the bustling compact crossover space, no less.

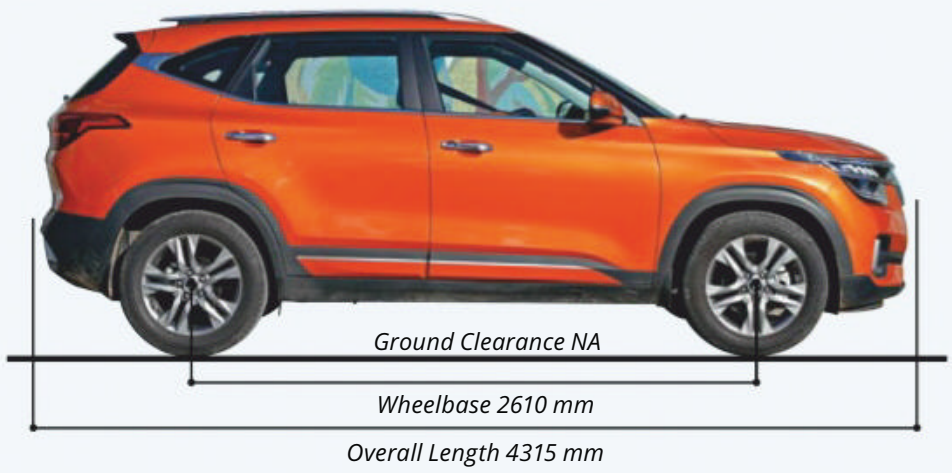
The Seltos is their challenger. They call it a mid-SUV; a term that has been reborn over the past few years. Apparently, 4x4 drive with low-range transfer cases and differential locks aren't necessary these days to call anything reasonably high off the ground with a bit of cladding an "SUV". So be it. That apart, the Seltos has a lot of things going for it. Chief among which is its engine. Its entire "Smartstream" line of BS VI-ready engine options actually. And that includes the 1.5-litre four-cylinder unit we have here. But first, the looks.

The exciting styling comes courtesy the balance struck between vibrant hues and futuristic design elements, notably the LED headlamps, 17-inch alloy wheels, and crisp, clear lines accentuating its proportions. The interior carries this idea forward even more. The sturdy dashboard and panels, large central touchscreen, and driver information console behind the steering wheel are elements that, in today's day and age, justify its seemingly steep price tag. The top-of-the-line Tech Line diesel manual in the "HTX+" specification we have here doesn't come cheap at Rs 14.99 lakh (ex-showroom). We've spoken about the features and connectivity before, so I'll focus on what the car is meant to do. Drive. Although the gadgets do come in handy if your drive is mostly city-based and that means slow-moving traffic 95 per cent of the time, if not a complete standstill.

The 1.5-litre turbo-diesel engine makes a useful 115 hp and 250 Nm, the latter of which peaks at 1,500 rpm and has a strong, linear build-up. The six-speed manual is joined by ➤

Interior feels premium and is well-equipped

Kia Seltos D1.5 HTX+ (Rs 14.99 lakh, ex-showroom) ★★★★½



Width 1800 mm (excluding mirrors)
Track (Front/Rear) NA
Kerb Weight NA

SPECIFICATIONS

ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Bore x stroke	75.0 x 84.5 mm
Capacity	1493 cc
Compression ratio	NA
Valvegear	DOHC, four valves/cyl

ENGINE OUTPUT

Max power (hp)	115
Power peak (rpm)	4000
Red line (rpm)	4500
Max torque (Nm)	250
Torque peak (rpm)	1500-2750

TRANSMISSION

Six-speed, manual

1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
6th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	FWD

STEERING

Type	Rack and pinion, electric power-assisted
Lock to lock	3.0 turns

HIGHLIGHTS

+ Equipment
+ Cabin quality
+ Space

– No three-point seat-belt for second-row middle occupant

WHEELS & TYRES

Wheel size	17"
Tyre size	215/60 R17

BRAKES

Front	Discs
Rear	Discs

SUSPENSION

Front	MacPherson Strut with coil springs
Rear	Torsion beam axle with coil springs

ACCOMMODATION

Seating	5
Head Room, F/R	990/980 mm
Leg Room F (max/min)	1100/950 mm
Knee Room F (max/min)	820/610 mm
Knee Room R (max/min)	870/650 mm
Shoulder space	1350 mm
Fuel tank	50 litres
Boot space	433-1401 litres

DRIVER AIDS

ABS, EBD, Cruise control, Automatic headlamps

CAR RATINGS

Design & Style:	★★★★½
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★½
Dynamic Ability:	★★★★½
Space:	★★★★½
Creature Comforts:	★★★★½
Driver Appeal:	★★★★½
Safety:	★★★★½
Interior:	★★★★½
Suspension:	★★★★½
Ride Quality:	★★★★½
Handling:	★★★★½
Steering:	★★★★½
Braking:	★★★★½

TEST RESULTS

SPEEDO ERROR (KM/H)

Gear	Indicated	True
1	40	37.5
2	70	67.0
3	118	114.7
4	154	150.4
5	NA	NA

STANDING 1/4 MILE

0-400m sprint	19.05 s
Terminal speed	121.60 km/h

OVERTAKING ACCELERATION

Roll-ons (km/h, seconds)

Speed	3rd	4th	5th
40-60	2.58	4.02	7.70
60-80	2.71	3.52	4.80
80-100	3.49	3.99	5.18
100-120	NA	4.71	6.08

TOP SPEED

Claimed	NA

BRAKING

80-0 km/h	2.53 s, 28.32 m
100-0 km/h	3.16 s, 44.11 m

PERFORMANCE FACTORS

Power:Weight (hp/tonne)	NA
Specific Output (hp/litre)	77.03
Specific Torque (Nm/litre)	167.45

FUEL EFFICIENCY (KM/L)

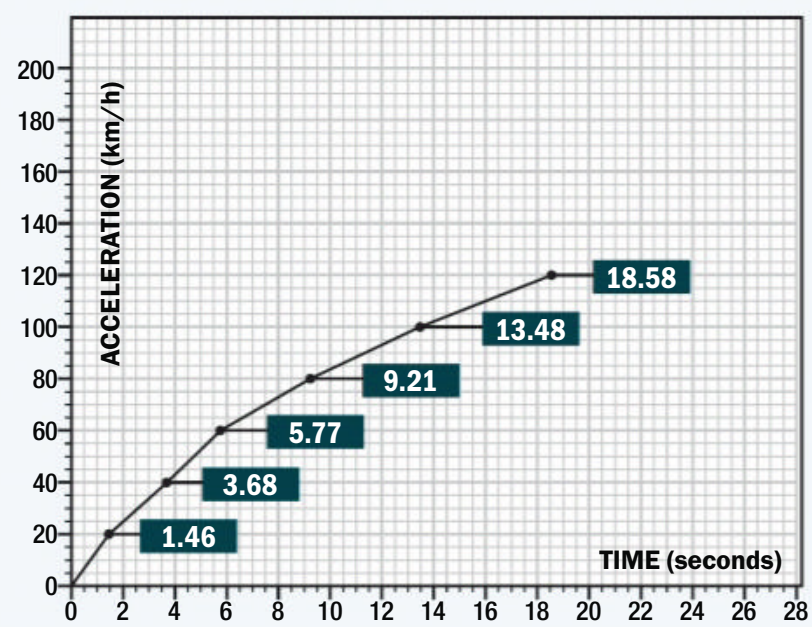
City	12.0
Highway	18.0
Overall*	13.5

* Overall is 25% highway and 75% city driving

TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, windless, dry

PERFORMANCE



Performance testing by **Jim Gorde**

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a wonderfully light clutch pedal which makes changing gears nearly effortless. There is no perceptible lag and the manual helps keep the motor simmering, making it easier to get it on the boil. The Seltos D1.5 gets from zero to 60 km/h in less than six seconds and up to highway speed in just over 13 seconds. Not bad for something that weighs... well, Kia haven't specified the weight, but the owner's manual says 1,750 kg (gross; with all fluids, passengers and luggage).

The Seltos has what I can only describe as *crème brûlée* suspension. The MacPherson strut and torsion beam set-up feels rather stiff over normal road bumps and surface changes but, tackle a deep pothole or a high speed-hump and the compression action is pleasing: soft with well-tuned rebound to boot. Only unplanned lines through tight bends see a little body-roll but it's far from unsettling and more like gravity doing its thing naturally. Thus, apart from a bit of roll when the intended course is suddenly changed, there is absolutely nothing to complain about in the ride and handling department.

On the move, the Seltos feels just as effortless getting up to speed, staying there, and going about overtaking with ease with plenty of oomph on tap. It can cruise at 80 km/h while turning over at just 1,500 rpm in top gear and also dole out some commendable efficiency figures. The Seltos managed 12 km/l in the city, with the slightly more open highway allowing it to relax and use overdrive ratios for an expectedly higher 18 km/l. The addition of cruise control also makes covering long stretches easier.

The fact that the Seltos has a BS VI-compliant engine ahead of time is commendable. Kia have managed this using a combination of a lean NOx trap (LNT) and a diesel particulate filter (DPF), thanks to the lower displacement of the engine not necessitating the employ of an advanced (and more expensive) selective catalytic reduction (SCR) system.

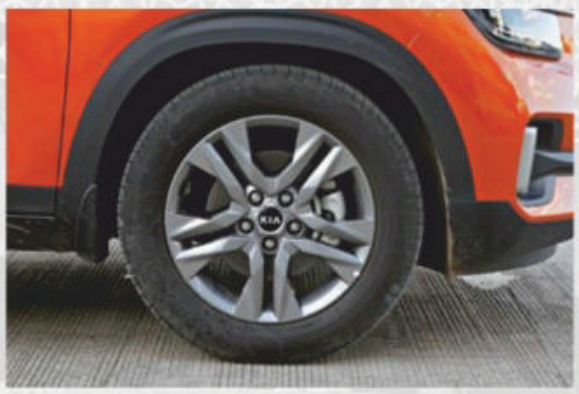
The cabin sound insulation is excellent and the quality of material used is commendable. Yes, the car is built to the price-bracket of its segment, but it reflects entirely in the choice of equipment and not as a compromise in quality, as is usually the case with several others. The only blemish is the creaking noise from the front doors' holding mechanism; unexpected from what is a brand-new car. Perhaps, this was a one-off case.

The elements that truly stood out were the overall interior quality and levels of fit-and-finish. Even in the rather hot "winter", the ventilated front seats were a boon, making for a comfortable experience. The excellent Bose sound system offers an immersive audio experience and makes for exceptional sound reproduction. The rear-view camera with guidelines is also a particularly useful feature, with parking sensors front and rear taking care of the rest. The Seltos also benefits from the unique SmartPure air purifier and pull-up window shades, which further add to the pleasant cabin experience.

Overall, the Kia Seltos should provide a tremendous boost to the bustling segment. There are more takers for a premium hatchback pretending to be an SUV than one can believe. The slightly higher ground clearance, large boot volume and five seats, apart from the sparkling LED headlamps and sunroof are what seem to matter most today. Those and the adequate safety equipment, including ISOFIX child-seat anchors, make for a more than decent package. The lack of a three-point seatbelt for the middle passenger in the second row is puzzling, but, in all seriousness, it probably won't be used as much; particularly by smarter families who would opt for appropriately-sized baby/child car seats mounted on the outer rear seats.

The Seltos then is an exciting new proposition for those looking to upgrade from a compact hatchback or sedan to a larger and safer alternative as road conditions and traffic worsen by the day. car

(***Left***) Turbo-diesel 1.5-litre four meets BS VI norms; makes 115 hp and 250 Nm



(***Right***) HTX+ trim in the Tech Line gets grey 17-inch alloy wheels

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(SOURCE: Q1 IRS 2019. COMPARISON: WITH IRS 2017.)

Association of Indian Magazines

bangintheMiddle

One Hand on the Title

Lewis Hamilton came through to take victory after the Ferrari challenge dissipated, bringing him even closer to his sixth driver's world title

Report: **Jim Gorde**

A FINE POLE POSITION IT WAS FOR Charles Leclerc and Ferrari it was indeed; however, would the Monegasque be able to capitalize on it?

As the final light beeped out, Leclerc managed to get off the line well, closely followed by his teammate, Sebastian Vettel, and Max Verstappen in the Red Bull. However, just behind him was the Mercedes-AMG of Lewis Hamilton and after he got alongside, a fight ensued that saw him end up on the grass a few corners later. His Red Bull teammate, Alex Albon, made the most of the opportunity and snatched third place away.

Languishing further down the order than he'd like on lap six, Verstappen took the fight to Valtteri Bottas in the second Mercedes, passing him rather unexpectedly. As Bottas retaliated, it ended up in contact and Verstappen suffered a puncture to his right rear wheel. Meanwhile, as the pit-stops began, it was Charles Leclerc who came in early on lap 16, for the first of his two stops. It wasn't until lap 24 that Hamilton came in for hard tyres, with the hope that they would take him all the way to the chequered flag — another 47 laps away. When Leclerc came in at the end of lap 43, a bit too early for softs, a fumble on his rear tyre saw him stationary for too long, costing him vital seconds.

In the end, it was Lewis Hamilton who claimed the victory, taking him even closer to another world title, ahead of Vettel in the Ferrari and Bottas, with the second Ferrari of poleman Leclerc only managing fourth. He did, however, set the fastest lap of the race. car

(***Below***) The end result was very different from the start

The Fantastic Finn

Valtteri Bottas put his Mercedes-AMG W10 on pole and went on to win the Grand Prix in some style, beating his teammate in a slug-fest in the closing stages

Report: **Jim Gorde**

AS THE LIGHTS WENT out to start the 56 laps of Austin, pole-sitter Bottas got a great start off the line, with the Red Bull of Max Verstappen storming past the Ferrari of Sebastian Vettel. Through the esses, it was the second Mercedes of Lewis Hamilton charging past the fourth-placed Ferrari of Charles Leclerc, before making his way up into third. Through the next set of corners, Leclerc also got past his teammate, Vettel.

Behind the German was the battle between McLaren's young gun, Lando Norris, and Daniel Ricciardo in the Renault. After a lock-up from Vettel, Norris needed no further invitation and the Ferrari was down yet another place. On lap eight, Vettel's Ferrari veered particularly wide off Turn Nine and suffered suspension damage. That was the end of his race.

After the pit-stops at about a third's race distance, it was Hamilton who was leading but his mediums were fast degrading and Bottas, right on his tail, went past. Hamilton pitted for hards on lap 24 with Bottas eventually stopping on lap 35 for mediums as Hamilton re-took the lead.

In the closing stages, it was battle on for the Mercedes-AMG duo. Bottas kept his charge on, but Hamilton held him off. Eventually, on lap 54, Bottas made the move stick and took charge at the front, taking the chequered flag soon enough. Second was good enough for Lewis Hamilton to clinch another world championship, with a points' lead more than the 52-point theoretical maximum haul from the two remaining races. Verstappen was third for Red Bull Racing, with Leclerc taking fourth for Ferrari. Alex Albon took another fine fifth in the other Red Bull. car

Bottas won the race; Lewis, the championship

The Flying Dutchman Aces São Paulo

Max Verstappen took his Red Bull from pole to victory as the Ferraris tripped each other into retirement

Report: **Jim Gorde**

VERSTAPPEN GOT OFF to a great start from pole as Lewis Hamilton, already world champion, hammered his Mercedes-AMG past the charging Ferrari of Sebastian Vettel to claim second spot, with Valtteri Bottas in the second Mercedes, Alex Albon in the other Red Bull, and Pierre Gasly in the Toro Rosso slotted in behind them.

It wasn't until lap 21 that Hamilton came in for softs, beginning the round of pit-stops for the front-runners. Verstappen came in on the next lap, with a quick stop, but was cut off at the exit by the Williams Mercedes of Robert Kubica who happened to leave his box at the most inopportune time. That didn't bother the young Dutchman, however, as he passed Leclerc and began chasing down Hamilton. Making it look easy, Verstappen carried the speed and went past on the inside.

On lap 52, the Mercedes of Bottas came to a smoky halt and that spelt retirement for the Finn, who, to his credit, managed to snag the fastest lap of the race, but without the benefit of the extra point. The safety car then came out and Hamilton managed to get to the front yet again. His joy was short-lived, though, as when things went green again on lap 59, Verstappen was right there, hounding the world champion. The next lap, Verstappen went hard around the outside and passed Hamilton once again.

More chaos on lap 66 as the now fifth-place Leclerc made a move on his teammate to claim fourth. Vettel had the advantage of DRS and chased down his teammate and passed him, but only before making contact, leaving Leclerc with a puncture and sending him to the side and into retirement. Vettel's rear tyre also gave way and it turned out to be a double DNF for the scarlet team.

With two laps to go, Hamilton made a move on the inside of Albon, who was in best-ever spot – second – but Hamilton's poorly-judged move on the inside with a closing gap proved to be disaster for Albon as he spun out. Gasly, meanwhile, in the Toro Rosso, was challenging Hamilton and that ended in a drag to the finish-line for his best finish yet, with Lewis third. After the race, Hamilton was given a five-second penalty which saw him drop from third to seventh, promoting fourth-place finisher Carlos Sainz Jr up and handing McLaren their first podium of the year. car

Smiles on the podium with a Honda one-two; Toro Rosso's second podium this year

The two Alfas picked up their best result this season

DRIVERS' CHAMPIONSHIP	
Lewis Hamilton	387
Valtteri Bottas	314
Max Verstappen	260
CONSTRUCTORS' CHAMPIONSHIP	
Mercedes-AMG	701
Ferrari	479
Red Bull Racing	391

The First Estonian World Champion

Tänak bows out of the factory Toyota team after winning the world championship with them

Report: **Joshua Varghese**

RALLYRACC CATALUNYA - Rally de España put a lot of drivers under pressure. The route and its challenges apart, it was almost the end of the season and the last chance for a few drivers to finish the season among the top three of the championship.

It was Sébastien Ogier (Citroën Total World Rally Team) who initially led the rally on Friday. Thierry Neuville's (Hyundai Shell Mobis World Rally Team) charge allowed him to overtake Ogier and lead the rally for a while until he was overthrown by Dani Sordo (Hyundai Shell Mobis World Rally Team). It was not over yet, because Sébastien Loeb's (Hyundai Shell Mobis World Rally Team) mix of consistency and his last-minute dash promoted him to the lead during the final stages of the day. The championship leader, Ott Tänak (Toyota Gazoo Racing World Rally Team), finished in fifth place for the day without jeopardising his championship win.

The mechanics worked hard after the previous day's race to prepare the cars for Saturday's asphalt route spread over seven stages, covering a total of almost 122 kilometres. Neuville won the first two speed tests and edged ahead of Loeb. Neuville gave it his all because the slightest mistake in Tänak's favour would give the latter a chance to wrap up the championship ahead of the final round in Australia. Furthermore, promoting Hyundai Motorsport for the manufacturers' championship over Toyota was also an important part of his agenda. Neuville finished the day in the lead, ahead of Sordo and Tänak who were in second and third places respectively.

Sunday's course was the shortest of the rally, just slightly over 74 km, but it had the crucial Wolf Power Stage which could make all the difference in the title fight thanks to its bonus points for the five fastest drivers. If Tänak finished anywhere lower than second place, the fight for the world championship would be extended into the next round and, having begun the day in third place, there was a lot of pressure on the Toyota man. In due course, he overtook Sordo and claimed second place, finishing less than 20 seconds behind the race winner, Neuville.

Tänak is now world champion. He ended the French drivers' 15-year supremacy and became the first Estonian to win the title. It was an emotional day for the Toyota outfit because Didier Auriol's win in 1994 was the last time they had claimed a driver's title. Meanwhile, with Rally Australia cancelled due to the wildfires there, Hyundai Motorsport have, mathematically, won the manufacturer's championship. car

Neuville won the battle but lost the war

Goodbye **HYUNDAI SANTRO**

Annyeong, Santro

IT'S BEEN A WHILE THAT THE SANTRO HAS BEEN doing regular duty. It has been through the thick and thin and never thrown up any unpleasant surprises all the way. From several shoots in and out of town, it has been a versatile all-road vehicle that accommodates camera-persons, their bags and equipment, and a bunch of people when needed.

From the outset, its biggest positives have been evident. The ride quality is simply phenomenal and it tackles road surface changes, small potholes and ditches, and reasonably high speed-humps with ease, while soaking up bumps and rough patches with nary a heavy sound filtering through. Its sound insulation is also outstanding. Road, wind, and tyre noise are kept at bay and even the usually annoying honks from the uncivilised mass of road-users barely doing the speed limit hardly comes through. The cabin stays pleasant and it feels more than adequately spacious. That said, the Santro's interior quality is just as commendable. The quality of materials used, the levels of fit-and-finish and the basic layout and ergonomics put some cars costing far more than the Santro to shame.

