



**McLAREN's PRIUS!** Tech secrets of the 330-km/h Artura hybrid — here to save the supercar

₹ 150.00

# car

www.carindia.in

Volume 16 / Issue 09 / April 2021

## India



**REVEALED**  
**SKODA-VOLKSWAGEN**  
**SUV ASSAULT**

**DRIVEN**

Maruti Suzuki Swift

**FEATURE**

La Maison Citroën

Hyundai Creta to Auroville

Honda Drive to Discover 10

# New M3 v Porsche 911

BMW's all-new M icon  
battles the benchmark



**TESTED:** BMW X3 xDrive30i & 220i Gran Coupé • Volkswagen Vento 1.0 TSI & Polo GT TSI

# THE TRUST IN PRINT NOW CERTIFIED BY **ASCI**

Advertising in traditional media continues to enjoy high trust amongst consumers, with 86%\* expressing confidence in print – making it the most trusted medium.

\* ASCI - ISA Report Findings



# PEOPLE TECHNOLOGY IS THE EVERYDAY REIMAGINED.

At Maruti Suzuki, we focus on relevant solutions that enhance the everyday lives of real people.

We don't just make cars, we design People Technology.

## EXPERIENCE MARUTI SUZUKI TECHNOLOGIES

➤ SUZUKI CONNECT

➤ SMART HYBRID

➤ SMARTPLAY STUDIO

➤ K-SERIES ENGINE

➤ AUTO GEAR SHIFT

➤ HEARTECT ➤ S-CNG



TO KNOW  
MORE, SCAN:



OR VISIT  
[www.marutisuzuki.com](http://www.marutisuzuki.com)

Terms and Conditions apply. Features and accessories shown may not be part of the standard fitment. Black Glass Shade on the vehicle is due to lighting effect. Images used are for illustration purposes only.



# CONTENTS

THIS MONTH'S STORIES  
AT A GLANCE

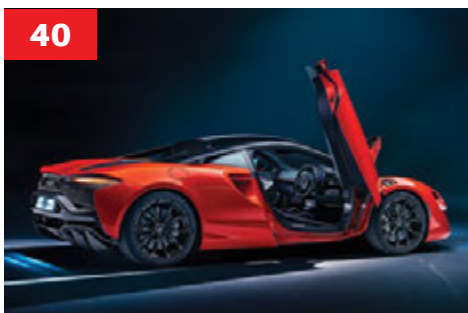


# 18

**ŠKODA KUSHAQ**

The latest assault on the compact SUV segment

40



50



78



## REGULARS

6 WELCOME

8 BULLETIN

22 INBOX

23 CAR SALES

94 THE GBU

## FIRST LOOK

19 JAGUAR I-PACE

The first-ever all-electric Jaguar has arrived

## FEATURES

20 ŠKODA OCTAVIA

The newest version the entry-luxury Czech

24 HYUNDAI CRETA GOES TO AUROVILLE

An insight into what goes down at one of India's most unique sustainable communities

32 LA MAISON CITROËN

The exciting new French name goes with an enticing new phygital approach

36 HONDA DRIVE TO DISCOVER 10

Exploring coastal Karnataka in a bevy of Hondas

40 McLAREN ARTURA

Woking's new hybrid supercar is woke indeed with a revolutionary new V6 power-unit

## INTERVIEW

30 GURPRATAP BOPARAI

We chat with the MD of Škoda Auto and VW India about a very exciting future

## FIRST DRIVES

50 MARUTI SUZUKI SWIFT

We drive the more powerful and more stylish Swift with the new 90-hp petrol engine

## TESTS

68 VOLKSWAGEN POLO GT TSI

The Polo GT is back with a new powertrain but has the excitement factor been kept intact?

72 BMW 220i GRAN COUPÉ

BMW's entry 2er gets some petrol power and mixes things up rather well

78 VOLKSWAGEN VENTO TSI

A new turbo-petrol engine and a six-speed manual is a recipe for fun

84 BMW X3 xDrive30i

The four-pot petrol-powered X3 makes a lot of sense in more ways than one

## SPORT

90 F1: BAHRAIN

91 WRC: FINLAND

92 NEWS





# 54

## BMW M3 v PORSCHE 911

Munich's new M3 Competition faces off against Stuttgart's proven sports car icon, the Carrera S





# WELCOME

## Welcome Launches

LAST MONTH WE WITNESSED the global unveiling of the Škoda Kushaq and, a week later, Volkswagen unveiled the Taigun. Both the SUVs share a common platform, drivetrain, and suspension set-up. What sets them apart is the exterior and interior design.

A couple of months ago, I had the opportunity to drive the Kushaq prototype in Goa. It is a true-blue Škoda and it ticks all the right boxes, whether it is performance, handling or safety. The only aspect in which it differs from the previous Škoda cars is the interior leg-room, which used to be at a premium. Now, however, there is plenty of leg-room at the rear. Even with the driver's seat set for my driving position, there was plenty of leg-room for the rear passengers. The ride quality is on the firm side, which is good, and this SUV handles like a sedan with hardly any body-roll. During an interaction with the Press, the company officials said that the turbo-petrol TSI would match the fuel efficiency of diesel engines, as there is no diesel engine in the pipeline.

For the last three months I have been driving down to Goa for first drives of cars made by different manufacturers, starting with the Kushaq. Thereafter, it was the Renault Kiger, Mercedes A-Class Sedan, and VW Taigun. The condition of the roads there is the best I have seen to date, barring the road work from Panaji to the Goa border. My travel time between Pune and Panaji has come down considerably, to about five and a half hours, which is also due to a decrease in truck traffic on the Pune-Bengaluru highway.

**Aspi Bhatena**  
Editor



## WHAT MAKES US DIFFERENT

UNLIKE OTHER AUTOMOBILE magazines, *Car India* is devoted cent per cent to CARs, SUVs and MUVs. There are no bikes or commercial vehicles to be found in *Car India*. Therefore, we have a very focused readership and also give our advertisers better bang for their buck!

Our editorial team is passionate about cars. They live, drink, eat and breathe cars. This lends the crucial extra touch to their editorial efforts.

Our editorial team is bound by a strict code of conduct. In an industry where

foreign junkets and gifts are rampant in order to win over editorial staff, we strive hard to maintain our editorial integrity and balance.

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

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

### Car India Magazine

S.No. 261/G.L.R.No. 5,  
East Street, Camp, Pune 411001. INDIA  
carindia@nextgenpublishing.net

<b>Editor</b>	Aspi Bhatena
<b>Executive Editor</b>	Sarmad Kadiri
<b>Copy Editor</b>	Deepak Upadhye
<b>Principal Correspondent</b>	Jim Gorde
<b>Senior Correspondent</b>	Anosh Khumbatta
<b>Correspondents</b>	Joshua Varghese, Zal Cursetji, Azaman Chothia
<b>Art Director</b>	Ramnath Chodankar
<b>Head Design &amp; Production</b>	Ravi Parmar
<b>Designers</b>	Santosh Wadhwa, Sandeep Naik
<b>Senior Photographer</b>	Sanjay Raikar
<b>Staff Photographer</b>	Apurva Ambep
<b>Production Supervisor</b>	Dinesh Bhajnik
<b>Administration Executive</b>	Francis Daniel

<b>PUBLISHER</b>	Marzban Jasoomani
<b>MENTOR &amp; SPECIAL ADVISOR</b>	Hoshang S Billimoria

### MARKETING HEAD OFFICE

Next Gen Publishing Pvt. Ltd.  
Unit No 5&6, 1st Floor, B Wing, Trade World, Kamala Mill Compound,  
Senapati Bapat Marg, Lower Parel (West). Mumbai - 400013  
Mob + 91 9321546598

**Head Circulation Manager** Kapil Kaushik (North and East)

**Subscription Supervisor** Sachin Kelkar

Mob + 91 22 9321546598

E-mail: subscriptions@nextgenpublishing.net

**Apple Newsstand & Magzter Queries:**

help@magzter.com

Zinio Subscriptions Queries:

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

### REGIONAL MARKETING OFFICES

**General Manager Operations** Ellora Dasgupta (North and East)  
**Deputy General Manager Operations** Chanchal Arora (North and East)

Next Gen Publishing Pvt. Ltd.

26-B, First Floor, Okhla Industrial Estate, Phase III,  
**New Delhi** 110020, India, Tel +91 11 4234 6600 / 6678  
Fax + 91 11 42326679

**General Manager** Girish Shet (South)

Unit No. 509, 5th Floor 'B' Wing, Mittal Towers, MG Road,  
**Bengaluru** 560001, India, Tel + 91 80 66110116/17

Cenotaph Elite, No.5, 1<sup>st</sup> street, Teynampet,

**Chennai** 600018, India, Tel + 91 44 42108421/ 42175421

**Ahmedabad** Devendra Mehta

Tel + 91 9714913234

Srinivas Gangula, Territory Sales Incharge (Circulation),  
**Hyderabad**, India, Tel + 91 9000555756

Vidyasagar Gupta, Territory Sales Incharge, (Circulation),  
**Kolkata** 700035, India, Tel + 91 9804085683

*Car India* is a licensee product of Bauer Consumer Media Ltd., UK. Views and opinions expressed in the magazine are not necessarily those of Next Gen Publishing Pvt. Ltd. Next Gen Publishing does not take responsibility for returning unsolicited manuscripts, photographs or other material. All material published in *Car India* is copyright and no part of the magazine may be reproduced in part or full without the express prior written permission of the publisher

**Printed by** Marzban Jasoomani

Next Gen Publishing Pvt. Ltd., Unit No 5&6, 1st Floor, B Wing,  
Trade World, Kamala Mill Compound, Senapati Bapat Marg,  
Lower Parel (West). Mumbai - 400013

**Published by** Marzban Jasoomani

on behalf of Next Gen Publishing Pvt. Ltd., Unit No 5&6, 1st Floor,  
B Wing, Trade World, Kamala Mill Compound, Senapati Bapat Marg,  
Lower Parel (West). Mumbai - 400013

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

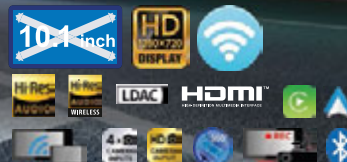
**Published at** Next Gen Publishing Pvt. Ltd.,  
Unit No 5&6, 1st Floor, B Wing, Trade World,  
Kamala Mill Compound, Senapati Bapat Marg,  
Lower Parel (West). Mumbai - 400013



# KENWOOD

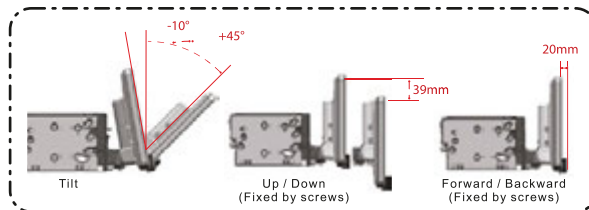
## DMX9720XS

Introducing  
a Powerful 10.1 inch HD Display



### High Definition Display

#### Floating Panel Mechanism with 3-Way Position Adjustment



Fully adjustable display allows you to change the depth, height and angle for easy vehicle fitment

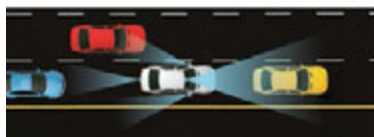
## Advanced Camera Solutions

All for your comfort and safety

### 4 Camera Inputs



DMX9720XS features 4 camera inputs-ultimate convenience, flexibility and safety. Setting of camera type and display switching between 4 cameras can be operated easily via the receiver's large screen.



Dash Cam + Rear Camera + Blind View Cameras



### Wireless Smartphone Connections



androidauto

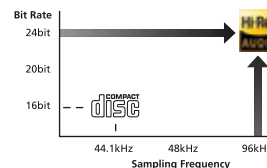
Apple CarPlay via Wi-Fi & USB

Android Auto via USB

Wireless Mirroring for Android

## High-Resolution Audio

Capturing all the details from your favorites artist's every breath, to the complex soundscape that surrounds them.



## Audiophile Grade Sound Sound Tuning Technology



### Parametric Equalizer

You can fine-tune advanced sound properties to achieve professional audio sound quality in your vehicle.

### High Quality Audio Parts

To ensure the best possible sound quality, custom-made and carefully selected parts are used.

# FIRST TIME FROM KENWOOD 10.1 INCH FLOATING!!!

NIPPON

NIPPON AUDIOTRONIX PVT. LTD.  
D-7 & 8, SECTOR-X, G.B. NAGAR, NOIDA - 201301 U.P. (INDIA)  
TEL: 0120-2555555, 4268100 FAX: 0120-2527967  
email: sales@nipponaudio.com | website: www.nipponaudio.com

JVCENWOOD website - www.in.jvcenwood.com  
Customer Care Number 1800 1800 080



## Electric Future

The all-new Volvo C40 Recharge is the next step towards the Swedish major's commitment to go all-electric by the end of this decade







**V**OLVO HAVE STATED THAT THEY will have an all-electric line-up by the year 2030. They have also said that combustion engines won't be a part of their line-up even in hybrid form. While electric cars may seem to be the way of the future, the certainly is not all clouded by doubt. In fact, while electric motors and their instant response as well as minimal mechanical or moving parts are appreciated and are rather future-proof, it's the means of supply that beg the question, "what next?". Surely, batteries are among the least sustainable means of energy delivery and, while manufacturers strive to reclaim and reuse cobalt and other elements, there is, doubtless, a need for more efficient and far more sustainable means of energy storage. Nevertheless, electrics look like they're here to stay.

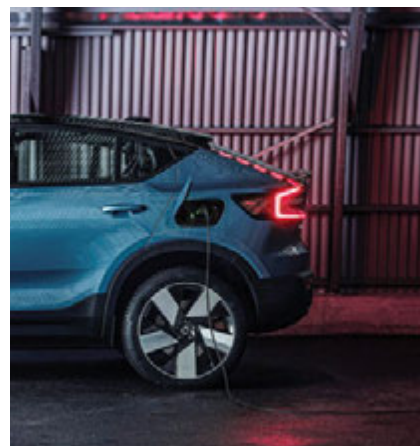
The new C40 Recharge Twin, then, marks the return of the "C" range of models for Volvo, the last of which were the C30 hatchback and C70 convertible which went into the sunset at the turn of the last decade. The new C40 is styled akin to the German sports activity coupé models but is not quite as large. Based on the modular architecture, at 4,431 millimetres long, the C40 sits with the XC40 — which is six mm shorter, 13 mm wider, and a full 70 mm taller — on the same 2,702-mm wheelbase. The hardware it packs is also similar, with two electric motors, one 150-kW motor each at the front and rear axle, good for a total of 408 hp and 660 Nm with electric all-wheel-drive functionality. The 78-kWh battery pack powers the motors and helps propel the 2,185-kg C40 from zero to 100 km/h in 4.9 seconds and on to a limited top speed of 180 km/h.

The C40 is the latest move as the company seeks to transition towards becoming a fully electric car-maker. That move itself is part of its ambitious climate plan that seeks to consistently reduce the lifecycle carbon footprint per car through viable action. The decision builds on the expectation that there will be a rapid expansion of accessible charging infrastructure that will accelerate acceptance of fully electric cars. The move towards full electrification also comes together with an increased focus on online sales and more complete, attractive, and

transparent offers for buyers: Care by Volvo. All fully electric models will be available online only.

In the years to come, Volvo will roll out more electric car models. By as early as 2025, they aim for half their global sales to consist of fully electric cars, the rest being hybrids. By 2030, every car sold should be fully electric.

Håkan Samuelsson, Chief Executive Officer, Volvo Cars, said, 'To remain successful, we need profitable growth. So instead of investing in a shrinking business, we choose to invest in the future — electric and online. We are fully focused on becoming a leader in the fast-growing premium electric segment.'



**| We Hear**



**New SL to be Only AMG?**

Mercedes' high-performance arm, AMG, has been developing the all-new SL soft-top convertible; probably the most iconic model in their portfolio. Now, there is buzz that only AMG-badged models will be offered. That basically means no more "Mercedes-Benz" or three-figure badging. We may see an entry AMG SL 35 (2.0 four, 306 hp), SL 53 (3.0 six, up to 457 hp), SL 63 (4.0 V8, 670 hp, more or less), and a range-topping plug-in hybrid SL 73 (more than 800 hp combined) as well.

**Vantage F1 Edition**

Aston Martin have introduced the F1 edition of the V8 Vantage. Following the confirmation of its role as the official Formula 1 Safety Car for the 2021 F1



season, the tweaked Vantage has also been introduced as a road car. The Vantage F1 Edition sees a bump up of 25 hp, taking total output to 535 hp, and loses the flashing lights and livery, of course.

**Kia Stinger 2022**

The 2022 Kia Stinger continues to evolve as the brand's halo sport sedan with new design details, enhanced performance, and driving experience as well as several technologically advanced driver assistance systems. The Stinger GT-Line packs a 2.5-litre four-cylinder turbo-petrol with 304 hp and 422 Nm. The more powerful GT gets an updated 3.3 twin-turbo V6 with 373 hp and 510 Nm that's good for a sub-five-second 0-100-km/h time.

**Hyundai Staria**

Hyundai's new Staria line of multi-purpose vehicles have been shown online ahead of their digital world premiere. Designed for both families and businesses, the Staria focuses on making time in transit more accommodating, productive, and worthwhile. With an "inside-out" approach, the design begins with the interior and expands it to the exterior, reflecting the company's response to shifts in consumer needs prioritizing interior space. Depending on application, it can seat between two and 11 occupants.

# Jeep Wagoneer and Grand Wagoneer

JEEP HAVE INTRODUCED their new flagship with a focus on sophistication, authenticity, and modern mobility. The large SUVs will be available in a number of variants, Series I, II, and III, several option packs, seven or eight seats, rear- or four-wheel drive, and V8 petrol engines. Wheel sizes of 18 inches (with the Off Road pack), 20 inches, and 22 inches are offered.



The Wagoneer duo offer comfortable seating for up to eight occupants, a modern interface with advanced Uconnect 5, Apple CarPlay and Android Auto, and immense cargo capacity from 776 litres with all seats up and with as much as 3,304 litres up to the first row. Air suspension is also on offer.

The Wagoneer gets a 5.7-litre V8 mild-hybrid engine with 397 hp and 548 Nm and electric assist from the TorqueFlite eight-speed transmission adding 12 kW (16 hp) and 176 Nm. A choice of rear- or four-wheel drive is offered with enhanced off-road equipment available as an option as well.

The Grand Wagoneer packs a standard 6.4-litre V8 with 477 hp and 617 Nm and an eight-speed transmission with standard 4x4 drive. A two-speed transaxle and Off Road pack are optionally available.

## Kia EV6

THE NEW, ALL-ELECTRIC KIA BRINGS IN A MORE EXCITING TAKE ON THE EV. BUILT ON the Electric Global Modular Platform (E-GMP), the exterior represents the "power to progress": an evolution of Kia's strength in design and a culmination of expertise. The sleek, modern front sees sharp daytime lights; a part of the "Digital Tiger Face" meant to evoke the signature tiger-nose grille for the electrified era. The side profile is crossover-inspired and is meant to appear modern, sleek, and aerodynamic.

The platform allows for a futuristic interior with an innovative use of increased space. A curved high-definition audio, video, and navigation screen adorns the dash. The simple form language of the screen and the slim dashboard give an open feel. It displays an instrument cluster in front of the driver and infotainment and navigation above the centre console, with minimal physical buttons for an uncluttered feel. Underneath, the climate control settings are via haptic touch and, below, the dash slopes away towards the front for a sense of space and openness. The seats are slim and lightweight, upholstered in modern, visually interesting and robust fabrics made from recycled plastics.





## Porsche Taycan Cross Turismo

THE NEW PORSCHE TAYCAN CROSS TURISMO IS HERE AND IT BUILDS on what the potent Taycan already offers with superior performance and long range getting complemented by versatility and additional room. There is greater head-room for rear passengers and the luggage capacity is more than 1,200 litres. There are four iterations, all with standard all-wheel drive and height-adjustable air suspension.

Visually, the Cross Turismo looks akin to the Mission E Cross Turismo concept study shown at Geneva in 2018. The silhouette is defined by the sporty, sloping roof-line towards the rear, with the Off-road Design package elements, such as the wheel-arches, lower aprons at the front and rear as well as the side sills. In combination with the package, the Taycan Cross Turismo has special flaps at the corners of the front and rear bumpers and at the ends of the sill.

As with the Taycan, there are four versions: 4, 4S, Turbo, and Turbo S. All, at launch, pack the high-voltage 93.4-kWh Performance battery Plus as standard, with two motors — one at the front with a single-speed transmission and one at the rear with a two-speed transmission.



## Pagani Huayra R

BEYOND THE LIMITS OF RESTRICTION, THAT'S WHAT THE PAGANI Huayra R is. The successor to the track-only Zonda R, the Huayra R aims to raise the performance benchmark yet again. A super-light body, bare carbon-fibre, light but high-strength components, and a new V12 engine are only the tip of the iceberg.

The Huayra R monocoque was specifically developed to guarantee total involvement and the unadulterated driving experience of a racing car. It incorporates the seats fully with six-point safety belts. All essential controls are immediately available on the quick-release steering wheel, with the gear-shift paddles mounted at the rear. The use of Carbo-Titanium HP62-G2, Carbo-Triax HP62 and chrome-molybdenum alloy steel in the construction, monolithic wheels and brake calipers, and carbon-ceramic brakes sees a dry weight of just 1,050 kilograms.

The heart of the matter is the Pagani V12-R: a new 6.0-litre, naturally aspirated V12 racing engine designed in partnership with HWA AG. It's the most powerful and efficient track-ready V12 ever made, delivering 850 hp at 8,250-8,800 rpm with 750 Nm available between 5,500 and 8,300 rpm. The engine revs up to 9,200 rpm and uses 200-bar direct fuel injection. A six-speed sequential gearbox drives the rear wheels.

Only 30 will be made, starting from €2.6 million (Rs 22.5 crore) each.

## BMW iDrive and New i4

BMW'S NEW IDRIVE TAKES INTERACTION TO THE NEXT LEVEL.

Two decades ago, what started off as a rotary dial and a digital display is now an all-encompassing, intelligent, multi-sensory experience tailored to the user. The new BMW iDrive represents a paradigm shift in how the driver interacts with the car — this time with natural dialogue that's more intuitive, personal, and inspiring as well as engaging on an emotional level. There are eye-catching 200-dpi graphics, modern colours, futuristic forms and textures, bright light, and an interplay

of reflections that create an immersive visual appearance. There are also increased personalization possibilities based on BMW ID.

Behind this unique user experience is the new BMW Operating System 8 with a new generation of curved displays, controls, software, settings, and extremely powerful connectivity and data processing. The new iDrive will roll out gradually across all vehicles, making its debut in the all-electric iX and i4.

BMW gave the world a glimpse of the all-new, first-ever i4 electric sports car. With styling akin to the new M4 Coupé, the i4 packs the new iDrive system as well as V8-rivalling performance from its all-electric powertrain that dishes out 390 kW (530 hp).



## This is SUVW

VOLKSWAGEN INDIA HAVE LAID OUT THEIR PLAN FOR THE forthcoming months with the focus on SUVs. The German giant, now settled in with the MQB-A0-IN platform at their facility at Chakan, near Pune, has a slew of launches lined up in the SUV space.

The new range will see more units of the CBU T-Roc compact SUV brought in after the first lot got sold out in almost no time. Their other CBU offering, the Tiguan Allspace seven-seat urban SUV, will also have more units brought in for sale.

Another big move is the re-introduction of the five-seater urban SUV, the Tiguan, with still very generous normal space. The big announcement, though, is the fourth offering: the all-new Taigun.

The Taigun will sit below the Tiguan and take on the bustling and more premium compact SUV space above the voluminous sub-four-metre segment. Like the T-Roc (and to be introduced Group-mate, the Škoda Kushaq), it will offer a choice of TSI turbo-petrol three- and four-cylinder engines with manual and automatic transmissions.





**| We Hear****Award for Vikram Kirloskar**

Vikram Kirloskar, Vice Chairman of Toyota Kirloskar Motor India, was honoured with the prestigious IIM-JRD Tata Award for 2020 by the Indian Institute of Metals (IIM). This award was conferred upon Kirloskar for "Excellence in Corporate Leadership in Metallurgical Industries" by Union Minister of Steel Dharmendra Pradhan and Minister of State for Steel Jagga Singh Kulaste in the presence of many other distinguished industrialists, academicians, and researchers from across the country.

**Shuchi Tie up with HPCL for Charging Points**

Shuchi Anant Virya has partnered with Hindustan Petroleum Corporation Limited (HPCL) to set up a network of public EV charging points at their retail outlets across India. Shuchi Anant Virya, a joint venture between one of the world's largest EV-based urban mobility companies, Lithium Urban Technologies, and India's leading distributed solar company, Fourth Partner Energy, currently own and operate EV charging hubs in Gurugram (erstwhile Gurgaon) and Pune. Installation of these charging points will be done in a phased manner and will include fast and slow chargers for all segments.

**Bavaria Motors Isuzu Dealer in Pune**

Isuzu Motors India have a new dealer partner in the city of Pune in Bavaria Motors LLP. Located close to the city centre at 1, Naylor Road, Bavaria Motors will be the latest to join the Isuzu family. With commercial vehicle operations already in progress, the company is busy gearing up for the introduction of the updated D-Max V-Cross lifestyle pick-up and mu-X full-size SUV.

**Corrigendum**

In our C.L.A.W Scuba diving story in the March 2021 issue, we referred to Major Jacobs as the commanding officer of the Special Forces Para Black regiment. Major Jacobs was indeed an officer in the Special Forces, however not the commanding officer. In addition, Para Black does not exist and the two regiments are known as Para SF 9 and Para SF 10.

We also stated that C.L.A.W have been given the go-ahead for a 50-person trek to Siachen. The figure of 50 was the record-breaking dive carried out for Operation Blue Freedom. The trek to Siachen, however, will be carried out by the team of ex-Special Forces guiding a team of eight specially-abled members.

**Vehicle Scrappage Policy Detailed**

THE DETAILS OF THE MUCH-ANTICIPATED VEHICLE SCRAPPAGE POLICY WERE recently confirmed by the government after being announced in the Budget earlier this year. The purpose is clear: promote the adoption of newer and cleaner vehicles by those using vehicles past end-of-life status.