On the move, the petrol engine is refined and smooth, and Hyundai's in-house automated manual transmission is a marvel in its class. It loves to be driven casually and rewards with a relaxing drive experience. Just to verify its flexibility, I went on a feather run one final time, with the fuel light glaring at me in contempt. The Santro needs just the 1,250-2,250 rpm band to work perfectly fine in city traffic, considering an average speed (including stop-starts) of well below 20 km/h over the 10-kilometre commute. At those speeds, efficiency is commendable and its convenience as a city car without a third pedal is hard to match. I'm gonna miss this incredible hatchling.

— Jim Gorde

Logbook

Variant: 1.1 Sportz Smart Auto
Driven: 7,285 km
Like: Comfort, ride quality, sound insulation, robust build
Dislike: Sportz Auto variant misses out on equipment

Logbook
Variant: 1.0 Climber AMT
Driven: 5,560 km
Like: Reliability
Dislike: Single wiper somewhat inefficient in the rain

Goodbye **RENAULT KWID**

The Last Chapter of a Nice Book

BEING PART OF THE *CAR INDIA* TEAM, I HAVE had the opportunity to drive a few cars. Usually, at the end of a car's term, I am already looking forward to my next long-termer. That, of course, is not to say that I am usually happy to be rid of the old car. My enthusiasm for a new car outweighs the emotion of bidding goodbye to the outgoing one. In this regard, the Renault Kwid Climber may be an exception. As I write this report at the end of a year-long use, I am actually sad to see the little car go away.

The Kwid Climber has been a reliable companion throughout its time in our garage, never once coughing up an issue to spur a wrinkle on my forehead. It was mechanically sound, electrically perfect, and even posted the best fuel-efficiency figures in our fleet of long-termers. In addition to the daily grind, I have also done long-distance road trips and a few runs to Mumbai and never once did the little Renault disappoint. It had enough space to seat four in comfort and ample room in the boot to hold all our luggage. Furthermore, the Kwid Climber was also quite comfortable at high speed and did not feel out of its depth while cruising on the highway. In retrospect, just barring the AMT's noticeable lag, the Kwid Climber was an able and trustworthy companion.

— Ramnath Chodankar

GBU

THE GOOD THE BAD & THE UGLY

INDIA'S PUNCHIEST CAR BUYING GUIDE

Model Name	Price (in Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
ASTON MARTIN																			
VANTAGE																			
For: NA. **Against:** NA. **Verdict:** NA.																			
Alternatives: 1. Porsche 911 Turbo **2.** Mercedes-AMG GT																			
V8	286.00	3982/8	8A	675	510	1530	73	NA	295/30 R20	✓	NA	310	NA	✓	✓	✓	✓	NA	NA
DB11																			
For: NA. **Against:** NA. **Verdict:** NA.																			
Alternatives: 1. Mercedes-AMG S 63 Coupé **2.** Bentley Continental GT																			
V8 Coupé	BO	3982/8	8A	675	510	1760	78	NA	295/35 R20	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
V12 Coupé	397.00	5204/12	8A	700	608	1875	78	NA	295/35 R20	✓	NA	322	NA	✓	✓	✓	✓	NA	NA
RAPIDE S																			
For: NA. **Against:** NA. **Verdict:** NA.																			
Alternatives: 1. Porsche Panamera Turbo **2.** Maserati Quattroporte GTS																			
Rapide S	329.00	5935/12	8A	630	560	1990	90.5	NA	295/35 R20	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
AUDI																			
A3																			
For: Refinement, performance, ride, handling, build quality. **Against:** Rear space. **Verdict:** Sporty, but comfortable family sedan.																			
Alternatives: 1. Mercedes-Benz CLA-Class																			
35 TFSI Premium Plus	33.10	1395/4	7A	250	150	1340	50	425	205/55 R16	✓	9.37	224	12.25	✓	✓	✓	✓	NA	NA
35 TFSI Technology	35.10	1395/4	7A	250	150	1340	50	425	205/55 R16	✓	9.37	224	12.25	✓	✓	✓	✓	Apr 17	★★★★★
35 TDI Premium Plus	34.91	1968/4	6A	320	143	1415	50	425	205/55 R16	✓	10.0	215	15.75	✓	✓	✓	✓	NA	NA
35 TDI Technology	36.69	1968/4	6A	320	143	1415	50	425	205/55 R16	✓	10.0	215	15.75	✓	✓	✓	✓	Aug 14	★★★★★
35 TFSI Cabriolet	50.35	1395/4	7A	250	150	1375	50	320	205/55 R16	✓	9.37	222	12.25	✓	✓	✓	✓	Jun 17	★★★★★
A4																			
For: Comfort, refinement, build quality, equipment. **Against:** Price. **Verdict:** A very refined and comfortable luxury sedan.																			
Alternatives: 1. BMW 3 Series **2.** Volvo S60 **3.** Mercedes-Benz C-Class																			
30 TFSI Premium Plus	41.47	1395/4	7A	250	150	1375	60	480	225/50 R17	✓	9.89	210	13.25	✓	✓	✓	✓	NA	NA
30 TFSI Technology	45.05	1395/4	7A	250	150	1375	60	480	225/50 R17	✓	9.89	210	13.25	✓	✓	✓	✓	Nov 16	★★★★★
35 TDI Premium Plus	43.37	1968/4	7A	400	190	1480	60	480	225/50 R17	✓	8.98	237	13.8	✓	✓	✓	✓	NA	NA
35 TDI Technology	46.94	1968/4	7A	400	190	1480	60	480	225/50 R17	✓	8.98	237	13.8	✓	✓	✓	✓	Mar 17	★★★★★
A5																			
For: Space, performance, practicality. **Against:** Price, fuel economy. **Verdict:** If you think the RS 7 is a bit much.																			
Alternatives: 1. BMW 6 Series Gran Turismo **2.** Volvo S60 **3.** BMW 4 Series (RS 5)																			
Sportback 35 TDI	55.40	1968/4	7A	400	190	1595	40	480	245/40 R18	✓	8.7	235	13.75	✓	✓	✓	✓	Dec 17	★★★★★
Cabriolet 35 TDI quattro	69.24	1968/4	7A	400	190	1840	58	380	245/40 R18	✓	8.95	230	12.75	✓	✓	✓	✓	Mar 18	★★★★★
S5 Sportback	72.41	2995/6	7A	500	354	1670	61	480	245/40 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
RS 5 Coupé	111.19	2894/6	8A	600	450	1695	58	465	275/30 R20	✓	5.13	250	9.25	✓	✓	✓	✓	May 18	★★★★★
A6																			
For: Refinement, interior, equipment, ride quality. **Against:** Price. **Verdict:** Sets a new benchmark in its segment.																			
Alternatives: 1. BMW 5 Series **2.** Volvo S90 **3.** Mercedes-Benz E-Class																			
45 TFSI	54.20	1984/4	7A	370	245	1640	73	530	225/55 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
R8																			
For: Performance, design, usability. **Against:** Price. **Verdict:** An incredibly well-rounded performance car.																			
Alternatives: 1. Porsche 911 **2.** Mercedes-AMG GT																			
V10 plus	272.45	5204/10	7A	560	610	1555	73	100	295/30 R19	✓	3.76	330	5.63	✓	✓	✓	✓	Jul 16	★★★★★
Q3																			
For: All the luxuries of a 'Q' SUV in a small package. **Against:** Price. **Verdict:** Small, but still a Q.																			
Alternatives: 1. BMW X1 **2.** Volvo V40 Cross Country **3.** MINI Clubman **4.** Mercedes-Benz GLA-Class **5.** Volkswagen Tiguan																			
30 TFSI FWD Premium	34.73	1395/4	6A	250	150	1405	64	460	235/55 R17	✓	11.19	208	11.1	✓	✓	✓	✓	Jun 17	★★★★★
30 TDI FWD Premium	36.53	1968/4	7A	340	150	1485	64	460	235/55 R17	✓	NA	204	NA	✓	✓	✓	✓	NA	NA
35 TDI quattro Premium+	39.68	1968/4	7A	380	184	1605	64	460	235/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
35 TDI quattro Technology	42.88	1968/4	7A	380	184	1605	64	460	235/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

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LEGENDS

PRICES
Ex-showroom, Pune (subject to change)
BO: Available only by order
NA: Price not available

FEATURES
F: Front only
D: Driver airbag only
O: Optional equipment

NEW THIS MONTH

MERCEDES-BENZ V 220 D ELITE

The most premium iteration of the V-Class gets the new 2.0-litre turbo-diesel engine and a nine-speed box. Priced from Rs 1.1 crore (ex-showroom)

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(+91) 9999 9999 83
(+91) 124 466 6666

ASTON MARTIN

VANTAGE

For: NA. **Against:** NA. **Verdict:** NA.
Alternatives: 1. Porsche 911 Turbo **2.** Mercedes-AMG GT

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
V8	286.00	3982/8	8A	685	510	1530	73	NA	295/30 R20	✓	NA	310	NA	✓	✓	✓	✓	NA	NA

DB11

For: NA. **Against:** NA. **Verdict:** NA.
Alternatives: 1. Mercedes-AMG S 63 Coupé **2.** Bentley Continental GT

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
V8 Coupé	BO	3982/8	8A	675	510	1760	78	NA	295/35 R20	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
V12 Coupé	397.00	5204/12	8A	700	608	1875	78	NA	295/35 R20	✓	NA	322	NA	✓	✓	✓	✓	NA	NA

RAPIDE S

For: NA. **Against:** NA. **Verdict:** NA.
Alternatives: 1. Porsche Panamera Turbo **2.** Maserati Quattroporte GTS

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Rapide S	329.00	5935/12	8A	630	560	1990	90.5	NA	295/35 R20	✓	NA	306	NA	✓	✓	✓	✓	NA	NA

AUDI

A3

For: Refinement, performance, ride, handling, build quality. **Against:** Rear space. **Verdict:** Sporty, but comfortable family sedan.
Alternatives: 1. Mercedes-Benz CLA-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
35 TFSI Premium Plus	28.99	1395/4	7A	250	150	1340	50	425	205/55 R16	✓	9.37	224	12.25	✓	✓	✓	✓	NA	NA
35 TFSI Technology	30.99	1395/4	7A	250	150	1340	50	425	205/55 R16	✓	9.37	224	12.25	✓	✓	✓	✓	Apr 17	★★★★★
35 TDI Premium Plus	29.99	1968/4	6A	320	143	1415	50	425	205/55 R16	✓	10.0	215	15.75	✓	✓	✓	✓	NA	NA
35 TDI Technology	31.99	1968/4	6A	320	143	1415	50	425	205/55 R16	✓	10.0	215	15.75	✓	✓	✓	✓	Aug 14	★★★★★
35 TFSI Cabriolet	50.38	1395/4	7A	250	150	1375	50	320	205/55 R16	✓	9.37	222	12.25	✓	✓	✓	✓	Jun 17	★★★★★

A4

For: Comfort, refinement, build quality, equipment. **Against:** Price. **Verdict:** A very refined and comfortable luxury sedan.
Alternatives: 1. BMW 3 Series **2.** Volvo S60 **3.** Mercedes-Benz C-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
30 TFSI Premium Plus	41.49	1395/4	7A	250	150	1375	60	480	225/50 R17	✓	9.89	210	13.25	✓	✓	✓	✓	NA	NA
30 TFSI Technology	45.07	1395/4	7A	250	150	1375	60	480	225/50 R17	✓	9.89	210	13.25	✓	✓	✓	✓	Nov 16	★★★★★
35 TDI Premium Plus	43.39	1968/4	7A	400	190	1480	60	480	225/50 R17	✓	8.98	237	13.8	✓	✓	✓	✓	NA	NA
35 TDI Technology	46.96	1968/4	7A	400	190	1480	60	480	225/50 R17	✓	8.98	237	13.8	✓	✓	✓	✓	Mar 17	★★★★★

A5

For: Space, performance, practicality. **Against:** Price, fuel economy. **Verdict:** If you think the RS 7 is a bit much.
Alternatives: 1. BMW 6 Series Gran Turismo **2.** Volvo S60 **3.** BMW 4 Series (RS 5)

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Sportback 40 TDI	60.39	1968/4	7A	400	190	1595	40	480	245/40 R18	✓	8.7	235	13.75	✓	✓	✓	✓	Dec 17	★★★★★
Cabriolet 40 TDI quattro	69.26	1968/4	7A	400	190	1840	58	380	245/40 R18	✓	8.95	230	12.75	✓	✓	✓	✓	Mar 18	★★★★★
S5 Sportback	72.43	2995/6	7A	500	354	1670	61	480	245/40 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
RS 5 Coupé	111.19	2894/6	8A	600	450	1695	58	465	275/30 R20	✓	5.13	250	9.25	✓	✓	✓	✓	May 18	★★★★★

A6

For: Refinement, interior, equipment, ride quality. **Against:** Price. **Verdict:** Sets a new benchmark in its segment.
Alternatives: 1. BMW 5 Series **2.** Volvo S90 **3.** Mercedes-Benz E-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
45 TFSI Premium Plus	54.20	1984/4	7A	370	245	1640	73	560	225/55 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
45 TFSI Technology	59.20	1984/4	7A	370	245	1640	73	560	225/55 R18	✓	7.54	250	11.5	✓	✓	✓	✓	Dec 19	★★★★★

R8

For: Performance, design, usability. **Against:** Price. **Verdict:** An incredibly well-rounded performance car.
Alternatives: 1. Porsche 911 **2.** Mercedes-AMG GT

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
V10 plus	272.45	5204/10	7A	560	610	1555	73	100	295/30 R19	✓	3.76	330	5.63	✓	✓	✓	✓	Jul 16	★★★★★

Q3

For: All the luxuries of a 'Q' SUV in a small package. **Against:** Price. **Verdict:** Small, but still a Q.
Alternatives: 1. BMW X1 **2.** Volvo V40 Cross Country **3.** MINI Clubman **4.** Mercedes-Benz GLA-Class **5.** Volkswagen Tiguan

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
30 TFSI FWD Premium	34.75	1395/4	6A	250	150	1405	64	460	235/55 R17	✓	11.19	208	11.1	✓	✓	✓	✓	Jun 17	★★★★★
30 TDI FWD Premium	36.55	1968/4	7A	340	150	1485	64	460	235/55 R17	✓	NA	204	NA	✓	✓	✓	✓	NA	NA
35 TDI quattro Premium+	39.70	1968/4	7A	380	184	1605	64	460	235/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
35 TDI quattro Technology	43.61	1968/4	7A	380	184	1605	64	460	235/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

Q5

For: Performance, refinement, equipment. **Against:** Not much. **Verdict:** Scaled-down Q7, makes sense.
Alternatives: 1. Volvo XC60 **2.** Lexus NX **3.** BMW X3 **4.** Mercedes-Benz GLC-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
40 TDI quattro Premium	49.99	1968/4	7A	400	190	1990	70	550	235/60 R18	✓	9.16	218	14.5	✓	✓	✓	✓	NA	NA
40 TDI quattro Technology	55.99	1968/4	7A	400	190	1990	70	550	235/60 R18	✓	9.16	218	14.5	✓	✓	✓	✓	Feb 18	★★★★★
45 TFSI quattro Premium+	49.99	1984/4	7A	370	252	1945	70	550	235/60 R18	✓	7.17	237	9.5	✓	✓	✓	✓	NA	NA
45 TFSI quattro Technology	55.99	1984/4	7A	370	252	1945	70	550	235/60 R18	✓	7.17	237	9.5	✓	✓	✓	✓	Aug 18	★★★★★

Q7

For: Size, performance, refinement. **Against:** Price. **Verdict:** If size matters, then the Q7 is a great choice.
Alternatives: 1. Volvo XC90 **2.** Mercedes-Benz GLS-Class **3.** Jeep Grand Cherokee **4.** BMW X5

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
45 TDI quattro Premium+	71.99	2967/6	8A	600	249	2255	75	295	255/60 R18	✓	7.97	234	10.0	✓	✓	✓	✓	NA	NA
45 TDI quattro Technology	79.99	2967/6	8A	600	249	2255	75	295	255/55 R19	✓	7.97	234	10.0	✓	✓	✓	✓	Dec 15	★★★★★
45 TFSI quattro Premium+	68.99	1984/4	8A	370	252	2165	75	295	255/60 R18	✓	8.68	233	8.38	✓	✓	✓	✓	NA	NA
45 TFSI quattro Technology	75.99	1984/4	8A	370	252	2165	75	295	255/55 R19	✓	8.68	233	8.38	✓	✓	✓	✓	Oct 17	★★★★★

BENTLEY

CONTINENTAL GT

For: A Bentley with Le Mans heritage. **Against:** Price. **Verdict:** Sport meets luxury in an exemplary grand tourer.
Alternatives: 1. Aston Martin DB11 **2.** Mercedes-AMG S 63 Coupé **3.** Porsche 911 Turbo S

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
GT	375.00	5998/12	8A	900	635	2244	90	NA	275/35 R21	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MULSANNE

For: Luxury, opulence, exclusivity. **Against:** Price. **Verdict:** If you ever wanted to experience locomotive torque...
Alternatives: 1. Rolls-Royce Ghost

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Mulsanne	624.33	6752/8	8A	1020	512	2685	96	443	265/45 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Mulsanne Extended	748.55	6752/8	8A	1020	512	2730	96	443	265/45 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Mulsanne Speed	686.30	6752/8	8A	1100	537	2685	96	443	265/45 R20	✓	NA	296	NA	✓	✓	✓	✓	NA	NA

BENTAYGA

For: Bentley luxury with off-road ability. **Against:** Not much. **Verdict:** The Bentley of SUVs.
Alternatives: 1. Rolls-Royce Cullinan **2.** Land Rover Range Rover L

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Bentayga Diesel	381.42	3956/8	8A	900	435	2511	85	484	275/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Bentayga V8	375.42	3996/8	8A	770	550	2395	85	484	275/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Bentayga W12	459.41	5950/12	8A	900	608	2440	85	484	285/45 R21	✓	NA	301	NA	✓	✓	✓	✓	NA	NA

BMW

2 SERIES

For: Performance, agility, size. **Against:** Price. **Verdict:** An explosive small sport-luxury car.
Alternatives: 1. Mercedes-AMG CLA 45

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
M2 Competition	81.80	2979/6	8A	500	410	1575	52	390	265/35 R19	✓	4.79	250	7.63	✓	✓	✓	✓	May 19	★★★★★

3 SERIES

For: Performance, fuel efficiency. **Against:** Ride quality. **Verdict:** If you are looking for performance, look no further.
Alternatives: 1. Mercedes-Benz C-Class **2.** Audi A4 **3.** Volvo S60

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
320d Sport	41.40	1995/4	8A	400	190	1450	40	480	225/50 R17	✓	7.67	243	13.75	✓	✓	✓	✓	NA	NA
320d Luxury Line	46.90	1995/4	8A	400	190	1450	40	480	225/50 R17	✓	7.67	243	13.75	✓	✓	✓	✓	Sep 19	★★★★★
330i M Sport	47.30	1998/4	8A	400	258	1470	59	480	255/40 R18	✓	7.33	250	10.5	✓	✓	✓	✓	Oct 19	★★★★★

3 SERIES GRAN TURISMO

For: Refinement, usability, space, big boot. **Against:** Down on thrills, price. **Verdict:** A practical, fun and exclusive car.
Alternatives: 1. Audi A5 **2.** Mercedes-Benz C-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
320d GT Sport Line	47.70	1995/4	8A	400	190	1580	60	520	255/45 R18	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
320d GT Luxury Line	50.70	1995/4	8A	400	190	1580	60	520	225/50 R18	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
330i GT M Sport	51.20	1998/4	8A	350	252	1620	60	520	255/45 R18	✓	7.87	250	13.5	✓	✓	✓	✓	Apr 17	★★★★★

4 SERIES

For: The sportier 3 Series with two doors less. **Against:** Price. **Verdict:** The present-day M3 Coupé.
Alternatives: 1. Audi RS 5 Coupé

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
M4 Coupé	135.90	2979/6	7A	550	450	1490	60	445	275/35 ZR19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

5 SERIES

For: Performance, driving pleasure. **Against:** Price. **Verdict:** Refined mile-muncher.
Alternatives: 1. Mercedes-Benz E-Class **2.** Lexus ES **3.** Volvo S90 **4.** Audi A6

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
530i M Sport	59.20	1998/4	8A	350	252	1540	68	530	245/45 R18	✓	6.74	250	10.0	✓	✓	✓	✓	Jan 18	★★★★★
520d Luxury Line	58.70	1995/4	8A	400	190	1540	66	530	245/45 R18	✓	8.11	235	12.0	✓	✓	✓	✓	Nov 17	★★★★★
530d M Sport	66.20	2993/6	8A	620	265	1640	66	530	275/40 R18	✓	6.61	250	11.25	✓	✓	✓	✓	Aug 17	★★★★★
M5	143.90	4395/8	8A	750	600	1865	68	530	285/35 R20	✓	4.78	305	7.75	✓	✓	✓	✓	Jan 19	★★★★★
M5 Competition	154.90	4395/8	8A	750	625	1865	68	530	285/35 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

6 SERIES GRAN TURISMO

For: Ride quality, comfort, equipment. **Against:** Not much. **Verdict:** Grand tourer meets style statement.
Alternatives: 1. Mercedes-Benz CLS-Class/E-Class

630i Luxury Line	63.90	1998/4	8A	400	258	1720	68	610	245/50 R18	✓	7.63	250	8.5	✓	✓	✓	✓	Jul 18	★★★★★
620d Luxury Line	63.90	1995/4	8A	400	190	1725	66	610	245/50 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
630d M Sport	73.90	2993/6	8A	620	265	1825	66	610	245/50 R18	✓	6.76	250	11.75	✓	✓	✓	✓	Dec 18	★★★★★

7 SERIES

For: Loaded with cutting-edge technology. **Against:** Price. **Verdict:** More stylish and capable than its predecessor.
Alternatives: 1. Mercedes-Benz S-Class **2.** Lexus LS **3.** Audi A8

730Ld DPE	122.40	2993/6	8A	620	265	1870	78	515	245/50 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
730Ld M Sport	134.60	2993/6	8A	620	265	1870	78	515	275/40 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
740Li DPE Signature	134.60	2998/6	8A	450	340	1845	78	515	275/40 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
745Le xDrive	165.00	2998/6	8A	600	394	2085	46	420	275/35 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
M760Li xDrive	242.50	6592/12	8A	850	609	2220	78	515	275/35 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

Z4

For: Refinement, dynamic performance. **Against:** Not much. **Verdict:** Fun-to-drive and refined sports car.
Alternatives: 1. Porsche 718 Boxster **2.** Mercedes-Benz SLC-Class

sDrive 20i	64.90	1998/4	8A	320	197	1405	52	281	255/45 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
M40i	78.90	2998/6	8A	500	340	1535	52	281	275/40 R18	✓	5.02	250	7.88	✓	✓	✓	✓	Aug 19	★★★★★

X1

For: Price, fuel efficiency. **Against:** Stiff ride, tight fit for four. **Verdict:** One of the easiest ways to get into the BMW family.
Alternatives: 1. Audi Q3 **2.** Volvo V40 Cross Country **3.** Mercedes-Benz GLA-Class **4.** Volkswagen Tiguan

sDrive20d Expedition	35.20	1995/4	8A	400	190	1555	63	505	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
xDrive20d M Sport	45.90	1995/4	8A	400	190	1615	63	505	225/50 R18	✓	9.02	219	13.0	✓	✓	✓	✓	Aug 16	★★★★½
sDrive20i xLine	38.30	1998/4	8A	280	192	1615	63	505	225/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

X3

For: Equipment, handling, practicality. **Against:** Price. **Verdict:** Good on-road handler that isn't afraid of the rough stuff.
Alternatives: 1. Audi Q5 **2.** Volvo XC60 **3.** Mercedes-Benz GLC-Class

xDrive20d xLine	56.00	1995/4	8A	400	190	1825	67	550	225/60 R18	✓	NA	213	NA	✓	✓	✓	✓	NA	NA
xDrive20d Luxury Line	58.80	1995/4	8A	400	190	1825	67	550	245/50 R19	✓	8.61	213	12.88	✓	✓	✓	✓	Jul 18	★★★★★
xDrive30i Luxury Line	58.80	1998/4	8A	350	252	1825	67	550	245/50 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

X4

For: Performance, handling, braking. **Against:** Rear passnger room. **Verdict:** If you find the X6 too large...
Alternatives: 1. Mercedes-Benz GLC Coupé **2.** Volvo XC60 **3.** Audi Q5

xDrive20d M Sport X	60.60	1995/4	8A	400	190	1720	68	525	245/50 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
xDrive30d M Sport X	65.90	2993/6	8A	620	265	1820	68	525	245/50 R19	✓	5.46	240	12.25	✓	✓	✓	✓	May 19	★★★★★
xDrive30i M Sport X	63.50	1998/4	8A	350	252	1725	68	525	245/50 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

X5

For: Performance, equipment. **Against:** Not much. **Verdict:** A good all-round SUV.
Alternatives: 1. Audi Q7 **2.** Volvo XC90 **3.** Jeep Grand Cherokee **4.** Mercedes-Benz GLE-Class

xDrive30d Sport	72.90	2993/6	8A	620	265	2185	85	650	265/50 R19	✓	6.52	230	9.4	✓	✓	✓	✓	Jul 19	★★★★★
xDrive30d xLine	82.40	2993/6	8A	620	265	2185	85	650	305/40 R20	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
xDrive40i M Sport	82.40	2998/6	8A	450	340	2135	85	650	305/40 R20	✓	NA	243	NA	✓	✓	✓	✓	NA	NA

X7

For: Luxury, capability, presence. **Against:** Not much. **Verdict:** Genuine 7 Series luxury in SUV form.
Alternatives: 1. Mercedes-Benz GLS-Class **2.** Lexus LX

xDrive30d	98.90	2993/6	8A	620	265	2370	80	326	285/45 R21	✓	NA	227	NA	✓	✓	✓	✓	NA	NA
xDrive40i	98.90	2998/6	8A	450	340	2320	83	326	285/45 R21	✓	NA	245	NA	✓	✓	✓	✓	NA	NA

DATSUN

redi-GO

For: Efficiency, price. **Against:** Safety, especially for rear occupants, NVH levels. **Verdict:** Affordable, but with questionable safety, **Alternatives: 1.** Renault Kwid **2.** Maruti Suzuki Alto

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
redi-GO D	2.68	799/3	5	72	54	NA	28	222	155/80 R13	-	26.73	141.8	NA	-	-	-	-	NA	NA
redi-GO S	3.75	799/3	5	72	54	NA	28	222	155/80 R13	-	26.73	141.8	17.9	F	D	✓	-	Feb 17	★★★☆☆
redi-GO 1.0 T(O)	3.90	999/3	5	91	68	NA	28	222	155/80 R13	-	NA	NA	NA	-	-	✓	-	NA	NA
redi-GO 1.0 S AMT	4.29	999/3	5A	91	68	NA	28	222	155/80 R13	-	NA	NA	NA	F	D	✓	-	NA	NA

GO

For: Space, efficiency, price. **Against:** Safety, especially for rear occupants, NVH levels. **Verdict:** Good buy for the price, but safety has been compromised. **Alternatives: 1.** Renault Kwid **2.** Maruti Suzuki Alto K10 **3.** Hyundai Santro

1.2 (P) D	3.29	1198/3	5	104	68	859	35	265	165/70 R14	-	14.13	156.3	14.25	F	✓	-	-	May 14	★★★½☆
1.2 (P) T(O) CVT	6.18	1198/3	CVT	104	77	913	35	265	165/70 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

GO+

For: Space, efficiency, price. **Against:** Safety, boot space, NVH levels. **Verdict:** Seven-seater with limited boot space. **Alternatives: 1.** Renault Triber **2.** Maruti Suzuki Eeco

1.2 (P) D	3.91	1198/3	5	104	68	905	35	48	165/70 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 (P) T(O)	6.80	1198/3	CVT	104	77	940	35	48	165/70 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

FERRARI

PORTOFINO

For: Driver appeal and engagement, design. **Against:** Price. **Verdict:** Capable and stylish grand-tourer. **Alternatives: 1.** Porsche 911 Turbo S Cabriolet **2.** Lamborghini Huracán RWD Spyder

Portofino	350.00	3855/8	7A	760	600	1664	80	292	285/35 ZR20	✓	NA	320	NA	✓	✓	✓	✓	NA	NA

488 GTB

For: Turbo engine's comeback. **Against:** Price. **Verdict:** Extreme power in a compact package. **Alternatives: 1.** Lamborghini Huracán

488 GTB Spider	440.00	3902/8	7A	760	670	1525	78	230	305/30 ZR20	✓	NA	325	NA	✓	✓	✓	✓	NA	NA

F8

For: Turbo engine's comeback. **Against:** Price. **Verdict:** Extreme power in a compact package. **Alternatives: 1.** Lamborghini Huracán

F8 Tributo	402.00	3902/8	7A	770	720	1435	78	230	305/30 ZR20	✓	NA	330	NA	✓	✓	✓	✓	NA	NA

812 SUPERFAST

For: Monstrous power. **Against:** Monstrous price. **Verdict:** The essential Ferrari; armed to the tooth with cutting-edge tech. **Alternatives: 1.** Lamborghini Aventador S

812 Superfast	520.00	6496/12	7A	718	800	1525	92	320	315/35 ZR20	✓	NA	340	NA	✓	✓	✓	✓	NA	NA

GTC4LUSSO

For: Extreme performance for four. **Against:** Price. **Verdict:** The fitting evolution to the capable FF. **Alternatives: 1.** Aston Martin DB11 **2.** Rolls-Royce Wraith

GTC4Lusso T	420.00	3855/8	7A	760	610	1865	91	450	295/35 ZR20	✓	NA	322	NA	✓	✓	✓	✓	NA	NA
GTC4Lusso	520.00	6262/12	7A	697	690	1920	91	450	295/35 ZR20	✓	NA	335	NA	✓	✓	✓	✓	NA	NA

FIAT

PUNTO

For: Looks. power, equipment. **Against:** Turbo lag. **Verdict:** Genuinely exciting and fun-to-drive car. **Alternatives: 1.** Volkswagen Polo **2.** Hyundai Elite i20 **3.** Toyota Etios Liva **4.** Maruti Suzuki Swift

Evo 1.2 FIRE P Dynamic	5.36	1172/4	5	96	68	1105	45	280	165/80 R14	-	18.3	154.2	10.7	✓	-	✓	-	NA	NA
Abarth P	9.67	1368/4	5	212	145	NA	45	280	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Evo MJD Active	6.30	1248/4	5	209	93	1162	45	280	165/80 R14	-	17.5	154.5	18.9	✓	-	-	-	NA	NA
Evo MJD Emotion	7.47	1248/4	5	209	93	1198	45	280	195/60 R15	-	17.5	154.5	18.9	✓	✓	✓	✓	Aug 09	★★★★½
Urban Cross MJD Active	6.60	1248/4	5	209	93	NA	45	280	205/55 R16	-	NA	NA	NA	✓	-	-	✓	NA	NA
Urban Cross T-Jet P	9.59	1368/4	5	210	140	NA	45	280	205/55 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Avventura MJD Active	7.12	1248/4	5	209	93	1240	45	280	205/55 R16	-	NA	NA	16.0	✓	-	-	✓	Nov 14	★★★★½
Avventura T-Jet P Abarth	9.89	1368/4	5	210	140	NA	45	280	205/55 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA

LINEA

For: Looks, equipment. **Against:** Engine feels breathless at high revs, rear space. **Verdict:** Elegant and practical at the same time.
Alternatives: 1. Volkswagen Vento **2.** Hyundai Verna **3.** Honda City

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
1.4 FIRE P Active	7.16	1368/4	5	115	90	1192	45	500	195/60 R15	-	13.9	170	12.3	✓	-	✓	-	NA	NA
125S P Emotion	9.98	1368/4	5	208	125	1258	45	500	205/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiJet D Active	8.62	1248/4	5	209	93	1236	45	500	195/60 R15	-	11.8	168	16.3	✓	-	✓	-	NA	NA
MultiJet D Emotion	9.91	1248/4	5	209	93	1268	45	500	205/55 R16	-	11.8	168	16.3	✓	✓	✓	✓	Jan 09	★★★★½

FORCE MOTORS

GURKHA

For: Off-road ability, functionality. **Against:** Basic interior. **Verdict:** All the off-roader you would ever need, and at a good price.
Alternatives: 1. Mahindra Thar

Xpedition 4x2 5-dr	9.99	2596/4	5	230	85	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Xplorer 4x4 3-dr	10.49	2596/4	5	230	85	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Xplorer 4x4 5-dr	12.15	2596/4	5	230	85	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Xtreme 4x4 3-dr	12.99	2149/4	5	321	140	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA

FORD

FIGO

For: Styling, practicality, price. **Against:** Dynamics could be tighter. **Verdict:** Peppy and rather hot hatchback.
Alternatives: 1. Hyundai Grand i10 **2.** Maruti Suzuki Swift **3.** Nissan Micra **4.** Toyota Etios Liva

1.2 Ambiente (P)	5.82	1196/4	5	112	88	NA	42	359	175/65 R14	-	NA	NA	NA	-	D	-	-	NA	NA
1.2 S (P)	7.08	1196/4	5	112	88	NA	42	359	195/55 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 Titanium A/T (P)	8.46	1499/4	6A	136	112	NA	42	359	175/65 R14	✓	12.5	178.52	10.5	✓	✓	✓	✓	Dec 15	★★★★½
1.5 TDCi	6.31	1498/4	5	215	100	NA	40	359	175/65 R14	-	11.55	172.23	15.5	-	D	-	-	NA	NA
1.5 TDCi S	7.94	1498/4	5	215	100	NA	40	359	195/55 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Titanium+	7.95	1498/4	5	215	100	NA	40	359	175/65 R14	-	11.55	172.23	15.5	✓	✓	✓	✓	Feb 16	★★★★½

FREESTYLE

For: Styling, practicality, driver appeal. **Against:** Not much. **Verdict:** Capable and fun all-rounder.
Alternatives: 1. Hyundai i20 Active **2.** Honda WR-V **3.** Maruti Suzuki Ignis **4.** Mahindra KUV100

1.2 (P) Ambiente	5.43	1194/4	5	120	96	1026	42	257	185/60 R15	-	14.65	170	13.5	F	✓	-	-	NA	NA
1.2 (P) Titanium+	7.23	1194/4	5	120	96	1044	42	257	185/60 R15	✓	14.65	170	13.5	✓	✓	✓	✓	Feb 19	★★★★½
1.5 TDCi Ambiente	6.28	1498/4	5	215	100	1062	40	257	185/60 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
1.5 TDCi Titanium+	8.03	1498/4	5	215	100	1080	40	257	185/60 R15	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

ASPIRE

For: Styling, practicality, equipment. **Against:** Not much. **Verdict:** Exciting new compact sedan.
Alternatives: 1. Maruti Suzuki Dzire **2.** Honda Amaze **3.** Volkswagen Ameo **4.** Hyundai Xcent

1.2 Ambiente (P)	5.55	1194/4	5	120	96	1016	42	359	175/65 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 Titanium+ (P)	7.45	1194/4	5	120	96	1043	42	359	195/55 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 Titanium AT (P)	8.70	1497/4	6A	150	123	1103	42	359	195/55 R15	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Ambiente	6.56	1498/4	5	215	100	1053	40	359	175/65 R14	-	10.74	174.5	15.2	F	✓	-	-	NA	NA
1.5 TDCi Titanium+	8.25	1498/4	5	215	100	1080	40	359	195/55 R15	-	10.74	174.5	15.2	✓	✓	✓	✓	Oct 15	★★★★½

MUSTANG

For: Style, heritage, presence, driver appeal. **Against:** Price. **Verdict:** American muscle now officially available in India.
Alternatives: 1. Import a Chevy Camaro or Dodge Challenger **2.** Porsche 718 Cayman

GT Fastback 5.0 A/T	74.62	4951/8	6A	515	401	1770	61	408	275/40 R19	✓	6.02	250	4.75	✓	✓	✓	✓	Sep 17	★★★★½

ECOSPORT

For: Trendsetter, first sub-four metre SUV, benchmark turbo-petrol engine. **Against:** Space. **Verdict:** Good, fun urban SUV.
Alternatives: 1. Mahindra XUV300 **2.** Hyundai Venue **3.** Maruti Suzuki Vitara Brezza

1.5 Ambiente (P)	7.81	1497/4	5	150	123	1220	52	352	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 Titanium+ AT (P)	11.20	1497/4	6A	150	123	1320	52	352	205/60 R16	✓	13.15	NA	10.25	✓	✓	✓	✓	Jan 18	★★★★☆
1.0 EcoBoost S	10.86	999/3	6	170	125	1281	52	352	205/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Ambiente	8.31	1498/4	5	205	100	1261	52	352	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 TDCi S	11.35	1498/4	5	205	100	1304	52	352	205/50 R17	✓	12.73	161.2	15.5	✓	✓	✓	✓	Aug 19	★★★★½

ENDEAVOUR

For: Space, equipment, handling, safety. **Against:** Not much. **Verdict:** Modern and contemporary full-size SUV.
Alternatives: 1. Škoda Kodiaq **2.** Toyota Fortuner **3.** Isuzu mu-X **4.** Mahindra Alturas G4

2.2 Titanium 4x2	28.19	2198/4	6	385	160	2204	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.2 Titanium+ 4x2 AT	30.60	2198/4	6A	385	160	2238	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.2 Titanium+ 4x4 AT	32.97	3198/5	6A	470	200	2394	80	450	265/60 R18	✓	11.38	180.1	NA	✓	✓	✓	✓	Feb 16	★★★★☆

HONDA

AMAZE

For: Space, fuel efficiency, equipment. **Against:** Questionable styling. **Verdict:** A credible alternative in the sub four-metre category.
Alternatives: 1. Volkswagen Ameo **2.** Maruti Suzuki Dzire **3.** Ford Aspire

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) E	5.88	1198/4	5	110	90	905	35	420	175/65 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
i-VTEC (P) VX CVT	8.59	1198/4	CVT	110	90	948	35	420	175/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC E	6.98	1498/4	5	200	100	993	35	420	175/65 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
i-DTEC VX CVT	9.59	1498/4	CVT	160	80	1042	35	420	175/65 R15	-	11.95	142.8	16.75	✓	✓	✓	✓	Jul 18	★★★★½

JAZZ

For: Interior, comfort, ride quality. **Against:** Not much, except a bit of engine noise (diesel). **Verdict:** Good all-rounder.
Alternatives: 1. Volkswagen Polo **2.** Hyundai Elite i20 **3.** Maruti Suzuki Swift **4.** FIAT Punto Evo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) V	7.45	1198/4	5	110	90	1007	40	354	175/65 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
i-VTEC (P) VX CVT	9.09	1198/4	CVT	110	90	1066	40	354	175/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC S	8.22	1498/4	6	200	100	1120	40	354	175/65 R15	-	12.84	166.9	20.5	✓	-	-	-	NA	NA
i-DTEC VX	9.47	1498/4	6	200	100	1155	40	354	175/65 R15	-	12.84	166.9	20.5	✓	✓	✓	✓	Sep 15	★★★★½

CITY

For: Engine, interior, equipment. **Against:** High-speed stability. **Verdict:** Exceptional combination of performance and efficiency.
Alternatives: 1. Hyundai Verna **2.** Škoda Rapid **3.** Volkswagen Vento **4.** FIAT Linea

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) SV	9.93	1497/4	5	145	119	1058	40	510	175/65 R15	-	10.2	194	17.0	✓	✓	✓	-	NA	NA
i-VTEC (P) ZX CVT	14.34	1497/4	CVT	145	119	1100	40	510	185/55 R16	-	11.3	169.3	14.2	✓	✓	✓	✓	Mar 14	★★★★½
i-DTEC SV	11.24	1498/4	6	200	100	1147	40	510	175/65 R15	-	10.49	175.6	19.5	✓	✓	✓	-	NA	NA
i-DTEC ZX	14.35	1498/4	6	200	100	1175	40	510	185/55 R16	-	10.49	175.6	19.5	✓	✓	✓	✓	Feb 14	★★★★½

CIVIC

For: Style, steering feel, equipment. **Against:** No manual petrol? **Verdict:** Exceptional combination of performance and efficiency.
Alternatives: 1. Škoda Octavia **2.** Hyundai Elanta **3.** Toyota Corolla Altis

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) V CVT	17.72	1799/4	CVT	174	141	1268	47	430	215/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-VTEC (P) ZX CVT	21.02	1799/4	CVT	174	141	1300	47	430	215/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC VX MT	20.52	1597/4	6	300	120	1325	47	430	215/55 R16	✓	12.69	NA	15.12	✓	✓	✓	✓	NA	NA
i-DTEC ZX MT	22.32	1597/4	6	300	120	1353	47	430	215/50 R17	✓	12.69	NA	15.12	✓	✓	✓	✓	Jun 19	★★★★½

ACCORD

For: Performance, refinement, equipment. **Against:** Not much. **Verdict:** Refined, premium eco-alternative to the Europeans.
Alternatives: 1. Toyota Camry **2.** Škoda Superb

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Hybrid	43.44	1993/4	CVT	NA	215	1620	40	390	235/45 R18	✓	8.22	180	16.8	✓	✓	✓	✓	Feb 17	★★★★★