The policy states that the scrap value of the old vehicle will be about four to six per cent of the ex-showroom price of the new one. There will also be a rebate of up to 25 per cent for passenger vehicles by the state governments on the road tax, with the registration fee also potentially waived. There should also be a five per cent discount from the manufacturer against the scrappage certificate on the new vehicle being purchased. Older vehicles will be deemed end-of-life if they cannot successfully pass the fitness test. The fees and penalties for the same are seeing significant increases as well. Vintage cars will, however, be exempt; for sentimental reasons.

These measures should boost the replacement of older vehicles well past their life cycle and help reduce pollution, with the improved fuel consumption and safety features definitely a point to be considered as well. The rules for fitness tests and scrapping centres come into effect on 1 October this year. Mandatory fitness tests will begin from 1 April 2023.

**Future Mobility Show 2021**

THE SECOND EDITION OF FUTURE MOBILITY SHOW (FMS) WAS ORGANIZED FROM 25 February to 3 March 2021 on the CII Hive Virtual Platform. FMS is an initiative of the



Confederation of Indian Industry (CII), supported by the Automotive Components Manufacturers Association of India (ACMA) and Society of Indian Automobile Manufacturers (SIAM). The event was supported by the Department of Commerce, Ministry of Commerce & Industry; Ministry of Environment, Forest & Climate Change; Ministry of Housing & Urban Affairs; Ministry of Power; and Ministry of Road Transport and Highways, Government of India.

The first edition, in 2019, set the agenda for transformation of India's mobility sector by bringing together all stakeholders on a single platform for the development of future-ready and environmentally sustainable mobility products and technologies. The conference focused on five national objectives: responsible mobility, energy security, environment, urban mobility and make-in-India.

FMS 2021 was a digital event aimed at taking things forward and exploring options India needs from both the technology aspect and the fuel choice. It showcased the latest products and innovations, vehicles, alternate energy solutions and related infrastructure with sessions on connected, alternate, lean, electrified and novel mobility conducted by panels of experts. Over the CII Hive Virtual Platform, it facilitated webinars, B2B meetings, and networking opportunities ensuring participation of large number of visitors and delegates at the event.

**Volvo XC40 Recharge Incoming**

VOLVO ARE SET TO RECHARGE THEIR LINE-UP with the introduction of their first fully electric vehicle, the XC40 Recharge, which sees the popular compact luxury SUV evolve into a battery-powered offering.

Built on the compact modular platform, the XC40 Recharge uses a specially designed 78-kWh battery pack that sits in the floor with a 150-kW electric motor each on the front and rear axles. Those are good for a peak output of 408 hp and 660 Nm, a range of up to 418 km, a sprint from zero to 100 km/h in 4.9 seconds, and a top speed of 180 km/h.

The XC40 Recharge retains the dimensions of the combustion-engine model. That means the same length of 4,425 millimetres and 2,702-mm wheelbase. The cargo volume is also more than adequate for most needs with 460 litres behind the rear seats and up to 1,336 litres with the rear seatbacks folded down.



# Why would you subscribe to **Car India**? Here are **4 Really Good Reasons!**

- 1 DELIVERED FREE TO YOUR DOOR**
- 2 SAVE UP TO 45% ON COVER PRICE**
- 3 NEVER MISS AN ISSUE AGAIN**
- 4 AND MOST IMPORTANT OF ALL, A SERIOUSLY GOOD QUALITY MAGAZINE...**

## THREE EASY WAYS TO SUBSCRIBE

**1 Online** ▼  
Visit at  
<http://secure.nextgenpublishing.in/>

**2 Call** ▼  
**+91 93215 46598**

**3 Post** ▼  
Next Gen Publishing Pvt Ltd.,  
Unit No 5&6, 1st Floor, B Wing, Trade World,  
Kamala Mill Compound, Senapati Bapat Marg,  
Lower Parel (West). Mumbai - 400013, India.

## TO SUBSCRIBE

- ☐ **Pay ₹ 3,000 for 3 years subscription** and save ₹ 2400 on the cover price
- ☐ **Pay ₹ 1200 for 1 year subscription** and save ₹ 600 on the cover price
- ☐ **International rate - for 1 year subscription \$ 135 by air mail post**

YOUR DETAILS (ALL DETAILS IN CAPITAL LETTERS)

Name: Mr/Ms .....

Occupation ..... Date of birth .....

Address .....

City ..... State ..... Pincode .....

Email .....

Phone (Off) ..... Mobile ..... Phone (Off) .....

Kindly draw the Cheque/DD/PO in favor of NEXT GEN PUBLISHING PVT LTD. (Please add Rs. 20/- extra for outstation cheque)

Please Find enclosed Cheque/DD no. .... Dated .....

Bank ..... Branch .....

Or please charge my credit card ☐ Visa ☐ MasterCard Card No. .... Card expiry date .....

Name (as appears on card) ..... Date ..... Signature .....

Please complete the order form and mail it to us at Next Gen Publishing Pvt Ltd., Unit No 5&6, 1st Floor, B Wing, Trade World, Kamala Mill Compound, Senapati Bapat Marg, Lower Parel (West). Mumbai - 400013, India.

For clarifications, email: [subscriptions@nextgenpublishing.net](mailto:subscriptions@nextgenpublishing.net) or call **+91 93215 46598**

**TERMS AND CONDITIONS:** Please allow 4-5 weeks for processing of your subscription. Copies will be sent by ordinary post only. Next Gen Publishing will not be responsible for postal delay, transit losses or mutilation of copies. No cancellation of subscriptions will be entertained after commencement of subscription. Please mention your name and address on the reverse of your DD/Cheque. All disputes are subject to the exclusive jurisdiction of courts in Mumbai only.



## Apollo Apterra Cross Tyres

APOLLO HAVE INTRODUCED APTERRA CROSS, THEIR FIRST dedicated range of tyres for the burgeoning compact crossover SUV segment in India, after two years of extensive testing and tuning.

The tyre market for the compact SUV segment in India is currently estimated at around four lakh tyres per month with expectations of it doubling soon. The Apterra Cross tyres have been designed and developed by the team at Apollo Tyres Global R&D Centre Asia in Chennai.

The new tyres aim at brilliant performance under all conditions, with a quiet and comfortable ride and extra durability to ensure no compromises even over bad patches. The range, consisting of 16- and 17-inch radial tyres, is being produced at the state-of-the-art facility in Oragadam, Tamil Nadu. The new range is being launched in India now with plans to introduce it in the ASEAN and SAARC markets later.

The Apterra Cross range is available in 205/60 R16 (EcoSport, S-Cross), 205/65 R16 (Creta, Seltos, XUV300), 215/60 R16 (Vitara Brezza, Nexon, Venue, Sonet), 215/65 R16 (Duster, Terrano, Nuvosport), and also 215/60 R17 (Creta, Seltos, Captur, Kicks, Hector).



## Audi S5 Sportback

AUDI INDIA HAVE INTRODUCED THE UPDATED S5 SPORTBACK FROM Rs 79.06 lakh (ex-showroom).

The S5 Sportback is the sportier iteration of the four-door coupé sitting above the A5 TFSI and below the RS 5. It offers a blend of comfort, technology, and performance in a unique package.

The kit includes S-specific elements that highlight its sleek coupé silhouette, Matrix LED headlights, and special 19-inch alloy wheels. Equipment includes S sports suspension with damping control, Audi Comfort key, flat-bottomed steering wheel, sport front seats with Alcantara and leather upholstery, panoramic sunroof, Audi Virtual Cockpit Plus, an updated MMI Touch system, navigation, and a 19-speaker Bang & Olufsen premium 3D sound system.

Powering the S5 Sportback is a 3.0-litre, V6 TFSI turbo-petrol with 354 hp and 500 Nm. An eight-speed automatic drives the signature quattro all-wheel-drive system and allows for a sprint from 0 to 100 km/h in 4.8 seconds and a top speed limited to 250 km/h.



## Bentley Bentayga

THE ALL-NEW BENTLEY BENTAYGA super-luxury SUV has arrived in India with prices starting from Rs 4.10 crore (ex-showroom).

The new Bentley Bentayga is the first car to come from the exclusive luxury brand's "Beyond100" business strategy. It continues to be the pinnacle of their SUV craft and aims to raise the bar even

higher. The highlights in the new model are incredible attention to detail, high-quality crafted trim, and the subtle changes — such as the matrix LED headlights, 20-mm wider rear-wheel track for improved handling, and 22-jet windscreen wipers — that have gone into it that add to the experience.

The new Bentayga has been launched

with the 4.0-litre twin-turbo V8 petrol engine first. It makes 550 hp and 770 Nm as before, with an eight-speed automatic transmission sending the power to all four wheels. A Speed variant with the 635-hp 6.0-litre W12 and the new plug-in Hybrid model will also be available. A choice of seating and specification packs are on offer.



## Jaguar I-Pace

THE ALL-ELECTRIC JAGUAR I-PACE HAS BEEN LAUNCHED IN India. Three trim levels — S, SE, and HSE — are on offer, priced from Rs 1.06 crore, Rs 1.08 crore, and Rs 1.12 crore respectively (all ex-showroom).

With new-gen Jag design language, the I-Pace stands out with its unique silhouette. Inside, it balances sports car focus and luxury craftsmanship while the electric architecture shapes the five-seater cabin and lends it a distinct character and space. A mix of touchscreens, dials, and buttons makes

for easy access to most-needed functions. The cargo area has 656 litres of volume available, which is expandable to 1,453 litres.

Powering the I-Pace are a pair of electric motors, one each on the front and rear axles, good for a combined 400 hp and 696 Nm. That's good for 0 to 100 km/h in 4.8 seconds. Driving is aided by one-pedal operation for acceleration and braking. A 90-kWh lithium-ion battery-pack powers the motor and allows a range of up to 470 km (WLTP).



## Ford EcoSport SE

IN LINE WITH THEIR GLOBAL MODEL LINES, FORD INDIA HAVE introduced the new EcoSport SE, with no rear-mounted spare wheel, at Rs 10.49 lakh for the petrol and Rs 10.99 lakh for the diesel.

The launch expands the choices and delivers more of what the customers want. The EcoSport SE carries forward its fun-to-drive credentials as well as its legacy of outstanding safety and best-in-segment technologies.

The notable changes are the new tailgate and a dual-tone rear bumper with a silver accent. The EcoSport SE retains the butch and robust appeal with a bold grille, 16-inch alloy wheels, and high ground clearance. Ford's SYNC 3 infotainment system with Apple CarPlay and Android Auto compatibility is standard, with Ford Pass integration.

The new EcoSport SE is offered with the 1.5-litre TiVCT three-cylinder petrol engine with 122 hp and 149 Nm or the 1.5-litre TDCi four-cylinder turbo-diesel engine with 100 hp and 215 Nm. Both engines are paired to a five-speed manual gearbox.



## BMW 220i Gran Coupé Sport

BMW INDIA HAVE INTRODUCED A NEW ENTRY VARIANT FOR THE petrol-powered 220i Gran Coupé, the Sport, priced at Rs 37.90 lakh (ex-showroom).

Positioned below the M Sport, the Sport trim packs the same 2.0-litre, in-line four turbo-petrol with 192 hp and 280 Nm driving the front wheels via a seven-speed, dual-clutch automatic. Feature-wise, the 220i Sport gets standard LED headlights and tail-lights but loses out on the LED fog-lights. The Live Cockpit Plus is standard with the 8.8-inch high-res centre display and a 5.1-inch analogue instrument display and it skips the M Sport's twin 10.25-inch displays, gesture control, and wireless charging. Audio is handled by a six-speaker system. The leather-wrapped steering wheel and gear-lever complete the list of changes.

The road-test review of the 220i Gran Coupé M Sport is on page 70 of this very issue.





## Lexus LC 500h Limited Edition

LEXUS HAVE LAUNCHED A LIMITED-EDITION model of the LC 500h sports coupé at Rs 2.15 crore (ex-showroom), inspired by the graceful flight of birds and airplanes. It focuses on refined aerodynamic performance to elevate the sense of driving.

The new LC 500h Limited Edition is inspired by a partnership between air race pilot Yoshihide Muroya and Lexus engineers who worked on different ways to create

efficiencies for Muroya's aircraft, from refining the grip design of the control column to maximizing aerodynamics with testing data. The partnership ultimately assisted Muroya on his path to winning the 2017 Red Bull Air Race World Championship.

The Limited Edition gets a specially developed rear wing fashioned with carbon-fibre. Exclusive black ornamentation is used on the garnish, grille, rear wing, and wheels.

Inside, there's unique black alcantara trimmed sport seats with Saddle Tan accents and seat-belts. The steering wheel, shift lever, and door trims also wear black alcantara accents. A carbon-fibre scuff plate integrates its silhouette with "LC Limited Edition" and "Lexus" lettering. Sporty 21-inch forged wheels complete the package. Three colours — White Nova Glass Flake, Sonic Silver, and Black — are on offer.



## Jeep Wrangler

JEEP WRANGLER, THE ICONIC OFF-ROADER, IS NOW BEING LOCALLY assembled in India and is priced from Rs 53.90 lakh (ex-showroom). FCA had announced commencement of local assembly at Ranjangaon, near Pune in India.

The Jeep Wrangler is a true legend in the off-road arena and the "Jeep" name really needs no introduction at all. The Wrangler Unlimited, now priced at Rs 53.90 lakh (ex-showroom), is the tough, everyday SUV while the Rubicon, now priced at Rs 57.90 lakh (ex-showroom), is the more focused off-roader with a hardcore equipment list to justify its lofty credentials — and capability. The 2.0-litre four-cylinder turbo-petrol continues with its 272 hp and 400 Nm going through an eight-speed automatic to all four wheels.

Both Wranglers come with plush leather seats, soft-touch leather-finish dashboard, UConnect infotainment, Apple CarPlay and Android Auto, steering-mounted controls, cruise control, engine stop/start, dual-zone air-con, automatic headlamps, LED front fog-lights, tail-lights and DRL, full-framed removable doors, three-piece modular hard-top, and a fold-flat front windscreen.

## Mercedes A-Class Limousine

THE ALL-NEW A-CLASS LIMOUSINE HAS BEEN LAUNCHED IN INDIA from Rs 39.90 lakh in two Benz guises. The AMG A 35 4MATIC is also on offer from Rs 56.25 lakh, all prices ex-showroom.

The A-Class is back in India, now in Limousine guise, and is made here in India at Chakan in Pune district. Three unique flavours suit all tastes, the A 200 turbo-petrol, the A 200 d turbo-diesel, and the AMG A 35 4MATIC, that cater to those looking for refined and comfortable petrol or diesel versions, as well as thrill-seekers.

The A brings the new MBUX interface that dramatically changes how the driver and occupants interact with the car. The touchscreen and voice-controlled personal assistant take things to the next level. The powertrains balance performance with refinement and efficiency. The A 200 petrol is a 1.33-litre, in-line four with 163 hp and 250 Nm. The A 200 d has a 2.0-litre four that makes 150 hp and 320 Nm, both with dual-clutch units driving the front axle. Finally, there's the AMG A 35 with the 1,991-cc in-line four petrol making 306 hp and 450 Nm, going to the 4MATIC all-wheel-drive through a tweaked seven-speeder.





## Mercedes-Benz E-Class

THE REFRESHED E-CLASS LONG-WHEELBASE MODEL HAS BEEN launched in India from Rs 62.83 lakh (ex-showroom). For now, three engine choices across five variants are being offered.

The E-Class remains an India-exclusive model in right-hand-drive format and extends the luxury on offer. The new E gets revised styling in line with the global model — new grille, headlights, split tail-lights, and revised bumpers. Inside, it gets the new steering wheel, the latest telematics, MBUX with dual 12.3-inch displays as well as Mercedes me connect with Alexa and Google Home, among others.

The powertrains on offer begin with the 2.0-litre turbo-petrol four in the E 200 with 197 hp and 320 Nm. The diesel 2.0 four in the E 220 d makes 194 hp and 400 Nm and the E 350 d has the 2,925-cc in-line six with 286 hp and 600 Nm. All three use the 9G-Tronic nine-speed automatic and rear-wheel drive.

Two variants, Expression and Exclusive, are available with the E 200 and E 220 d, priced at Rs 63.60 lakh and Rs 67.20 lakh, and Rs 64.80 lakh and Rs 68.30 lakh respectively. The E 350 d has only one AMG Line trim, priced at Rs 80.90 lakh, all ex-showroom.



## Renault Triber

Renault have introduced a refreshed version of their popular and versatile MPV, the Triber, starting from Rs 5.30 lakh for the entry RXE and going up to Rs 7.82 lakh for the new top-of-the-line dual-tone RXZ Easy-R AMT (both ex-showroom).

The Triber continues to offer its unique combination of immense flexibility, good ride quality, and a frugal engine together with modern connectivity and convenience features. A height-adjustable driver seat and steering-mounted controls are to be found in the higher variants. The split gloveboxes make for an upper unit and cooled lower unit, with a cooled storage unit in the centre console as well. The new dual-tone exterior paint finish is available with both the RXZ variants — five-speed manual and Easy-R AMT automated transmission. The 1.0-litre “Energy” three-cylinder petrol engine with 72 hp and 96 Nm continues to bring the power.



## Mini Countryman

THE NEW MINI COOPER COUNTRYMAN HAS BEEN LAUNCHED IN India in two petrol guises, S and JCW Inspired, priced at Rs 39.50 lakh and Rs 43.40 lakh (ex-showroom) respectively.

Locally produced at the BMW Group plant in Chennai, the new Countryman duo pack a 2.0-litre, four-cylinder, TwinPower Turbo petrol engine with 192 hp and 280 Nm. The Cooper S Countryman gets a contrasting roof, new LED headlights, LED rear lights in the Union Jack design, new radiator grille, new front and rear bumpers, roof-rails in satin-finished aluminium, and 17-inch wheels. The Cooper S JCW Inspired variant gets the John Cooper Works Aerodynamic kit and 18-inch JCW “Thrill” wheels with runflat tyres.

The interior blends modern aesthetics and refined craftsmanship with practical functionality with the Excitement Pack adding LED interior and ambient lighting as well as a projection of the “MINI” logo from the driver-side door. Premium features include Harman Kardon sound, panorama sunroof and the Wired Package with navigation, touch controller, and Bluetooth connectivity.



## Tata Tiago XTA

Tata Motors have announced a new automated variant of the Tiago XTA, their fourth and most affordable automated manual transmission (AMT) variant in the line-up, priced at Rs 5.99 lakh (ex-showroom).

Since its launch five years ago, the Tiago has garnered a successful following and, with the 2020 BS6-compliant unit receiving a four-star NCAP safety rating, the story continued. Running a 1.2-litre three-cylinder petrol motor that makes 86 horses and a 113 Nm, the Tiago does make for a peppy proposition. The five-speed automated transmission has a manual mode, too, and drives the front wheels.

With features including a seven-inch infotainment system, climate control, and a digital instrument cluster, to name a few, the Tiago has sold well over three lakh units. The range is now vast with a number of trims available catering to every need and price point.





# Škoda Kushaq Makes its World Première in India

Story: **Jim Gorde** Photography: **Škoda Auto**

**T**HE ALL-NEW ŠKODA KUSHAQ HAS BEEN REVEALED TO the world. The new compact SUV is the Czech challenger in the burgeoning segment and should make for an exciting new choice.

The name “Kushaq” is derived from the Sanskrit word for “king” or “emperor”. Based on the MQB-Ao-IN transverse-front engine platform, it will be made in India for the world.

The Kushaq, inspired by the crystalline design language, looks premium as well as bold and muscular. It is 4,225 mm long, 1,760 mm wide, and 1,612 mm high, with a long 2,651-mm wheelbase. A ground clearance of 188 mm and a sizeable 385-litre boot are reassuring numbers, too.

Inside, the Kushaq packs a smart interior with a new steering wheel, ambient lighting, ventilated front seats, 10-inch touchscreen, wireless Smartlink, Apple CarPlay, and Android Auto. Safety-wise, ESP with ASR traction control is standard across the range.

Powering the new Kushaq are a choice of TSI turbo-petrols: a 115-hp 1.0-litre three-cylinder or a 150-hp 1.5-litre four-cylinder engine. Manual and automatic transmissions are on offer for each. **CAR**



**Top:** Evolved cabin gets the latest tech and quality finish

**Right** Sizeable boot and split-folding seats add to flexibility



**Right** Style and butch quotient both addressed very well indeed







# Big Electric Cat

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

**W**E VISITED THE JAGUAR-LAND ROVER SHOWROOM IN Mumbai to experience something truly special: the Jaguar I-Pace. We'll have to wait a little longer to drive the car, but here's our first impression of the British brand's first all-electric car. It's also India's second luxury EV after the Mercedes-Benz EQC. And like the Mercedes, the I-Pace will be imported as a completely built-up unit (CBU) and, as expected, bears a hefty price tag of Rs 1.06 crore (ex-showroom).

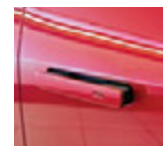
The design remains true to the Jaguar philosophy with pronounced front wheel-arches, a sloping roof-line, and a neat rear diffuser, not to mention this also helps this electric car slice cleanly through the air. Powering this luxury EV is a 90-kWh battery that sends power to two electric motors, one powering the front wheels and the other the rear ones.

Together, the motors develop an impressive combined output of 400 hp and 696 Nm of torque. Jaguar claim that this 2.2-tonne electric SUV can go from 0 to 100 km/h in an impressive 4.8 seconds and attain a top speed of 200 km/h. Range should be a concern, for the I-Pace has a 470-km WLTP-rated range on a single charge.

The electric Jaguar will be offered in three variants: S, SE, and HSE. We got our hands on the 'S' trim with some optional features. The standard kit includes 19-inch diamond-cut alloy wheels and LED headlamps and tail-lights. The premium-looking cabin features a dual-touchscreen infotainment system running 'Pivi Pro' and it also features Apple CarPlay and Android Auto support, 'InControl' connected-car tech, and more.

Optional features in this car such as the cool adaptive 'Matrix' LED headlights, a hands-free boot release, and a full-length fixed glass roof add to the premium quotient. Additional features in the top-spec model include adaptive cruise control, a heads-up display, 'Windsor' leather sport seats, and a 16-speaker, 825W Meridian sound system, to name a few.

Jaguar have tied up with Tata Power and will use their extensive charging network of over 200 stations across 23 cities. Included in the car's Rs 1-crore-



**Above:** The premium cabin gets a dual-touchscreen running 'Pivi Pro' system

**Left:** Flush-fitting door handles improve vehicle aerodynamics

**Left:** A basic charging cable comes as standard along with a 7.4-kW wall-charger

plus price is a 7.4-kW wall-charger installed by Tata Power, five years' service package along with five years' roadside assistance package, not to forget an eight-year or 1,60,000-km battery warranty. It takes about three to six months for Jaguar to import the I-Pace once the customer has made the booking. So, you had better sign the cheque if you've been waiting for this electric Jag. [car](#)



# Gateway to Luxury



We take a look at the new 2021 Škoda Octavia to get an idea of what is to be expected from the entry-level luxury sedan

**T**HE LUXURY SEDAN. AH, YES. THAT GLEEFUL option for the mature soul, offering a pleasant and pampered journey. With a blend of opulent grandeur and performance, these machines generally come with a price tag that scares most people. What one would need is a halfway point between the demand made on one's wallet and plushness. What one needs is a new sedan that screams this very point. What one needs is the new Škoda Octavia.

Ever since its launch two decades ago, the Octavia has always retained luxury as one of its characteristics. Well-built, sturdy, a supremely comfortable interior and a full set of features to make competitors wobble in the knees were the aspects at the core of the Octavia's selling point. Now, in 2021, we are about to receive the new fourth-gen 20 year anniversary Octavia which promises to bridge the gap between value for money and luxury. The new Škoda Octavia will be an entry-level luxury sedan punching well above its weight and offering all the goodies one expects from any offering associated with the word "luxury" today.

This is what a luxury interior should look like







**Left:**  
That large infotainment system looks vibrant yet elegant



**Left:**  
The shift-by-wire gear knob showcases the future headed our way

But what comes under the “luxurious” tag in 2021? Well, for starters, exterior appeal; a vehicle with modern design cues yet with elegance as the predominant factor. Here, as the pictures suggest, Škoda have done an immaculate job, showcased with the smooth lines and non-overbearing chrome accents. However, it is the interior that we really are excited about. Comfortable seats, plush ride, a quiet interior, and enough technology to keep one happy. One can only drool at the thought of what the new Octavia will bring to the table.

Starting with the seats, we feel well-contoured plush leather upholstered units will be of the highest quality and fitted with electronic adjustments. The cabin would also have a reduced amount of noise within, an important aspect for journeys on our traffic-infested car horn-loving roads. In addition, expect the new Škoda Octavia to be stocked with all the features and goodies we are now used to in more premium offerings. A look at that shift-by-wire gear knob should give one enough insight into this uber premium offering. What the all-new Octavia will be is a more value for money choice than all else on offer. An infotainment system for all entertainment needs, a good sound



system with Android Auto and Apple Carplay for one’s auditory happiness, a dashboard with enough information to stump a mathematician, and laid out in tasteful finesse. Not to forget the convenience of wireless charging.

But none of it would make a difference if the car itself doesn’t ride well. That is where we can expect a supreme solid call from Škoda. Škoda cars have always had a well-built and sturdy feel and we expect the story to continue with the new Octavia. No, it won’t be a corner-hungry maniac, but rather a mature glide with the capability of increasing one’s heartbeat should the need arise. This would be a car that isn’t afraid of road conditions. One that shall allow hovering over the bumps and ditches without even knowing they were there. Weather conditions would not matter either with Škoda’s tremendous temperature control being able to keep one warm or cool, depending upon personal likes and dislikes.

Hence, we shall have an exquisite luxury sedan that offers more than its German counterparts, stacked with even more frills that gracefully proclaim its majesty, a statement of luxurious value. We can’t wait for the introduction of the new 2021 Škoda Octavia. [car](#)



**Right:**  
The Octavia’s rear seat can be folded away offering an enormous boot space





# YOUR VIEWS

TWITTER: @carindia

FACEBOOK: facebook.com/carindia

INSTAGRAM: carindia\_mag

WEBSITE: www.carindia.in

POST: CAR INDIA MAGAZINE

S.No. 261/G.L.R.No. 5,  
East Street, Camp, Pune 411001, INDIA

EMAIL: carindia@nextgenpublishing.net



## The Buyer's (Usual) Dilemma

Which of these two would prove a better option: The Tata Nexon XM S or the Kia Sonet HTK+? My priorities include good performance and low maintenance. My budget can go up to Rs 9 lakh (ex-showroom). Please advise me.