WR-V

For: Space, practicality, efficiency. **Against:** Cabin noise. **Verdict:** Capable and practical all-rounder.
Alternatives: 1. Maruti Suzuki Vitara Brezza **2.** Ford EcoSport **3.** Hyundai Venue

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) S	7.92	1198/4	5	110	90	1087	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
i-VTEC (P) VX	9.25	1198/4	5	110	90	1104	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC S	9.02	1498/4	6	200	100	1176	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
i-DTEC VX	10.30	1498/4	6	200	100	1204	40	363	195/60 R16	-	13.13	140.7	19.5	✓	✓	✓	✓	Feb 18	★★★★☆

BR-V

For: Space, practicality, all-road ability. **Against:** Interior could be better. **Verdict:** Capable seven-seater.
Alternatives: 1. Renault Lodgy **2.** Mahindra Marazzo **3.** Maruti Suzuki XL6

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) E	9.58	1497/4	6	145	119	1199	42	223	195/60 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
i-VTEC (P) V CVT	12.91	1497/4	CVT	145	119	1238	42	223	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC S	11.92	1498/4	6	200	100	1271	42	223	195/60 R16	-	15.89	141.6	17.5	✓	✓	-	-	NA	NA
i-DTEC VX	13.88	1498/4	6	200	100	1306	42	223	195/60 R16	-	15.89	141.6	17.5	✓	✓	✓	✓	Aug 16	★★★★☆

CR-V

For: Car-like driving experience, comfort, equipment. **Against:** Cabin noise levels. **Verdict:** A great SUV just got better.
Alternatives: 1. Hyundai Tucson **2.** Škoda Kodiaq

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
i-VTEC (P) 2WD CVT 5-st	28.27	1997/4	CVT	189	154	1545	57	522	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC AT 2WD 7-st	30.67	1597/4	9A	300	120	1666	57	150	235/60 R18	✓	11.71	NA	12.75	✓	✓	✓	✓	Feb 19	★★★★½
i-DTEC AT AWD 7-st	32.77	1597/4	9A	300	120	1725	57	150	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

HYUNDAI

SANTRO

For: Space, practicality, auto shift quality, value. **Against:** Equipment on lower variants. **Verdict:** Modern city car loaded with features.
Alternatives: 1. Maruti Suzuki WagonR **2.** Tata Tiago **3.** Renault Kwid

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
D-Lite	3.90	1086/4	5	99	69	NA	35	235	155/80 R13	-	NA	NA	NA	F	D	-	-	NA	NA
Asta	5.50	1086/4	5	99	69	NA	35	235	165/70 R14	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Magna Auto	5.21	1086/4	5A	99	69	NA	35	235	155/70 R13	-	19.37	128.9	15.0	✓	D	✓	-	NA	NA
Sportz Auto	5.60	1086/4	5A	99	69	NA	35	235	165/70 R14	-	19.37	128.9	15.0	✓	D	✓	-	Dec 18	★★★★½
Sportz CNG	5.68	1086/4	5	84	59	NA	35	235	165/70 R14	-	NA	NA	NA	✓	D	✓	-	NA	NA

GRAND i10 NIOS

For: Practicality, handling, equipment, fit-and-finish, value. **Against:** Can get pricey at the top. **Verdict:** Very practical car.
Alternatives: 1. Maruti Suzuki Ignis/Swift **2.** Ford Figo **3.** Volkswagen Polo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol Era	5.00	1197/4	5	114	83	NA	37	NA	165/65 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
Petrol Magna Auto	6.38	1197/4	5A	114	83	NA	37	NA	165/65 R14	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol Sportz Auto	6.98	1197/4	5A	114	83	NA	37	NA	165/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Petrol Asta	7.14	1197/4	5	114	83	NA	37	NA	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi Magna	6.20	1186/3	5	190	75	NA	37	NA	165/65 R14	-	NA	NA	NA	✓	✓	✓	-	NA	NA
CRDi Asta	7.85	1186/3	5	190	75	NA	37	NA	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi Sportz Auto	7.99	1186/3	5A	190	75	NA	37	NA	165/65 R14	-	14.05	157.9	17.0	✓	✓	✓	✓	Oct 19	★★★★½

ELITE i20

For: Interior, equipment, ride quality, styling. **Against:** Price. **Verdict:** One of the best modern hatchbacks.
Alternatives: 1. Maruti Suzuki Swift/Baleno **2.** Volkswagen Polo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.2 Era	5.50	1197/4	5	115	83	NA	45	285	185/70 R14	-	NA	NA	NA	✓	-	-	-	NA	NA
VTVT 1.2 Asta CVT	9.12	1197/4	CVT	115	83	NA	45	285	195/55 R16	-	15.43	141.1	10.5	✓	✓	✓	✓	Jul 18	★★★★½
CRDi 1.4 Era	6.89	1396/4	6	220	90	NA	45	285	185/70 R14	-	13.76	172.8	19.5	✓	-	-	-	NA	NA
CRDi 1.4 Asta	9.32	1396/4	6	220	90	NA	45	285	195/55 R16	-	13.76	172.8	19.5	✓	✓	✓	✓	Oct 14	★★★★½

i20 ACTIVE

For: Interior, equipment, ride height, practicality, looks. **Against:** Dynamics could be better. **Verdict:** Capable crossover conversion.
Alternatives: 1. Honda WR-V **2.** Ford EcoSport

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.2	7.77	1197/4	5	115	83	NA	45	285	185/65 R15	-	NA	NA	NA	✓	-	-	✓	NA	NA
VTVT 1.2 SX	8.60	1197/4	5	115	83	NA	45	285	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4 SX	10.00	1396/4	6	220	90	NA	45	285	195/55 R16	-	16.17	158.3	19.5	✓	✓	✓	✓	May 15	★★★★½

XCENT

For: Interior, equipment, NVH levels. **Against:** Feels underpowered, soft suspension. **Verdict:** A fitting replacement for the Accent.
Alternatives: 1. Volkswagen Ameo **2.** Maruti Suzuki Dzire **3.** Honda Amaze **4.** Ford Aspire

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.2 E	5.75	1197/4	5	114	83	NA	43	NA	165/65 R14	-	NA	NA	NA	F	-	-	-	NA	NA
VTVT 1.2 S AT	7.36	1197/4	4A	114	83	NA	43	NA	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.2 E	6.67	1186/3	5	190	75	NA	43	NA	165/65 R14	-	16.63	154	17.25	F	-	-	-	NA	NA
CRDi 1.2 SX(O)	8.78	1186/3	5	190	75	NA	43	NA	175/60 R15	-	16.63	154	17.25	✓	✓	✓	✓	May 17	★★★★½

VERNA

For: Interior, equipment, handling, design, available variants. **Against:** Not much. **Verdict:** Value for money.
Alternatives: 1. Maruti Suzuki Ciaz **2.** Volkswagen Vento **3.** Škoda Rapid **4.** Honda City

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.4 E	8.09	1396/4	5	132	100	NA	45	NA	185/65 R15	-	NA	NA	NA	✓	✓	-	-	NA	NA
VTVT 1.6 SX(O) AT	12.85	1591/4	6A	155	123	NA	45	NA	195/55 R16	-	11.41	177	12.5	✓	✓	✓	✓	Jun 18	★★★★½
CRDi 1.4 E	9.34	1582/4	6	260	128	NA	45	NA	185/65 R15	-	NA	NA	NA	✓	✓	-	-	NA	NA
CRDi 1.6 SX(O)	12.99	1582/4	6	260	128	NA	45	NA	195/55 R16	-	10.97	174.8	NA	✓	✓	✓	✓	Oct 17	★★★★½
CRDi 1.6 SX(O) AT	14.05	1582/4	6A	260	128	NA	45	NA	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

ELANTRA

For: NA. **Against:** NA. **Verdict:** NA
Alternatives: 1. Škoda Octavia **2.** Toyota Corolla Altis **3.** Honda Civic

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 2.0 S	15.89	1999/4	6	192	152	1215	50	NA	205/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 2.0 SX(O) AT	20.39	1999/4	6A	192	152	NA	50	NA	205/60 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

KONA

For: Zero-emission performance, equipment. **Against:** Practicality limited by infrastructure. **Verdict:** Future mobility available today.
Alternatives: None at present

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Electric Premium	23.72	El 39.2kWh	1A	395	136	1593	NA	373	215/55 R17	✓	NA	155	NA	✓	✓	✓	✓	NA	NA

VENUE

For: Handling, equipment. **Against:** Rear passenger room. **Verdict:** Thoroughly modern and well-equipped compact SUV.
Alternatives: 1. Maruti Suzuki Vitara Brezza **2.** Ford EcoSport **3.** Mahindra XUV300

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.2 E	6.50	1197/4	5	113	83	NA	45	NA	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
T-GDI 1.0 SX(O)	10.60	1591/4	6	172	120	NA	45	NA	215/60 R16	-	11.64	182.5	12.25	✓	✓	✓	✓	Sep 19	★★★★½
T-GDI 1.0 SX+ DCT	11.11	1591/4	7A	172	120	NA	45	NA	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4 E	7.75	1396/4	6	220	90	NA	45	NA	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
CRDi 1.4 SX(O)	10.84	1396/4	6	220	90	NA	45	NA	215/60 R16	-	14.47	151.1	16.25	✓	✓	✓	✓	Aug 19	★★★★½

CRETA

For: Space, interior, practicality. **Against:** Not much. **Verdict:** Capable as a city runabout and for a highway jaunt.
Alternatives: 1. Maruti Suzuki S-Cross **2.** Renault Duster **3.** Nissan Terrano **4.** Mahindra XUV500

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 1.6 E+	10.00	1591/4	6	151	123	NA	55	NA	205/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
VTVT 1.6 SX AT	13.74	1591/4	6A	151	123	NA	55	NA	215/60 R17	-	13.47	144.8	9.5	✓	✓	✓	✓	Nov 16	★★★★☆
VTVT 1.6 SX(O) Executive	14.14	1591/4	6	151	123	NA	55	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4 E+	10.00	1396/4	6	220	90	NA	55	NA	205/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
CRDi 1.6 SX AT	15.19	1582/4	6A	260	128	NA	55	NA	215/60 R17	-	12.04	160.2	11.12	✓	✓	✓	✓	Aug 15	★★★★½
CRDi 1.6 SX(O) Executive	15.64	1582/4	6	260	128	NA	55	NA	215/60 R17	✓	12.48	175.8	14.8	✓	✓	✓	✓	Nov 15	★★★★½

TUCSON

For: Style, equipment (GLS). **Against:** Manual transmission only in basic trim. **Verdict:** Smart-looking urban SUV.
Alternatives: 1. Jeep Compass **2.** Mahindra XUV500

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
VTVT 2.0 L	18.75	1999/4	6	192	155	NA	62	513	225/60 R17	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 2.0 GLS AT	23.72	1999/4	6A	192	155	NA	62	513	225/55 R18	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 2.0 L	20.78	1995/4	6	400	185	NA	62	513	225/60 R17	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 2.0 GLS 4WD AT	26.95	1995/4	6A	400	185	NA	62	513	225/55 R18	✓	9.61	201	11.25	✓	✓	✓	✓	Jan 17	★★★★½

ISUZU

MU-X

For: Features, equipment, comfort, space. **Against:** Price, service network. **Verdict:** More modern Isuzu full-size SUV.
Alternatives: 1. Ford Endeavour **2.** Toyota Fortuner **3.** Mitsubishi Pajero Sport

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
3.0 Ddi AT 4x2	27.29	2999/4	5A	380	177	1900	65	NA	255/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 Ddi AT 4x4	29.25	2999/4	5A	380	177	1945	65	NA	255/65 R17	✓	12.46	163.4	NA	✓	✓	✓	✓	Jul 17	★★★★☆

D-MAX

For: Capability, comfort, practicality, safety, equipment. **Against:** Size, in the city. **Verdict:** First Japanese pick-up in India.
Alternatives: None

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
V-Cross	15.51	2499/4	5	320	136	1935	76	NA	255/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V-Cross Z	17.03	2499/4	5	320	136	1945	76	NA	255/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V-Cross Z-Prestige AT	19.99	1898/4	6A	350	150	1952	76	NA	255/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

JAGUAR

XE

For: Performance, looks, brand. **Against:** Space, price. **Verdict:** Jaguar's compact luxury challenger.
Alternatives: 1. BMW 3 Series **2.** Mercedes-Benz C-Class **3.** Volvo S60 **4.** Audi A4

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
20t (P) Pure	40.61	1997/4	8A	320	200	1515	63	455	225/55 R17	✓	NA	237	NA	✓	✓	✓	✓	NA	NA
25t (P) Portfolio	46.52	1997/4	8A	365	250	1520	63	455	225/55 R17	✓	8.66	250	NA	✓	✓	✓	✓	Apr 16	★★★★★
20d Pure	41.34	1999/4	8A	430	180	NA	63	455	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
20d Portfolio	47.00	1999/4	8A	430	180	NA	63	455	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

XF

For: Performance, looks, brand. **Against:** Space, service and availability, price. **Verdict:** A true British car with good looks.
Alternatives: 1. BMW 5 Series **2.** Mercedes-Benz E-Class **3.** Volvo S90 **4.** Audi A6

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
20t (P) Prestige	54.37	1997/4	8A	320	200	1730	74	505	235/55 R17	✓	NA	235	NA	✓	✓	✓	✓	NA	NA
25t (P) Portfolio	60.74	1997/4	8A	365	250	1738	74	505	245/45 R18	✓	NA	244	NA	✓	✓	✓	✓	NA	NA
20d Pure	49.78	1999/4	8A	430	180	1687	66	505	235/55 R17	✓	NA	229	NA	✓	✓	✓	✓	NA	NA
20d Portfolio	61.39	1999/4	8A	430	180	1760	66	505	245/45 R18	✓	NA	229	NA	✓	✓	✓	✓	NA	NA

XJ

For: Luxury, space, styling. **Against:** Price. **Verdict:** Don't want a German luxury car? This is the one for you.
Alternatives: 1. BMW 7 Series **2.** Audi A8 **3.** Mercedes-Benz S-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
3.0d XJ50	111.30	2993/6	8A	700	300	1860	77	520	275/40 R19	✓	7.14	250	7.0	✓	✓	✓	✓	Aug 15	★★★★★

F-TYPE

For: Exclusivity, power. **Against:** Price (V8). **Verdict:** Raw and exciting sports car.
Alternatives: 1. Porsche 718 (2.0), 911 Turbo (V8) **2.** Audi R8 **3.** Mercedes-AMG GT **4.** Nissan GT-R

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
2.0i Coupé	90.93	1997/4	8A	400	300	1525	63	408	295/35 ZR19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
2.0i Convertible	101.45	1997/4	8A	400	300	1545	63	196	295/35 ZR19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
R AWD Coupé	221.56	5000/8	8A	680	550	1650	70	408	295/30 ZR20	✓	4.06	300	4.75	✓	✓	✓	✓	Mar 15	★★★★★
R AWD Convertible	236.60	5000/8	8A	680	550	1665	72	196	295/30 ZR20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SVR Coupé	265.02	5000/8	8A	680	575	1650	70	408	295/30 ZR20	✓	NA	322	NA	✓	✓	✓	✓	NA	NA
SVR Convertible	280.05	5000/8	8A	680	575	1665	72	196	295/30 ZR20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

F-PACE

For: Ride, build quality, comfort, safety, equipment. **Against:** Price. **Verdict:** A genuinely capable and credible package.
Alternatives: 1. Porsche Macan **2.** BMW X3

25t (P) Prestige	64.23	1997/4	8A	365	250	1750	60	650	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
20d Prestige	64.64	1999/4	8A	430	180	1775	60	650	235/60 R18	✓	11.3	208	9.13	✓	✓	✓	✓	Jun 17	★★★★★

JEEP

COMPASS

For: Styling, safety, equipment, comfort, capability, ride quality. **Against:** Not much. **Verdict:** The most accessible Jeep.
Alternatives: 1. Mahindra XUV500 **2.** Hyundai Creta **3.** Renault Duster

MultiAir (P) Sport	15.60	1368/4	6	250	162	1537	60	NA	215/65 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiAir (P) Limited+ AT	21.67	1368/4	7A	250	162	1562	60	NA	225/60 R17	✓	10.47	176.2	9.25	✓	✓	✓	✓	Dec 17	★★★★☆
MultiJet Sport	16.61	1956/4	6	350	173	1551	60	NA	215/65 R16	✓	12.91	189.7	9.0	✓	✓	✓	✓	Sep 17	★★★★☆
Trailhawk 4x4	26.80	1956/4	9A	350	173	1648	60	NA	225/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

WRANGLER

For: Off-road cred, style, driver appeal. **Against:** On-road cred, price. **Verdict:** If you want a hardcore off-roader...
Alternatives: None

Unlimited Petrol	63.94	1995/4	8A	400	272	2119	85	NA	245/75 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

GRAND CHEROKEE

For: Space, comfort, ride quality, off-road ability. **Against:** Price (EcoDiesel). **Verdict:** Great balance between luxury and capability.
Alternatives: 1. Porsche Cayenne **2.** Audi Q7 **3.** Volvo XC90 **4.** Mercedes-AMG G 63 (for SRT)

EcoDiesel Limited	78.82	2987/6	8A	570	243	2432	93.5	1025	265/60 R18	✓	9.05	203	8.38	✓	✓	✓	✓	NA	NA
EcoDiesel Summit	89.30	2987/6	8A	570	243	2455	93.5	1025	265/50 R20	✓	9.05	203	8.38	✓	✓	✓	✓	May 16	★★★★½
Petrol Summit	78.82	3604/6	8A	347	289	NA	93.5	1025	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SRT	113.40	6417/8	8A	624	475	2458	93.5	1025	295/45 R20	✓	6.16	257	4.13	✓	✓	✓	✓	Jun 16	★★★★½

KIA

SELTOS

For: Styling, equipment, interior, ride quality. **Against:** Not much. **Verdict:** Modern crossover built for it all.
Alternatives: 1. Mahindra XUV500 **2.** Hyundai Creta **3.** MG Hector

1.5 Petrol HTE	9.69	1497/4	6	144	115	1537	50	433	205/65 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 Petrol HTX IVT	13.79	1497/4	CVT	144	115	1562	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 CRDi HTE	9.99	1493/4	6	250	115	1551	50	433	205/65 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 CRDi HTX+	14.99	1493/4	6	250	115	NA	50	433	215/60 R17	✓	13.48	NA	13.5	✓	✓	✓	✓	Dec 19	★★★★½
1.5 CRDi GTX+ AT	16.99	1493/4	6A	250	115	NA	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 T-GDI GTK	13.49	1353/4	6	242	140	NA	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 T-GDI GTX+ DCT	16.99	1353/4	7A	242	140	1648	50	433	215/60 R17	✓	9.13	183.9	11.5	✓	✓	✓	✓	Oct 19	★★★★½

LAMBORGHINI

HURACÁN

For: Style, agility, handling, acceleration. **Against:** Price. **Verdict:** Probably the most exotic V10 supercar on sale today.
Alternatives: 1. Ferrari Portofino **2.** Ferrari 488 GTB **3.** Porsche 911 GT3/GT3 RS

RWD Coupé	301.00	5204/10	7A	540	580	1389	90	NA	305/35 ZR19	✓	NA	320	NA	✓	✓	✓	✓	NA	NA
RWD Spyder	345.00	5204/10	7A	540	580	1509	90	NA	305/35 ZR19	✓	NA	319	NA	✓	✓	✓	✓	NA	NA
Evo Coupé	373.00	5204/10	7A	600	640	1422	90	NA	305/30 ZR20	✓	NA	325	NA	✓	✓	✓	✓	NA	NA
Evo Spyder	410.00	5204/10	7A	600	640	1542	90	NA	305/30 ZR20	✓	NA	324	NA	✓	✓	✓	✓	NA	NA
Performante	405.00	5204/10	7A	600	640	1382	90	NA	305/30 ZR20	✓	NA	325	NA	✓	✓	✓	✓	NA	NA
Performante Spyder	BO	5204/10	7A	600	640	1507	90	NA	305/30 ZR20	✓	NA	325	NA	✓	✓	✓	✓	NA	NA

AVENTADOR

For: Style, aggressive acceleration. **Against:** Price. **Verdict:** A proper big V12 Lambo supercar.
Alternatives: 1. Ferrari 812 Superfast

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
S Coupé	501.00	6498/12	7A	690	740	1575	90	NA	355/25 ZR21	✓	NA	350	NA	✓	✓	✓	✓	NA	NA
Roadster	529.00	6498/12	7A	690	700	1565	90	NA	335/30 ZR20	✓	NA	350	NA	✓	✓	✓	✓	NA	NA
SVJ Coupé	BO	6498/12	7A	720	770	1525	90	NA	355/25 ZR21	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

URUS

For: Performance, capability. **Against:** Price. **Verdict:** Lamborghini's first modern SUV, and the fastest in the world.
Alternatives: 1. Bentley Bentayga **2.** Porsche Cayenne Turbo

Urus	310.00	3996/8	8A	850	650	2197	85	NA	315/40 ZR21	✓	NA	305	NA	✓	✓	✓	✓	NA	NA

LAND ROVER

DISCOVERY SPORT

For: Off-road capability. **Against:** Price. **Verdict:** Good all-round SUV with Land Rover off-road ability.
Alternatives: 1. Volvo XC60 **2.** Lexus NX **3.** BMW X3 **4.** Mercedes-Benz GLC-Class

TD4 Pure 5-st	44.68	1999/4	9A	380	150	NA	NA	NA	235/65 R17	✓	12.48	177.5	9.75	✓	✓	✓	✓	Jan 16	★★★★½
SD4 HSE Luxury Dyna 7-st	61.95	1999/4	9A	430	180	NA	NA	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Si4 (P) SE 7-st	51.37	1999/4	9A	365	250	NA	NA	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SI4 (P) HSE 7-st	55.85	1999/4	9A	365	250	NA	NA	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

DISCOVERY

For: Comfort, equipment, off-road ability. **Against:** Price. **Verdict:** The more modernised and equally capable full-size SUV.
Alternatives: 1. Volvo XC90 **2.** Audi Q7 **3.** Mercedes-Benz GLS-Class

3.0i (P) S	76.94	2995/6	8A	450	340	NA	89	258	255/55 R19	✓	NA	215	NA	✓	✓	✓	✓	NA	NA
3.0 Si6 (P) HSE Luxury	89.38	2995/6	8A	450	340	NA	89	1231	275/40 R21	✓	NA	215	NA	✓	✓	✓	✓	NA	NA
2.0 TD4 S	75.18	1999/4	8A	500	240	NA	85	258	255/55 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 TD6 HSE Luxury	108.62	2993/6	8A	600	258	2223	85	1231	275/40 R21	✓	NA	209	NA	✓	✓	✓	✓	NA	NA

RANGE ROVER EVOQUE

For: Looks, ride, equipment, handling, off-road ability. **Against:** Space, price. **Verdict:** If you want style, go for it
Alternatives: 1. Porsche Macan **2.** Volvo XC60 **3.** BMW X3

SD4 SE	52.06	1999/4	9A	430	180	1680	54	575	235/65 R17	✓	NA	195	NA	✓	✓	✓	✓	NA	NA
SD4 HSE Dynamic	62.96	1999/4	9A	430	180	1695	54	575	235/60 R18	✓	NA	195	NA	✓	✓	✓	✓	NA	NA
Si4 (P) SE	52.08	1999/4	9A	400	290	1808	68.5	575	235/60 R18	✓	NA	221	NA	✓	✓	✓	✓	NA	NA
Si4 (P) HSE Dynamic	61.94	1999/4	9A	400	290	1808	68.5	575	235/60 R18	✓	NA	221	NA	✓	✓	✓	✓	NA	NA
Convertible Si4 (P) HSE Dyna	69.53	1999/4	9A	340	240	1938	68.5	251	235/60 R18	✓	NA	209	NA	✓	✓	✓	✓	NA	NA

RANGE ROVER VELAR

For: NA. **Against:** NA. **Verdict:** Stylish and capable "mid-size" luxury SUV
Alternatives: 1. Lexus RX **2.** Volvo XC90 **3.**Mercedes-Benz GLE-Class

D180 R-Dynamic S	72.47	1999/4	8A	430	180	1857	60	558	255/55 R19	✓	NA	201	NA	✓	✓	✓	✓	NA	NA
P250 R-Dynamic S	82.90	1999/4	8A	365	250	1874	60	558	255/55 R19	✓	NA	217	NA	✓	✓	✓	✓	NA	NA

RANGE ROVER SPORT

For: Luxury. **Against:** Price. **Verdict:** If you want to stand out from the crowd...
Alternatives: 1. Porsche Cayenne **2.** Toyota Landcruiser 200 **3.** Jeep Grand Cherokee SRT **4.** Mercedes-Benz GLS-Class

TDV6 S	103.74	2993/6	8A	600	258	2115	80	784	255/55 R19	✓	NA	210	NA	✓	✓	✓	✓	NA	NA
SDV8 HSE	149.09	4367/8	8A	700	340	NA	80	784	255/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
P300 S	86.71	1999/4	8A	400	300	NA	80	784	255/55 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SCV8 (P) Autobiography Dy	179.41	5000/8	8A	625	525	2310	105	784	255/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SVR (P)	205.18	5000/8	8A	680	550	2310	105	784	275/45 R21	✓	5.40	260	NA	✓	✓	✓	✓	Jul 16	★★★★★

RANGE ROVER

For: Luxury, off-road ability. **Against:** Price. **Verdict:** Off-road ability and luxury both without compromise.
Alternatives: 1. Mercedes-Benz GLS-Class **2.** Bentley Bentayga **3.** Lexus LX

3.0 TDV6 Vogue	181.86	2993/6	8A	600	248	2160	85	909	255/55 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
5.0 SCV8 (P) SVAuto Dyna	325.22	5000/8	8A	680	550	2330	105	909	255/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 TDV6 L Vogue	195.28	2993/6	8A	600	248	NA	80	909	255/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
4.4 TDV8 L SVAuto	392.95	4367/8	8A	740	340	NA	105	909	275/45 R21	✓	NA	217	NA	✓	✓	✓	✓	NA	NA
3.0 SCV6 (P) L Vogue	195.28	2995/6	8A	450	340	NA	80	909	255/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
5.0 SCV8 (P) L SVAuto	405.00	5000/8	8A	680	550	NA	105	909	275/45 R21	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

LEXUS

ES

For: Styling, luxury, comfort, equipment. **Against:** Price. **Verdict:** The hybrid premium saloon bridging the present and the future.
Alternatives: 1. BMW 5 Series **2.** Mercedes-Benz E-Class **3.** Volvo S90

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
ES 300h	59.13	2487/4	CVT	NA	218	1680	65	454	235/45 R18	✓	NA	180	NA	✓	✓	✓	✓	NA	NA

LS

For: Attention to detail, luxury, comfort, equipment. **Against:** Price. **Verdict:** Cutting-edge hybrid luxury saloon.
Alternatives: 1. BMW 7 Series **2.** Mercedes-Maybach S-Class **3.** Porsche Panamera

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LS 500h Luxury	182.21	3456/6	CVT	NA	359	2300	82	430	245/45 R20	✓	6.58	250	9.12	✓	✓	✓	✓	NA	NA
LS 500h Ultra Luxury	187.36	3456/6	CVT	NA	359	2345	82	430	245/45 R20	✓	6.58	250	9.12	✓	✓	✓	✓	Mar 18	★★★★★

NX

For: Comfort, equipment, style. **Against:** Noisy at full chat. **Verdict:** Extremely luxurious, and relaxing to drive.
Alternatives: 1. BMW X3 **2.** Volvo XC60 **3.** Mercedes-Benz GLC-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
NX 300h Luxury	54.78	2494/4	CVT	NA	197	1896	56	475	225/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
NX 300h F-Sport	57.18	2494/4	CVT	NA	197	1896	56	475	225/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

RX

For: Style, luxury, comfort, equipment. **Against:** Price. **Verdict:** Among the most modern looking designs.
Alternatives: 1. Volvo XC90 **2.** Mercedes-Benz GLS-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
RX 450h L	99.00	3456/6	CVT	NA	313	2260	65	NA	235/60 R18	✓	NA	200	NA	✓	✓	✓	✓	NA	NA

LX

For: Luxury, size. **Against:** Size? **Verdict:** Premium SUV that isn't afraid to go off-road.
Alternatives: 1. BMW X7 **2.** Audi Q7 **3.** Mercedes-Benz GLS-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LX 450d	232.90	4461/8	6A	650	272	2740	93	NA	285/60 R18	✓	NA	210	NA	✓	✓	✓	✓	NA	NA
LX 570	232.90	5663/8	8A	530	367	2700	93	NA	285/60 R18	✓	NA	210	NA	✓	✓	✓	✓	NA	NA

MAHINDRA & MAHINDRA

e2o PLUS

For: Zero-emission mobility. **Against:** Price. **Verdict:** Electric car good enough for short city drives.
Alternatives: None

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
P4	7.46	- (11kWh)	2A	70	26	932	NA	135	165/60 R14	-	NA	80	NA	✓	-	✓	0	NA	NA
P6	8.22	- (11kWh)	2A	70	26	940	NA	135	165/60 R14	-	NA	80	NA	✓	-	✓	0	NA	NA

VERITO

For: Space, gearbox, ride, price. **Against:** Power, fit-and-finish, ergonomics. **Verdict:** Spacious, comfortable and practical sedan for those on a tight budget. **Alternatives: 1.** Maruti Suzuki Dzire **2.** Volkswagen Ameo **3.** Tata Tigor

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Vibe D2	6.58	1461/4	5	160	65	1150	50	330	185/70 R14	-	NA	NA	NA	-	-	-	-	NA	NA
Vibe D6	7.52	1461/4	5	160	65	1150	50	330	185/70 R14	-	16.04	153	NA	✓	D	✓	✓	Jul 13	★★★★☆
1.5 D2	7.51	1461/4	5	160	65	1140	50	510	185/70 R14	-	16.82	152	16.75	-	-	-	-	NA	NA
1.5 D6 ABS Executive	8.90	1461/4	5	160	65	1140	50	510	185/70 R14	-	16.82	152	16.75	✓	D	✓	✓	NA	NA
eVerito C2	10.87	AC I/Motor	1A	91	41	1225	NA	510	185/70 R14	-	NA	86	NA	✓	-	-	-	NA	NA
eVerito D6	11.33	AC I/Motor	1A	91	41	1265	NA	510	185/70 R14	-	NA	86	NA	✓	-	✓	✓	NA	NA

KUV100 NXT

For: Space, interior, ride quality, driveability. **Against:** Ergonomics in six-seater. **Verdict:** A genuinely practical everyday car.
Alternatives: 1. Maruti Suzuki Vitara Brezza **2.** Hyundai Venue

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
G80 Petrol K2 6-seater	4.68	1198/3	5	115	83	NA	35	243	185/65 R14	-	NA	NA	NA	-	-	-	-	NA	NA
G80 Petrol K8 6-seater	6.72	1198/3	5	115	83	NA	35	243	185/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
D75 K2 6-seater	5.71	1198/3	5	190	78	NA	35	243	185/65 R14	-	15.33	153	17.75	-	-	-	-	NA	NA
D75 K8 6-seater	7.67	1198/3	5	190	78	NA	35	243	185/60 R15	-	15.33	153	17.75	✓	✓	✓	✓	Feb 16	★★★★☆

TUV300

For: Space, interior, ride quality, driving range, diesel automatic option. **Against:** Handling. **Verdict:** Compelling proposition.
Alternatives: 1. Renault Lodgy **2.** Honda BR-V

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
T4+ mHawk100	8.22	1493/3	5	240	100	1640	60	384	215/75 R15	-	21.63	136.4	NA	✓	-	-	-	Oct 15	★★★☆☆
T10 mHawk100 AMT	10.73	1493/3	5A	240	100	1640	60	384	215/75 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Plus P4 mHawk120 (9-st)	9.57	2179/4	6	280	120	1825	60	696	215/70 R16	-	NA	NA	NA	✓	-	-	-	NA	NA
Plus P8 mHawk120 (9-st)	10.98	2179/4	6	280	120	1825	60	696	215/70 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

18+

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site

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AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

NUVOSPORT

For: Space. **Against:** Handling. **Verdict:** Good space for a four-metre car.
Alternatives: 1. Ford EcoSport **2.** Maruti Suzuki Vitara Brezza **3.** Hyundai Venue

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
N4	7.86	1493/3	5	240	100	NA	60	412	215/65 R16	-	NA	NA	NA	-	-	-	-	NA	NA
N8 AMT	10.33	1493/3	5A	240	100	1640	60	412	215/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

XYLO

For: Value for money, interior, engine. **Against:** Unsettled ride. **Verdict:** The best bang for your buck in the MUV segment.
Alternatives: 1. Renault Lodgy **2.** Toyota Innova Crysta

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
D2 Maxx	8.99	2489/4	5	218	95	1800	55	234	205/65 R15	-	NA	NA	NA	-	-	-	-	NA	NA
H8 mHawk	11.68	2179/4	5	280	120	1800	55	234	215/75 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

BOLERO

For: Rugged, reliable, do-it-all MUV. **Against:** Lacks refinement. **Verdict:** Get one if you have to haul a large number of people over bad roads. **Alternatives: 1.** Renault Lodgy

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Power+ mHawk D70 SLE	7.24	1493/3	5	195	71	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
m2DiCR ZLX	9.10	2523/4	5	195	63	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	✓	-	NA	NA

MARAZZO

For: Refinement, space, cabin ambience. **Against:** Feels underpowered. **Verdict:** The best Mahindra MPV yet.
Alternatives: 1. Toyota Innova **2.** Renault Lodgy **3.** Tata Hexa

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
M2	9.99	1497/4	6	300	123	NA	45	190	215/65 R16	-	15.56	161	12.5	✓	✓	-	-	NA	NA
M8 8-st	13.98	1497/4	6	300	123	NA	45	190	215/60 R17	-	15.56	161	12.5	✓	✓	✓	✓	Feb 19	★★★★☆

THAR

For: Off-road ability, driver appeal. **Against:** Dated, build quality. Verdict: A vehicle for those who have to tackle rough terrain on a daily basis. **Alternatives: 1.** Force Gurkha

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Thar 700 4x4	9.99	2498/4	5	247	105	1670	60	NA	235/70 R16	-	18.41	134	11.75	-	-	✓	✓	Mar 11	★★★☆☆

SCORPIO

For: Tractable mHawk engine, value. **Against:** High-speed dynamics. **Verdict:** The best budget full-size SUV around.
Alternatives: 1. Tata Safari Storme **2.** Renault Duster **3.** Isuzu D-Max V-Cross

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
S3 m2DICR	9.92	2523/4	5	200	75	NA	60	460	215/75 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
S7 mHawk 120	12.90	2179/4	5	280	120	NA	60	460	235/65 R17	-	15.62	158.6	11.9	✓	✓	✓	✓	Nov 14	★★★★☆
S11 mHawk 140 4WD	16.12	2179/4	6	320	140	NA	60	460	235/65 R17	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

XUV300

For: Price, handling, performance. **Against:** Not much. **Verdict:** The best handling Mahindra model on sale.
Alternatives: 1. Ford EcoSport **2.** Maruti Suzuki Vitara Brezza **3.** Hyundai Venue

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Turbo Petrol W4	8.10	1197/3	6	200	110	NA	42	257	205/65 R16	-	12.38	176.7	12.0	✓	✓	-	-	NA	NA
Turbo Petrol W8 (O)	11.64	1197/3	6	200	110	NA	42	257	215/55 R17	✓	12.38	176.7	12.0	✓	✓	✓	✓	Apr 19	★★★★½
Turbo Diesel W4	8.69	1497/4	6	300	117	NA	42	257	205/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Turbo Diesel W8(O)	12.14	1497/4	6	300	117	NA	42	257	205/65 R16	✓	14.31	154.8	15.13	✓	✓	✓	-	Aug 19	★★★★½
Turbo Diesel W8 (O) auto	12.69	1497/4	6A	300	117	NA	42	257	215/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

XUV500

For: Price, performance, space. **Against:** Gear shift, interior fit-and-finish. **Verdict:** Value for money.
Alternatives: 1. Jeep Compass **2.** Renault Duster **3.** Hyundai Tucson

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
G AT (Petrol)	16.02	2197/4	6A	320	140	NA	70	NA	235/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
W3	12.22	2197/4	6	360	155	1785	70	NA	235/65 R17	-	NA	NA	NA	✓	✓	✓	-	NA	NA
W11 (O) AT	18.54	2197/4	6A	360	155	NA	70	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

ALTURAS G4

For: Comfort, interior quality, equipment. **Against:** Dynamics at speed. **Verdict:** The new Mahindra flagship model.
Alternatives: 1. Ford Endeavour **2.** Toyota Fortuner **3.** Isuzu mu-X

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
2WD AT	26.95	2157/4	7A	420	181	NA	70	NA	255/60 R18	✓	NA	NA	NA	✓	✓	-	-	NA	NA
4WD AT	29.95	2157/4	7A	420	181	NA	70	NA	255/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MARUTI SUZUKI

ALTO

For: Value for money, service network. **Against:** NVH levels, safety, space. **Verdict:** One of the highest-selling cars in the country.
Alternatives: 1. Renault Kwid **2.** Datsun redi-Go

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
800	3.04	796/3	5	69	48	720	35	177	145/80 R12	-	19.38	NA	NA	-	D	-	-	Nov 12	★★★★☆
K10 VXi (O) Auto	4.54	998/3	5A	90	68	760	35	177	155/65 R13	-	NA	NA	NA	F	D	✓	-	NA	NA

S-PRESSO

For: Compact size, ride quality, braking. **Against:** Love-it-or-hate-it styling, cabin room. **Verdict:** Capable compact all-rounder.
Alternatives: 1. Renault Kwid **2.** Hyundai Santro

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Std	3.69	998/3	5	90	68	726	27	NA	145/80 R13	-	15.00	154.3	16.38	✓	✓	-	-	Dec 19	★★★★☆
VXi+ AGS	4.91	998/3	5A	90	68	767	27	NA	165/70 R14	-	NA	NA	NA	✓	✓	✓	-	NA	NA

WAGONR

For: Space, practicality, equipment, fuel efficiency. **Against:** Fit-and-finish, steering feel. **Verdict:** A convenient city runabout.
Alternatives: 1. Hyundai Santro **2.** Tata Tiago

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LXi	4.19	998/3	5	90	68	805	32	NA	155/80 R13	-	NA	NA	NA	✓	✓	-	-	NA	NA
VXi 1.0 AGS	5.16	998/3	5A	90	68	825	32	NA	165/70 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
VXi 1.2	4.89	1197/4	5	113	83	830	32	NA	165/70 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
ZXi AGS	5.69	1197/4	5A	113	83	845	32	NA	165/70 R14	-	13.36	158.4	14.88	✓	✓	✓	-	Jun 19	★★★★☆

CELERIO

For: Convenience, price. **Against:** Auto shift quality, safety. **Verdict:** Affordable compact car with a usable petrol AMT.
Alternatives: 1. Hyundai Santro **2.** Tata Tiago **3.** Honda Brio

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LXi	4.41	998/3	5	90	68	815	35	235	155/80 R13	-	NA	NA	NA	-	-	-	-	NA	NA
ZXi (O) Auto	5.58	998/3	5A	90	68	850	35	235	165/70 R14	-	18.34	153.4	13.88	✓	✓	✓	-	May 14	★★★★☆
CelerioX VXi	4.90	998/3	5	90	68	850	35	235	165/70 R14	-	NA	NA	NA	✓	D	✓	-	NA	NA
CelerioX ZXi (O) Auto	5.67	998/3	5A	90	68	850	35	235	165/70 R14	-	18.34	153.4	13.88	✓	✓	✓	-	NA	NA

SWIFT

For: Peppy performance, equipment, efficiency. **Against:** Not much. **Verdict:** Still has the formula for success.
Alternatives: 1. Hyundai Grand i10 **2.** Ford Figo **2.** Volkswagen Polo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LXi	4.98	1197/4	5	113	83	855	42	268	165/80 R14	-	NA	NA	NA	-	-	-	-	NA	NA
ZXi+ Auto	7.84	1197/4	5A	113	83	NA	42	237	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDi	5.98	1248/4	5	190	75	970	42	237	165/80 R14	-	13.37	169.5	18.0	-	-	-	-	Apr 18	★★★★½
ZDi+ Auto	8.84	1248/4	5A	190	75	NA	42	237	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

IGNIS

For: Style, space, customization choices. **Against:** Price. **Verdict:** Easy-going and practical all-rounder.
Alternatives: 1. Hyundai Grand i10 **2.** Mahindra KUV100

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol Sigma	4.87	1197/4	5	113	83	825	32	260	175/65 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
Petrol Alpha Auto	7.23	1197/4	5A	113	83	860	32	260	175/65 R15	-	14.90	150.1	13.5	✓	✓	✓	✓	May 17	★★★★☆

BALENO

For: Ease of driving, equipment, efficiency. **Against:** Steering feel, ergonomics. **Verdict:** Well-equipped hatchback.
Alternatives: 1. Hyundai Elite i20 **2.** Volkswagen Polo **3.** Honda Jazz