**Spandan Das, via social media**

**Dear Spandan,**

Based on your requirements, we believe the Kia Sonet will suit you best. It has good performance, a nice interior, and it fits your wallet too. As we always advise, do take a test-drive before making the final decision.

## The 'Rubber Band Effect'

What is the "rubber band effect" that people often mention while describing the performance of a continuously variable transmission (CVT)?

**Meghabarna Thiyam, via social media**

**Hello, Meghabarna,**

Simply put, "rubber band effect" is used to describe the lag that is caused when the pulleys change in size to change the ratios.

*This lag becomes pronounced when you floor the accelerator all of a sudden.*



## Disappointing Experience

Having booked a Hyundai Creta E diesel manual, I was extremely disappointed by their delivery time and dealership policies. Therefore, I booked a Kia Sonet instead. Although I like the car a lot and although the salesperson assured me that more service centres will come up in the future, I am sceptical about my decision. What do you think about this move? My daily use consists of a run of about 70 kilometres and my family should be able to ride in it comfortably. I prefer an automatic transmission.

**Vikram Singh, via social media**

**Dear Vikram,**

Looks like you had an unfortunate experience at the Hyundai dealership. However, all things considered, the Kia Sonet should serve your needs rather well. No worries, mate.

## The Top Three in F1

If I may ask, what is your prediction as regards the Top Three in the 2021 F1 season?

**Shravan Srivastav, via social media**

**Hello, Shravan,**











Oh, that is a tough nut to crack because the grid has undergone a lot of shuffling. Nevertheless, we would say Lewis Hamilton, Max Verstappen, and Valtteri Bottas.








# UPS AND DOWNS

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






## TOP 10 Bestsellers of February 2021

MARUTI SUZUKI <b>Swift</b>		January February	17,180 units 20,264 units	17.95%
MARUTI SUZUKI <b>Baleno</b>		January February	16,648 units 20,070 units	20.56%
MARUTI SUZUKI <b>WagonR</b>		January February	17,165 units 18,728 units	9.11%
MARUTI SUZUKI <b>Alto</b>		January February	18,260 units 16,919 units	-7.34%
HYUNDAI <b>Creta</b>		January February	12,284 units 12,428 units	1.17%
MARUTI SUZUKI <b>Dzire</b>		January February	15,125 units 11,901 units	-21.32%
MARUTI SUZUKI <b>Eco</b>		January February	11,680 units 11,891 units	1.81%
MARUTI SUZUKI <b>Vitara Brezza</b>		January February	10,623 units 11,585 units	9.06%
HYUNDAI <b>Venue</b>		January February	11,779 units 11,224 units	-4.71%
HYUNDAI <b>Grand i10 Nios</b>		January February	10,865 units 10,270 units	-5.48%

### Top Five SUVs

HYUNDAI <b>Creta</b>		January February	12,284 units 12,428 units	1.17%
MARUTI SUZUKI <b>Vitara Brezza</b>		January February	10,623 units 11,585 units	9.06%
HYUNDAI <b>Venue</b>		January February	11,779 units 11,224 units	-4.71%
KIA <b>Seltos</b>		January February	9,869 units 8,305 units	-15.85%
KIA <b>Sonet</b>		January February	8,859 units 7,997 units	-9.73%

### Top Five Sedans

MARUTI SUZUKI <b>Dzire</b>		January February	15,125 units 11,901 units	-21.32%
HONDA <b>Amaze</b>		January February	5,477 units 4,939 units	-9.82%
HYUNDAI <b>Aura</b>		January February	4,183 units 4,300 units	2.80%
HONDA <b>City</b>		January February	3,667 units 2,524 units	-31.17%
HYUNDAI <b>Verna</b>		January February	2,000 units 2,047 units	2.35%

Source: Autopundit



# The City of Dawn

In a bid to find the meaning of spiritual utopia, we headed to Auroville (with team C.L.A.W) — the model township that gives you an aura of inner peace and freedom

Story: Sarmad Kadiri Photography: Apurva Ambep





**G**URUS AND MONKS THE WORLD OVER HAVE been scaling the highest mountain peaks and crossing the deepest waters in search of inner peace. Perhaps, in a bid to break away from worldly matters — be unrestrained from the body and soul. For lesser mortals like us, the concept of obtaining *absolute freedom* seems only possible in the utopian world. And it did seem a distant reality till I visited Auroville.

For this unique journey, we had to pick a car which could match the thrill of this soul-searching expedition. Our focus was also on the need to have a good and comfortable drive, with a smooth yet peppy engine and packed to the brim with creature comforts. The unanimous choice was the all-new Hyundai Creta as it can deliver all of these and more. No wonder there are 12,000 new customers queuing up to own one. Every. Single. Month.

We set out from Chennai to the not-so-distant Auroville. This beautiful township is within the vicinity of Puducherry (previously Pondicherry) and a few kilometres inland from the scenic Coromandel Coast. The highway to our destination was mostly arrow-straight and the Creta's refined 1.5-litre turbo-diesel did a great job of maintaining a three-digit speed effortlessly. What made the journey even more relaxing was the six-speed automatic transmission which took care of the shifting chores.

This diesel motor had ample drive on tap, right from 2,000 rpm, which made it perfect for brisk acceleration and those quick overtaking manoeuvres. But this dream was short-lived as there are a zillion-plus trigger-happy speed cameras on the East Coast Road.

Despite the firepower, I kept the cruise control engaged and sailed ahead in no particular hurry. The comfortable speed meant that I could now turn my focus on the luxuries the Creta had in store — the leather upholstery, ventilated seats, and the ultra-wide 10.25-inch touchscreen infotainment system. With my phone connected via Apple CarPlay, I streamed my road-trip playlist much to the torment of my fellow occupants.

We approached the turn-off to Auroville on our right but continued driving ahead for another 15 kilometres to get a feel of Puducherry. The French legacy is still pretty evident in the architecture, roadside cafés and beautiful tree-lined streets in the Union Territory town. After doing the usual touristy rounds of the seaside promenade, we headed to Auroville where we were looking forward to meeting Major Vivek Jacob (retd.) and talk to him about his life-changing experiences.

The narrow streets leading towards Auroville are lined with several antique shops that sell old furniture, clocks, wooden door frames and windows, and other relics of the era gone by. Our first stop was the laid-back Italian restaurant, Tanto pizzeria, where we met a couple of ex-Special Forces soldiers of the Indian Army who shared the story behind their truly inspiring dream project. For the uninitiated, Special Forces are the elite warriors who are trained to make mission impossible possible.

Major Vivek Jacob, the founder of C.L.A.W (Conquer Land, Air, Water), seemed like a man with unnerving grit and determination. As we sipped some delicious iced tea, the Major spoke about his >







action-packed 14 years as an elite para commando in the Indian Army. Regrettably, his parachute malfunctioned during a skydive operation, causing him severe spinal injuries. Recuperating in the hospital, Major Vivek met an officer from the Indian Air Force who, following an accident, had been paralysed waist down. He was bound to a wheelchair but had a burning desire to scuba-dive and experience the thrill of adventure yet again. The challenge of fulfilling a comrade's seemingly impossible aspiration emotionally provoked Major Jacob. So much so that he hung up his Army boots in 2017 and turned all his energy to making that dream a reality. This project had the potential to open doors for thousands of other differently abled people who do not want their disability to be a handicap for life.

'I realised that there must be many others like him around the world who want to experience adventure sport, be it skydiving, mountaineering or scuba diving. And there are so many well-trained ex-Special Forces soldiers like me with experience and skills who would like to contribute to the society,' explained Major Vivek. 'I was determined to remove the taboo against physically disabled people. They don't need your pity. They are strong individuals and, like the Special Forces soldiers, have an inherent fighting spirit. I wanted to showcase this side to the rest of the world.'

And this is how Operation Blue Freedom was born — with the aim to teach life skills to adventure seekers and people with

disabilities. The next step was to attempt the unthinkable — creating three world records by enabling the largest number of people with disabilities to conquer the three elements of land, air, and water with support from former Special Forces soldiers. The first group would scuba-dive in the blue abyss of the Maldives, the second would scale the Siachen glacier (the world's highest battlefield), while another team would skydive in Dubai.

Soon Major Vivek was joined by a bunch of like-minded people, mostly from the civil forces (retd.) background, who were all driven by the same passion for making a difference and were willing to work *pro bono*. One of them is Major Arun Ambathy (retd.), Director, C.L.A.W. While recovering from injuries sustained in combat, he started to seek for answers about the real meaning of life and researched extensively on various subjects. We were keen to hear more from him and persuaded him to show us round the mystical township of Auroville.

Bidding Major Vivek farewell, we got back into the Creta which, despite the camera crew and their truckload of gear, had ample room for Major Arun. As we drove around, he kept filling us with trivia about the cafés, personalities that run them, and the splendid architecture. Auroville came into being in 1968 by Mirra Alfassa, fondly called the Mother by the Aurovillians. She has been preaching the ideology of the noted freedom-fighter and philosopher, Sri Aurobindo. Auroville is an internationally





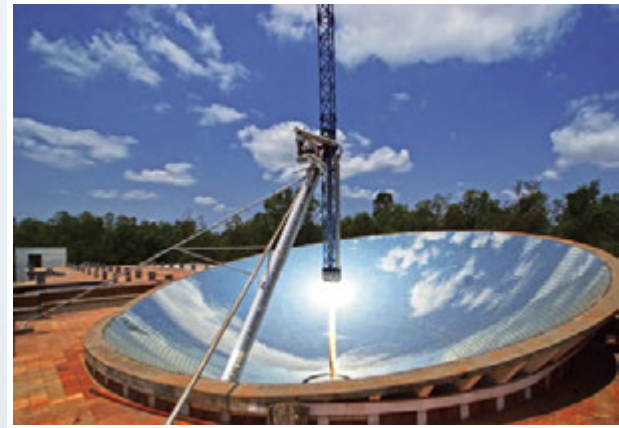


**Above:** Booklets from the Visitor's Centre give a glimpse of Auroville

**Left:** Wind energy to draw water from the well

**Right:** This huge bowl uses solar heat to prepares meals

**Below:** The delicious organic *thali* and the iconic tree house at Solitude Farm



## Auroville: Facts and Figures

**Planned Surface Area** - 4,942 acres

- Area owned by Auroville - 3,358 acres
- Auroville settlement - 135

**Population** - 3,200 approx.

- Nationalities - 59
- Indian - 1,420

**Renewable energy**

- Solar, wind and biogas installation - 500
- Auroville homes / offices using solar energy - 250
- Settlement relying on alternative energy only - 36

**Afforestation**

- Acres of afforested land - 1.250
- Trees planted - 30 lakh



recognised ongoing experimental township which focuses on sustainability, human unity, and divine consciousness. Spread across almost 13.6 square kilometres, there are 135 settlements scattered across the lush green forest area. The population is constantly growing and currently is estimated to be around 3,200 (approx.) residents of 59 different nationalities. Almost half of the Aurovillians are expats and everyone must volunteer and contribute to the community.

We stopped for lunch at Auroville's Solitude Farm where Englishman-turned-Aurovillian Krishna Mckenzie serves delicious (and healthy) organic *thali* made with home-grown vegetables. During lunch, Major Arun spoke about the days after his recovery when he was trying to find answers about life and humanity in >

One of the major pillars of Auroville is to channel pure volunteering energy, selflessly and creatively. This is also the idea C.L.A.W Global is based on





The Creta's precise steering and well-damped ride were among the high points of this road trip

general. He came across some write-up about Auroville and that was his calling. 'I packed my bag, got on to the motorcycle and landed in this unique town,' he said. He stayed there for months, volunteering in various communities and learning about the idea behind the Auroville project.

It was an insightful chat and we were eager to explore more of the town and continued with the guided tour. It was afternoon and the sun was at its harshest. We were glad that we chose the Creta as its dual-zone a-c kept us cool and in good spirits while Major Arun (on the front passenger seat) and me on the driver's seat had the added comfort of ventilated seats.

The energy at Auroville is unique, which is hard to find elsewhere. We crossed the lush green forest, various communities, open schools, the breathtakingly beautiful golden dome of Matrimandir. Pedal-pushers rode in no particular hurry on the cycle paths running parallel to the well-paved roads. We made a quick stop at Baraka community which has beautifully bred horses and offers courses for kids to learn bare-back riding. Another landmark at Auroville is the 18-metre diameter solar bowl, designed by the renowned architect Suhasini Ayer, which prepares meals everyday for over 1,000 persons, purely using solar heat. The building is not open to visitors and tourists but with pre-booking one can have lunch at the dining hall. However, it is not open to non-residents presently due to the pandemic.

This is a haven for those who want to experience an alternative lifestyle, away from the hustle and bustle of the city. Resonating my thoughts, Major Arun explained why C.L.A.W chose Auroville as a centre. 'One of the major pillars of Auroville is to channel pure volunteering energy, selflessly and creatively. This is



Image: Cee Jay

A group of unlikely campers sat enthusiastically around a bonfire coming together to face their fears through this life-changing experience curated by team C.L.A.W



also the idea C.L.A.W Global is based on.’ He added, ‘This beautiful township shows that you can live in harmony with nature. In fact, we came across people who had 40-acre farms running purely on solar and wind energy.’ Summing it up, the ex-Special Forces soldier said, ‘I believe this place has the potential to bring about overall human harmony. Yes, there are challenges, as in every walk of life, but this could be the path for universal unity.’

The day was drawing to an end with the sun losing its sheen. But our adventure seemed far from over. Team C.L.A.W had a lot more excitement planned for the day — a night out in the open, camping at the not too far off quarry site. But to reach there, we had to cross unpaved narrow village roads and off-road tracks to scale the region’s granite hills. This gave the Creta some opportunity to prove its mettle. The Hyundai’s precise steering and well-damped ride were among the high points of the road trip. It managed to absorb sharp edges and sudden bumps without causing discomfort to the occupants. Moreover, it felt taut enough to keep excessive body-roll at bay while attacking corners. Leaving a dust trail behind us, we comfortably reached the camp site.

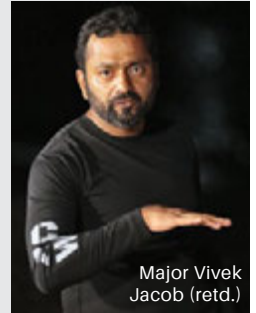
On top of one of the hills were a number of tents lined up with military precision. Atop, you got an excellent view of the region dotted with water bodies, fields, and trees. The cool breeze pushed the clouds towards the horizon, offering a clear view of the star-studded sky. Within walking distance, a group of unlikely campers sat enthusiastically around a bonfire. Veterans, teenagers, doctors, college students, and entrepreneurs coming together to face their fears through this life-changing experience curated by team C.L.A.W. After all, there is no bigger freedom than overcoming your fears. Major Vivek’s words left a deep impression on me — either all of us are free or none of us is. **GET**



## C.L.A.W: Conquer Land, Air, Water *and your fears*

C.L.A.W Global came into being in 2020 and is powered by a group of very motivated ex-Special Forces individuals who have one common goal: to help people, disabled or otherwise, achieve mastery over the three elements — land, air, and water. As part of the Special Forces, the team has gained expertise in surviving in the harshest of situations. On land, from 50-plus degrees Celsius in the deserts of Rajasthan to minus-50 degrees C in Siachen. And when it comes to water, recreational scuba divers train at a depth around five to 10 metres and go down to a maximum of 30 metres. But military divers are prepared to even dive at 200 metres. Combat skydiving is the forte of many of these former paramilitary personnel. Usually, recreational skydiving happens at 12,000-15,000 feet, but our armed forces are trained to jump off at an unbelievable 30,000 feet where there’s hardly any oxygen.

‘We’re teaching people mastery over land with all-terrain survival along with emergency first response. For instance, if you are in the mountains and some incident happens, then what is your immediate response? Will you panic or take control of the situation? If you respond properly, then you can save lives. This is where our emergency first response skill training programme comes into the picture. Along with this we also teach civilians all-terrain survival skills where they can identify plants and their various uses and finding water in unknown territories.’



Major Vivek Jacob (retd.)



Major Arun Ambathy (retd.) explains the philosophy behind C.L.A.W





**“A higher level of localisation and at a higher level of automation than before”**



We get to sit down for a chat with **Gurpratap Boparai**, Managing Director, Škoda Auto Volkswagen India, to talk about the very exciting near future

Interviewed by: **Aspi Bhathena**

**How is the India 2.0 Project coming along?**

Right from the product design and the features that we wanted in it – a lot of local voice there, compared to the past. Other than that, everything that goes into making the car, right from who your tool makers are going to be? Who your equipment suppliers are going to be? We worked very hard to move from our traditional sources which were far more expensive, to others who were equally effective and who focused on things that really matter not just in the car but also in everything that is there in the factory, in the tooling, to get it to a level where we can now have a car that has everything that a VW has but at the same time can be produced competitively and priced competitively.

**So, you must have had to make a lot of changes in the factory - right from the press shop, the assembly line and even the welding shop to get them aligned for the new MQB Ao IN platform?**

So for the MQB, let's say all the floor hang-on parts are a separate line. It is only the mainline, where everything comes together, which is shared with

MQB. And there again we had different concepts of doing things so that we were more economical than in the past. And at a higher level of localisation and at a higher level of automation than before.

**We're sure you're still sticking by the same safety standards that is expected of Volkswagen cars globally.**

Yes, absolutely. Along with things that you don't see [the platform and structural rigidity], the visible things that you have like the three-point seatbelts everywhere, an adjustable head-rest for the rear middle-seat passenger are things that we have stuck with because these are in our safety standards.

**We know that the Taigun has not gone for NCAP testing just yet, but are you confident that it will achieve the same star rating as most other Volkswagen cars? In terms of safety, will there be no compromise at all?**

No, each body is shaped differently, and there are certain evaluation parameters. A difference between 4 or 5 can happen. Even though in your estimate it is 5, during testing it can come out as a 4 but it is not going to drop to a 2. So that's why I am waiting for those [NCAP tests] rather than give you a number. But we can assure you that we have tried to maintain the basic integrity of the car.

**How would you compare the structural rigidity of the monocoque to the previous or the European Polo model?**

I wouldn't have the numbers of the European Polo but definitely with the current cars, as I said, [the European model] is roughly 30 per cent stiffer.

**We're certain that VW won't introduce diesel engines in this segment. But what about the higher segment? Will we see the diesel coming back?**

We will see how the market is evolving and, as you know, the

Bharat Stage 6 Phase II final norms are yet to be notified. Depending on what gets notified, we will take a call based on that.

**Wouldn't the new Tiguan that you all have shown recently, get an edge over the competition if you introduce it with a 2.0-litre TDI diesel?**

Yes, but doing specific development for relatively low volumes is an expensive affair. So, we wait and will see. If it becomes necessary, we'll do it.

**The Taigun gets a 1.0-litre turbo-petrol and the 1.5-litre turbo-petrol, will both will come with the option of a manual and automatic transmission?**

That's right. The 1.0-litre turbo-petrol automatic will be introduced with a torque converter option, while the 1.5-litre will also be offered with the DSG.

**What sort of fuel efficiency figures are you expecting from these cars?**

Diesel-like. We are sure to achieve similar figures but before the official fuel efficiency figures are revealed, I wouldn't like to give out any numbers. Currently, we are in the process of homologating these cars and in just a few weeks we'll start giving out the official numbers.

**Compared to the competition, how do you rate the cabin space of the Taigun?**

I think we've definitely got more leg-room than the competition. So you can have a six-footer at the front and another six-footer at the back. That I think is really segment-leading.

**When do we see the Taigun being rolled out in the Indian market?**

It will reach our showrooms by the beginning of the festive season [around September- October 2021]. **GET**



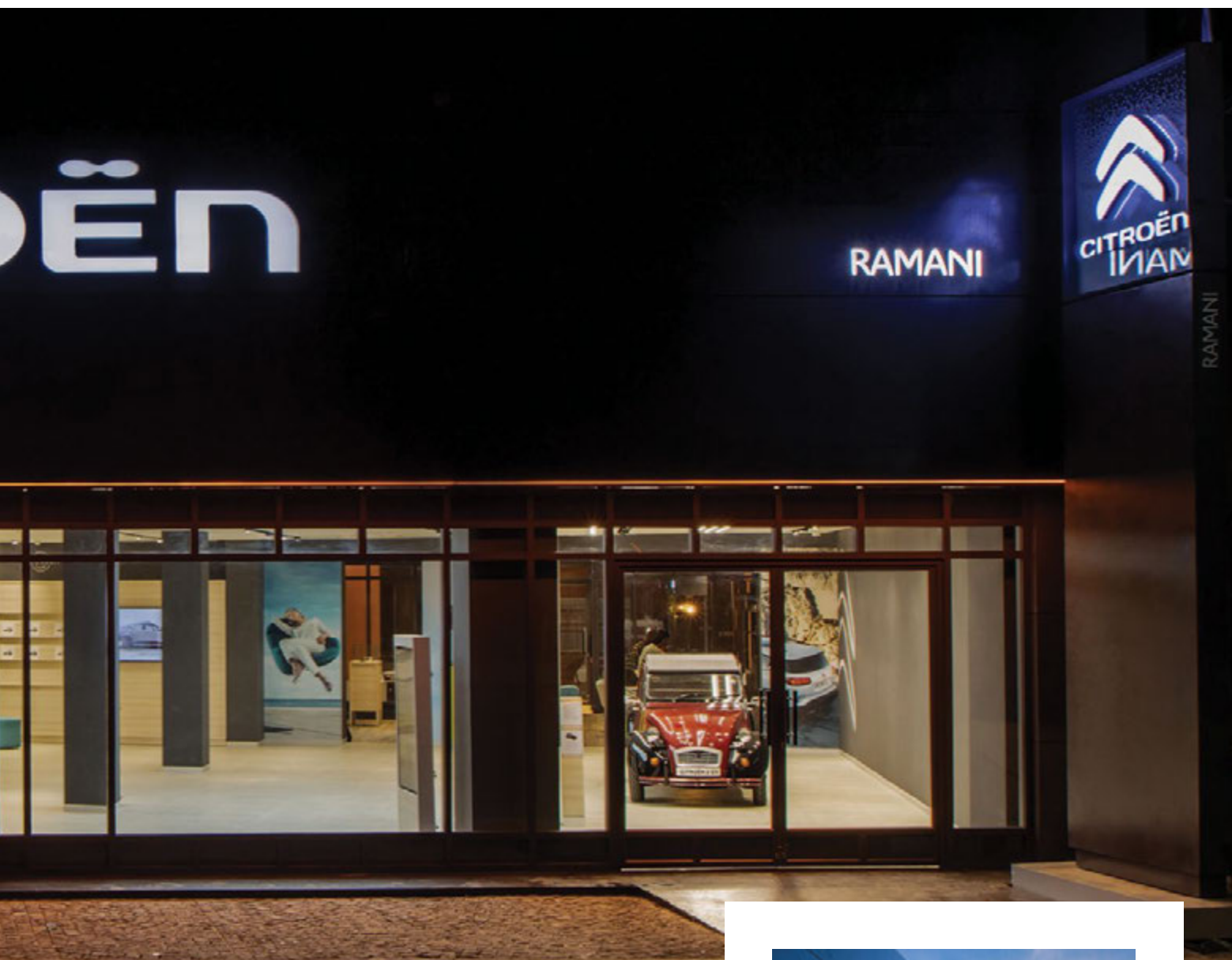




## ***La Maison Citroën Phygital Enhancing The Car Buying***

La Maison Citroën Phygital Showroom in 10 cities across India seeks to fulfil the brand's promise that reinvents and enhances the car buying and distribution model in India. La Maison Citroën means "the Home of Citroën" and it aims to provide a unique and seamless digital journey to the customers who walk into these showrooms.





## Showroom: Experience

**C**ITROËN BELIEVES THAT LA MAISON CITROËN Phygital Showroom will disrupt the trend of traditional automobile display in India. They say that its sole purpose is to give its customers a comfortable experience with its warm, friendly, and colourful ambience. The interior features a natural wood finish and colourful inscriptions that invite customers to experience the Citroën brand and its century-old legacy while making them feel right at home. Meanwhile, a giant screen placed on the façade will play intriguing visuals that attract ardent car enthusiasts and the curious passer-by alike. >







The phygital showroom is fully compliant with Citroën India's ATAWADAC experience (Any Time Any Where Any Device Any Content) and is equipped with a high-definition 360-degree 3D configurator. Features such as the ATAWADAC reception bar, high-definition 3D configurator, and Citroën Origins touchscreen allow the fully digital ecosystem to work seamlessly, amplifying the customer's digital experience, thus enriching the journey at the showroom. At the La Maison Citroën Phygital Showrooms, the big highlight for consumers has been the High definition 360 3D Configurator. Available both, online and at La Maison dealerships, this feature offers real time 3D visualization that renders visuals in an extremely realistic way.

As part of the 360-degree Comfort strategy for India, Citroën will offer a range of services to build trust with consumers. These

services will include attractive finance and leasing options through Citroën Finance and Insurance and 30-minute guaranteed trade-in facility.

The La Maison Citroën Phygital Showroom experience is designed to work on multiple levels: Attract, Welcome, Display, Configure, and Sell. While the large screen on the façade attracts customers, the welcome area makes them feel at home and also complements ATAWADAC bar. Customers who started configuring their cars online will be able to access their work in progress when visiting the showroom. Furthermore, customers can also benefit from the advice of the sales team.

Illustrating a legacy that is 101 years strong, La Maison Citroën Phygital Showroom augment this experience with Citroën Origins, their virtual museum accessible via a special touchscreen.







The showroom get a lounge-like ambiance and have a Citroënist Café




The showroom has been tastefully styled in a lounge-like fashion and is also home to the Citroënist Café which allows the customers to take a break, enjoy themselves, and have a relaxed buying experience. A specialized area of the showroom has been set apart for the delivery of Citroën vehicles and this exclusive delivery area will make the buying experience more memorable.

The customer journey is simplified by the partition-free sales area where details of the purchase can be finalized. At the Le Petit Citroën shop, customers can take home a piece of the Citroën legend from among a broad choice of miniature models and lifestyle products. Of course, they are also keen to gather valuable customer feedback and have, therefore, set up the Citroën Advisor site through which customers can rate their experience.

L'Atelier Citroën, the aftersales workshop, will offer innovative services such as Anytime Anywhere Access, virtual remote diagnostics, 180-minute RSA guarantee, periodic service and maintenance with pick-up and drop, and genuine spare parts availability within 24 hours. "Service on Wheels" will be yet another valuable after-sales offering by Citroën that will allow them to execute service or repair jobs at the customer's doorstep and will further enhance their reach.

All this represents Citroën Service Promise and it would mean "Comfort at Your Fingertips" for customers.

The La Maison Citroën Phygital Showroom are a live example of the company's India-first initiatives that will differentiate Citroën from other automotive brands in India. 







# Holiday on Wheels

Story & Photography: **Joshua Varghese**

In the 10th edition of Honda's Drive to Discover, we joined a convoy of Honda cars and drove through some of Karnataka's most picturesque locations







Image: Honda



Image: Honda

**P**ICTURE THIS. A CONVOY OF HONDAS snaking through some of the most amazing driving roads in the south-western state of Karnataka, making overnight stops at serene locations and doing it all over again the next day. Sounds like a far-fetched dream, doesn't it? I would agree, except that I did live this dream for three days in a row. Along with other journalists, I drove from Bengaluru to Goa, exploring whatever lay in between, taking some nice photographs, sampling the local food and, of course, trying out all the cars in Honda India's current line-up.

We started from the Bengaluru airport and headed for the hills, Chikmagalur to be precise. My innings began at the wheel of a petrol-manual Amaze and the car's plush ride quality and infotainment options kept me comfortable and entertained throughout the day. Following a brisk run on the highway, the rest of the drive was easy. After a quick stop-over at Hassan, the convoy

took off to see the Yagachi Dam before calling it a day.

Chikmagalur is one of the best weekend retreats of Karnataka for those who are up for the drive. The quiet hill station has crisp, clean air and it commands a view of the Chandra Dhrona Hill Range of the Western Ghats. The following morning, a petrol-manual Jazz was what I chose for the drive up to Mullayanagiri Peak, the highest in Karnataka. A decision I did not regret because the Jazz proved a perfect hill-climb companion with its compact proportions and torquey, refined engine. Later, a diesel-manual Honda Amaze became my companion for the first part of the day's drive and, within an hour, I was impressed by the engine's generous spread of torque and how it was just as much fun on the twisties as its petrol sibling.

Post lunch, the Amaze was swapped for a petrol-manual City and I took off in search of some quiet coastal roads. The City's roomy and plush interior was in stark contrast to the tropical setting and it made



Image: Honda







for an extremely pleasant drive along the seashore. Beaches like the one in Kaup are among the hidden gems of Karnataka because they are not frequented by tourists. They are still clean, beautiful, and pristine and the place left me rooted to the spot until sunset.

Quite impressed by the City, I opted for it the next day as well, this time a CVT. The day's exploration began by checking out the Maravanthe and Kodi beaches. The former is too dangerous to explore because its unique shoreline creates eddies and undercurrents that are potentially lethal even for the most experienced swimmers. Instead, I made a beeline for Kodi Beach and was in for a pleasant surprise because it turned out to be a spectacular piece of coast maintained to perfection by an organization called the Clean Kundapura Project. As calm and serene as it was, I high-tailed as soon as it began to get hot and set off in a northerly direction. On the way, I stopped at a few touristy spots, including Murudeshwar and Gokarna, before meeting the rest of the convoy at Karwar for lunch. Once again, the spread was a treat for the seafood fans and a splendid example of local culinary prowess. Now there's a taste I won't forget anytime soon.

The final leg of our road trip was the drive to Goa and, after crossing the last twisty section, I reflected on my overall experience and realized that it was nothing short of amazing. To be honest, it felt more like a driving holiday than an assignment. To travel in such times was a godsend and hats off to team Honda for organizing and executing something on this scale while adhering to all the safety norms. We had COVID-19 tests done before and after the event, the cars and venues were all sanitized, and the route was well-planned.

If you asked me to pick a favourite destination, I would be unable to do so because there were simply so many worthy places, but ask me to pick a car and I will happily take the key to the Honda City. While the other cars in the line-up were fun in their own way, the City's all-round ability appealed to me more than anything else. As for travelling during the pandemic, it is entirely possible if you are driving and, perhaps, safer, too, so long as you punctiliously adhere to all the norms, of course. **car**



# BRUCE ALMI





# GHTY

When McLaren's founder was in his pomp, the idea of a plug-in hybrid supercar was as out-there as a cloned sheep. Would he approve of the Artura, McLaren's all-new PHEV?

Story: **Ben Miller** Photography: **Alex Tapley**







Huge power means standard carbon-ceramic brakes

**M**CLAREN ARE WELL able to talk at length about precisely what it is that makes their very best cars special. (And let's be clear, one or two have been very special indeed; notably the P1, the 720S, and the 675LT.)

But what does McLaren mean to you? Because almost regardless of your answer, positive or negative, the Artura, which represents a hard reset for the Woking car-maker (new carbon tub, new electrical architecture, new infotainment, new powertrain) looks like progress of the positive kind.

If you have never understood McLaren's range, the Artura should bring clarity. Most obviously, it has a name, not a number, and the baffling old Super Series/Sports Series classifications are gone. Going forward, McLaren will offer GTs like, erm, the GT, supercars (for now a two-car range, the existing 720S and the new Artura), and flagship Ultimate Series cars, just as Ferrari offer "normal" cars and silly-money masterpieces like the LaFerrari. Simple. And just as every post-12C car was a remix of that machine's basic ingredients, so the Artura's technology will underpin a whole

generation (and decade) of new models, all of them electrified.

If you admired the old twin-turbo V8 but never warmed to either its voice (industrial) or its methods (brutally effective but short on soul) then, again, the Artura looks like good news. It marks the début of McLaren's first series-production hybrid powertrain (the P1 and Speedtail were Ultimate Series cars and used an entirely different system). It comprises an all-new, twin-turbo 3.0-litre V6 engine with a wide-open vee angle, a 7.4-kWh lithium-ion battery, and a compact, 95-hp axial-flux electric motor embedded neatly within the gearbox.

We must wait to see if it can bring an engine note to pucker your forearms to goosebumps. V6s have a mixed track record, from the uninspiring NSX to the bombastic Alfa Quadrifoglio. But the new powertrain is rich in potential. It offers serious power and torque (the 680-hp system total is well clear of the 570S, the car the Artura effectively kills off, and not far off the ferocious 720S), the ability to run silently on e-power alone for up to 30 kilometres, and an ultra-sharp throttle response (thanks to the e-motor's instant shove, which can cover for the V6 when it is off-boost or off-cam). Yes, the new >



**Above:** Yes, but don't worry — everything will be fine

**Below:** Note the ace new drive-mode toggles





**What does McLaren mean to  
you? Almost regardless of  
your answer, the Artura looks  
like the right kind of progress**



New V6 makes  
plumbing in high-level  
exhausts a breeze



## FEATURE • McLaren's Hybrid Artura

powertrain brings with it a weight gain, but it is impressively modest. The new engine is 40 kilograms lighter than the old V8 and the hybrid system (including the 88-kg battery and the 15.4-kg e-motor) weighs 130 kg, for a net 90-kg penalty.

So, if you have McLaren reservations, the Artura looks ready to counter them. And if you are a fan? Well, if you are fortunate enough to have driven one or more of their cars and found yourself spellbound by their agility, apparent weightlessness, and mesmerising steering, there is further good news. These babies — a product of several McLaren trademarks, notably their electro-hydraulic power steering, exotic chassis structures, and focus on low weight — have, despite the all-new powertrain and tub design, survived the ejection of the bathwater.

A ferociously quick, easier-to-use, easier-to-understand and future-proofed McLaren with the timeless quality of truly

great steering — too good to be true?

**A PHEV to Convince the Sceptics**

Until the Artura's existence was confirmed, McLaren CEO Mike Flewitt used to answer every electrification question with the same answer: we'll do it, but it can't weigh two tonnes.

When this project began, then, you imagine the second objective scrawled on the whiteboard just beneath the first, "Create a series-production hybrid", was "Keep it light". There is evidence of this all-consuming drive to reduce mass all over the Artura, from its new tub through its lightweight wheels to its stumpy wheelbase. Why a short wheelbase? In part because it helps a car feel more agile, but primarily because, as Head of Electric Drive Dr Sunoj George puts it, 'When you shrink the wheelbase, you effectively also take a slice out of the car — structure, body, cooling system, wiring — and reduce weight.' >



### DESIGN: P1-INSPIRED

Design Director **Rob Melville** joined McLaren in 2009. He is good

**Q. The Artura is full of new technology. Is there enough design differentiation?**

**A.** It's designed to occupy a certain position in the market, it needs to clearly sit between the GT and the 720S, and then it needed to package our new powertrain. These are all factors and then there's making it a McLaren. We do that by staying true to our principles. The truth is we're maturing as a company and you have to build the brand equity and the design identity. We've tended to make big steps and dramatic changes, which is exciting — every car has had this incredible expression of our DNA — but when you make huge leaps, there's no consistency for the people who actually buy the cars. We want to hang on to our identity — if we gave it up, somebody would gladly take it from us.

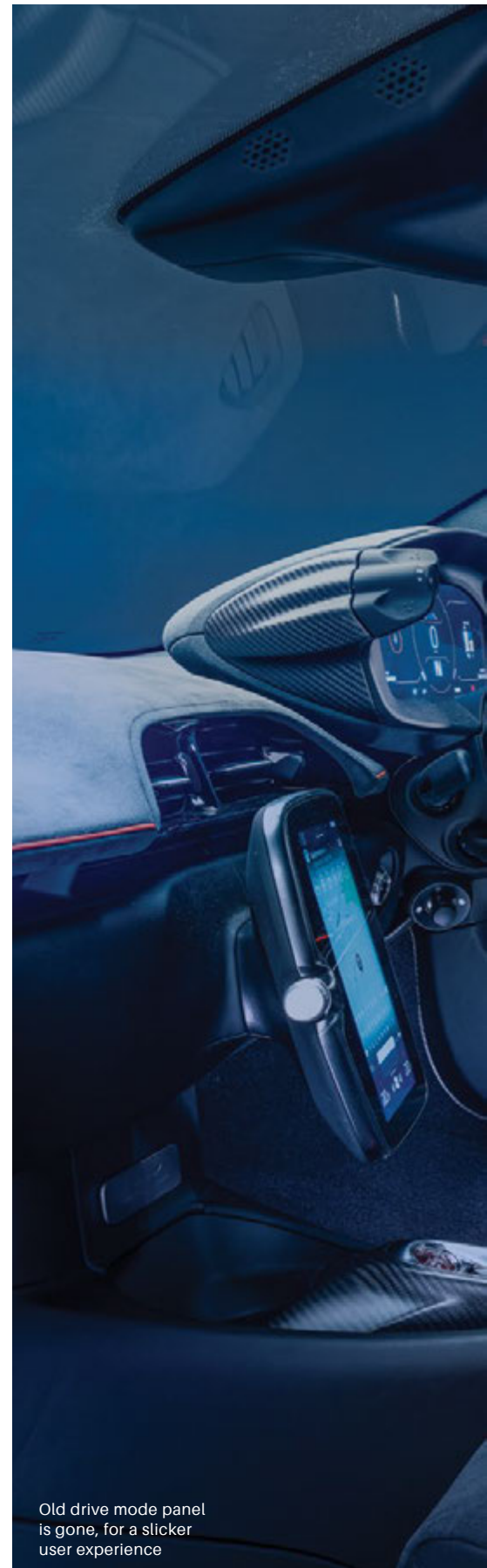
**Q. Did you consider highlighting the new powertrain with some wild new design language?**

**A.** Good question. I've been with McLaren 12 years; my first day was the first day of the P1. I remember thinking about the front end and the face of the brand and


that car was essentially designed with the world of electrification and aero ahead of us. For us, the challenge was managing the airflow with a view to alternative powertrains. So, I can genuinely say now that we designed the P1 that way for this moment, so we wouldn't have to tear up the face of our cars when we electrified or fill in our grille and make it blue to proclaim, "We're electric..."

**Q. Which previous McLarens most heavily influenced the Artura?**

**A.** The shrink-wrapping of the car's skin around the engineering within, the layering, and the showing off of our aerodynamic thinking — all that comes from P1. The laws of aerodynamics don't change but our ability to understand them is constantly improving. No one can see how the air's moving around the car, but we can create a form that expresses it. In this regard, the P1 was influential, as was the purity of the F1. And then we have our established identity. But, being McLaren, of course we'll also innovate — and when the time's right, we'll make step-changes; always brave.



Old drive mode panel is gone, for a slicker user experience

A high-angle, close-up photograph of the interior of a luxury sports car. The focus is on the driver's side, showing the steering wheel, dashboard, and the front passenger seat. The upholstery is a deep blue leather with vibrant orange stitching along the edges of the seats and door panels. The car's interior is sleek and modern, with a focus on high-quality materials and precise craftsmanship. The lighting is dramatic, highlighting the textures of the leather and the metallic accents.

**Mesmerising steering is one  
baby that looks to  
have survived the ejection  
of the bathwater**



## TECH: HYBRID HEAVEN

# ARTURA: THE DETAIL

McLaren is a more tech company than car-maker. Here is the evidence



### THE HARD CELL

Weighing 88 kg and regulated by a dedicated cooling system, the battery sits on a structural floor and bolts up underneath the tub, boosting stiffness. For peace of mind, the battery's six-year warranty is a year longer than the rest of the car's.

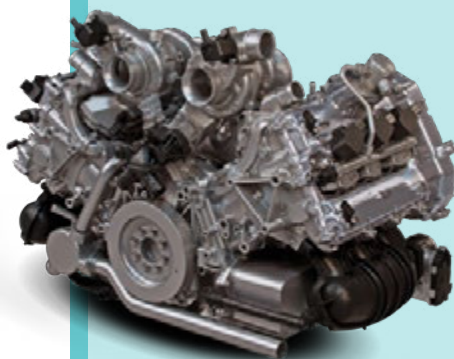
### DOUGHNUT OF POWER

If you were expecting a motor that looks a little more Scalextric, apologies — too old-school and too long (a short wheelbase was key). The Artura's e-motor is an axial-flux unit; two rotors sandwich a big central stator. They are more efficient, a more helpful shape, more powerful, and easier to cool than a trad radial-flux motor.



### DIFF AND THE EIGHT FORWARD SPEEDS

Because the hybrid motor can do reverse, the twin-clutch 'box does not need one. It boasts of an indulgent eight forward gears. E-diff yet another variable your mode settings will toy with. It promises increased traction and a greater sense of connection.



### OPEN WIDE

The V6's vee angle is almost Porsche-flat, the better to drop the centre of gravity super-low and to create plenty of space for the massive mono-scroll turbochargers McLaren's lofty power target demanded.





## Low and cab-forward, like a turbo-era F1 car in a 21st-century carapace

If a wheelbase shorter than the outgoing, V8-engined 570S and a dry weight of 1,395 kg (1,498 kg kerb) look conspicuously like success, it is because that focus never wavered. For example, the McLaren is resolutely rear-driven, unlike the triple-motor Ferrari SF90 or Honda NSX. So, where those cars offer all-wheel drive and positive front-axle torque manipulation, the Artura cannot.

But the Artura is lighter, purer, and somehow more McLaren. Dr George: 'More powered axles mean more weight. The NSX is not light. And while a powered front axle brings options, it also brings a lack of continuity in torque delivery. That corrupts the driveability, which we consider really important. We've kept the powertrain simple, relatively speaking, while still providing the driver with the best experience possible.'

So, while the Artura heralds a new age (we are expecting similar V6-engined PHEVs from the likes of Ferrari and possibly Aston in due course), it promises — unless you are in E-mode — to drive like a fit McLaren; no torque-steer, no front-axle wheelspin, purity intact.

Fit? Combined outputs of 680 hp and 720 Nm make for a set of numbers more hypercar than supercar: 0-100 km/h in 3.0 seconds (0.2 seconds faster than the 570S), 0-200 km/h in 8.3 seconds (more than a second quicker than the 570S), 330

km/h and, on the flipside, that 30-km e-only range and some outlandishly good economy and CO<sub>2</sub> figures.

The detail engineering is deliciously logical. The 585-hp V6's 120° vee angle gives plenty of space between the cylinder banks for the big hot-in-vee turbos while also reducing the centre of gravity and optimising the intake and exhaust plumbing. A balance shaft down the centre of the engine smooths the 3.0-litre unit and, together with the layout's short, exceptionally stiff crank, lets it spin to a heady 8,500 revolutions per minute (rpm) and make more power than the old 3.8-litre V8 in 570S trim. All this while being physically shorter and lighter and ready for the 2030 ban nine years early.

The e-motor, engine, and transmission are so tightly integrated they are best considered as a single drive unit rather than three discrete entities. Indeed, they are so integrated they share bearings and, because the e-motor can provide reverse drive, the gearbox can lose its reverse gear and move from seven forward speeds to eight without adding weight. McLaren ran simulations of a gearbox with seven speeds versus eight but ultimately plumped for the latter largely on grounds of its increased sense of driver engagement. Like a Hollywood chase scene, the more you work the paddles, the more breathlessly invested you are.

Which bodes well for an emotive, rather than an unrelentingly violent but unaffected, driving experience.

Last but by no means least is the e-differential, a first for McLaren, which promises to bring the same level of intimacy to your relationship with the rear axle that McLaren's trademark steering set-ups have routinely fostered with the fronts.

Do We Think There Will Be Magic?

Picture the scene. It is warm — T-shirt warm — and the Mediterranean sun bathes the world in a perfect zenithal luminescence. A circuit — empty, dry, and yours — awaits. You approach your McLaren, captivated by its proportions; low, short, small, and cab-forward, like a turbo-era F1 car in a 21st-century carapace.

Swing open the dihedral door, climb in — easier now that the carbon sill is less obstructive. If you like your supercars extrovert, obtuse, and punishing, you will not be happy in the Artura. But everyone else will be delighted. The steering wheel remains free of controls. There is no head-up display, because the Artura's engineers did not fancy packaging the required shoebox in the dashboard or putting anything — even a projected digital image — between you and the blacktop you are driving on.

The driver's display is now mounted to the steering wheel, sliding and adjusting >



with it for a perfect driving position. Its binnacle is also home to the new drive-mode controls: two Elva-style toggles to be toyed with on the fly by your fingertips, hands on the wheel. Flit among powertrain — E-mode, Comfort, Sport, and Track — and chassis modes, which adjust the adaptive dampers' pliancy, among other things. Choose also from three ESC settings: on, off, and dynamic.

'Our cooker-knob mode controls worked well in the past. But because they were less accessible, you tended to latch them and leave them alone,' explains McLaren's user experience guru, Mike Duxbury. 'The fact that you also then had to prod the active button made it more of an event but, again, less accessible. Now, because we have the hybrid powertrain, you'll switch more, using them almost as you do gearshift paddles.'

Like a modern Formula 1 pilot, you will be resource manager as well as driver, juggling state of charge and performance to ensure you can simultaneously shatter

lap records and pull on to your driveway in silence.

For meaty infotainment tasks there is a central touchscreen with volume knob and home button, but most things can be accomplished on the multi-function driver's display, toggled using the lower left-hand stalk. In there, you will find launch control and a Saab night-mode-inspired Stealth setting that darkens all non-essential information.


Start the car, roll out of the pits in E-mode. (The lithium-ion battery, which sits in its own structural safety cell, always maintains a reserve for starting and reversing, and can charge either from the mains or by harvesting from the combustion engine.) The only sounds are the ping of sticky Pirellis flinging stray stones into the wheel wells and the whir of the distant electric motor (which is less than half the weight of the Pr's e-motor yet 33 per cent more power-dense).

But we are not here to drive a £200k (Rs 2 crore), 95-hp EV. Switch modes,

utter a prayer, nail it.

What the Artura actually feels like to drive we do not yet know. But if it is lacklustre, we would be surprised. The specification, from the ultra-rigid tub through the double-wishbone suspension (informed in its geometry in part by recent LT development) to the carbon-ceramic brakes, is flawless. And then there is the evidence elsewhere of the same ruthless focus that informed the engineering of the powertrain, not least an electro-hydraulic power steering, as opposed to an electrically assisted set-up, the industry norm.

'Steering feel is so, so important for us,' explains Chief Engineer Geoff Grose. 'We have a light steering feel but it's also very precise; we have that texture of feedback. Key to that is the electro-hydraulic steering. We really wanted to keep that — it's been very important. Fans of our cars won't be disappointed.'

Neither, we suspect, would founder Bruce. 



### **McLAREN ARTURA**

**Price:** £182,500 (Rs 1.82 crore)

**Powertrain:** 2,993 cc twin-turbo V6 (585 hp, 585 Nm) plus e-motor (95 hp, 225 Nm), 7.4-kWh battery (30-km range), plug-in hybrid electric vehicle (PHEV), eight-speed dual-clutch paddle-shift auto, rear-wheel drive

**Performance:** 680 hp, 720 Nm, 3.0 seconds 0-100 km/h, 330 km/h

**Weight:** 1,395 kg dry (1,498 kg kerb)

**What the Artura feels like to drive, we do not yet know. but if it is lacklustre, we would be surprised**



Ambient lighting motifs in the doors look particularly cool when they are open, at night







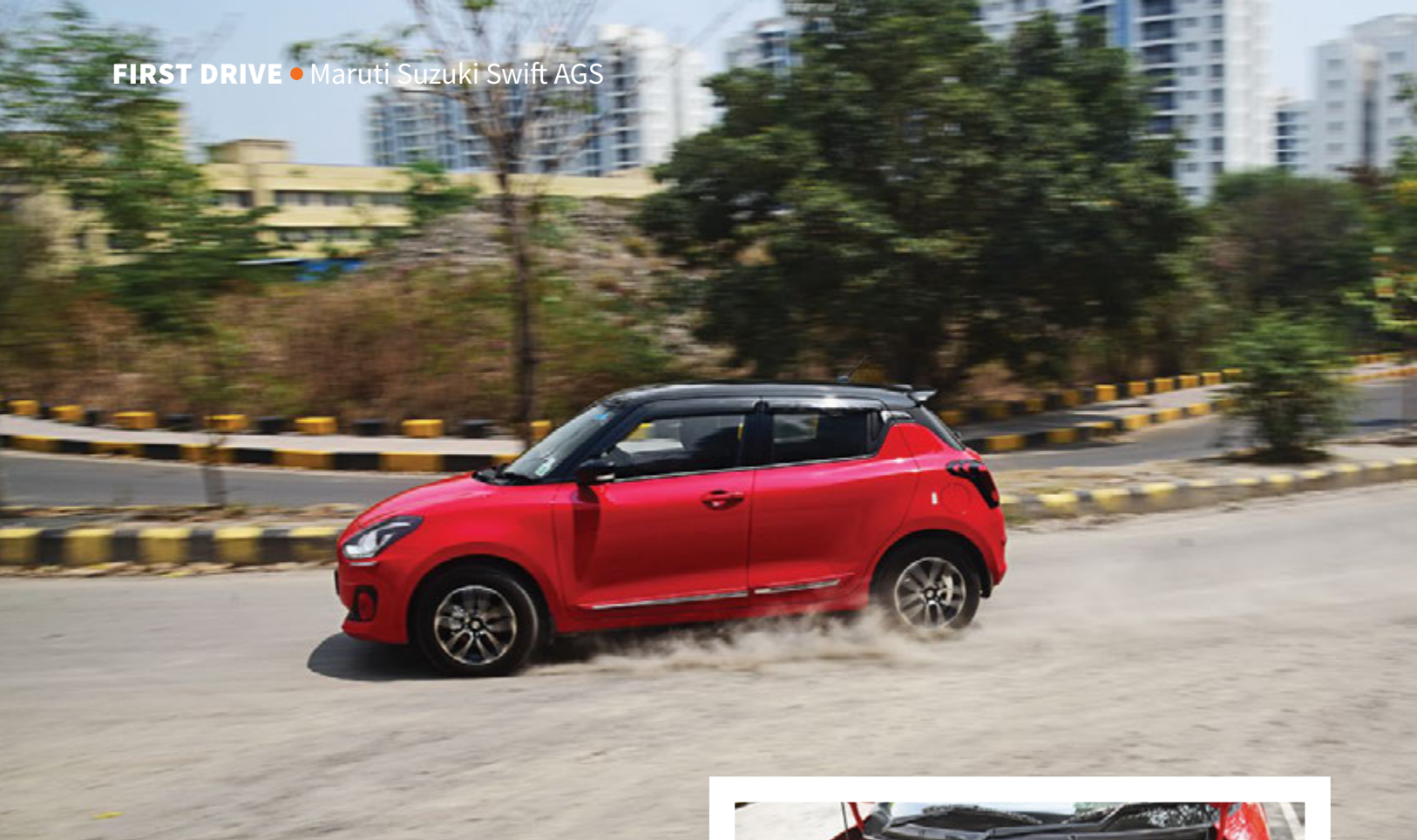


# Enhanced All-rounder

The latest iteration of the Maruti Suzuki Swift retains the familiar bodywork but has undergone a transplant beneath the bonnet

Story: **Joshua Varghese** Photography: **Apurva Ambep**





**M**EN GO FOR A HAIRCUT AND EMERGE from the barber's looking as if a lawnmower has done a number on their scalp. Meanwhile, women look almost the same before and after their trip to the salon. The same can be said of the Maruti Suzuki Swift's makeover. On the visual front, the changes are limited to a slightly reworked front end and, for the first time in a Swift, a dual-tone paint job. The red-and-black combination looks particularly appealing on this familiar bodywork and the car spread across these pages also features a few extra accessories such as chrome highlights, tail-lamp shrouds, and a spoiler.

Inside the cabin, nothing has changed. Nothing major, anyway. The Swift continues to retain its robust build quality and everything in the cabin feels like it was built to last but not quite premium. The layout is simple and easy to use with ample options for entertainment thanks to the seven-inch touchscreen infotainment system. Personally, I feel this car would have been better off without the faux wood elements that are sprinkled about in the cabin. It creates an air of gaudiness that pollutes the Swift's natural sporty charm.