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol 1.2 VVT Sigma	5.68	1197/4	5	113	83	865	37	339	185/65 R15	-	13.73	155.1	14.0	F	✓	-	-	Dec 15	★★★★☆
Petrol 1.2 VVT Alpha Auto	9.00	1197/4	CVT	113	83	935	37	339	195/55 R16	-	12.26	158.8	NA	✓	✓	✓	-	Mar 16	★★★★☆
Petrol DualJet Delta	7.37	1197/4	5	113	90	NA	37	339	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol DualJet Zeta	7.94	1197/4	5	113	90	NA	37	339	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
DDiS Sigma	6.83	1248/4	5	190	75	960	37	339	185/65 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
DDiS Alpha	8.83	1248/4	5	190	75	985	37	339	195/55 R16	-	14.11	168.7	18.0	✓	✓	✓	✓	Dec 15	★★★★☆

DZIRE

For: Frugal, practical diesel, great value. **Against:** Styling. **Verdict:** Tough to find a better entry-level saloon at this price.
Alternatives: 1. Volkswagen Ameo **2.** Honda Amaze **3.** Ford Aspire **4.** Toyota Platinum Etios

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LXi	5.83	1197/4	5	113	83	860	37	378	165/80 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
ZXi+ Auto	8.69	1197/4	5A	113	83	895	37	378	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDi	6.72	1248/4	5	190	75	955	37	378	165/80 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
ZDi+ Auto	9.58	1248/4	5A	190	75	990	37	378	185/65 R15	-	15.15	148.1	16.25	✓	✓	✓	✓	Sep 17	★★★★☆

CIAZ

For: Feature-packed. **Against:** Rivals are quicker. **Verdict:** A contemporary all-round package.
Alternatives: 1. Hyundai Verna **2.** Toyota Yaris **3.** Volkswagen Vento **4.** Honda City

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol Sigma	8.20	1462/4	5	138	105	NA	43	510	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol Alpha Auto	10.99	1462/4	4A	138	105	NA	43	510	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Diesel Sigma DDiS 200	9.20	1248/4	5	200	90	1115	43	510	185/65 R15	-	13.62	168.9	16.75	✓	✓	✓	-	Apr 15	★★★★☆
Diesel Alpha DDiS 225	11.38	1498/4	5	225	95	1135	43	510	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

EECO

For: Price, space. **Against:** Safety, looks, hard suspension. **Verdict:** Practical and affordable option for big families and car-pooling.
Alternatives: 1. Datsun Go+

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
5-Seater	3.71	1196/4	5	101	73	920	40	NA	155 R13 LT	-	NA	NA	NA	-	D	-	-	NA	NA
7-Seater	3.99	1196/4	5	101	73	940	40	NA	155 R13 LT	-	NA	NA	NA	-	D	-	-	NA	NA
5-Seater AC CNG	4.84	1196/4	5	85	63	1040	40	NA	155 R13 LT	-	NA	NA	NA	-	D	-	-	NA	NA

ERTIGA

For: Value for money, space, ergonomics. **Against:** You either have the third row or boot space. **Verdict:** A good car in its segment.
Alternatives: 1. Renault Lodgy **2.** Mahindra Marazzo **3.** Honda BR-V

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
LXi	7.45	1462/4	5	138	105	1135	45	209	185/65 R15	-	NA	NA	NA	✓	✓	-	-	NA	NA
ZXi+	9.51	1462/4	5	138	105	1160	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
VXi Auto	9.19	1462/4	4A	138	105	1170	45	209	185/65 R15	-	13.07	156.6	11.0	✓	✓	✓	-	NA	NA
ZXi Auto	9.96	1462/4	4A	138	105	1170	45	209	185/65 R15	-	13.07	156.6	11.0	✓	✓	✓	✓	Feb 19	★★★★½
VDi	9.67	1498/4	5	225	95	1220	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
ZDi+	11.21	1498/4	5	225	95	1245	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

XL6

For: NA. **Against:** NA. **Verdict:** A well-equipped six-seater.
Alternatives: 1. Renault Lodgy **2.** Mahindra Marazzo **3.** Honda BR-V

Zeta	9.80	1462/4	5	138	105	1180	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Alpha Auto	11.46	1462/4	4A	138	105	1190	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

VITARA BREZZA

For: Space, practicality, ride quality. **Against:** Steering quite vague. **Verdict:** Stylish new compact crossover on a budget.
Alternatives: 1. Ford EcoSport **2.** Honda WR-V **3.** Mahindra TUV300

LDi	7.68	1248/4	5	200	90	1170	48	328	205/60 R16	-	12.88	163	18.2	-	D	-	-	NA	NA
ZDi+	9.90	1248/4	5	200	90	1195	48	328	215/60 R16	-	12.88	163	18.2	✓	✓	✓	✓	May 16	★★★★½
ZDi+ Auto	10.40	1248/4	5A	200	90	1210	48	328	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

S-CROSS

For: Ride quality, features, practicality, safety. **Against:** Not much. **Verdict:** Practical and safe family car.
Alternatives: 1. Hyundai Creta **2.** Renault Duster **3.** Nissan Terrano

DDiS 200 Sigma	8.87	1248/4	5	200	90	NA	45	353	205/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
DDiS 200 Alpha	11.49	1248/4	5	200	90	NA	45	353	215/60 R17	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

MASERATI

GHIBLI

For: Style, driver appeal. **Against:** Price. **Verdict:** The only Italian option in the German-dominated sport-luxury segment.
Alternatives: 1. (Size-wise) BMW 5 Series, Audi A6, Mercedes E-Class **2.** (Price-wise) BMW 7 Series, Audi A8, Mercedes S-Class

Diesel	133.87	2987/6	8A	600	275	1835	70	500	235/50 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Diesel Gran Lusso	142.48	2987/6	8A	600	275	1835	70	500	235/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

QUATTROPORTE

For: Style, presence. **Against:** Price. **Verdict:** An Italian four-door sport-luxury car with distinct road presence.
Alternatives: 1. Porsche Panamera **2.** Aston Martin Rapide S

Diesel Gran Lusso	174.00	2987/6	8A	600	275	1760	80	530	285/30 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Diesel Gran Sport	179.83	2987/6	8A	600	275	1760	80	530	285/30 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
GTS Gran Sport	249.13	3799/8	8A	650	530	1900	80	530	285/30 R20	✓	NA	307	NA	✓	✓	✓	✓	NA	NA
GTS Gran Lusso	251.45	3799/8	8A	650	530	1900	80	530	285/30 R20	✓	NA	307	NA	✓	✓	✓	✓	NA	NA

GRANTURISMO

For: NA. **Against:** NA. **Verdict:** Italian GT with a naturally-aspirated V8.
Alternatives: 1. Porsche 911 **2.** Aston Martin Vantage **3.** Mercedes-AMG S 63 Coupé

GranTurismo Sport	225.00	4691/8	6A	520	460	1880	86	260	285/35 R20	✓	NA	285	NA	✓	✓	✓	✓	NA	NA

GRANCABRIO

For: NA. **Against:** NA. **Verdict:** If you want an Italian GT and want to feel the wind in your hair.
Alternatives: 1. Mercedes S-Class Cabriolet **2.** Porsche 911 Cabriolet

GranCabrio	200.00	4691/8	6A	510	450	1980	75	173	285/40 R19	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
MC Sport LIne	280.00	4691/8	6A	520	460	1973	75	173	285/35 R20	✓	NA	289	NA	✓	✓	✓	✓	NA	NA

LEVANTE

For: NA. **Against:** NA. **Verdict:** The Maserati of SUVs.
Alternatives: 1. Porsche Cayenne

Diesel Q4	145.12	2987/6	8A	600	275	2205	80	580	275/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Diesel Q4 Gran Lusso	153.83	2987/6	8A	600	275	2205	80	580	295/45 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MERCEDES-BENZ

CLA-CLASS

For: Performance, handling, dynamics. **Against:** Ground clearance, space. **Verdict:** Nimble and stylish four-door coupé.
Alternatives: 1. Audi A3 **2.** Audi TT

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
CLA 200 Sport	35.99	1991/4	7A	300	184	1510	50	470	225/45 R17	✓	8.31	235	NA	✓	✓	✓	✓	Feb 17	★★★★½
CLA 200 d Style	31.72	2143/4	7A	300	136	1570	50	470	205/55 R16	✓	9.69	220	14.5	✓	✓	✓	✓	May 15	★★★★½

C-CLASS

For: Badge, status, performance. **Against:** Price. **Verdict:** Fun to drive luxury car with good ride quality too.
Alternatives: 1. BMW 3 Series **2.** Jaguar XE **3.** Audi A4

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
C 200 Prime	40.10	1497/4	9A	280	184	1505	41	480	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C 220 d Prime	42.10	1950/4	9A	400	194	NA	41	480	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C 300 d AMG Line	49.75	1950/4	9A	500	245	NA	41	480	235/45 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C 300 Cabriolet	65.25	1991/4	9A	370	258	1740	66	285	225/50 R17	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
AMG C 43 4MATIC Coupé	75.00	2996/6	9A	520	390	1675	66	400	245/40 R18	✓	5.62	250	7.63	✓	✓	✓	✓	May 19	★★★★★

E-CLASS

For: Comfort, technology, space. **Against:** Not much. **Verdict:** Longer wheelbase alternative to the competition.
Alternatives: 1. BMW 5 Series **2.** Volvo S90/V90 Cross Country (All-Terrain) **3.** Audi A6

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
E 200 L Exclusive	61.81	1991/4	9A	320	197	NA	80	540	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
E 220 d L Expression	58.80	1950/4	9A	400	194	NA	80	540	225/55 R17	✓	8.5	240	13.5	✓	✓	✓	✓	Jul 17	★★★★★
E 350 d L	73.58	2967/6	9A	620	258	1920	80	540	225/55 R17	✓	7.54	250	9.4	✓	✓	✓	✓	Apr 17	★★★★★
AMG E 63 S 4MATIC+	150.00	3982/8	9A	850	612	1880	80	540	295/30 R20	✓	4.67	250	6.63	✓	✓	✓	✓	Jan 19	★★★★★
E 220 d 4MATIC All-Terrain	75.00	1950/4	9A	400	194	1825	80	540	245/45 R19	✓	10.02	231	11.25	✓	✓	✓	✓	Sep 18	★★★★★

CLS-CLASS

For: Style, handling, badge. **Against:** Rear seat comfort. **Verdict:** The definitive four-door coupé.
Alternatives: 1. BMW 630d Gran Turismo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
CLS 300 d AMG Line	84.70	1950/4	9A	500	245	1750	50	520	275/40 R18	✓	6.84	250	13.5	✓	✓	✓	✓	Mar 19	★★★★★

S-CLASS

For: Luxury, technology, comfort. **Against:** Price. **Verdict:** Elegant looks with top-of-the-line luxury features.
Alternatives: 1. BMW 7 Series **2.** Audi A8 **3.** Jaguar XJ

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
S 350 d L	135.58	2925/6	9A	600	286	1990	70	510	245/50 R18	✓	6.85	250	10.0	✓	✓	✓	✓	Apr 18	★★★★★
S 450 L	139.77	2999/6	9A	500	367	2015	70	510	245/50 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Maybach S 560	198.90	3982/8	9A	700	469	NA	80	500	275/40 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Maybach S 650	273.08	5980/12	7A	1000	630	2360	80	500	285/35 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

S-CLASS COUPÉ

For: Luxury, equipment. **Against:** Price, weight. **Verdict:** S-Class luxury with two doors.
Alternatives: 1. Porsche 911 **2.** Maserati GranTurismo

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
AMG S 63 Coupé	255.00	3982/8	9A	900	612	1990	80	NA	285/35 R20	✓	5.34	250	6.0	✓	✓	✓	✓	Jul 19	★★★★★

SLC-CLASS

For: A full-fledged convertible sports car. **Against:** Price. **Verdict:** Want a hard-top convertible? Buy it.
Alternatives: 1. Porsche 718 Boxster

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
AMG SLC 43	85.34	2996/6	9A	520	367	1615	70	335	255/35 ZR18	✓	5.49	250	9.38	✓	✓	✓	✓	Sep 16	★★★★★

AMG GT

For: Performance, presence, handling. **Against:** Price. **Verdict:** Raw, exciting sports car.
Alternatives: 1. Porsche 911 **2.** Jaguar F-Type **3.** Nissan GT-R

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
GT Roadster	227.34	3982/8	7A	630	476	1595	75	350	295/35 ZR19	✓	NA	302	NA	✓	✓	✓	✓	NA	NA
GT R	232.64	3982/8	7A	700	585	1555	75	350	325/30 ZR20	✓	NA	318	NA	✓	✓	✓	✓	NA	NA

GLA-CLASS

For: Build quality, all-road ability. **Against:** Equipment, off-road ability. **Verdict:** Compact crossover with the three-pointed star.
Alternatives: 1. Audi Q3 **2.** Volkswagen Tiguan **3.** BMW X1 **4.** MINI Countryman

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
GLA 200 Sport	34.38	1991/4	7A	300	184	1525	50	421	235/50 R18	✓	NA	225	NA	✓	✓	✓	✓	NA	NA
GLA 200 d Style	32.33	2143/4	7A	300	136	1585	50	421	235/50 R18	✓	NA	205	NA	✓	✓	✓	✓	NA	NA
GLA 220 d 4MATIC	38.64	2143/4	7A	350	170	1656	50	421	235/50 R18	✓	9.19	218	12.75	✓	✓	✓	✓	Aug 17	★★★★½

GLC-CLASS

For: Size, equipment, brand value. **Against:** Not meant for serious off-roading. **Verdict:** Versatile compact luxury SUV.
Alternatives: 1. Volvo XC60 **2.** Audi Q5 **3.** Lexus NX **4.** BMW X3

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
GLC 220 d 4MATIC Prime	52.38	2143/4	9A	400	170	1845	66	550	235/60 R18	✓	9.35	210	10.88	✓	✓	✓	✓	Aug 16	★★★★½
GLC 300 4MATIC Prog	56.84	1991/4	9A	370	245	1735	66	550	235/60 R18	✓	8.86	222	9.0	✓	✓	✓	✓	Jun 18	★★★★★
AMG GLC 43 4MATIC Coupé	78.03	2996/6	9A	520	390	1855	66	550	255/55 R19	✓	5.70	250	7.5	✓	✓	✓	✓	Sep 17	★★★★★

GLE-CLASS

For: Comfort, ride, brand value. **Against:** Equipment level. **Verdict:** Great soft-roader with a brand image.
Alternatives: 1. BMW X5/X6 (GLE Coupé) **2.** Jeep Grand Cherokee **3.** Volvo XC60

GLE 250 d 4MATIC	67.15	2143/4	9A	500	204	2075	70	690	255/55 R18	✓	NA	212	NA	✓	✓	✓	✓	NA	NA
GLE 350 d 4MATIC	77.83	2987/6	9A	620	258	2185	70	690	255/50 R19	✓	NA	224	NA	✓	✓	✓	✓	NA	NA
GLE 400 4MATIC	78.18	2996/6	7A	480	333	2150	70	690	255/50 R19	✓	NA	247	NA	✓	✓	✓	✓	NA	NA
AMG GLE 43 4MATIC Coupé	99.20	2996/6	9A	520	390	2220	93	650	315/40 R21	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

GLS-CLASS

For: Luxury, practicality, go-anywhere ability. **Against:** Not much. **Verdict:** Joint family car for jewellers and businessmen.
Alternatives: 1. Volvo XC90 **2.** Audi Q7 **3.** Lexus LX

GLS 350 d 4MATIC	88.20	2987/6	9A	620	258	2455	100	680	275/50 R20	✓	9.23	222	7.38	✓	✓	✓	✓	Jun 16	★★★★½
GLS 400 4MATIC	87.77	2996/6	9A	480	333	2435	100	680	265/60 R18	✓	NA	240	NA	✓	✓	✓	✓	NA	NA
AMG GLS 63 4MATIC	148.45	5461/8	7A	760	585	2580	100	680	295/40 ZR21	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

G-CLASS

For: Presence, off-road capability. **Against:** Price, road manners, fuel efficency. **Verdict:** The car to have if you want to be different.
Alternatives: 1. Porsche Cayenne **2.** Jeep Grand Cherokee

G 350 d	150.00	2925/6	9A	600	286	NA	75	NA	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
AMG G 63	219.00	3982/8	9A	850	585	2485	96	487	275/50 R20	✓	NA	220	NA	✓	✓	✓	✓	NA	NA

V-CLASS

For: Convenience, space, performance, safety. **Against:** Quality of finish, equipment. **Verdict:** The Mercedes of vans.
Alternatives: No direct rivals

V 220 d XL Expression	68.40	2143/4	7A	380	163	2260	70	1410	NA R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V 220 d L Exclusive	81.90	2143/4	7A	380	163	2150	70	1030	225/55 R17	✓	12.28	195	10.0	✓	✓	✓	✓	Mar 19	★★★★½
V 220 d L Elite	110.00	1950/4	9A	380	163	NA	70	1030	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MINI

COOPER

For: Performance, looks. **Against:** Ride quality, no spare wheel, space, price. **Verdict:** Iconic small car with a hefty price-tag.
Alternatives: 1. Mercedes-Benz A-Class **2.** BMW 1 Series **3.** Volvo V40 **4.** Volkswagen Polo GTI

Cooper D 3-door	29.90	1496/3	7A	270	114	1210	40	211	195/55 R16	✓	9.91	205	12.75	✓	✓	✓	✓	Mar 15	★★★★★
Cooper D 5-door	36.00	1496/3	7A	270	114	1205	40	278	195/55 R16	✓	NA	204	NA	✓	✓	✓	✓	NA	NA
Cooper S 3-door	34.20	1998/4	7A	280	192	1235	44	211	195/55 R16	✓	NA	235	NA	✓	✓	✓	✓	NA	NA
Cooper S Convertible	38.30	1998/4	7A	280	192	1350	44	215	195/55 R16	✓	NA	228	NA	✓	✓	✓	✓	NA	NA
John Cooper Works	43.50	1998/4	8A	320	231	1310	44	211	195/55 R16	✓	NA	235	NA	✓	✓	✓	✓	NA	NA

COUNTRYMAN

For: Style, versatility. **Against:** Price. **Verdict:** Stylish, all-round premium compact car that you can use every day.
Alternatives: 1. BMW X1 **2.** Audi Q3 **3.** Volvo V40 Cross Country

Cooper SD Countryman	37.40	1998/4	8A	400	190	1465	51	450	225/55 R17	✓	NA	220	NA	✓	✓	✓	✓	NA	NA
Cooper S Countryman	34.90	1998/4	8A	280	192	1460	51	450	225/55 R17	✓	8.40	225	11.50	✓	✓	✓	✓	NA	NA
JCW Inspired	41.40	1998/4	8A	280	192	1460	51	450	225/50 R18	✓	8.40	225	11.50	✓	✓	✓	✓	Dec 18	★★★★★

CLUBMAN

For: An even bigger and more spacious MINI. **Against:** Price. **Verdict:** A larger Countryman with split hatch doors.
Alternatives: 1. Volkswagen Tiguan **2.** Audi Q3 **3.** Volvo XC40

Cooper S Clubman	41.20	1998/4	6A	280	192	1420	44	360	205/45 R17	✓	8.5	228	11.75	✓	✓	✓	✓	May 17	★★★★★

MITSUBISHI

PAJERO SPORT

For: Pedigree, chassis, reliability. **Against:** Interior, price. **Verdict:** A very competent off-roader.
Alternatives: 1. Ford Endeavour **2.** Isuzu mu-X **3.** Toyota Fortuner

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
2.5 DI-D 4x4 MT	25.28	2477/4	5	400	178	2040	70	NA	265/65 R17	✓	13.5	178.1	10.62	✓	✓	✓	✓	May 12	★★★★☆
2.5 DI-D 4x2 AT	24.98	2477/4	5A	350	178	1935	70	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

OUTLANDER

For: NA. **Against:** NA. **Verdict:** NA.
Alternatives: 1. Honda CR-V **2.** Toyota Fortuner

2.4 (P) 4x4 AT 7-st	31.95	2360/4	CVT	222	167	1602	60	NA	215/70 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MONTERO

For: Off-road capability and heritage, equipment. **Against:** Price. **Verdict:** Reliable and capable off-roader with Dakar heritage.
Alternatives: 1. Toyota Landcruiser Prado **2.** Land Rover Discovery Sport

3.2 Di-D GLS 4x4 AT	71.06	3200/4	5A	441	192	2335	88	NA	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MORRIS GARAGES (MG)

HECTOR

For: Equipment, space, build quality. **Against:** Durability remains to be seen. **Verdict:** Stylish and well-equipped alternative.
Alternatives: 1. Hyundai Creta **2.** Jeep Compass **3.** Mahindra XUV500