A closer look at the flat-bottom steering wheel will reveal the first of the two new driver aids that make their debut in the Swift, cruise control, the second one being a rather useful hill-hold assist with Electronic Stability Programme (ESP). This is available only in the AMT (automated manual transmission) variant.

So where is the big change? It lies beneath the bonnet and may elude the casual eye but not that of an enthusiast. The Swift now draws power from a 1.2-litre, four-cylinder, K-series Dualjet, dual VVT petrol engine that churns out 90 hp and 113 Nm of peak torque. This powerplant is equipped with two injectors per cylinder and this allows for efficient fuelling, better performance,



**Above:** The new Swift comes packing a 90-hp engine. Oh, yeah!



**Right:** It is not wood and it is not required

and improved fuel efficiency. Maruti Suzuki claim that the new Swift has a fuel efficiency figure of 23.76 km/litre because of the micro-hybrid system that features an idle start-stop function. The car we drove was an AMT or, as Maruti Suzuki like to call it, "AGS", or Auto Gear Shift.

The engine turns over at the push of a button and settles into a quiet, barely audible idle just below 1,000 rpm. The car continues to retain its admirable road manners at low speed too. The engine is responsive, the gear changes are smooth, the steering is precise,





No major change in layout except the addition of a cruise control button (inset)



New grille is subtle but well done

and the ride quality is comfortable even over poor surfaces. To make the most of this engine swap, we found a quiet stretch of road and gave it the stick. Past 1,200 rpm, the engine sends out a wave of torque that makes the Swift rather fun to drive. No, the tachometer needle does not race for the red-line like a bat out of hell and neither is it particularly quick but, overall, it is still a good package to buy for someone who is looking at predominantly city use. Even at triple-digit speeds, the car is stable and handles well but a slightly heavier steering could have improved it further. The AMT in the Swift is well-mannered and, with a conservative right foot, you barely feel the gear-shifts. Put pedal to metal, though, and expect a bit of “exaggerated nodding” between shifts; not bad enough to ruin the overall experience, though. For a fully sporty drive, we would suggest you slot it

into the manual mode.

To summarize, the latest iteration of the Maruti Suzuki Swift would have remained almost identical to the previous year’s car were it not for the improved performance it has gained from the new engine. Unsurprisingly, the car continues to be an appealing package that strikes the right balance among value, sportiness, and everyday usability. The top-end car that we drove is priced at Rs 8.41 lakh (ex-showroom), which is significantly more expensive than its competition. The Tata Tiago AMT dual-tone costs Rs 6.85 lakh while the Hyundai Grand i10 Nios Asta AMT costs Rs 7.81 lakh (both prices ex-showroom). That said, remember that the Swift is now the most powerful of this trio. It has done enough to do one better than its rivals and, with a slightly lower price tag, it may even have been the deal of the segment. **CAR**



Left: Tail-lamp shrouds are nice but not standard kit



### Maruti Suzuki Swift ZXI+ AGS

Price: Rs 8.41 lakh (ex-showroom)

Engine: 1,197 cc, in-line four, turbo-petrol

Max Power: 90 hp at 6,000 rpm

Max Torque: 113 Nm at 4,400 rpm

Transmission: Five-speed, automated, front-wheel drive

Suspension: MacPherson strut front, torsion beam rear

Weight: 905 kg









# M3's company

The BMW M3 has always been above the saloon riff-raff, preferring instead to mix it with blue-blood sports cars. New M3 Competition meets Porsche 911 Carrera S and heads for the hills

Story: **Georg Kacher** Photography: **Steffen Jahn**



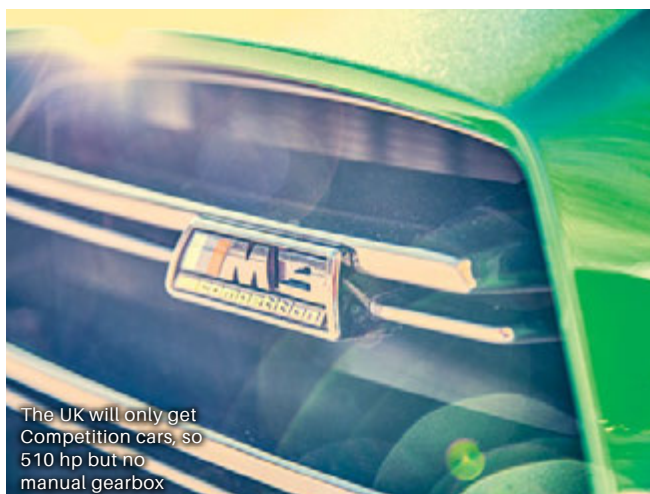
**P**ERHAPS IT'S A SMALL, MOSTLY harmless manifestation of our all-consuming desire to impose order on the natural and fairly chaotic way of things, but there's something deeply attractive about a round number. 283 km/h, 285...

Hands fight to stay relaxed on the BMW's steering wheel. My attention is focused so intently on the speeding grey scar of *autobahn* ahead that I think my conscious self left the steel-and-aluminium confines of the M3 a while back — it now gazes down on the world and this shimmering emerald projectile as if from a drone. Munich grows small behind us and the mountainous Austrian Tyrol draws closer at a quite breathtaking rate, the M3 Competition's throttle pedal at the full extent of its travel with a level of commitment that surprises even myself — and it's my leg.

288 km/h... 290 km/h. The neat sense of order does not last. 291 km/h... 293 km/h. Er, you what? Still the M3 Competition's 510-hp six pulls, still the car's speed-sculpted aero and uncompromising chassis set-up feel unperturbed... and still the yellow Porsche shadows us. Put the numbers down to an over-optimistic speedo if you must (and we probably should; M division claim 290 km/h for its new baby with the limiter lifted), but this apparently pointless exercise in excess has at least disabused me of the notion that this new M3 — a car we've heard so much about for so long — deserves to be considered in any way evolutionary or familiar. It is new, and it is clearly very, very serious.

So prolonged was the wait that we had worried. In the same way you can feel you know someone just because you once read an interview in a Sunday supplement, and may, if you ever pass them in the street or queue behind them in an airport terminal, feel compelled to wave and say hello to a complete stranger, so the new M3 felt somehow safe despite being more of a clean-sheet generational re-boot than the current, 992-gen Porsche 911 represents over its 991 predecessor.

Fortunately, much as a shipwrecked soul carefully hoards rainwater and fruit, so the M division faithful have spent the weeks and months diligently gathering reasons to be positive. This current, G20 3 Series impressed right from the start (BMW deemed even the non-M3 early cars sufficiently quick and complete as sports saloons to be launched on the Nürburgring...) and, with that hurdle — the acquisition of a sound base car — cleared, M enthusiasts, like the chiselled surfer-hero in a Guinness ad, just waited.



The UK will only get Competition cars, so 510 hp but no manual gearbox

Hybridisation? The rumours came, caused a few sleepless nights, then went — 'too soon' said BMW, noting that batteries are still too heavy. All-wheel drive? Atriums and ventricles momentarily froze with panic as visions of corrupting torque-steer and numb power-understeer stalked our nightmares. But then we remembered that the M5 Competition uses M's xDrive four-wheel drive, and that it's sensational. No more manual gearboxes? Half true — there will be, but not for the UK, since we'll only see the more powerful Competition variant, and its powertrain is too much for the delicate stick-shift 'box. A Touring? Ask and you shall receive — for the first time in M3 history, an estate version is coming.

But all of that's for another day. This day — this perfect late-winter day of dizzily bright light and almost-warm, definitely-dry blacktop — is all about this car, our Isle of Man Green, rear-wheel-drive M3 Competition. Dialling back the pace to preserve some fuel, there are a couple of gripes in among the mostly positive first impressions. This car has the carbon-ceramic brakes, which feel like a deeply sensible if still painfully expensive idea on a car this fast and this heavy. But I can't shake the sense that they're a little low-tech and sleepy when cold. Get a decent stop under your belt and they're superb but, like a hungover head in search of coffee, they're less impressive when first awoken. BMW also insist on endless set-up options, too, so you've a choice of Comfort or Sport brake settings — how about just one, called 'Perfect'? >

## PRE-FLIGHT BRIEFING | BMW M3 COMPETITION

### > Why is it here?

Because this is the new M3 — the latest in a long and lauded line of outstanding performance saloons from BMW's M division. Compared with the previous car, the new one, based on the G20 3 Series, is bigger, heavier, stiffer, runs bigger tyres and gets a load more power: 510 hp from a twin-turbo straight-six.

### > Any clever stuff?

Plenty, much of it focused on preparing the base G20/G22 platform for life in an M car. In go braces to lock the front shocks together, new elements to tie the lighter, stiffer front subframe to the reinforced engine bay, and underfloor shear panels,

for the kind of twist-resistance beloved of racecar engineers. In total there's 38 kg of reinforcement, a penalty the team behind the car describe as an investment. Up front there's the proven S58 six, with its twin turbos and racecar-style closed-deck construction. The M3/M4 will get a version of the M xDrive system that works so well in the M5 Comp, but not yet.

### > Which version is this?

There'll be four bodystyles: saloon (the M3), coupé (the M4), convertible and a Touring (which the US won't get). While BMW's design team has worked hard to put clear water between the 3 and 4 Series, the M division has worked to make the M3 and

the M4 feel identical to drive. Other markets will also get a less powerful version, for which a manual 'box is an option, but the UK only gets 510-hp Comp cars and their eight-speed auto. Our M3 is loaded: M Pro ceramic brakes, M Carbon exterior styling pack, HUD, '826 M' forged wheels (19-inch front, 20-inch rear) and Isle of Man metallic green paint — a total of £94k (Rs 94 lakh), give or take.





291 km/h... 293 km/h. Er, you  
what? Still the M3 Competition's  
510-hp straight-six pulls



We approve of the M3  
in Isle of Man Green;  
M3 approves of Isle of  
Man-style non-  
existent speed limits





911 foil is a Carrera S on lowered PASM suspension



Arguably neither car has the engine in the right place



The steering too has me thinking about it, which is never encouraging. It's a little nervous around the straight-ahead position, certainly at big speeds, and it doesn't like rough roads. Does a switch from Sport to Comfort help? A bit, but not enough. Even though German highways like this one are typically flat and smooth, there is too much interference filtering back to my palms, an issue that didn't manifest itself on earlier (and mostly wet) racetrack-based prototype drive opportunities. Perhaps this abundance of feedback, distracting and confidence-sapping now, will enthrall when we get into the hills.

With Tyrol off-limits due to Covid rules we make for the stunning Sylvenstein reservoir before curving back to Bad Tölz and heading for more mountains — Garmisch-Partenkirchen's towering backdrop, with the mighty Zugspitze towering clear of the peaks around it. The roads are mostly empty and they are mostly sensational, with every kind of corner and complex imaginable. We also have the kind of grip levels 500 hp and a single driven rear axle consider pretty much mandatory.

Now that we're here, the M3's front end (the standout memory from those early track drives) does not disappoint. Yes, this car's relentlessly quick between corners and braking events. And yes, it makes some really quite exciting noises (not all of them real, if that bothers you). But what really marks this M3 out (and gives credence to M division's assertion that it benchmarked the new Competition against the outgoing M3 CS) is the confidence and speed you can carry into corners; even corners you've never met before.

Turn-in, despite the engine being positioned ahead of you, is as brisk and as positive as you could wish for. If anything, the feedback is now meatier, marginally more positive and better grounded than on the previous car, feeling more like — that car again — the previous-gen CS: a good thing. There's a faintly astonishing amount of front-axle bite, the tyres (275/35 ZR19 Pilot Sport 4S Michelins, with 285/30 ZR20s at the



back) hanging on and encouraging you to brake only to settle the nose, rather than to actually meaningfully reduce your speed.

So, is the same steering that felt too jumpy this morning but pretty damn good on a track a couple of months ago perfect here? It is not. For me, even in Comfort mode it's too nervous and too easily upset by the road surface. It feels like a system calibrated for a track, and there's a kernel of truth in that. This kind of razor-effect responsiveness — more pronounced still in the Sport setting — is key to ultra-fast laps on the Nordschleife, but it's an R&D direction that presents the committed road driver with a dilemma: dial in a bit of confidence-boosting slack with Comfort or stay in Sport and work on delivering less flamboyant, more measured inputs. With time, it almost works.

And those carbon brakes? They're hot and happy now, as impressive deftly loading the front axle on turn-in as they are dragging us back down from speed when that looming right-hander develops into a hairpin, not a dab-and-go sweeper.

Backing off a moment, to gather thoughts and cool cars, there's time to take in the cabin. If the M3's pricing has kept pace with its soaring ambitions, know that at least this feels like a cockpit worthy of a car with a street value of some £94k (Rs 94 lakh). It epitomises modern sporting luxury, and feels so premium you have to remind yourself that the G20 3 Series is also available as a £35k (Rs 35 lakh) 318i with a raging 156 hp and fabric-covered seats.

The soft two-tone leather — in our case black over orange — covers virtually the entire cabin with the exception of roof, floor and sills. Glittering aluminium trim adds a lustrous touch. And crucially all three available displays (optional head-up display, driver's display and centre touchscreen), the iDrive controller and the direct-access buttons grouped around the gearlever are all intuitive to use and receptive to the spoken word. Standard equipment leaves very little to be desired, and I prefer the bright red M1 and M2 buttons on top of >

## PRE-FLIGHT BRIEFING | PORSCHE 911 CARRERA S

### > Why is it here?

Because the 992-gen 911 remains the definitive four-seat performance car, and because the M3 and 911 grudge match pre-dates the fall of the Berlin Wall. Yes, the 911 is a sports car and the M3 a sports saloon, and yes the Carrera S is some £20k (Rs 20 lakh) more expensive than the BMW, but if the non-S Carrera (£83k) (Rs 83 lakh) is closer on price it's also out-gunned, mustering just 385 hp to the M3 Comp's 510 hp. The £94k (Rs 94 lakh) PDK Carrera S brings 450 hp to the party and, courtesy of its lighter weight (1,515 kg DIN versus the BMW's 1,730 kg DIN) and rear-engined layout, pips the more powerful M3 Comp's 3.9-sec 0-100-km/h by 0.2 of a second, or by 0.4 of a second with the Sport Chrono Package.

### > Any clever stuff?

The 992-gen 911's body is aluminium-intensive (where the 991-generation's body was 63 per cent steel, the 992 is just 30 per cent steel, and the outer skin is all aluminium), more rigid than the previous car and wider. Track widths are up at both ends (by 43 mm at the front) and rubber is wider than before, and on bigger rims (20-inch fronts, 21 at the back). While the engine is a 3.0-litre six like the BMW's, it splits its cylinders into two banks of three and lays them flat. It also makes less power and torque.

### > Which version is this?

The Carrera S, so the more powerful, rear-wheel-drive base 911 variant, in coupé form. This car's sweetly optioned with

Racing Yellow paint, the PDK 'box, PASM suspension (£665, or Rs 66,500), RS Spyder wheels (£1,650, or Rs 1.65 lakh), Sports Plus seats (£324, that is, Rs 32,400), Sport Chrono pack (£1,683, or Rs 1.68 lakh), £1,844 (Rs 1.84 lakh) sports exhaust and rear-wheel steering (£1,592, or Rs 1.59 lakh).







We like the grille  
— there it is. Boom.  
Being mounted to a  
superb car helps



Every M3 has had its 911 to face, and historically the BMW's delighted in its underdog role



the M3's steering-wheel to the Porsche's solitary drive-mode controller because they give you more options. In the 911, Individual mode accesses a single setting compiled to the user's personal preference. In the M3 you have two such options. M1 can, for example, trigger your waft-home programme, perfect for a couple of phone calls followed by Messrs Harman and Kardon's finest aural indulgences, while M2 can harbour the exact opposite: the fastest shift speeds, a low traction-control threshold, uncompromising dampers and the engine and transmission in their most playful mood. So, the M3 is a fabulous place to be and tough to leave. But leaving it for a Porsche 911 Carrera S is such sweet sorrow.

Ah yes, the Porsche. Every M3 has had its 911 to face, and historically the BMW's delighted in its underdog role; more affordable, more accessible, often more powerful. And while both have evolved, growing bigger, quicker, heavier, more complete and incomparably safer, some things never change — great M3s must still bear comparison with Stuttgart's ever-changing constant.

Stepping down from the M3 into the ground-hugging Porsche makes you wonder at the 911's enduring popularity with retired gentlemen racers — how do they climb in? The hip-point is low enough to have you fearing for gravel rash to your buttocks, and the standard seat feels neither particularly comfortable nor all that supportive. A point to the M3. (Incidentally, the M3 is available with a far more serious seat — BMW's DTM-esque, weight-saving and harness-ready carbon M — buckets, part of the £11,250 (Rs 11.25 lakh) Ultimate pack or £3,400 (Rs 3.4 lakh) on their own. Even BMW admit getting in and out isn't easy, but worth the effort.)

On the move again, the green machine ahead ripping to the horizon in a wake of winter road dust and atomized Michelins, the roads are smooth like silicon-soaked soap. Still neither car rides them particularly convincingly. The Racing Yellow bird is firm by birth, the greenling >

## M4: the coupé option

As Georg gets to grips with the M3 Competition in Germany, I'm in an M4 Competition in the UK, with a track to play on and another 911 to play with. Like Georg's M3, our M4 is a rear-wheel-drive car with the auto 'box.

Accelerating through the first few corners, the M4 feels unnervingly pointy. The steering is very light, over-gearred and a little unnatural. Indulging in some drift stuff, I'm snatching at the corrections until it starts to click, like those first quick-rack Ferraris did a decade ago. Perhaps, like them, we'll learn to go with the flow in time.

Switch to the 911 and you're reminded of the difference between a saloon-derived coupe and a proper sports car. The Porsche is gapped by the BMW's extra torque out of every corner, but makes it all back again under braking. In the M4 I feel like Jack Sears in his big-block Galaxie trying to keep those pesky Minis at bay.

Later, on the road, the BMW feels far happier, like it's in its preferred habitat. I imagine the xDrive option will be popular — this car might be more sorted than its predecessor but it's still a handful in low-grip conditions. But it's also supple, and so versatile. If you need a do-everything four-seat sports coupe, this is still the one.

—Chris Chilton



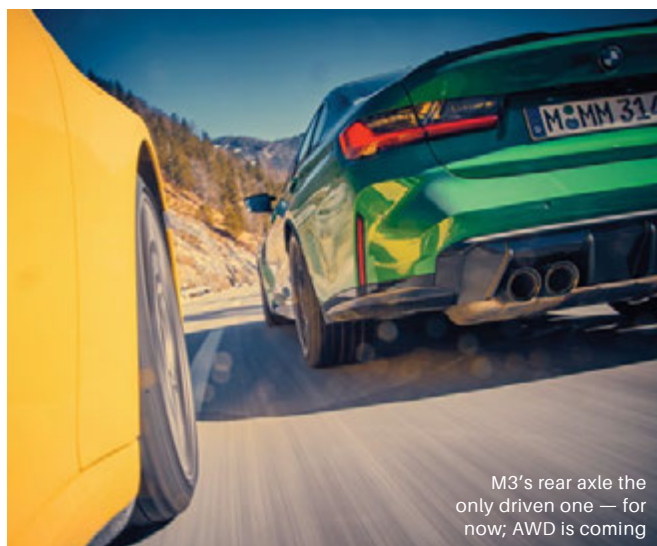




Both cars run offset wheel sizes for huge traction



Georg — as hard on brakes and tyres as he is CEOs



M3's rear axle the only driven one — for now; AWD is coming

firm by fine-tuning. The Porsche's tautness is further accentuated by the wider wheels and tyres and by the scalable damper control, which is wham-bang cruel in Sport Plus mode. Ditto the BMW, which also objects to the narrowest expansion joints, starts a fight with every rut it can find, and has yet to agree on the final terms and conditions of any deal in the roll, yaw and pitch departments should the road throw undulations into the mix. So, they're both firm. Arguably, that's the point — you'll need that ten-tenths body control when the excrement is fast-approaching the rotary ventilation equipment. And so it proves.

Because both marques offer more powerful cars, perhaps the temptation's there to assume that these two are merely adequately rapid. After all, even the Carrera S lives in the foothills of Mount 911, and nowhere near the rarefied summit. But write these two off at your peril.

The Porsche flat-six is a lovely engine which makes wonderful noises, evinces a Dobermann-like throttle response and features an Everest-inspired power curve — an effect exacerbated by typically rangy gearing. With the Sport Chrono pack and flawless PDK 'box in place, the Carrera S is searingly fast in reality, driving hard out of corners and piling on speed with an alacrity that, if anything, makes its official acceleration times feel pessimistic. That its 0-100-km/h time is just half a second down on cars like the M5 CS and McLaren Artura serves to underline both the speed of the Porsche and the truth of the concept of diminishing returns.

Similar praise should be heaped upon the finest-ever straight-six to come out of Munich. The M3's engine kicks harder than the 911's, nearly spins as fast (7,200 rpm to the flat-six's 7,500 rpm) and brings a decent torque advantage, the better to offset the BMW's pudgier kerb weight. Of course the Porsche is lighter — it has just the two doors and a token pair of rear seats — but curiously the difference is not as marked as you expect from behind the wheel, helped by the BMW's stronger engine and sweet balance. Consumption? The official thirst ratings are 9.2 km/l (911) and 9.9 km/l (M3), but as soon as the hooligan with the self-cleaning driving licence sets the pace, the Porsche drops south of seven km/l as surely as the M3 nears 5.7 km/l. Could the difference be down to operator enthusiasm? It might, but that doesn't account for the disparity entirely.

Dynamically, the Porsche is hard to fault. It talks to you via lovely steering and seat-of-the-pants feedback, it has an amazing set of brakes and it's punted along by an iconic engine that feels as charismatic as ever. It edges the BMW against the stopwatch and on your favourite Sunday morning speed stage, its wafer-thin margin of superiority a product of some fundamental engineering advantages and a wholly cohesive driving experience in which no one element distracts or dominates.

Wafer-thin? It really is. Back on the road, working hard at the 911's wheel to maintain that smooth-but-committed tempo to which the rear-engined machine responds so well, the M3's rabid acceleration and massively improved, confidence-swelling front-end grip mean the BMW just refuses to grow any smaller in the Porsche's mirrors. Turn-in in the M3 is more zigzag-direct than ever and, even on surfaces strewn with salty dirt and scattered chippings, through corners of tightening radii and over sudden surface variations, the BMW now simply sticks. And sticks — almost to the extent that you forget for a moment that it's the rear end that's likely to come unstuck first.

A flaw? No. The new BMW excels at the time-honoured art of fine throttle steer. Select M Dynamic mode and you can set about describing lines spine-tinglingly close to the threshold of adhesion, helped in no small part by the exceptionally intuitive work of the electronic differential. The 911 has more traction and is less keen on such extrovert exuberance, but it'll do it under duress.

Mechanically and electronically, the new M3 is a complex animal. >





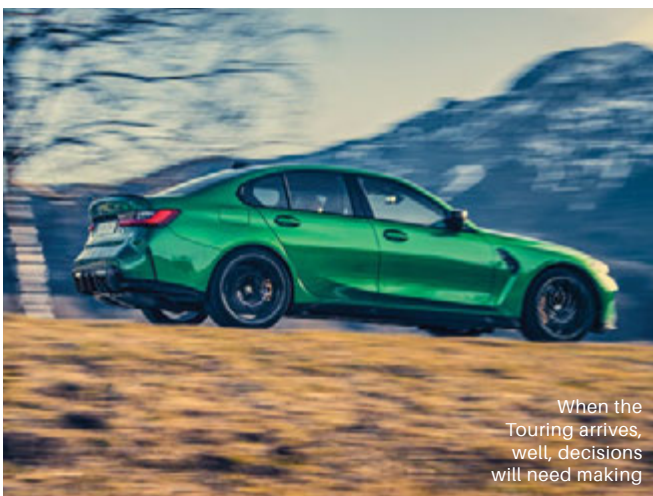
The BMW's front axle now simply sticks.  
And sticks. And sticks...

M3's appeal lifted  
further by the best  
infotainment in the  
business





Functional, rattle-free and crisp — but a bit austere for the money



When the Touring arrives, well, decisions will need making

## The M3 loves to crown drift-masters by awarding up to five stars for effort

It packages no fewer than seven radiators and two separate cooling circuits. Its twin mono-scroll turbochargers have as much plumbing between them as a small city. The multi-talented and watch-like innards of the adaptive M differential are awe-inspiring. And the chassis has special M touches all over it, from under-body shear plates to uprated wheel carriers. But while the complexity is there, should you wish to launch into the available options (or engage the 10-step M Traction Control, which loves to crown drift-masters by awarding up to five stars for the duration, consistency and angle of their slides) you'll discover an honest, engaging and impressively intuitive performance car in which to have more fun than you might ever have thought possible in a saloon.

The last 400-km leg is an epic flat-out stint on the A96 autobahn, summer tyres spinning to a blur and tanks draining to empty as the sun drops to the horizon and this dream day fades to dusk. From the BMW's cockpit I ponder the Porsche. With its sports exhaust, rear-wheel steering, Sport Chrono pack, RS wheels and partial leather trim, it eclipses the M3 Comp's list price by an irritating margin. Even when you factor in the higher resale value, the Porsche's extra credibility in certain circles and the marginally superior high-speed performance, the price differential is painful and must be taken into account. A non-S Carrera 911 shrinks the price gap but lacks anything like the M3's power, while a Cayman GTS 4.0 is neither capable of carrying sufficient people nor, in fact, a 911.

The usual sparring partners will have their chance, from Audi's RS 4 to the revised Alfa Giulia Quadrifoglio. But in making the 911 sweat the new M3's cleared the first hurdle to greatness. ➤

## M3 vs 911: The struggle is real



### The originals

E30 M3 was a radical Group A weapon: boxy arches and a slant four with a chopped-down M1 cylinder head, first 2.3, finally 2.5 litres. In 1986, when the first M3 arrived, the 911 wasn't that different from the '63 original due to Porsche's focus on front-engined cars — 231 hp 3.2 Carrera gave the 911 a fresh lease of life.



### The motor sport icons

Touring-car success key to the E30 M3 legend. In the UK Frank Sytner won his class and with it the 1988 BTCC — quite an upset. The 935/78 was built to Group 5 regs. Huge front 'bumper' (or entire front end) and a low-drag roofline courtesy of a double rear screen. Kremer's 935 K3 won Le Mans '79.



### The best of the best

E46 CSL is peak M3. It lost 110 kg with a carbon-fibre roof and lightweight interior, and gained unique suspension, bodykit, wheels, and a 360-hp straight-six with carbon airbox... New 911s are great, but we're voting for the 997.2 GT3 RS 4.0 — narrow(-ish) body, Mezger engine and a chassis that dances.



### The modern classics to buy

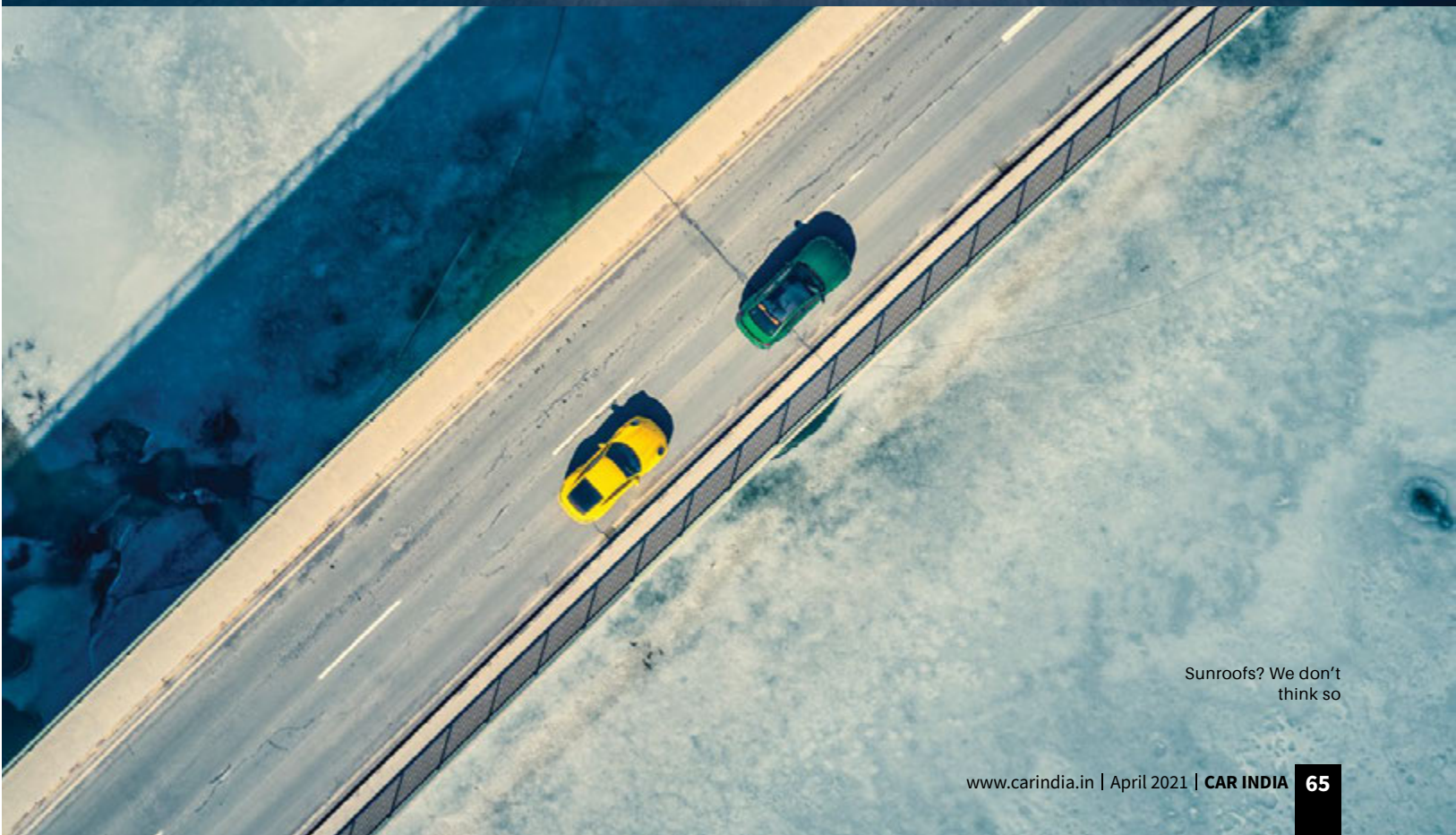
The playful E36 M3 was always the runt of the litter, but strong following now means its successor, the E46, is sometimes cheaper. The 996-gen 911 got a water-cooled flat-six, a bar-of-soap body and fried-egg headlights. Rated at the time, it's now the lightest, most delicate water-cooled 911 of all. Pay from £15k (Rs 15 lakh).







M3's thermal demands are clear to see — grilles and vents ahoy



Sunroofs? We don't think so



## FINAL RECKONING

# Value and victory

**T**HE M3 TAKES THE VALUE-FOR-MONEY trophy — that is as clear as a melt-water stream. By comparison, the 911 is a disappointing exemplar of extreme de-contenting and almost eye-wateringly ambitious pricing.

If you choose the Carrera S then certainly you can create a more affordable example of the breed than this car, and give away very little in the process. The only chassis-related option to be considered a must-have is the rear-wheel steering. Its almost imperceptible good work burnishes the already agile yet stable 911 with more of both, giving it a crucial edge against the BMW on give-and-take roads. It's one reason the Porsche manages to feel more firmly planted than the M3 more of the time (the BMW fields an immaculately balanced 50:50 weight distribution), helped of course by that weird but wonderful rear-engined layout.

Forget Porsche's ceramic brakes unless you're a trackday regular, and think twice before checking the boxes marked PASM sports suspension, with its 10-mm chassis drop (it's ripplingly firm), and sports exhaust, because however hard everyone tries, the flat-six (now

liquid-cooled, turbocharged and petrol particulate-filtered) simply no longer sounds like we remember it. We must accept that.

So, the M3 is more car for the money. The BMW also scores highly for both its increased practicality and more premium execution. The four-door M3 is a true flagship in fit and feel. Love and care is evident all over the thing, from the lush materials of its driving environment to the silken machinations of its powertrain and rear axle.

But the M3 is a fair bit thirstier, its hyper-active steering either needs work or asks that you adapt, depending on how generous you're feeling, and ultimately, when you're able to indulge these cars in the kind of driving for which they were surely created, it is the 911 Carrera S that's able to squeeze out that crucial extra drop of adrenaline to make this the closest of photo-finishes.

It's a draw. A cop-out? Maybe, but sometimes answers are too complex to be tidied up into binary soundbites. And the truth is the BMW M3 and Porsche 911 have as much in common as they do points of difference. Since first they faced off they've changed, almost beyond recognition. But both remain relevant. And both are magnificent. **car**





**BMW M3  
COMPETITION****Price**

Price: £74,755 (Rs 74.76 lakh)

**PORSCHE 911  
CARRERA S****Price**

Price: £94,350 (Rs 94.35 lakh)

**Powertrain****Engine:** 2,993 cc, 24v twin-turbo straight-six**Max Power:** 510 hp @ 6,250 rpm**Max Torque:** 650 Nm @ 2,750-5,500 rpm**Transmission:** Eight-speed auto, rear-wheel drive**Powertrain****Engine:** 2,981 cc, 24v twin-turbo flat-six**Max Power:** 450 hp @ 6,500 rpm**Max Torque:** 530 Nm @ 2,300-5,000 rpm**Transmission:** Eight-speed dual-clutch auto, rear-wheel drive**Performance****0-100 km/h:** 3.9 seconds**Top Speed:** 290 km/h (limited)**Performance****0-100 km/h:** 3.5 seconds**Top Speed:** 307 km/h**Body/Chassis****Structure:** Aluminium and steel**Suspension:** MacPherson strut front, multi-link rear**Length/Width/Height:**

4,794/1,903/1,433 mm

**Boot Capacity:** 480 litres**Weight:** 1,730 kg**Body/Chassis****Structure:** Aluminium and steel**Suspension:** MacPherson strut front, multi-link rear**Length/Width/Height:**

4,519/1,852/1,302 mm

**Boot Capacity:** 132 litres**Weight:** 1,515 kg**Fuel efficiency****Fuel Capacity:** 65 litres**Official:** 9.8-9.9 km/l**Tested:** 5.7 km/l**Range:** 586 km (official), 335 km (on test)**CO2:** 228 g/km**Fuel efficiency****Fuel Capacity:** 75 litres**Official:** 9.0-9.5 km/l**Tested:** 6.7 km/l**Range:** 817 km (official), 612 km (on test)**CO2:** 238 g/km



# A Build Of Quality

We test the Volkswagen Polo GT  
to see whether the German hatchback  
can still cut it in the segment

Story: **Zal Cursetji** Photography: **Apurva Ambep**







**T**HE VOLKSWAGEN POLO HAS HAD AN UP and down story in the premium hatchback segment in India. Known for its build quality and handling, the car was hailed by many but sold to few. Today the competition has become stiffer than ever with the Koreans having just launched their latest offering with enough goodies to indulge even the “one percenters” of modern civilisation. So, can the current Volkswagen Polo GT make it in the premium hatchback segment today?

Well, on the whole, we’d say ‘lukewarmly’, but, the Polo GT that we have just driven still comports itself for a fair standing which does hold firm. Let’s start with the design which has remained more or less unchanged since its inception, give or take a facelift or two. Regardless of that the Polo is a winning design and even in 2021 the car still looks quite appealing in the new decade. Though no LED lighting which is now the norm for the segment you do get new Portago alloy wheels, and a revised front grille

which adds as much as it could considering the lines at the front remain the same. Not much to report here, honestly.

But the Polo GT’s strong point isn’t how well it would fit into the trendiest neighbourhood. This was made for the twisties or rather made for overtaking all its competitors in the twisties. Starting with that engine, the 1.0 TSI petrol motor producing 110 hp and 175 Nm of grunt still beep-beeps its way to the top of the segment. The delivery of power from the turbocharged three-cylinder engine comes in with the slightest jab on the pedal with the surge settling down post 6,000 rpm on the tachometer. Power is managed via a torque-converter automatic gearbox we earlier saw in the old Vento. The unit works quite well when navigating through rush hour in the city while also being smooth once speedometer readings soar.

The shining light of the Polo is arguably the way it handles. Calling the Volkswagen Polo GT the best handling car in its segment is a very difficult argument to lose. The chassis feels nimble with its MacPherson strut suspension keeping the car superbly flat ➤





**Above:**  
Polo stance still looks mean in 2021

**Left:**  
Interior could do with a much needed makeover

**Right:**  
That infotainment system does look dated



through the turns and yet working great on broken roads. The steering is miles ahead of its competition, with a very intuitive feel that darts into any direction you choose with a confidence-inspiring note. Yes, there are one or two that have recently bridged the gap, but none has overthrown *zee* German. This is the main reason why the car is also a favourite among folk trying their hand at rallying in India (and also because VW Motorsports are quite active there too).

However, the car's most admirable character is arguably its build quality. The Germans really do know how to make things well, regardless of their recent offerings with another manufacturer. The Volkswagen Polo fits into that German build quality resume to a tee. Shut the door and the sound of that thud would prove this point. The car does not seem susceptible to rattles after a short period,

**The Volkswagen Polo's most admirable character is arguably its build quality. The Germans really do know how to make things well**



instead every thud, clunk, and click feels good even as time passes on. Well-built cars are also safer and Volkswagen have remained true to that statement with a galvanised steel body as well as the standard airbags and more.

Where the Polo is reeled in is within its confines. Its interior is, well, a little boring. Make no mistake, it isn't lacking feature-wise, but the new bar in design has been set so much higher than what the Polo offers. Yes, you have comfortable leather seats, good quality plastic surrounding you on the inside, switchgear is rugged with the aforementioned pleasant feel. But it doesn't have the sensation of being premium to look at, instead looks a bit dated. The infotainment, for example, does all that one needs but looks more like the Nokia 3310 at an iPhone 12 launch. It is here that we did expect the Volkswagen Polo to give us a little more but it wasn't to be.

The future of the Polo does look bright, though, with a new model in the works. We have been teased with the new Škoda Fabia, too, which should give us a little insight into what the new Polo would offer. We do expect an announcement post the launch of the new Fabia, one that might also come with the 1.5-litre engine that is offered in Brazil and seen in the T-Roc here.

Currently, the Polo goes up against the Honda Jazz, which offers ample room inside, the Maruti Suzuki Baleno, and Toyota Glanza, both of which the Polo holds a candle to. The gap in the segment was first eaten up a bit by the Ford Figo with its stunning engine and performance but it lacked in build quality. However, it is the launch of the new Hyundai i20 that has truly shaken up the segment on a whole. Considering this leap by Hyundai, the Volkswagen Polo GT, priced at Rs 9.93 lakh (ex-showroom), is still a great car, but, not the king. New Polo, though? Can't wait. **car**



**Above:**  
Turbo-petrol  
1.0-litre motor is  
among the most  
powerful in the  
segment



## Volkswagen Polo GT TSI

(Rs 9.93 lakh, ex-showroom) ★★★★★

### ENGINE

<b>Cylinders</b>	Three, in-line
<b>Layout</b>	Front, transverse
<b>Type</b>	Turbocharged, DI
<b>Fuel</b>	Petrol
<b>Bore x Stroke</b>	74.5 x 76.4 mm
<b>Capacity</b>	999 cc
<b>Compression Ratio</b>	10.5:1
<b>Valvegear</b>	DOHC, four valves/cyl

### ENGINE OUTPUT

<b>Max Power (hp)</b>	110
<b>Power Peak (rpm)</b>	5000-5500
<b>Red-line (rpm)</b>	6500
<b>Max Torque (Nm)</b>	175
<b>Torque Peak (rpm)</b>	1750-4000

### TRANSMISSION

<b>Six-speed, automatic</b>	NA
<b>1st gear</b>	NA
<b>2nd gear</b>	NA
<b>3rd gear</b>	NA
<b>4th gear</b>	NA
<b>5th gear</b>	NA
<b>6th gear</b>	NA
<b>Reverse gear</b>	NA
<b>Final Drive</b>	NA
<b>Drive Wheels</b>	FWD

### STEERING

<b>Type</b>	Rack and pinion, electric-power assisted
<b>Lock to lock</b>	2.85 turns

### WHEELS & TYRES

<b>Wheel Size</b>	16"
<b>Tyre Size</b>	195/55 R16

### BRAKES

<b>Front</b>	Discs
<b>Rear</b>	Drums

### SUSPENSION

<b>Front</b>	MacPherson strut with stabilizer bar
<b>Rear</b>	Semi-independent trailing arm

### DRIVER AIDS

ABS, EBD, Cruise control

### DIMENSIONS

<b>L x W x H</b>	3971 x 1682 x 1469 mm
<b>Wheelbase</b>	2470 mm
<b>Track F/R</b>	1457/1500 mm
<b>Ground Clearance</b>	NA
<b>Weight</b>	1093 kg

### ACCOMMODATION

<b>Seating</b>	5
<b>Head Room (F/R)</b>	970/880 mm
<b>Leg Room F (max/min)</b>	1140/970 mm
<b>Knee Room F (max/min)</b>	870/660 mm
<b>Knee Room R (max/min)</b>	800/570 mm
<b>Shoulder Room (R)</b>	1310 mm
<b>Fuel Tank</b>	45 litres
<b>Boot Volume</b>	280 litres

### PERFORMANCE (CLAIMED)

<b>Acceleration (0-100 km/h)</b>	NA
<b>Top Speed</b>	NA

### PERFORMANCE FACTORS

<b>Power:Weight (hp/tonne)</b>	100.64
<b>Specific Output (hp/litre)</b>	110.11
<b>Specific Torque (Nm/litre)</b>	175.18

### FUEL EFFICIENCY (KM/L)

<b>City</b>	10.0
<b>Highway</b>	16.0
<b>Overall* (claimed)</b>	11.5
* Overall is 25% highway and 75% city driving	

### CAR RATINGS

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

### HIGHLIGHTS

- + Handling
- + Performance
- + Ride Quality
- Small touchscreen
- Some plastics of poor quality

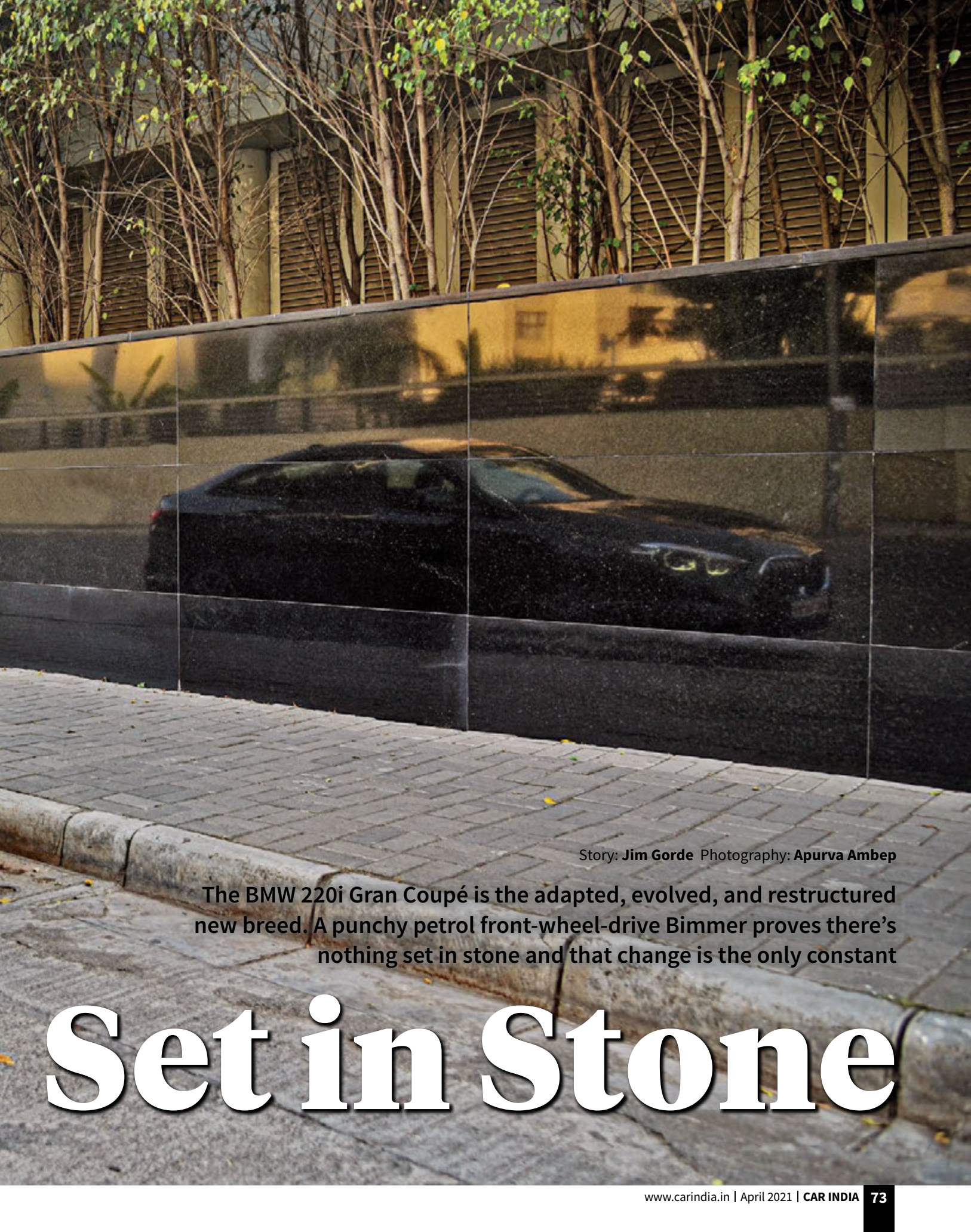
Road Test #643





# Nothing





Story: **Jim Gorde** Photography: **Apurva Ambep**

The BMW 220i Gran Coupé is the adapted, evolved, and restructured new breed. A punchy petrol front-wheel-drive Bimmer proves there's nothing set in stone and that change is the only constant

# Set in Stone





**Below:** Centre console means serious business

M

odular engines. Modular platform. Flexibility. Yet something's different. The BMW 2 Series Gran Coupé has a petrol variant in India and, surprising or not, it's a 220i and it packs near about 200 hp. That's a decent amount for a 1.5-tonne family car. Especially considering it brings a more than decent 280 Nm of torque to go with it. But a front-transverse engine and wheels powered and steered ahead of the driver make for a different experience. We'd driven the 220d turbo-diesel version not too long ago. This one feels different. Very different.

A petrol-engine family car from a premium brand has a special ring to it for many. Especially someone stepping up for the first time. It's sleek, turns heads, and looks fast standing still. It's got compact proportions yet looks rather similar — and that's not restricted to just the uninitiated — to its much larger and far more expensive siblings; 840i Gran Coupé, we're looking at you. The aggressive front grille, 17-inch wheels, and mirror-like glossy paint finish look stunning. An entry Bimmer is a thing, but this one surely doesn't look the part. As mentioned earlier, we've driven the 220d turbo-diesel version and it will be interesting to note how the rev-happier petrol feels.

Frameless, the side-window drops as I pull the door-handle. The four-door coupé theme is taken very seriously. Get in and the interior, again, is reminiscent of larger and more premium models. The chunky steering wheel feels straight from a 3; a very good thing. The centre console, controllers, and touchscreen all feel just as premium. It's the sporty trim accents and lack of wood that are the only noticeable differences. Those, too, work well with the vibe the 220i Gran Coupé has



going for it. It feels low, sporty, and engaging as I settle into the bucket seat and lower it to its lowest setting, adjust the steering wheel almost parallel to the floor, and gaze out of the windscreen over the Live Cockpit Professional digital dash. It also gets gesture control, navigation with 3D maps, the BMW virtual assistant as well as assistance for parking and reversing, wireless smartphone charging, 10-speaker audio, and a sunroof.

The 220i Gran Coupé has two primary rivals — both based on price, one on badge and origin, the new 163-hp/250-Nm Mercedes A 200 Sedan and the other, also on premium feel, numbers, and engagement factors, the 190-hp Škoda Superb. While many wouldn't want to hear that, it is what it is. And they're all front-wheel drive, too. Needless to say, the 220i drives well.



At the heart is the 1,998-cc, in-line four, turbo-direct-injection petrol with 192 hp and 280 Nm. Unlike the diesel, however, it doesn't use the eight-speed automatic unit but a sharper seven-speed, dual-clutch transmission. Either way, the urge to send power to the front wheels is present at all times but this DCT feels less overwhelmed and that makes for some smooth yet potent acceleration. The 220i Gran Coupé M Sport, in Sport mode, gets from 0 to 100 km/h in a blink over seven seconds and on to a top whack of 240 km/h. On the move, it feels light and agile and gives admirable confidence to throw it into bends. It feels taut, planted, and ready to pounce. Yet, the ride, even in Sport, is sublime and there's little to fault. The steering feel, as in its elder siblings, is excellent with an incredibly sharp response and appreciable feedback. The sound from the transversely mounted motor, too, is invigorating.

When it's time to take on the urban jungle, though, it's best in Eco Pro. I kid you not. It's a fine balance of relaxed refinement and realisable potential. Besides, though soaring fuel prices may not exactly affect buyers into this segment, seeing double-digit figures is a pleasant sensation. I've said it before and I'll say it again: BMW have mastered drive modes. They completely change the car's character and very evidently too. The 220i Gran Coupé works well in the city and just as well on the highway. Its compact 4.5-metre length and tight turning circle make it easy to use even on narrow streets. It may look low but it can deal with obstacles and speed humps easily. It shares its 2,670-mm wheelbase with the X1 but sits 29 millimetres lower; although that's no cause for concern. ➤

**Right:** Smart info-displays provide easy access to vehicle functions

**Right:** Dual-pane sunroof looks good and improves cabin ambience



Nothing really gives away the model — it's all premium







# BMW 220i Gran Coupé M Sport (Rs 40.90 lakh, ex-showroom) ★★★★★

## ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Petrol
Bore x Stroke	82.0 x 94.6 mm
Capacity	1998 cc
Compression Ratio	11.0:1
Valvegear	DOHC, four valves/cyl

## ENGINE OUTPUT

Max Power (hp)	192
Power Peak (rpm)	5000-6000
Red-line (rpm)	6000
Max Torque (Nm)	280
Torque Peak (rpm)	1350-4600

## TRANSMISSION

Seven-speed, dual-clutch, automatic	
1st gear	4.154
2nd gear	2.450
3rd gear	1.556
4th gear	1.090
5th gear	0.844
6th gear	0.675
7th gear	0.547
Reverse gear	3.753
Final Drive	3.684
Drive Wheels	FWD

## STEERING

Type	Rack and pinion, electro-mechanical power assisted, speed-sensitive
Lock to lock	2.7 turns

## WHEELS & TYRES

Wheel Size	17"
Tyre Size	225/45 R17

## BRAKES

Front	Vented discs
Rear	Vented discs

## SUSPENSION

Front	Single-joint strut axle
Rear	Multi-link axle with spring and damper

## DRIVER AIDS

DSC, ABS, DTC, ASC, DBC, EDLC, Drive Modes, Reverse Camera, Auto Lights/Wipers, Cruise Control

## DIMENSIONS

L x W x H	4526 x 1800 x 1420 mm
Wheelbase	2670 mm
Track F/R	1561/1562 mm
Ground Clearance	152 mm
Weight	1430 kg

## ACCOMMODATION

Seating	5
Head Room (F/R)	960/880 mm
Leg Room F (max/min)	1200/980 mm
Knee Room F (max/min)	950/750 mm
Knee Room R (max/min)	790/540 mm
Shoulder Room (R)	1360 mm
Fuel Tank	50 litres
Boot Volume	430 litres

## PERFORMANCE (CLAIMED)

Acceleration (0-100 km/h)	7.1 s
Top Speed (Limited)	240 km/h

## PERFORMANCE FACTORS

Power:Weight (hp/tonne)	134.27
Specific Output (hp/litre)	96.10
Specific Torque (Nm/litre)	140.14

## FUEL EFFICIENCY (KM/L)

City	8.0
Highway	13.5
Overall*	9.38

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

## CAR RATINGS

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

## HIGHLIGHTS

- + Styling
- + Equipment
- + Ride quality
- Rear occupant room
- Price

What would be, however, if the need to fit five above-average-sized adults in the rear should arise, is the rear occupant room. It will fit four in relative comfort but, with the provision for xDrive, the platform has necessitated a prop-shaft tunnel and that eats up foot-space in the middle. Nevertheless, it's okay to go with four and that should be more than fair, considering it will be the first premium car for many buyers or a compact second "everyday" one for some others. It blends badge value, driving pleasure, sharp dynamics, and robust build quality together and feels like a sure-footed package overall. Not much going against it in terms of its segment, but, if anything, it's the Rs 41-lakh (ex-showroom) price tag that may be the only deterrent.