Hector Petrol Style	12.48	1451/4	6	250	143	1554	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
Hector Petrol Sharp DCT	17.18	1451/4	6A	250	143	NA	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Hector Petrol Hybrid Super	13.88	1451/4	6	250	143	1644	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Hector Diesel Style	13.48	1956/4	6	350	170	1633	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
Hector Diesel Sharp	17.28	1956/4	6	350	170	1700	60	NA	215/60 R17	✓	10.65	171.3	11.6	✓	✓	✓	✓	Dec 19	★★★★☆

NISSAN

MICRA

For: Good space given its compact footprint, visibility, easy to drive. **Against:** Refinement, build quiality.
Verdict: Value-for-money hatchback. **Alternatives: 1.** Volkswagen Polo **2.** Hyundai Grand i10 **3.** Ford Figo

Active XL (P)	5.03	1198/3	5	104	68	860	41	251	155/80 R13	-	NA	NA	NA	-	✓	-	-	NA	NA
XV CVT (P)	7.61	1198/3	CVT	104	77	860	41	251	175/60 R15	-	17.2	140.3	10.5	✓	✓	✓	✓	Sep 13	★★★★☆
XV DCI	7.91	1461/4	5	160	64	945	41	251	175/60 R15	-	15.21	166	17.1	✓	✓	✓	✓	Jan 11	★★★★☆

SUNNY

For: Ride quality, interiors and space. **Against:** Fuel efficiency. **Verdict:** Comfortable car, especially if chauffeur-driven
Alternatives: 1. Hyundai Verna **2.** Volkswagen Vento **3.** Škoda Rapid **4.** Honda City

XE (P)	6.99	1498/4	5	134	99	998	41	490	185/70 R14	-	12.8	NA	11.75	F	✓	-	-	NA	NA
XV CVT (P)	9.55	1498/4	CVT	134	101	1040	41	490	185/70 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
XV DCi	9.69	1461/4	5	200	86	1097	41	490	185/65 R15	-	13.44	168.3	15.75	✓	✓	✓	✓	Mar 12	★★★★☆

GT-R

For: Performance, driver appeal, style, handling. **Against:** Price. **Verdict:** Track-tool you can use on the road.
Alternatives: 1. Porsche 911 Turbo **2.** Jaguar F-Type SVR **3.** Mercedes AMG GT R

GT-R R35	212.40	3799/6	6A	637	570	1752	74	315	285/35 ZR20	✓	NA	315	NA	✓	✓	✓	✓	NA	NA

TERRANO

For: Handling, ride quality. **Against:** Rear leg space. **Verdict:** A well-engineered car and good value for money.
Alternatives: 1. Renault Duster **2.** Hyundai Creta **3.** Mahindra Scorpio

XL Petrol	10.00	1598/4	5	145	104	1755	50	475	215/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
XE dCi 85	10.00	1461/4	5	200	85	1749	50	475	215/65 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
XV Premium dCi 110	14.20	1461/4	6	248	110	1787	50	475	215/65 R16	-	12.46	169	12.25	✓	✓	✓	✓	Jan 14	★★★★☆
XV Premium dCi 110 AMT	14.65	1461/4	6A	245	110	NA	50	475	215/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

KICKS

For: NA. **Against:** NA. **Verdict:** A stylish alternative in the compact crossover space.
Alternatives: 1. Renault Captur **2.** Hyundai Creta

XL Petrol	9.55	1498/4	5	142	106	NA	50	400	215/65 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
XV dCi Premium (O)	14.65	1461/4	6	240	110	NA	50	400	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

PORSCHE

718 CAYMAN

For: NA. **Against:** NA. **Verdict:** NA.
Alternatives: 1. Audi TT **2.** Jaguar F-Type Coupé **3.** Ford Mustang

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Cayman	85.95	1988/4	7A	380	300	1365	54	425	265/45 R18	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
GT4	BO	3995/6	6	420	420	1420	64	420	295/30 R20	✓	NA	304	NA	✓	✓	✓	✓	NA	NA

718 BOXSTER

For: Driver appeal, handling, performance. **Against:** Price. **Verdict:** Engaging and enthralling everyday sports car.
Alternatives: 1. BMW Z4 **2.** Mercedes-AMG SLC-Class **3.** Jaguar F-Type Convertible

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Boxster	89.95	1988/4	7A	380	300	1365	54	275	265/40 R19	✓	5.7	275	8.75	✓	✓	✓	✓	Jul 17	★★★★★
Spyder	BO	3995/6	6	420	420	1420	64	420	295/30 R20	✓	NA	270	NA	✓	✓	✓	✓	NA	NA

911

For: Over 50 years later, still a revered sports cars. **Against:** Price. **Verdict:** Iconic sports car keeps getting better.
Alternatives: 1. Jaguar F-Type **2.** Mercedes AMG GT **3.** Nissan GT-R **4.** Audi R8

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Carrera S 992	182.00	2981/6	8A	550	450	1515	64	135	305/30 R21	✓	NA	308	NA	✓	✓	✓	✓	NA	NA
Carrera S Cabriolet 992	199.00	2981/6	8A	550	450	1585	64	135	305/30 R21	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
GT3 991.II	237.93	3996/6	7A	460	500	1430	64	125	305/30 R20	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
GT3 RS 991.II	270.76	3996/6	7A	470	520	1430	64	125	305/30 R20	✓	NA	312	NA	✓	✓	✓	✓	NA	NA
GT2 RS 991	388.31	3800/6	7A	750	700	1440	NA	NA	325/30 R21	✓	NA	340	NA	✓	✓	✓	✓	NA	NA

PANAMERA

For: Luxury and performance. **Against:** Price. **Verdict:** Revitalised 2+2 grand touring package, now also in LWB avatar.
Alternatives: 1. Maserati Quattroporte GTS **2.** Aston Martin Rapide S

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Turbo	209.35	3996/8	8A	770	550	1995	90	495	285/40 R19	✓	4.54	306	6.0	✓	✓	✓	✓	Nov 17	★★★★★
Turbo Executive	222.64	3996/8	8A	770	550	2100	90	495	285/40 R19	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
Turbo S E-Hybrid	239.94	3996/8	8A	850	680	2310	80	405	325/30 R21	✓	NA	310	NA	✓	✓	✓	✓	NA	NA
Turbo S E-Hybrid Executive	252.78	3996/8	8A	850	680	2410	80	405	325/30 R21	✓	NA	310	NA	✓	✓	✓	✓	NA	NA
ST Turbo	214.11	3996/8	8A	770	550	2035	90	520	285/40 R19	✓	NA	304	NA	✓	✓	✓	✓	NA	NA
ST Turbo S E-Hybrid	244.54	3996/8	8A	850	680	2325	90	520	325/30 R21	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

MACAN

For: A sports car with high ground clearance. **Against:** Price. **Verdict:** A compact SUV off the road, a sports car on it.
Alternatives: 1. Mercedes-Benz GLA-Class

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Macan	69.98	1984/4	7A	370	252	1770	65	500	255/55 R18	✓	7.73	227	9.4	✓	✓	✓	✓	Mar 17	★★★★★
Macan S	95.03	2994/6	7A	480	354	1865	65	500	255/55 R18	✓	NA	254	NA	✓	✓	✓	✓	NA	NA

CAYENNE

For: Performance, refinement, driver appeal. **Against:** Price. **Verdict:** If you want a big sports car with a high ground clearance...
Alternatives: 1. Maserati Levante **2.** Jeep Grand Cherokee **3.** Land Rover Range Rover Sport

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Cayenne	119.36	2995/6	8A	450	340	1985	75	770	275/50 R19	✓	NA	245	NA	✓	✓	✓	✓	NA	NA
Cayenne E-Hybrid	158.06	2995/6	8A	700	462	2295	75	645	275/50 R19	✓	NA	253	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo	192.10	3996/8	8A	770	550	2175	90	745	315/35 R21	✓	NA	286	NA	✓	✓	✓	✓	NA	NA

RENAULT

KWID

For: Ride, handling, space, practicality. **Against:** Safety equipment. **Verdict:** Very capable compact car with excellent ride quality.
Alternatives: 1. Maruti Suzuki Alto **2.** Maruti Suzuki S-presso **3.** Hyundai Santro

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
0.8 Std	2.83	799/3	5	72	54	630	28	300	165/70 R14	-	18.97	135	17.75	-	D	-	-	Dec 15	★★★★☆
1.0 Climber AMT	4.84	999/3	5A	91	68	NA	28	300	165/70 R14	-	18.48	NA	NA	F	D	✓	-	Dec 18	★★★★☆

TRIBER

For: NA. **Against:** NA. **Verdict:** A uniquely flexible offering.
Alternatives: 1. Datsun Go+ **2.** Maruti Suzuki Ertiga

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
RxE	4.95	999/3	5	96	72	947	40	84	165/80 R14	-	NA	NA	NA	-	D	-	-	NA	NA
RxZ	6.49	999/3	5	96	72	947	40	84	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

LODGY

For: Space, practicality, flexibility. **Against:** Fit-and-finish. **Verdict:** Extremely capable and practical people carrier.
Alternatives: 1. Honda BR-V **2.** Maruti Suzuki Ertiga **3.** Toyota Innova Crysta

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
DCi85 Std 8-st	9.03	1498/4	5	200	85	1345	50	207	185/65 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
DCi110 RxZ Stepway 7/8	12.56	1461/4	6	245	110	1368	50	207	195/55 R16	-	11.91	169.6	13.13	✓	✓	✓	✓	Jun 15	★★★★½

DUSTER

For: Handling, ride quality, safety. **Against:** Rear leg space, quality of plastics. **Verdict:** Well-engineered car, great value for money.
Alternatives: 1. Mahindra XUV500 **2.** Nissan Terrano **3.** Hyundai Creta

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol RxE	8.00	1498/4	5	142	106	1204	50	475	215/65 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
Petrol RxS(O) CVT	10.00	1498/4	CVT	142	106	1204	50	475	215/65 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DCi85 RxE	9.25	1461/4	5	200	85	1222	50	475	215/65 R16	-	NA	NA	NA	✓	-	-	-	NA	NA
DCi110 RxZ	12.10	1461/4	6	245	110	1245	50	475	215/65 R16	-	12.46	168.4	12.25	✓	✓	✓	✓	Oct 12	★★★★☆
DCi110 RxS(O) AWD	12.50	1461/4	6	245	110	1334	50	410	215/65 R16	✓	14.35	165.9	11.25	✓	✓	✓	✓	Oct 14	★★★★☆
DCi110 RxZ AMT	12.50	1461/4	6A	245	110	1310	50	475	215/65 R16	✓	15.01	163.6	11.75	✓	✓	✓	✓	Sep 16	★★★★☆

CAPTUR

For: Handling, comfort, ride quality, safety. **Against:** Quality of plastics. **Verdict:** Well-equipped, value-for-money car.
Alternatives: 1. Hyundai Creta **2.** Maruti Suzuki S-Cross

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Petrol RxE	9.50	1498/4	5	142	106	NA	50	475	215/65 R16	-	12.81	153.8	10.87	✓	✓	✓	-	NA	NA
Petrol RxT Dual-tone	12.09	1498/4	5	142	106	NA	50	475	215/60 R17	-	12.81	153.8	10.87	✓	✓	✓	✓	Jan 19	★★★★☆
dCi110 RxE	10.50	1461/4	6	240	110	NA	50	475	215/65 R16	-	14.11	168.8	12.75	✓	✓	✓	-	NA	NA
dCi110 Platine Dual-tone	13.09	1461/4	6	240	110	1350	50	475	215/60 R17	✓	14.11	168.8	12.75	✓	✓	✓	✓	Feb 18	★★★★☆

ROLLS-ROYCE

GHOST

For: Luxury, brand value. **Against:** Price? **Verdict:** The most attainable step to the iconic British luxury brand.
Alternatives: 1. Bentley Mulsanne

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Ghost	621.00	6592/12	8A	820	570	2360	82.5	490	255/50 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost Ext Wheelbase	700.00	6592/12	8A	820	570	2450	82.5	490	255/50 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost Black Badge	683.00	6592/12	8A	840	612	2410	82.5	490	285/35 R21	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

PHANTOM

For: Unmatched luxury, massive presence. **Against:** Price. **Verdict:** A luxury yacht for the road.
Alternatives: A luxury yacht for the seas, maybe.

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Phantom	950.00	6749/12	8A	900	571	2560	NA	548	275/35 R22	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Phantom Ext Wheelbase	1135.00	6749/12	8A	900	571	2610	NA	548	275/35 R22	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

WRAITH

For: Luxury, presence. **Against:** Price. **Verdict:** Rolls' two-door driver's car.
Alternatives: 1. Aston Martin DB11

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Wraith	671.00	6592/12	8A	820	632	2360	82.5	470	285/40 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Wraith Black Badge	721.00	6592/12	8A	870	632	2360	82.5	470	285/35 R21	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

DAWN

For: Luxury, presence. **Against:** Price. **Verdict:** Need a super-luxury drop-top? It doesn't really get better than this.
Alternatives: None at present

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Dawn	730.00	6592/12	8A	820	570	2560	82.5	295	255/50 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Dawn Black Badge	785.00	6592/12	8A	840	601	2360	82.5	470	255/50 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

CULLINAN

For: Luxury, presence, all-road capability. **Against:** Price. **Verdict:** The definitive high-roller.
Alternatives: 1. Bentley Bentayga

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Cullinan	695.00	6749/12	8A	850	571	2660	100	600	275/40 R22	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cullinan Black Badge	BO	6749/12	8A	900	600	2660	100	600	275/40 R22	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

ŠKODA

RAPID

For: Build quality, high-speed stability, ride. **Against:** Not much. **Verdict:** Solid car thus far let down by poor service.
Alternatives: 1. Volkswagen Vento **2.** Honda City **3.** Hyundai Verna

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Active MPI	8.36	1598/4	5	153	105	1145	55	460	185/60 R15	-	11.8	188.5	14.1	✓	✓	✓	-	NA	NA
Monte Carlo TDI AT	14.26	1498/4	7A	250	110	1228	55	460	185/60 R15	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

OCTAVIA

For: Performance, quality, equipment. **Against:** Nothing, really. **Verdict:** Well-equipped, dynamically-superior D-segmenter.
Alternatives: 1. Toyota Corolla Altis **2.** Hyundai Elantra **3.** Honda Civic

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Ambition 1.4 TSI	16.03	1390/4	6	250	150	1260	50	590	205/55 R16	✓	NA	NA	NA	✓	✓	-	-	NA	NA
L&K 1.8 TSI AT	22.38	1798/4	7A	250	180	1376	50	590	205/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ambition TDI	17.84	1968/4	6	320	143	1340	50	590	205/55 R16	✓	11.14	196.5	13.5	✓	✓	-	-	Aug 14	★★★★½
L&K TDI AT	24.49	1968/4	6A	320	143	1395	50	590	205/55 R16	✓	9.52	200	12.75	✓	✓	✓	✓	Dec 14	★★★★½

SUPERB

For: Build, comfort, luxury, presence, performance, equipment. **Against:** The badge? **Verdict:** Genuinely well-equipped sedan.
Alternatives: 1. Volkswagen Passat **2.** Toyota Camry **3.** Honda Accord

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Corporate Edn 1.8 TSI	23.99	1798/4	6	320	180	1494	NA	625	215/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
L&K 1.8 TSI AT	30.29	1798/4	7A	250	180	1540	NA	625	215/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Style 2.0 TDI AT	29.45	1968/4	6A	350	177	1565	NA	625	215/55 R17	✓	8.96	205.9	12.88	✓	✓	✓	✓	NA	NA
L&K 2.0 TDI AT	32.73	1968/4	6A	350	177	1565	NA	625	215/55 R17	✓	8.96	205.9	12.88	✓	✓	✓	✓	May 16	★★★★★

KODIAQ

For: Build, comfort, practicality, equipment. **Against:** Nothing, really. **Verdict:** Safe, practical and well-rounded all-road vehicle.
Alternatives: 1. Ford Endeavour **2.** Isuzu mu-X **3.** Toyota Fortuner

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Scout 2.0 TDI AT 4x4	34.00	1968/4	7A	340	150	1799	63	270	235/55 R18	✓	10.52	195	12.25	✓	✓	✓	✓	NA	NA
L&K 2.0 TDI AT 4x4	36.78	1968/4	7A	340	150	1799	63	270	235/55 R18	✓	10.52	195	12.25	✓	✓	✓	✓	Nov 17	★★★★★

TATA MOTORS

TIAGO

For: Style, performance, handling, efficiency. **Against:** Auto shift quality. **Verdict:** Good, practical overall package.
Alternatives: 1. Hyundai Santro **2.** Maruti Suzuki Celerio **3.** Honda Brio

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Revotron (P) XE	4.50	1199/3	5	114	85	930	35	242	155/80 R13	-	16.44	154.9	15.3	-	-	-	-	Jun 16	★★★★½
Revotron (P) XZA	6.20	1199/3	5A	114	85	1024	35	242	175/65 R14	-	17.81	138.9	12.5	✓	✓	✓	✓	Dec 18	★★★★½
NRG Revotron (P)	5.75	1199/3	5	114	85	1017	35	242	175/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
NRG Revotron A (P)	6.20	1199/3	5A	114	85	NA	35	242	175/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
JTP (Turbo-petrol)	6.69	1199/3	5	150	114	1051	35	242	185/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Revotorq (D) XE	5.35	1047/3	5	140	70	1030	35	242	155/80 R13	-	NA	NA	NA	-	-	-	-	NA	NA
NRG Revotorq (D)	6.60	1047/3	5	140	70	1085	35	242	175/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

BOLT

For: Space, features. **Against:** Refinement, efficiency. **Verdict:** Decent package which could be much better.
Alternatives: 1. Maruti Suzuki Swift **2.** Toyota Etios Liva **3.** Hyundai Grand i10

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Revotron (P) XE	5.29	1193/4	5	140	90	1095	44	210	175/65 R14	-	14.78	161.1	12	-	-	-	-	NA	NA
Revotron (P) XT	6.75	1193/4	5	140	90	1125	44	210	175/65 R15	-	14.78	161.1	12	✓	✓	✓	✓	Apr 15	★★★★☆
Quadrajet (D) XE	6.51	1248/4	5	190	75	1132	44	210	175/65 R14	-	NA	NA	NA	-	-	-	-	NA	NA
Quadrajet (D) XT	7.78	1248/4	5	190	75	1160	44	210	175/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

TIGOR

For: Unique design. **Against:** NA. **Verdict:** Stylish sub-four-metre alternative.
Alternatives: 1. Volkswagen Ameo **2.** Honda Amaze **3.** Maruti Suzuki Dzire

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Revotron (P) 1.2 XE	5.54	1199/3	5	114	85	1035	35	419	155/80 R13	-	17.72	148.1	12.5	✓	✓	✓	✓	Sep 17	★★★★½
Revotron (P) 1.2 XZA+	7.29	1199/3	5A	114	85	1074	35	419	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
JTP (Turbo-petrol)	7.59	1199/3	5	150	114	1072	35	419	185/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Revotorq (D) XE	6.44	1047/3	5	140	70	1100	35	419	155/80 R13	-	NA	NA	NA	F	-	-	-	NA	NA
Revotorq (D) XZ+	7.74	1047/3	5	140	70	1130	35	419	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
EV XE+	10.44	El 21.5kWh	1A	105	41	1215	NA	255	175/65 R14	-	NA	NA	NA	F	-	-	-	NA	NA
EV XT+	10.76	El 21.5kWh	1A	105	41	1215	NA	255	175/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

ZEST

For: Equipment, ride quality. **Against:** Fit-and-finish, petrol engine driveability. **Verdict:** A big step up from the Indigo CS.
Alternatives: 1. Maruti Suzuki Dzire **2.** Hyundai Xcent **3.** Mahindra Verito

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Revotron (P) XE	5.80	1193/4	5	140	90	1115	44	390	185/60 R15	-	14.08	159	11.5	F	-	-	✓	NA	NA
Revotron (P) XT	7.29	1193/4	5	140	90	1135	44	390	185/60 R15	-	14.08	159	11.5	✓	✓	✓	✓	Oct 14	★★★★☆
Quadrajet (D) XE	7.04	1248/4	5	190	75	1152	44	390	185/60 R15	-	NA	NA	NA	F	-	-	✓	NA	NA
Quadrajet XTA	9.17	1248/4	5A	200	90	1170	44	390	185/60 R15	-	17.37	153.7	15.9	✓	✓	✓	✓	Dec 14	★★★★☆

NEXON

For: Exterior styling, equipment. **Against:** Ergonomics, fit-and-finish, practicality. **Verdict:** A stylish compact offering from Tata.
Alternatives: 1. Maruti Suzuki Vitara Brezza **2.** Ford EcoSport **3.** Honda WR-V