And, since that came up, if 192 hp is still not enough, petrolheads, us included, hope to see the more powerful 306-hp/450-Nm M235i Gran Coupé xDrive — which should go toe-to-toe with some competition that's recently surfaced, and with identical numbers — introduced soon. **CAR**



Transverse 2.0 motor sends 192 horses to the front wheels



Rear seat is best for two occupants









# Driver's Choice, Passenger's Favourite

Is the Volkswagen Vento still the car to buy in this segment? What magic has the TSI woven into it? As usual, we drive it to find out

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



In spite of being visually subtle, the Vento continues to be a package that will attract only the most sensible of drivers who respect their car



**I**T HAS BEEN A WHILE SINCE I FELT THIS WAY while driving a car in this segment. The drive out of the city was comfortable but the run up the hill was exhilarating. The eyes gathered information in heaps, the brain worked overtime to process it and then relay the right messages to my limbs. Part of me remained calm and enjoyed the drive to the maximum because I was fully convinced that the car would go as the hands directed it and that horsepower would come galloping when beckoned by the right foot, thanks to the turbo that spun like a kid who had too much sugar. What is even more remarkable was that the car I was driving was not entirely new. In fact, so little has changed over the years that the Volkswagen Vento's silhouette is unmistakable — even in this 1.0 TSI form.

Spread across these pages is the latest iteration of the Vento and this is the manual variant in Highline Plus trim. The car continues to be distinctly German by refusing to sacrifice its clean and neat lines for cuts and curves. With the stylish 16-inch wheels, updated front end, and dual-tone exterior, the Vento continues to look like it means business in the same way a three-piece suit does. However, this one is just as comfortable in casuals on a Friday. Come to think of it, that does work in its favour because the Vento has always been a car for the no-nonsense driver who chooses elegance over extravagance and performance over promises. In that respect, I like the Vento, too; however, any driver will click

**Above:** The car would have been better off without the stickers

**Below:** 1.0-litre engine is full of surprises





their tongue in disapproval on closer inspection of the “dual-tone” paint job. From close quarters, it is evident that the roof has not been painted but stickered and the difference in finish is noticeable. When shelling out Rs 12.37 lakh (ex-showroom), one does expect better.

The Vento’s cabin is plush and cosy, front and rear seats alike, packing all the essentials for the modern driver. In true German fashion, all of it has been laid out thoughtfully as well — everything is within reach and not much hinders the driving experience. The fact that the car continues to be relevant even though it has not changed much highlights just how good it was to begin with. I was able to appreciate VW’s foresight and planning when I shifted to the rear seat. In the pursuit of keen driving dynamics, the Vento has not compromised on rear-seat comfort and that makes it appealing to a larger spectrum of buyers. Rear a-c vents, a lever (within

reach of the rear-seat occupant) to increase leg-room, and good seats are the noteworthy aspects of the car’s chauffeur-driven side. Barring a very poorly made driver’s arm-rest, the Vento maintains its remarkable levels of quality but falls short when you list out its features. For example, there is only one USB port while most cars today have at least two, no vented seats and so on. That may cause a 2000s kid to pout and sulk but, behind the wheel, I was not bothered by any of it. Allow me to explain.

In this iteration, the Vento’s biggest change lies under the bonnet. The 1.0-litre, turbo-charged, three-cylinder engine is compact, sure, but not much has been wasted. The TSI (turbo-charged stratified injection) badge means that each cubic centimetre’s potential has been used well. In terms of numbers, that translates into 110 hp and 175 Nm. Unlike many of its rivals, the Vento does not get a button start. You turn the ➤



**Above:** Should have been the only sticker on the car



**Above:** Dashboard is not armed to the tooth with features but has everything you need

**Right:** Updated front end looks nice

**Left:** This lever makes life easy for the passenger

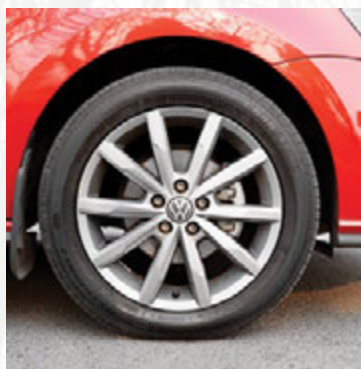




switchblade-type key to fire it up and that sets the tone for the rest of the drive.

The driving experience in the Vento is mechanical and precise; movements of the Swiss watch variety. The gear-shifts are tactile, they require you to grab the lever and slot it into the gate as opposed to lazily tapping it back and forth. The steering is weighted well to return ample feedback and, at high speed, it

remains stable and responds predictably to precise inputs. Yes, that means it is not easy to drive this one around with one hand. Honestly, I fully support that because while driving, both hands belong on the steering wheel.



After chugging along in town and being held up by mobile call centres, one thing was clear: the Vento is a comfortable car in the city. The ride quality is sublime and it handles poor roads well. It is easy to drive and keeps you relaxed as well but the TSI engine felt uninspiring below 1,700 rpm. To find out what exactly it is capable of above that mark, I steered the Vento towards a quiet ribbon of tarmac.

On that road, the car came into its own. The engine's sweet spot begins just after 1,700 rpm and from there onwards it rides a healthy wave of torque all the way to the 6,500-rpm red-line. Of course, with well-timed shifts, the experience just gets better. Enter a corner with some weight over the front wheels and the car will steer nicely with minimal understeer, bolstering you with the confidence to try it again... and again... and again. Maybe, until

**Far left:** Seating is comfortable and so is the ride

**Left:** The 16-inch wheels add to street cred

**Right:** Cavernous boot takes care of storage needs comfortably





## Volkswagen Vento 1.0 TSI Highline Plus

(Rs 12.37 lakh, ex-showroom) ★★★★★

## ENGINE

Cylinders	Three, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Petrol
Bore x Stroke	74.5 x 76.4 mm
Capacity	999 cc
Compression Ratio	10.5:1
Valvegear	DOHC, four valves/cyl

## ENGINE OUTPUT

Max Power (hp)	110
Power Peak (rpm)	5000-5500
Red-line (rpm)	6500
Max Torque (Nm)	175
Torque Peak (rpm)	1750-4000

## 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	2.85 turns

## WHEELS &amp; TYRES

Wheel Size	16"
Tyre Size	195/55 R16

## BRAKES

Front	Vented discs
Rear	Drums

## SUSPENSION

Front	MacPherson strut with stabilizer bar
Rear	Semi-independent trailing arm

## DRIVER AIDS

ABS, EBD, Cruise control

## DIMENSIONS

L x W x H	4390 x 1699 x 1467 mm
Wheelbase	2553 mm
Track F/R	1457/1500 mm
Ground Clearance	114 mm
Weight	1138 kg

## ACCOMMODATION

Seating	5
Head Room (F/R)	930/900 mm
Leg Room F (max/min)	1200/990 mm
Knee Room F (max/min)	800/620 mm
Knee Room R (max/min)	810/610 mm
Shoulder Room (R)	1360 mm
Fuel Tank	55 litres
Boot Volume	460 litres

## PERFORMANCE (CLAIMED)

Acceleration (0-100 km/h)	NA
Top Speed (Limited)	NA

## PERFORMANCE FACTORS

Power:Weight (hp/tonne)	96.66
Specific Output (hp/litre)	110.11
Specific Torque (Nm/litre)	175.18

## FUEL EFFICIENCY (KM/L)

City	12.0
Highway	17.0
Overall*	15.75

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

## CAR RATINGS

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

## HIGHLIGHTS

- + Handling
- + Performance
- + Ride Quality
- Small touchscreen
- Some plastics of poor quality

you run out of fuel. Speaking of which, the on-board computer's readout was rather consistent throughout our test and we got a healthy 12.0 km/litre in the city and up to 17.0 km/litre on the highway. With a 55-litre fuel-tank that does make for a good range.

In today's market, the Vento goes up against the Honda City, Maruti Suzuki Ciaz, Škoda Rapid 1.0 TSI, and Hyundai Verna, arranged in order of pricing. When pitted against some of them, the Vento does miss out on a few conveniences and infotainment features, but not enough to rule it out of contention because with the 1.0 TSI, the Vento and the Rapid are the torquiest of the lot.

In summary, I really like the Vento for being a driver's machine and a comfortable passenger car at the same time. Barring a couple of items, the car is remarkably well put together with material of good quality. In spite of being visually subtle, the Vento continues to be a package that will attract only the most sensible of drivers who respect their car as much as they respect other peoples' right to use the road. Also, if you want to find joy in driving, this one is a good place to begin. **car**







# To the Power of

# 3

The BMW X3 xDrive30i brings in a potent petrol engine to expand the portfolio for the premium mid-size crossover SUV. Here's what it's like

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





**Above:** Comfortable cabin gets choice appointments and wood trim  
**Below:** Generous storage under the armrest with an additional USB port



**P**ETROL IS BECOMING A MAINSTAY IN THE LINE-UP FOR many car manufacturers regardless of the size of their vehicles. Some still offer diesels but that's not what this is about. Is the arrival of a petrol engine in the BMW X3 all about being quieter and more refined? Or is it more to cater to those who only buy petrols? Regardless, it's quite a potent thing and it deals with all surfaces well. We decided to show it some more town, some rough stuff, and even take it off the beaten path for a little while.

The X3 has always been mid-size crossover SUV, or "Sports Activity Vehicle" as BMW refer to it, that never grew on me. It seemed compromised and ugly, not to mention pointless, until the new one arrived and the potent diesel just seemed so right. The current car is larger than its predecessor and as large as an X5 from the turn of the millennium, in terms of all dimensions, and would simply eclipse it in terms of size, performance, and comfort factors, whichever way anyone looks at it. The evolution is clear. And just for that, the X3 gets scrutinized not just with the numbers on paper — as many decide to compare apples to apples in terms of printouts without actually biting into one — but with how it actually feels on the go. Sure, 252 hp and 1,715 kilograms makes 147 hp/tonne but that's not just it, isn't it? I mean, some cars have 900 Nm of torque going through four wheels split by a transaxle and differential that are earning their keep without overtime and, yet, what actually gets to the ground is mostly visualized as blue smoke rather than speed or motive force. How the power is put down matters, too.

That's where the new X3 xDrive30i comes in. It may not have six cylinders like the old X5 did. It also does not have the 231 hp and 300 Nm that the natural engine

delivered. It has two less cylinders, a third less displacement, a turbocharger and that's good for 21 more horses and an additional 50 Nm as well. And the eight-speed Steptronic automatic does great transmission duty and the smart xDrive all-wheel-drive system does a fantastic job putting it down, distributing the torque as needed with split-second precision to provide not just maximum traction but also commendable acceleration and fuel efficiency. But it's more about numbers these days.

The X3 looks the part. Premium badge? Check. Big 19-inch alloy wheels? Check. Large sunroof? Check. Fancy LED lights? Big boot? Powered tailgate? Check, check, and check. It's got everything that most modern buyers want to flaunt and it's also got what those who really drive look for. Can't >





It's fascinating how BMW have managed to infuse these different characteristics into the X3 and make it suitable for a variety of surfaces and driving applications

**Above:** Familiar shifter and iDrive controller  
**Right:** Space is not something the X3 is low on





beat that equation. The large kidney grille, sleek LED headlight and tail-light clusters, and just its muscular form and proportions look the business exactly. I'd been pleasantly surprised when I drove the diesel xDrive20d earlier and this xDrive30i came with its own share of surprises.

The interior is extremely well put together and there wasn't a creak or rattle with only a few thousand kilometres on the clock; like some offerings from other premium names unfortunately tend to have. The light upholstery, contrasting wood and metal trim, and the familiar layout of the dash make for a nice place to be in. It's easy to sink into and get comfortable with the controls. There's more than enough room for four occupants and the climate control and well-contoured seats can keep everyone happy. A fifth could also fit in. The rear seatback is split-folding and that enhances both boot volume and flexibility. It has 550 litres and it can be expanded to as much as 1,600 litres with just two occupants. And even with load, its fun character doesn't see much of an alteration.

The X3 xDrive30i packs a 2.0-litre, four-cylinder engine from the modular engine family of BMW powertrains. It makes 252 hp from just 5,200 rpm and torque peaks early, from 1,450 rpm, and stays until 4,800 rpm. The build-up of revs sees a particularly invigorating surge just before 2,000 rpm and then it's all whoosh and speed until the red-line. It's incredibly refined and feels relaxed to drive, working well with different driver characteristics too — that's what the drive modes are for.

In "Eco Pro", BMW have managed to pull a surprise yet again. Double-digit numbers are not what we're used to seeing in heavy, all-wheel-driven SUVs, let alone anything with that sort of output. There are more, too. In







**Above:** Boot volume is considerable and expandable; power socket also provided

**Below:** Four-cylinder 2.0 makes a more than sufficient 252 hp and 350 Nm



“Comfort”, it’s balanced and the climate control is working normally, the steering is light and relaxed, and the power delivery is gradual. Switch to “Sport” and the wheel firms up, as does the ride, and the revs rise to allow for instantaneous response from the TwinPower Turbo engine under just the right pressure to perform at the drop of a hat or a right toe.

It’s fascinating how BMW have managed to infuse these different characteristics into the X3 and make it suitable for a variety of surfaces and driving applications. The mechanical suspension offers a sublime ride with fantastic spring and rebound over all surfaces. It helps plant the wheels down for a confidence-inspiring ride that sees even bends over rough surfaces taken at speed, allowing it to hold its line well. There’s nary a slip or a squeal from the tyres and there’s always grunt on tap to power out of whatever situation it may find itself in.

Overall, those looking for a revvy motor that performs in refined silence need to look no further as the X3 30i offers an admirable balance of comfort, refinement, and performance that will not leave anyone wanting. Of course, if more grunt is needed, either low down or up top, the 400-Nm 20d diesel and the X3 M, respectively, are glad to present themselves as options. [car](#)

## BMW X3 xDrive30i Luxury Line

(Rs 61.80 lakh, ex-showroom) ★★★★★

### ENGINE

<b>Cylinders</b>	Four, in-line
<b>Layout</b>	Front, longitudinal
<b>Type</b>	Turbocharged, DI
<b>Fuel</b>	Petrol
<b>Bore x Stroke</b>	82.0 x 94.6 mm
<b>Capacity</b>	1998 cc
<b>Compression Ratio</b>	10.2:1
<b>Valvegear</b>	DOHC, four valves/cyl

### ENGINE OUTPUT

<b>Max Power (hp)</b>	252
<b>Power Peak (rpm)</b>	5200-6500
<b>Red-line (rpm)</b>	6500
<b>Max Torque (Nm)</b>	350
<b>Torque Peak (rpm)</b>	1450-4800

### TRANSMISSION

<b>Eight-speed, automatic</b>	
<b>1st gear</b>	5.000
<b>2nd gear</b>	3.200
<b>3rd gear</b>	2.143
<b>4th gear</b>	1.720
<b>5th gear</b>	1.314
<b>6th gear</b>	1.000
<b>7th gear</b>	0.822
<b>8th gear</b>	0.640
<b>Reverse gear</b>	3.456
<b>Final Drive</b>	3.385
<b>Drive Wheels</b>	AWD

### STEERING

<b>Type</b>	Rack and pinion, electric-power assisted, speed-sensitive
<b>Lock to lock</b>	3.0 turns

### WHEELS & TYRES

<b>Wheel Size</b>	19"
<b>Tyre Size</b>	245/45 R19

### BRAKES

<b>Front</b>	Vented discs
<b>Rear</b>	Vented discs

### SUSPENSION

<b>Front</b>	Double-joint, tension-rod, spring-strut axle
<b>Rear</b>	Five-link axle

### DRIVER AIDS

DSC, ABS, DTC, CBC, DBC, ADB-X, Drive Modes, Hill-hold, Reverse Camera, Cruise Control

### DIMENSIONS

<b>L x W x H</b>	4708 x 1891 x 1676 mm
<b>Wheelbase</b>	2864 mm
<b>Track F/R</b>	1620/1636 mm
<b>Ground Clearance</b>	204 mm
<b>Weight</b>	1715 kg

### ACCOMMODATION

<b>Seating</b>	5
<b>Head Room (F/R)</b>	1000/970 mm
<b>Leg Room F (max/min)</b>	1170/980 mm
<b>Knee Room F (max/min)</b>	890/670 mm
<b>Knee Room R (max/min)</b>	830/600 mm
<b>Shoulder Room (R)</b>	1420 mm
<b>Fuel Tank</b>	65 litres
<b>Boot Volume</b>	550-1600 litres

### PERFORMANCE (CLAIMED)

<b>Acceleration (0-100 km/h)</b>	6.3 s
<b>Top Speed (Limited)</b>	240 km/h

### PERFORMANCE FACTORS

<b>Power:Weight (hp/tonne)</b>	146.94
<b>Specific Output (hp/litre)</b>	126.13
<b>Specific Torque (Nm/litre)</b>	175.18

### FUEL EFFICIENCY (KM/L)

<b>City</b>	6.0
<b>Highway</b>	12.0
<b>Overall*</b>	7.5

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

### CAR RATINGS

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

### HIGHLIGHTS

- + Rique quality
- + Equipment
- + All-road ability
- Price

Road Test #646



# Closer at the Top

The inaugural race of the 2021 Formula 1 season saw action all over the track with battles and tussles culminating in the closest fight for the win we've seen in some time

Report: **Jim Gorde**

Photography: **Daimler and Alpine**



**A**FTER A TOUGH PREVIOUS YEAR AND A rather anxious start to 2021, the racing season kicked off in full swing with Max Verstappen and the Red Bull Racing Honda team showing they were right up there on pace with the reigning world champions, Lewis Hamilton and Mercedes-AMG Petronas.

After setting top times in the practice sessions and clinching pole position, things were looking on the up for Verstappen. However, with the Mercedes-AMG cars right up there and the McLarens of Lando Norris and Daniel Ricciardo now with Mercedes power, it looked certain to be quite a spectacle.

Furthermore, with the new Aston Martin Racing team of four-time world champion Sebastian Vettel and Lance Stroll with Mercedes powertrains, the returning double world champion Fernando Alonso in the refreshed Alpine F1 team with Renault power, and the return of the Schumacher name in the Haas with Ferrari power, this season seems to have all the elements in place for a crowd-puller.

The Bahrain Grand Prix began with Red Bull's new recruit, Sergio Perez, facing car trouble on the warm-up lap. A second formation lap then went down as, luckily, Perez managed to get his RB17 going and had to start from the pit-lane. It was Max who was in charge, though, with the two Silver Arrows looking menacing, as always. The McLarens were also not shy of a fight. An incident with the Haas on the very first lap brought out the Safety Car.

When racing was resumed, it was soon Alonso's turn to retire — a sandwich wrapper caused complications with the brakes. Meanwhile, Hamilton was called in for the undercut and emerged on fresh tyres while Max had to now push to maintain the advantage. When he did make the move, it was deemed illegal for exceeding track limits and he gave up the spot. In the end, though, the combination of Hamilton and Mercedes proved to be too much. Even with Hamilton getting track-limits warnings, it was seen as not having gained a significant advantage. Bottas,



## DRIVERS' CHAMPIONSHIP

Lewis Hamilton	25
Max Verstappen	18
Valtteri Bottas	16

## CONSTRUCTORS' CHAMPIONSHIP

Mercedes	41
Red Bull Racing Honda	28
McLaren Mercedes	18

(Above) Fernando Alonso's return was hampered by means beyond any control

meanwhile, suffered another horrendous pit-stop with a stuck wheel and lost a lot of time.

The last few laps saw a close battle with Verstappen getting the DRS advantage one lap but unable to make the pass; then, on the next lap, Hamilton extended his lead by the few hundredth needed to deny Verstappen DRS. The very next lap, Max pushed again, to within 0.7 of a second with the two DRS zones seeming like an oasis, then a mirage, in the desert. However, it wasn't to be. Hamilton held off Verstappen and claimed his first win of 2021, with teammate, Bottas, taking third and also clinching a bonus point for setting the fastest lap. Norris took fourth. A Herculean drive by Perez saw him take fifth. **GET**



# Tänak Conquers Snow and Ice

Ott Tänak returns to winning ways with a dominant show in Finland

Report: **Joshua Varghese**



**T**HE ARCTIC RALLY FINLAND BEGAN WITH a stunning performance by Ott Tänak (Hyundai Shell Mobis World Rally Team). The Estonian was in top form and established his dominance by winning the opening speed tests. When he returned to the overnight halt in Rovaniemi, he had a solid 16.2-second advantage over his teammate, Craig Breen. Behind the duo, Kalle Rovanperä ended the day in a well-deserved third place. Breen's speed was remarkable considering that he had been out of action for four rallies. In fact, in the initial stages, Breen was faster than Tänak but missed the opportunity to claim the lead because he made a mistake mid-way. Championship leader Sébastien Ogier (Toyota Gazoo Racing World Rally Team) finished in ninth place.

A major part of the rally took place on Saturday, with one stage in the darkness, for a total distance of 144 kilometres. At the end of it, Tänak came out on top by winning three of the day's six speed tests. Meanwhile, Rovanperä also made the most of the day and edged into second place after overtaking Breen. The latter lost one more place and had to settle for fourth after his teammate, Thierry Neuville, stormed into third place, within striking distance of Rovanperä. However, the day did not go so well for Ogier because he went into a snowbank a couple of hundred metres from the closing stage and slipped off the leader board.

Come Sunday and Tänak sailed to victory after dominating the rally from start to finish. Throughout the rally, he did a great job of maintaining an unassailable lead. Rovanperä was the other star of the day because by finishing in second place, he became the championship leader and the youngest driver to do so.



Meanwhile, Neuville's attack for second proved to be futile and he rounded off the podium in third place.

With two Hyundai drivers on the podium, the Korean team leads Toyota Gazoo Racing in the manufacturers' championship by 11 points. As it stands, Rovanperä leads the championship with 39 points. He is followed by Neuville and Ogier in second and third place respectively.

At the end of the rally, special tributes were paid to the 1983 world champion, Hannu Mikkola, who passed away on the first day of the rally.

Now the action moves to asphalt for the Croatia Rally scheduled for 22 April. **car**



# Podium Finish for Jehan Daruvala in F2 Opener

Jehan Daruvala, India's racing prodigy, has begun the 2021 FIA Formula 2 Championship with a stellar performance, clinching a second-place finish at the Bahrain Grand Prix weekend.



**I**N THE FIRST F2 RACE OF THE WEEKEND, JEHAN started from fifth but, when the race got under way, quickly moved up into fourth after which he stayed behind the podium pack at the front. He drove intelligent laps to conserve his tyres and did not push his car. Halfway through the race, the German racer, David Beckmann, was in his sights. He took third by pushing him into the corner and then going around the outside. The French racer, Theo Pouchaire, who had started on pole, was next in line. Jehan quickly closed the gap and, just as he was about to make a move, Theo's car suffered a technical issue, thus allowing Jehan to move up to second.

Liam Lawson of New Zealand was in the lead by 2.7 seconds. Jehan put in some quick laps and managed to close the gap but, unfortunately, was unable to make a move for first. To put Liam and Jehan's pace into perspective, they finished over 13 seconds ahead of Beckmann in third.

The top 10 of the first race were reversed for the start of race two. This meant that Jehan started ninth for the second Sprint Race. A first-corner mishap brought out the Safety Car and Jehan had dropped a couple of places in the start. When the race was resumed, he made his way up to eighth. Another Safety Car situation a few laps later saw many drivers, including Jehan, dive into the pits for a fresh set of soft tyres. Jehan was now 11th after the round of unscheduled pit-stops and on a charge the moment racing resumed. In just five laps, he drove another fantastic race, moving up steadily to eventually finish in fourth; another excellent result.

In the third and final F2 race of the weekend, Jehan started and finished the race in sixth. With second, fourth, and sixth in the three races of round one of the championship, Jehan is third in the championship standings. Also, for the first time since its inception, the F2 championship is being aired live on the television. Thanks to Jehan's increasing popularity, Eurosport is airing all the races.

The F2 action will resume at the famed Monaco Grand Prix on 20 May.



## Arjun Maini to Race in DTM

**I**NDIAN RACING DRIVER, Arjun Maini, is set to participate in the 2021 DTM season, with the series set to feature GT3 cars for the first time.

Maini, 23, will race for the Mercedes-AMG Performance Team GetSpeed, becoming the first Indian to compete in DTM full-time. Announced as a Mercedes-AMG Driver, he will race for

the Mercedes-AMG Performance Team GetSpeed in the upcoming DTM season behind the wheel of the Mercedes-AMG GT3. The former Haas F1 Team development

driver, who is currently backed by JK Racing, will compete in the DTM series, thereby adding to the burgeoning list of firsts for Indians in motor sport.

The calendar will see eight rounds with 16 races in Europe. The opening round will take place from 18 to 20 June in Monza, Italy, followed by the Norisring (2 to 4 July) and Lausitzring (23 to 25 July) in Germany, then Zolder (6 to 8 August) in Belgium, the fabled Nürburgring (20 to 22 August), the Red Bull Ring in Austria (3 to 5 September), and the Dutch round at Assen (17 to 19 September), before the Hockenheimring in Germany again hosts the grand finale from 1 to 3 October.





# Akhil Rabindra Returns to GT4

INDIAN RACING DRIVER, AKHIL RABINDRA, HAS been confirmed with the AGS Events Racing Team for the 2021 European GT4 Championship. The 24-year-old Bengaluru lad will start his first race at the legendary Monza circuit in Italy in his Aston Martin Racing V8 GT4 machine.

Akhil is a product of the highly respected Aston Martin Racing (AMR) Driver Academy, the only Asian to do make it in the past two years. He made his debut in the French GT4 championship before joining this year's European championship. Akhil will be joined by the young Frenchman, Hugo Conde, in the team.