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Revotron (P) XE	6.58	1198/3	6	170	110	NA	44	350	195/60 R16	-	13.57	153.9	10.9	F	✓	-	-	Oct 17	★★★★☆
Revotron (P) XZA+	9.81	1198/3	6A	170	110	NA	44	350	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Revotorq XE	7.59	1497/4	6	260	110	NA	44	350	195/60 R16	-	NA	NA	NA	F	✓	-	-	NA	NA
Revotorq XZA+	10.76	1497/4	6A	260	110	NA	44	350	215/60 R16	-	15.22	163.6	17.0	✓	✓	✓	✓	Sep 18	★★★★☆

HARRIER

For: Style, presence. **Against:** Fit-and-finish. **Verdict:** Tata's stylish new SUV.
Alternatives: 1. Hyundai Creta **2.** Jeep Compass **3.** MG Hector

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
XE	13.00	1956/4	6	350	140	NA	50	425	235/70 R16	-	14.00	165.5	9.0	✓	✓	-	-	NA	NA
XZ	16.56	1956/4	6	350	140	NA	50	425	235/65 R17	✓	14.00	165.5	9.0	✓	✓	✓	✓	Jun 19	★★★★☆

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
SUMO																			
For: Space, price. **Against:** Build, handling. **Verdict:** If you need a budget people mover with up to nine seats...																			
Alternatives: 1. Mahindra Bolero																			
Gold CX	7.39	2956/4	5	250	85	NA	65	NA	215/70 R15	-	NA	NA	NA	✓	-	✓	-	NA	NA
Gold GX	8.77	2956/4	5	250	85	NA	65	NA	215/70 R15	-	NA	NA	NA	✓	-	✓	-	NA	NA
SAFARI STORME																			
For: Space, off-road ability, soft ride. **Against:** Build, handling. **Verdict:** If you want an affordable big SUV, this is it.																			
Alternatives: 1. Mahindra Scorpio																			
LX 4x2 5-st	11.11	2179/4	5	320	150	1935	63	981	235/70 R16	-	NA	NA	NA	✓	-	✓	-	NA	NA
VX 4x4 7-st	16.21	2179/4	6	400	156	2095	63	981	235/70 R16	-	14.38	155.91	NA	✓	✓	✓	✓	Feb 16	★★★★☆
HEXA																			
For: Comfort, space, equipment. **Against:** Not much. **Verdict:** People-carrier built to handle the rough stuff too.																			
Alternatives: 1. Toyota Innova Crysta **2.** Mahindra XUV500 **3.** Renault Lodgy																			
XE	12.09	2179/4	6	320	150	NA	60	NA	235/70 R16	-	NA	NA	NA	✓	-	✓	-	NA	NA
XTA	17.46	2179/4	6A	400	156	NA	60	NA	235/55 R19	-	13.11	NA	9.0	✓	✓	✓	-	May 17	★★★★☆
XT 4x4	17.55	2179/4	6	400	156	NA	60	NA	235/55 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TOYOTA																			
ETIOS LIVA																			
For: Drivability, space, safety. **Against:** Single windscreen wiper doesn't work well, interior quality. **Verdict:** Good value for money.																			
Alternatives: 1. Ford Figo **2.** Hyundai Grand i10 **3.** Nissan Micra **4.** Maruti Suzuki Ignis																			
1.2 (P) G	5.32	1197/4	5	104	80	890	45	251	175/65 R14	-	14.94	NA	17.75	-	✓	-	-	Aug 11	★★★★½
Cross 1.5 (P) V	8.13	1496/4	5	132	90	950	45	251	185/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
D-4D GD	6.65	1364/4	5	170	68	980	45	251	175/65 R14	-	17.01	NA	19.0	✓	✓	-	-	Oct 11	★★★★½
Cross D-4D VD	8.08	1364/4	5	170	68	1030	45	251	185/60 R15	-	17.01	NA	19.0	✓	✓	✓	✓	NA	NA
GLANZA																			
For: Equipment. **Against:** NA. **Verdict:** Toyota's entry in the premium hatch space.																			
Alternatives: 1. Hyundai Elite i20 **2.** Volkswagen Polo																			
G MT	6.98	1197/4	5	113	83	910	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
G MT Mild-hybrid	7.29	1197/4	5	113	90	910	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
V CVT	9.00	1197/4	CVT	113	83	935	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
PLATINUM ETIOS																			
For: Fuel efficiency, space, safety, driveability. **Against:** Quality of interior plastics. **Verdict:** Good work-horse.																			
Alternatives: 1. Maruti Suzuki Dzire **2.** Volkswagen Ameo **3.** Honda Amaze																			
1.5 (P) G	6.53	1496/4	5	132	90	900	45	595	175/65 R14	-	11.57	171	17.75	-	✓	-	-	NA	NA
1.5 (P) VX	7.81	1496/4	5	132	90	930	45	595	185/60 R15	-	11.57	171	17.75	✓	✓	✓	✓	Jan 11	★★★★½
D-4D GD	7.63	1364/4	5	170	68	1005	45	595	175/65 R14	-	16.18	160	18.75	-	✓	-	-	NA	NA
D-4D VXD	8.91	1364/4	5	170	68	1005	45	595	185/60 R15	-	16.18	160	18.75	✓	✓	✓	✓	Oct 11	★★★★½
YARIS																			
For: Comfort, fit-and-finish, safety, refinement. **Against:** Rear headroom could be better. **Verdict:** Refined family sedan.																			
Alternatives: 1. Hyundai Verna **2.** Volkswagen Vento **3.** Honda City																			
1.5 (P) J(O)	8.65	1496/4	5	132	90	1090	42	476	185/60 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 (P) VX CVT	14.07	1496/4	CVT	132	90	1135	42	476	185/60 R15	✓	14.33	170	9.88	✓	✓	✓	✓	Jun 18	★★★★½
COROLLA ALTIS																			
For: Good mix of performance, interior and ride quality, reliability. **Against:** Does not excel in any particular field.																			
Verdict: Potent performer with a Toyota badge. **Alternatives: 1.** Škoda Octavia **2.** Hyundai Elantra																			
1.8 (P) G	16.45	1798/4	6	173	140	1220	55	470	195/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.8 (P) VL CVT	20.19	1798/4	CVT	173	140	NA	55	470	205/55 R16	-	12.95	185.7	9.88	✓	✓	✓	✓	Jul 17	★★★★½
D-4D G	17.71	1364/4	6	205	88	NA	55	470	195/65 R15	-	13.35	177.6	17.75	✓	✓	✓	✓	NA	NA
D-4D GL	19.36	1364/4	6	205	88	1310	55	470	205/55 R16	-	13.35	177.6	17.75	✓	✓	✓	✓	Aug 14	★★★★½
PRIUS																			
For: Safety, efficiency, reliability. **Against:** Price. **Verdict:** Latest and most advanced iteration of the Prius yet.																			
Alternatives: None																			
Z8	45.53	1798/4	CVT	NA	122	1415	43	696	195/65 R15	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

CAMRY

For: Space, comfort, interior, equipment. **Against:** Not much. **Verdict:** Amongst the most comfortable chauffeur-driven cars.
Alternatives: 1. Honda Accord **2.** Škoda Superb

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
Hybrid	37.50	2487/4	CVT	NA	218	1665	50	454	235/45 R18	✓	9.49	187	15.25	✓	✓	✓	✓	Jun 19	★★★★★

INNOVA CRYSTA

For: Comfort, interior, equipment, ride, handling. **Against:** Not much. **Verdict:** A further improved creation that raises the game.
Alternatives: 1. Renault Lodgy **2.** Tata Hexa

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
2.4D G+ 7-st	15.67	2393/4	5	343	150	1855	55	NA	205/60 R16	✓	14.13	145.4	12.0	✓	✓	✓	✓	NA	NA
2.4D Z	21.13	2393/4	5	343	150	1855	55	NA	215/55 R17	✓	14.13	145.4	12.0	✓	✓	✓	✓	May 16	★★★★½
2.4D Touring Sport V	20.97	2393/4	5	343	150	1855	55	NA	205/60 R16	✓	14.13	145.4	12.0	✓	✓	✓	✓	NA	NA
2.8D GX A/T 7-st	17.46	2755/4	6A	360	174	1870	55	NA	205/60 R16	✓	11.78	153.7	10.0	✓	✓	✓	✓	NA	NA
2.8D Z A/T	22.43	2755/4	6A	360	174	1870	55	NA	215/55 R17	✓	11.78	153.7	10.0	✓	✓	✓	✓	Sep 16	★★★★½
2.8D Touring Sport Z A/T	23.47	2755/4	6A	360	174	1870	55	NA	205/60 R16	✓	11.78	153.7	10.0	✓	✓	✓	✓	NA	NA
2.7 Petrol GX 7-st	14.93	2694/4	5	245	166	NA	65	NA	205/60 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.7 Petrol Touring Sport A/T	21.71	2694/4	6A	245	166	NA	65	NA	205/60 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

FORTUNER

For: Space, refinement, reliability. **Against:** Big, cumbersome in traffic. **Verdict:** Good combination of on- and off-road vehicle.
Alternatives: 1. Ford Endeavour **2.** Isuzu mu-X **3.** Mitsubishi Pajero Sport

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
2.7 Petrol	27.83	2694/4	5	245	166	1870	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.7 Petrol A/T	29.42	2694/4	6A	245	166	1900	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.8 D	29.84	2755/4	6	420	177	1980	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.8 D 4x4 A/T	33.60	2755/4	6A	450	177	2135	80	NA	265/60 R18	✓	12.71	NA	10.25	✓	✓	✓	✓	Jan 17	★★★★½

LANDCRUISER PRADO

For: Off-road credentials, road presence. **Against:** Price, body roll. **Verdict:** Its a good off roader with a comfortable ride.
Alternatives: 1. Volvo XC90 **2.** Mercedes-Benz GLE-Class **3.** BMW X5

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
D-4D VX-L	96.30	2982/4	5A	410	173	2380	87	620	265/60 R18	✓	13.2	156	8.9	✓	✓	✓	✓	Jan 10	★★★★½

LANDCRUISER 200

For: Luxurious, smooth, powerful, refined. **Against:** Fuel efficiency, price, cost, old-hat image. **Verdict:** If you can afford one, think of it as a Lexus LX for bad roads. **Alternatives: 1.** Mercedes-Benz GLS-Class **2.** Audi Q7 **3.** Volvo XC90

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
D-4D VX	146.99	4461/8	6A	650	265	2725	93	620	285/60 R18	✓	10.71	210	5.92	✓	✓	✓	✓	Jul 09	★★★★½

VOLKSWAGEN

POLO

For: Build quality, safety, drivability, interior. **Against:** Space, no rear air vents. **Verdict:** Probably the most complete hatch on sale.
Alternatives: 1. Hyundai Elite i20 **2.** Maruti Suzuki Swift **3.** Toyota Etios Liva **4.** Honda Jazz **5.** MINI Cooper S (*v* GTI)

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
1.0 MPi Trendline	5.82	999/3	5	95	76	1015	45	280	175/70 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
1.0 MPi Highline+	7.76	999/3	5	95	76	1044	45	280	195/55 R16	-	19.51	152.4	11.75	✓	✓	✓	✓	Nov 18	★★★★½
GT TSi (P)	9.76	1197/4	7A	175	105	1140	45	280	195/55 R16	✓	10.31	NA	12.87	✓	✓	✓	✓	Jul 13	★★★★½
1.5 TDi Trendline	7.34	1498/4	5	230	90	1126	45	280	175/70 R14	-	15.03	156.5	17.5	-	✓	-	-	NA	NA
1.5 TDi Highline+	9.31	1498/4	5	230	90	1163	45	280	195/55 R16	-	15.03	156.5	17.5	✓	✓	✓	✓	Aug 14	★★★★½
GT TDi	9.88	1498/4	5	250	110	1163	45	280	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

AMEO

For: Build, ride, handling, price. **Against:** Cabin noise levels a bit high. **Verdict:** Most well-built sub-four-metre compact sedan.
Alternatives: 1. Maruti Suzuki Dzire **2.** Honda Amaze **3.** Ford Aspire

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
1.0 MPi Trendline	5.84	999/3	5	95	76	1027	45	330	185/60 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
1.0 MPi Highline+	7.86	999/3	5	95	76	1050	45	330	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDI Trendline	7.02	1498/4	5	250	110	1138	45	330	185/60 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
1.5 TDI Highline+ DSG	10.00	1498/4	7A	250	110	1184	45	330	195/55 R16	✓	12.05	165.9	17.6	✓	✓	✓	✓	Feb 17	★★★★★

VENTO

For: Space, ride quality, handling, build quality. **Against:** Not much. **Verdict:** A complete sedan.
Alternatives: 1. Škoda Rapid **2.** Honda City **3.** Maruti Suzuki Ciaz **4.** Hyundai Verna

Model Name	Price (In Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
1.6 MPi Trendline	8.76	1598/4	5	153	105	1126	55	460	175/70 R14	-	11.87	186.2	14.1	✓	✓	✓	-	NA	NA
1.6 MPi Highline	10.00	1598/4	5	153	105	1145	55	460	185/60 R15	-	11.87	186.2	14.1	✓	✓	✓	✓	Oct 10	★★★★½
TSi Highline DSG	11.97	1197/4	7A	175	105	1169	55	460	185/60 R15	✓	11.68	177.3	12.5	✓	✓	✓	-	NA	NA
TSi Highline+ DSG	13.17	1197/4	7A	175	105	1179	55	460	195/55 R16	✓	11.68	177.3	12.5	✓	✓	✓	✓	Dec 13	★★★★½
TDi Trendline	9.58	1498/4	5	250	110	1193	55	460	175/70 R14	-	13.84	176.3	17.5	✓	✓	✓	-	NA	NA
TDi Highline+ DSG	14.49	1498/4	7A	250	110	1238	55	460	195/55 R16	✓	12.74	179.3	17.25	✓	✓	✓	✓	Dec 14	★★★★½

Model Name	Price (in Rs lakh)	Cubic Capacity (cc/cylinders)	Gears	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (litres)	Boot Space (litres)	Tyre Size	Traction Control	0-100 km/h (sec)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Airbags	Music System	Alloy Wheels	Tested	Overall Rating
PASSAT																			
For: Build quality, interior, space, stability, suspension. **Against:** Price. **Verdict:** Sensible, safe and practical saloon. **Alternatives: 1.** Škoda Superb																			
Comfortline Connect	25.99	1968/4	6A	350	177	1535	66	586	215/60 R16	✓	9.70	NA	12.8	✓	✓	✓	✓	NA	NA
Highline DSG	33.22	1968/4	6A	350	177	1550	66	586	215/55 R17	✓	9.70	NA	12.8	✓	✓	✓	✓	Feb 18	★★★★★
TIGUAN																			
For: Safety, comfort, performance. **Against:** Price. **Verdict:** Globally noted premium crossover packs a punch. **Alternatives: 1.** Audi Q3 **2.** BMW X1 **3.** Mercedes-Benz GLA-Class **4.** MINI Clubman																			
Comfortline DSG	28.07	1968/4	7A	340	143	1720	71	615	215/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Highline DSG	31.46	1968/4	7A	340	143	1720	71	615	235/55 R18	✓	11.09	200	11.5	✓	✓	✓	✓	Oct 17	★★★★★
VOLVO																			
V40																			
For: Safety, build quality, styling. **Against:** Ride height. **Verdict:** Smart and safe urban luxury hatchback. **Alternatives: 1.** BMW 1 Series **2.** MINI Cooper **3.** Mercedes-Benz A-Class																			
D3 R-Design	31.91	1969/4	6A	320	150	1545	60	335	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V40 CROSS COUNTRY																			
For: Safety, interior, performance, efficiency. **Against:** Stiff ride, price. **Verdict:** Good option if you don't want a German. **Alternatives: 1.** Audi Q3 **2.** BMW X1 **3.** Mercedes-Benz GLA-Class																			
D3 Inscription	32.83	1969/4	6A	320	150	1611	60	335	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
S60																			
For: Safety, handling, ride quality, performance. **Against:** Fuel efficiency, price. **Verdict:** Good-looking and sporty Volvo. **Alternatives: 1.** Mercedes-Benz C-Class **2.** BMW 3 Series **3.** Audi A4																			
D4 Momentum	38.51	1969/4	8A	400	181	1649	67.5	380	215/50 R17	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
Polestar	56.02	1969/4	8A	470	367	1756	67.5	380	245/35 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
S60 CROSS COUNTRY																			
For: Safety, practicality, peace of mind. **Against:** Stiff ride. **Verdict:** The world's first modern cross-country sedan. **Alternatives:** None yet																			
D4 AWD Inscription	44.27	2400/5	6A	420	190	1776	67.5	380	235/50 R18	✓	NA	210	NA	✓	✓	✓	✓	NA	NA
S90																			
For: Safety, practicality, comfort, style. **Against:** Not much. **Verdict:** A step up from the S80 and a genuine challenger in the executive saloon space. **Alternatives: 1.** BMW 5 Series **2.** Audi A6 **3.** Mercedes-Benz E-Class																			
D4 Momentum	51.90	1969/4	8A	400	190	1835	55	500	225/50 R17	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
D4 Inscription	58.90	1969/4	8A	400	190	1840	55	500	245/45 R18	✓	9.29	230	12.0	✓	✓	✓	✓	Dec 16	★★★★★
V90 CROSS COUNTRY																			
For: Safety, practicality, comfort, style, ability, space. **Against:** Not much. **Verdict:** Best of all worlds. **Alternatives: 1.** Mercedes-Benz E-Class All-Terrain																			
D5 AWD Inscription	65.31	1969/4	8A	480	235	1881	60	560	245/45 R20	✓	8.89	230	10.6	✓	✓	✓	✓	Mar 18	★★★★★
XC40																			
For: Safety, interior, practicality, efficiency. **Against:** Not much. **Verdict:** Stylish and thoroughly modern compact SUV. **Alternatives: 1.** Audi Q3 **2.** BMW X1 **3.** Mercedes-Benz GLA-Class																			
D4 AWD Momentum	39.90	1969/4	8A	400	190	1720	54	460	235/55 R18	✓	9.63	210	10.88	✓	✓	✓	✓	NA	NA
D4 AWD Inscription	43.90	1969/4	8A	400	190	1733	54	460	235/55 R18	✓	9.63	210	10.88	✓	✓	✓	✓	Feb 19	★★★★★
XC60																			
For: Safety, style, equipment. **Against:** Not much. **Verdict:** Practical, safe, value-for-money family luxury car. **Alternatives: 1.** Audi Q5 **2.** BMW X3 **3.** Mercedes-Benz GLC-Class																			
D4 AWD Momentum	52.90	1969/4	8A	400	190	1885	60	505	235/60 R18	✓	NA	205	NA	✓	✓	✓	✓	NA	NA
D5 AWD Inscription	59.90	1969/4	8A	480	235	1900	71	505	235/55 R19	✓	9.04	230	10.13	✓	✓	✓	✓	Mar 19	★★★★★
XC90																			
For: Comfort, safety, technology, handling, style. **Against:** Not much. **Verdict:** Big all-round Volvo for up to seven occupants. **Alternatives: 1.** BMW X7 **2.** Mercedes-Benz GLS-Class **3.** Audi Q7 **4.** Lexus RX																			
D5 AWD Momentum	80.90	1969/4	8A	480	235	2025	71	316	255/55 R19	✓	9.04	220	9.25	✓	✓	✓	✓	NA	NA
D5 AWD Inscription	87.90	1969/4	8A	480	235	2030	71	316	275/45 R20	✓	9.04	220	9.25	✓	✓	✓	✓	Jan 16	★★★★★
T8 AWD Excellence (2+2)	131.24	1969/4	8A	640	390	2434	50	726	275/45 R20	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
T8 AWD Excellence Lounge	142.00	1969/4	8A	640	390	NA	50	NA	275/45 R20	✓	NA	230	NA	✓	✓	✓	✓	NA	NA

Available for: AUDI: Q3 | **FORD:** Endeavour/EcoSport (Titanium) | **GM:** Captiva | **HONDA:** CRV | **HYUNDAI:** Creta/Venue/Santa Fe | **JEEP:** Compass Sport | **KIA:** Seltos | **MG:** Hector | **MAHINDRA:** Bolero/Thar/Marazzo/Scorpio/Rexton/TUV300/XUV300/XUV500 | **MARUTI:** S-Cross/Vitara Brezza | **MITSUBISHI:** Pajero Sport/Montero | **NISSAN:** Kicks/Terrano/X-Trail | **RENAULT:** Captur/Duster | **TATA:** Aria/Safari/Sumo Gold/Sumo Victa/Harrier/Hexa/Nexon (XZ+) | **TOYOTA:** Fortuner/Innova Crysta/Prado. Note: Broad sizes/Rim changing sizes subject to ground clearance. Vehicle manufacturers' recommendation should be considered.

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