The European GT4 Championship will consist of 12 races in



## Farewell, Murray Walker

“THE VOICE OF FORMULA 1”, MURRAY WALKER, passed away on 13 March at the age of 97.

The ace English motor sport commentator and journalist provided television commentary of live Formula 1 coverage for the BBC between 1976 and 1996 and for ITV between 1997 and 2001.

A 23-year run as full-time commentator made Walker well-known for his animated enthusiasm, authoritative voice, and comical blunders, dubbed “Murrayisms” by racing fans, during live races. His commentary was likened to a screech resembling a 500-cc engine being revved up. After the 2001 United States Grand Prix, he retired from full-time commentary but returned to broadcasting part-time in 2005 while also making occasional appearances on the BBC, Channel 4, and Sky Sports F1.

Walker was appointed an Officer of the Order of the British Empire (OBE) in the 1996 Birthday Honours for services to broadcasting and motor sport. In 1997, he was awarded an honorary Doctor of Letters degree by the Bournemouth University and, later in 2005, an honorary doctorate by the Middlesex University, London.

May Murray Walker rest in peace.



### Some Notable Quotes

- ‘I don’t make mistakes. I make prophecies which immediately turn out to be wrong.’
- ‘And now, excuse me while I interrupt myself.’
- ‘Do my eyes deceive me or is Senna’s car sounding a bit rough?’
- After Damon Hill won the 1996 Japanese Grand Prix at Suzuka and became world champion, an emotional Walker cried: ‘I have got to stop because I have got a lump in my throat.’

six countries, starting on 16 April, where AGS Events Racing Team hope to continue their successful debut, being the reigning Silver, Pro-Am, and Team champions. They will field three cars in a grid of 30. Moreover, 2021 will see 10 of the top manufacturers all using their latest GT4 products.

Akhil said he was looking forward to the championship with confidence in his team and that he hoped to better their record further. We wish him the very best.

### Wheel Alignment Machine

**FEATURES**

- \*PRECISE SENSORS
- \*LIGHT MEASURING HEADS
- \*HIGH ACCURACY
- \*ONLINE MANUAL
- \*SIMPLE TO USE

Model **ACCURATE-WA**

### Wheel Balancing Machine

**FEATURES**

- \*MICRO-COMPUTER
- \*DIGITAL INDICATION
- \*AUTOMATIC OPERATION

Model **ACCURATE-WB**

### INTRODUCING MOTORCYCLE WHEEL BALANCING MACHINE

### Rim Straightening Machine

**FEATURES**

- \*ELECTRO-MECHANICAL
- \*EASY TO OPERATE
- \*SUITABLE FOR ALL RIMS OF CARS & JEEPS
- \*REPAIRS EDGES & CENTRE BEND.

Model **ACCURATE-RS**

### Tyre Changer

**FEATURES**

- \*BEST QUALITY
- \*FULLY PNEUMATIC
- \*THREE DOUBLE ACTING CYLINDERS
- \*POWER COATED
- \*SUITABLE FOR ALL CARS ALLOYS & SHEET RIMS

Model **ACCURATE-TC**

Manufactured By: **SANYOG ENGINEERS** (An ISO 9001 Certified Company)

GEHLAUT COMPLEX, M.C.F.-22, Street No. 2, Nahar Singh Colony, Behind Petrol Pump Sector-3, Ballabgarh, FARIDABAD - 121004  
 Telefax: 00-91-129-2246821, 09810125275, 09873025275  
 Email: sanyogengineers@gmail.com, sales@sanyogengineers.com  
 Website: www.sanyogengineers.com, www.sanyogengineers.co.in

Distributor: **SIGNET ENGINEERS**

65, Navi Peth, Opp. Patrakar Bhavan, Pune-411030, Tel: 020-2433062, 65205180  
 Mob.: 09822418018, 09552509631 (N.G. Kharati), E-mail: response@signetengineers.com  
 Website: www.signetengineers.com

**WE UNDERTAKE SERVICING & A.M.C. OF SCHENCK AVERY MAKE WHEEL BALANCING MACHINES**



# GBU

## THE GOOD THE BAD & THE UGLY

### INDIA'S PUNCHIEST CAR BUYING GUIDE

Model Name	Price (Rs. lakhs)	Cubic Capacity (cc)	Colors	Max Torque (Nm)	Max Power (hp)	Kerb Weight (kg)	Fuel Tank (liters)	Boot Space (liters)	Type Size	Tractor/Covered (h 100 with per)	Top Speed (km/h)	Average Fuel Economy (km/l)	Power Windows	Arrange	Music System	Airy Mirror	Traction	Current Rating
<b>ASTON MARTIN</b>																		
<b>VANTAGE</b>																		
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																		
<b>Alternatives:</b> 1. Porsche 911 Turbo 2. Mercedes-AMG GT																		
V8	286.00	3982/8	8A	665	510	1530	73	NA	295/30 R20	✓	NA	310	NA	✓	✓	✓	✓	NA
<b>DB11</b>																		
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																		
<b>Alternatives:</b> 1. Mercedes-AMG S 63 Coupé 2. Bentley Continental GT																		
V8 Coupé	80	3962/8	8A	675	510	1760	78	NA	295/35 R20	✓	NA	300	NA	✓	✓	✓	✓	NA
V12 Coupé	297.00	5204/12	8A	700	608	1875	78	NA	295/35 R20	✓	NA	322	NA	✓	✓	✓	✓	NA
<b>RAPIDE S</b>																		
<b>For:</b> NA. <b>Against:</b> NA. <b>Verdict:</b> NA.																		
<b>Alternatives:</b> 1. Porsche Panamera Turbo 2. Maserati Quattroporte GTS																		
Rapide S	329.00	5835/12	8A	650	560	1990	80.5	NA	285/35 R20	✓	NA	306	NA	✓	✓	✓	✓	NA
<b>DBX</b>																		
<b>For:</b> Luxury, versatility, driving dynamics. <b>Against:</b> Price. <b>Verdict:</b> Sport-Luxury all-rounder for the well-heeled.																		
<b>Alternatives:</b> 1. Lamborghini Urus 2. Maserati Levante Trofeo 3. Porsche Cayenne Turbo																		
DBX	262.00	2992/8	9A	700	550	2245	91	632	275/50 R20	✓	NA	291	NA	✓	✓	✓	✓	NA
<b>AUDI</b>																		
<b>A4</b>																		
<b>For:</b> Refinement, equipment, ride quality. <b>Against:</b> Price. <b>Verdict:</b> Refined entry luxury saloon.																		
<b>Alternatives:</b> 1. BMW 3 Series 2. Volvo S80 3. Mercedes-Benz C-Class																		
40 TFSI Premium Plus	42.34	1994/4	7A	320	190	1560	54	460	225/50 R17	✓	7.1	210	10.75	✓	✓	✓	✓	NA
40 TFSI Technology	46.66	1994/4	7A	320	190	1560	54	460	225/50 R17	✓	7.1	210	10.75	✓	✓	✓	✓	Feb 21
<b>A5</b>																		
<b>For:</b> Performance, refinement, space. <b>Against:</b> Price. <b>Verdict:</b> A more sensible choice should the RS 7 seems too much.																		
<b>Alternatives:</b> 1. BMW M40i xDrive 2. Mercedes-AMG C-Class 3. Mercedes-AMG GT 4-Door Coupé																		
S3 Sportback TFSI	73.06	2995/6	8A	500	354	1760	58	465	255/35 R19	✓	4.8	250	NA	✓	✓	✓	✓	NA
<b>A6</b>																		
<b>For:</b> Refinement, interior, equipment, ride quality. <b>Against:</b> Price. <b>Verdict:</b> Comfortable and refined saloon.																		
<b>Alternatives:</b> 1. BMW 5 Series 2. Volvo S80 3. Mercedes-Benz E-Class																		
45 TFSI Premium Plus	54.42	1994/4	7A	370	245	1640	73	560	225/55 R18	✓	7.54	250	11.5	✓	✓	✓	✓	NA
45 TFSI Technology	59.42	1994/4	7A	370	245	1640	73	560	225/55 R18	✓	7.54	250	11.5	✓	✓	✓	✓	Dec 19
<b>A7</b>																		
<b>For:</b> Performance, equipment. <b>Against:</b> Price. <b>Verdict:</b> The high-performance Audi is a proper all-round brute.																		
<b>Alternatives:</b> 1. BMW 8 Series Gran Coupé 2. Porsche Panamera 3. Mercedes-AMG GT 4-Door Coupé																		
RS 7 Sportback TFSI	194.00	3995/6	8A	800	600	2065	72	585	255/45 R19	✓	3.6	250	7.6	✓	✓	✓	✓	Jan 21
<b>A8</b>																		
<b>For:</b> Refinement, interior, equipment, ride quality. <b>Against:</b> Price. <b>Verdict:</b> Audi's flagship luxury saloon.																		
<b>Alternatives:</b> 1. BMW 7 Series 2. Lexus LS 3. Mercedes-Benz S-Class																		
A8 L 55 TFSI quattro	156.32	2999/6	8A	500	340	1955	72	505	235/45 R19	✓	7.20	250	10.25	✓	✓	✓	✓	Apr 20
<b>Q2</b>																		
<b>For:</b> Compact size, refinement. <b>Against:</b> Price, equipment. <b>Verdict:</b> The entry Q model offers a selection of variants.																		
<b>Alternatives:</b> 1. BMW X1 2. Mini Countryman																		

## INDEX

- 95 ASTON MARTIN, AUDI
- 96 BENTLEY, BMW
- 98 DATSUN, FERRARI, FORCE MOTORS
- 99 FORD, HONDA
- 100 HYUNDAI
- 101 ISUZU, JAGUAR
- 102 JEEP, KIA, LAMBORGHINI
- 103 LAND ROVER
- 104 LEXUS, MAHINDRA
- 105 MARUTI SUZUKI
- 107 MASERATI, MERCEDES-BENZ
- 108 MINI
- 109 MITSUBISHI, MORRIS GARAGES, NISSAN
- 110 PORSCHE
- 111 RENAULT, ROLLS-ROYCE
- 112 ŠKODA, TATA MOTORS
- 113 TOYOTA
- 114 VOLKSWAGEN, VOLVO

## NEW THIS MONTH

### ► JAGUAR I-PACE

The very first electric Jaguar is now available in India and in three variants starting from Rs 1.06 crore (ex)



### ► MERCEDES-BENZ A-CLASS

The A-Class is back in India in Sedan guise with a choice of powertrains. The range starts from Rs 39.90 lakh (ex)



## 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



Model Name	Price (In Rs lakh)	Displacement (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	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

V8 Coupé	80	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
----------	--------	---------	----	-----	-----	------	------	----	------------	---	----	-----	----	---	---	---	---	----	----



### DBX

**For:** Luxury, versatility, driving dynamics. **Against:** Price. **Verdict:** Sport-luxury all-roader for the well-heeled.

**Alternatives:** 1. Lamborghini Urus 2. Maserati Levante Trofeo 3. Porsche Cayenne Turbo

DBX	382.00	3982/8	9A	700	550	2245	91	632	275/50 R20	✓	NA	291	NA	✓	✓	✓	✓	NA	NA
-----	--------	--------	----	-----	-----	------	----	-----	------------	---	----	-----	----	---	---	---	---	----	----



## AUDI

### A4

**For:** Refinement, equipment, ride quality. **Against:** Price. **Verdict:** Refined entry luxury saloon.

**Alternatives:** 1. BMW 3 Series 2. Volvo S60 3. Mercedes-Benz C-Class

40 TFSI Premium Plus	42.34	1984/4	7A	320	190	1560	54	460	225/50 R17	✓	7.1	210	10.75	✓	✓	✓	✓	NA	NA
40 TFSI Technology	46.68	1984/4	7A	320	190	1560	54	460	225/50 R17	✓	7.1	210	10.75	✓	✓	✓	✓	Feb 21	★★★★★



### A5

**For:** Performance, refinement, space. **Against:** Price. **Verdict:** A more sensible choice should the RS 7 seems too much.

**Alternatives:** 1. BMW M340i xDrive 2. Mercedes-AMG C-Class 3. Mercedes-AMG GT 4-Door Coupé

S5 Sportback TFSI	79.06	2995/6	8A	500	354	1760	58	465	255/35 R19	✓	4.8	250	NA	✓	✓	✓	✓	NA	NA
-------------------	-------	--------	----	-----	-----	------	----	-----	------------	---	-----	-----	----	---	---	---	---	----	----



### A6

**For:** Refinement, interior, equipment, ride quality. **Against:** Price. **Verdict:** Comfortable and refined saloon.

**Alternatives:** 1. BMW 5 Series 2. Volvo S90 3. Mercedes-Benz E-Class

45 TFSI Premium Plus	54.42	1984/4	7A	370	245	1640	73	560	225/55 R18	✓	7.54	250	11.5	✓	✓	✓	✓	NA	NA
45 TFSI Technology	59.42	1984/4	7A	370	245	1640	73	560	225/55 R18	✓	7.54	250	11.5	✓	✓	✓	✓	Dec 19	★★★★★



### A7

**For:** Performance, equipment. **Against:** Price. **Verdict:** The high-performance Audi is a proper all-round brute.

**Alternatives:** 1. BMW 8 Series Gran Coupé 2. Porsche Panamera 3. Mercedes-AMG GT 4-Door Coupé

RS 7 Sportback TFSI	194.00	3996/6	8A	800	600	2065	72	505	255/45 R19	✓	3.6	250	7.6	✓	✓	✓	✓	Jan 21	★★★★★
---------------------	--------	--------	----	-----	-----	------	----	-----	------------	---	-----	-----	-----	---	---	---	---	--------	-------



### A8

**For:** Refinement, interior, equipment, ride quality. **Against:** Price. **Verdict:** Audi's flagship luxury saloon.

**Alternatives:** 1. BMW 7 Series 2. Lexus LS 3. Mercedes-Benz S-Class

A8 L 55 TFSI quattro	156.32	2995/6	8A	500	340	1955	72	505	255/45 R19	✓	7.20	250	10.25	✓	✓	✓	✓	Apr 20	★★★★★
----------------------	--------	--------	----	-----	-----	------	----	-----	------------	---	------	-----	-------	---	---	---	---	--------	-------



### Q2

**For:** Compact size, refinement. **Against:** Price, equipment. **Verdict:** The entry Q model offers a selection of variants.

**Alternatives:** 1. BMW X1 2. Mini Countryman

40 TFSI quattro	34.99	1984/4	7A	320	190	1430	55	405	215/55 R17	✓	6.5	228	9.5	✓	✓	✓	✓	NA	NA
40 TFSI quattro Technology	48.89	1984/4	7A	320	190	1430	55	405	215/55 R17	✓	6.5	228	9.5	✓	✓	✓	✓	Dec 20	★★★★★



### Q8

**For:** Style, equipment, refinement. **Against:** Price. **Verdict:** The sportier Q7.

**Alternatives:** 1. Porsche Cayenne Coupé 2. BMW X6 3. Mercedes-AMG GLE Coupé

55 TFSI quattro Celebration	98.98	2995/6	8A	500	340	2115	85	605	265/55 R19	✓	7.02	250	NA	✓	✓	✓	✓	NA	NA
55 TFSI quattro Technology	133.60	2995/6	8A	500	340	2115	85	605	285/45 R21	✓	7.02	250	NA	✓	✓	✓	✓	Feb 20	★★★★★
RS Q8	207.00	3996/8	8A	800	600	2315	85	605	295/35 R23	✓	5.39	250	5.25	✓	✓	✓	✓	Oct 20	★★★★★





Model Name

Price (In Rs lakhs)

Displacement  
(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

## BENTLEY

### CONTINENTAL

**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


GT V8	BO	3996/8	8A	770	550	2165	90	358	275/40 R20	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
GT V8 Convertible	BO	3996/8	8A	770	550	2335	90	235	275/40 R20	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
GT	BO	5950/12	8A	900	635	2244	90	358	275/35 R21	✓	NA	333	NA	✓	✓	✓	✓	NA	NA
GT Convertible	BO	5950/12	8A	900	635	2414	90	235	275/35 R21	✓	NA	333	NA	✓	✓	✓	✓	NA	NA

### FLYING SPUR

**For:** Fast and agile for a 2.4-tonne car. **Against:** Price. **Verdict:** A really fast super-luxury saloon.

**Alternatives:** 1. Aston Martin Rapide S 2. Mercedes-Maybach S-Class 3. Porsche Panamera Executive


Flying Spur V8	BO	3996/8	8A	770	550	2357	90	475	275/40 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Flying Spur W12	BO	5950/12	8A	900	635	2437	90	475	275/35 R21	✓	NA	NA	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


Bentayga V8	410.00	3996/8	8A	770	550	2395	85	484	275/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Bentayga Speed	BO	5950/12	8A	900	635	2508	85	484	275/40 R22	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Bentayga Hybrid	BO	2995/6	8A	700	449	2648	75	484	275/50 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## BMW

### 2 SERIES GRAN COUPÉ

**For:** Handling, equipment. **Against:** Rear passenger room. **Verdict:** A sensible everyday sport-luxury car.

**Alternatives:** 1. Škoda Octavia


220d Gran Coupé Sport	40.40	1995/4	8A	400	190	1515	50	430	225/45 R17	✓	8.46	233	12.5	✓	✓	✓	✓	NA	NA
220d Gran Coupé M Sport	42.30	1995/4	8A	400	190	1515	50	430	225/40 R18	✓	8.46	233	12.5	✓	✓	✓	✓	Nov 20	★★★★★
220i Gran Coupé Sport	37.90	1998/4	8A	280	192	1430	50	430	225/45 R17	✓	7.1	240	9.38	✓	✓	✓	✓	NA	NA
220i Gran Coupé M Sport	40.90	1998/4	8A	280	192	1430	50	430	225/45 R17	✓	7.1	240	9.38	✓	✓	✓	✓	Apr 21	★★★★★

### 2 SERIES

**For:** Performance, agility, size. **Against:** Price. **Verdict:** An explosive small sport-luxury car.

**Alternatives:** 1. Porsche 718 Cayman


M2 Competition	85.00	2979/6	8A	500	410	1575	52	390	265/35 R19	✓	4.79	250	7.63	✓	✓	✓	✓	May 19	★★★★★
----------------	-------	--------	----	-----	-----	------	----	-----	------------	---	------	-----	------	---	---	---	---	--------	-------

### 3 SERIES

**For:** Performance, ride, fuel efficiency. **Against:** Not much. **Verdict:** If you are looking for refined performance, look no further.

**Alternatives:** 1. Volvo S60 2. Mercedes-Benz C-Class 3. Audi A4


320d Luxury Edition	47.90	1995/4	8A	400	190	1450	59	480	225/50 R17	✓	7.67	243	13.75	✓	✓	✓	✓	Sep 19	★★★★★
320Ld Luxury Line	52.50	1995/4	8A	400	190	1640	59	480	225/50 R17	✓	7.6	235	14.37	✓	✓	✓	✓	Feb 21	★★★★★
330i Sport	42.60	1998/4	8A	400	258	1470	59	480	225/50 R17	✓	7.33	250	10.5	✓	✓	✓	✓	Oct 19	★★★★★
330Li Luxury Line	51.50	1998/4	8A	400	258	1640	59	480	225/50 R17	✓	6.2	250	NA	✓	✓	✓	✓	NA	NA
M340i xDrive	62.90	2998/6	8A	500	387	1680	59	480	255/40 R18	✓	4.4	250	11.0	✓	✓	✓	✓	Mar 21	★★★★★

### 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


530i Sport	56.00	1998/4	8A	350	252	1540	68	530	225/55 R17	✓	6.74	250	10.0	✓	✓	✓	✓	Jan 18	★★★★★
520d Luxury Line	61.50	1995/4	8A	400	190	1540	66	530	245/45 R18	✓	8.11	235	12.0	✓	✓	✓	✓	Nov 17	★★★★★
530d M Sport	69.10	2993/6	8A	620	265	1640	66	530	275/40 R18	✓	6.61	250	11.25	✓	✓	✓	✓	Aug 17	★★★★★

### 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	65.90	1998/4	8A	400	258	1720	68	610	245/50 R18	✓	7.63	250	8.5	✓	✓	✓	✓	Jul 18	★★★★★
620d Luxury Line	66.50	1995/4	8A	400	190	1725	66	610	245/50 R18	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
630d M Sport	77.00	2993/6	8A	620	265	1825	66	610	245/50 R18	✓	6.76	250	11.75	✓	✓	✓	✓	Dec 18	★★★★★



Model Name	Price (in Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## 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	137.90	2993/6	8A	620	265	1870	78	515	245/50 R18	✓	7.01	250	11.5	✓	✓	✓	✓	Nov 19	★★★★★
740Li DPE Signature	140.50	2998/6	8A	450	340	1845	78	515	275/40 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
745Le xDrive	169.30	2998/6	8A	600	394	2085	46	420	275/35 R20	✓	5.96	140/250	18.0	✓	✓	✓	✓	Mar 20	★★★★★
M760Li xDrive	246.00	6592/12	8A	850	610	2220	78	515	275/35 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

## 8 SERIES GRAN COUPÉ

**For:** Style, performance, equipment. **Against:** Price. **Verdict:** The more sensible four-door coupé 8er, perhaps.

**Alternatives:** 1. Porsche Panamera 2. Maserati Quattroporte 3. Mercedes-Benz S-Class



840i Gran Coupé	132.50	2998/6	8A	500	340	1800	78	515	275/40 R18	✓	5.4	250	7.25	✓	✓	✓	✓	Mar 21	★★★★★
840i Gran Coupé M Sport	158.00	2998/6	8A	500	340	1800	78	515	275/30 R20	✓	5.4	250	7.25	✓	✓	✓	✓	NA	NA

## 8 SERIES

**For:** Performance, design, equipment. **Against:** Price. **Verdict:** The modern reincarnation of a famous name.

**Alternatives:** 1. Porsche 911 Turbo 2. Aston Martin Vantage



M8 Coupé	218.00	4395/8	8A	750	600	1885	68	515	285/35 R20	✓	3.3	250	5.0	✓	✓	✓	✓	Dec 20	★★★★★
----------	--------	--------	----	-----	-----	------	----	-----	------------	---	-----	-----	-----	---	---	---	---	--------	-------

## Z4

**For:** Refinement, dynamic performance. **Against:** Not much. **Verdict:** Fun-to-drive and refined sports car.

**Alternatives:** 1. Porsche 718 Boxster



sDrive 20i	67.00	1998/4	8A	320	197	1405	52	281	255/45 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
M40i	81.90	2998/6	8A	500	340	1535	52	281	275/40 R18	✓	5.02	250	7.88	✓	✓	✓	✓	Aug 19	★★★★★

## X1

**For:** Price, efficiency. **Against:** Stiff ride, torque steer. **Verdict:** The easiest way to get into the BMW family.

**Alternatives:** 1. Audi Q2 2. Mercedes-Benz GLA-Class 3. Volkswagen Tiguan



sDrive20i SportX	37.20	1998/4	8A	280	192	1615	63	505	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
sDrive20i xLine	40.00	1998/4	8A	280	192	1615	63	505	225/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
sDrive20d xLine	41.50	1995/4	8A	400	190	1555	63	505	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
sDrive20d M Sport	42.30	1995/4	8A	400	190	1615	63	505	225/50 R18	✓	8.66	222	12.88	✓	✓	✓	✓	Apr 20	★★★★★

## 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 Luxury Line	62.50	1995/4	8A	400	190	1825	67	550	245/50 R19	✓	8.61	213	12.88	✓	✓	✓	✓	Jul 18	★★★★★
xDrive30i SportX	56.50	1998/4	8A	350	252	1825	67	550	245/50 R19	✓	6.3	240	7.5	✓	✓	✓	✓	Apr 21	★★★★★
X3 M	99.90	2993/6	8A	600	480	1970	65	550	265/45 R20	✓	4.2	250	6.25	✓	✓	✓	✓	Feb 21	★★★★★

## X4

**For:** Performance, handling, braking. **Against:** Rear passenger room. **Verdict:** If you find the X6 too large...

**Alternatives:** 1. Mercedes-Benz GLC Coupé 2. Volvo XC60 3. Porsche Macan



xDrive20d M Sport X	62.40	1995/4	8A	400	190	1720	68	525	245/50 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
xDrive30d M Sport X	68.90	2993/6	8A	620	265	1820	68	525	245/50 R19	✓	5.46	240	12.25	✓	✓	✓	✓	May 19	★★★★★
xDrive30i M Sport X	65.70	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. Volvo XC90 2. Mercedes-Benz GLE-Class 3. Land Rover Range Rover Sport



xDrive30d SportX	75.50	2993/6	8A	620	265	2185	85	650	305/40 R20	✓	6.52	230	9.4	✓	✓	✓	✓	Jul 19	★★★★★
xDrive40i M Sport	87.40	2998/6	8A	450	340	2135	85	650	305/40 R20	✓	NA	243	NA	✓	✓	✓	✓	NA	NA
X5 M Competition	194.90	4395/8	8A	750	625	2310	83	650	315/30 R22	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

## X6

**For:** Style, performance, equipment. **Against:** Not much. **Verdict:** A sporty coupé-styled SAV, er, SAC.

**Alternatives:** 1. Audi Q8 2. Porsche Cayenne Coupé 3. Mercedes-Benz GLE-Class Coupé



xDrive40i xLine/M Sport	96.90	2998/6	8A	450	340	2055	80	580	275/40 R20	✓	NA	250	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 DPE	93.00	2993/6	8A	620	265	2370	80	326	275/55 R19	✓	6.99	227	NA	✓	✓	✓	✓	Apr 20	★★★★★
xDrive40i M Sport	109.40	2998/6	8A	450	340	2320	83	326	285/45 R21	✓	NA	245	NA	✓	✓	✓	✓	NA	NA
M50d	165.90	2993/6	8A	760	400	2460	80	326	315/35 R22	✓	NA	250	NA	✓	✓	✓	✓	NA	NA



Model Name

Price (In Rs lakh)

Displacement  
(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

## 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

redi-GO D	2.92	799/3	5	72	54	NA	28	222	165/70 R14	-	26.73	141.8	NA	-	D	-	-	Feb 17	★★★★☆
redi-GO T(O) AMT	4.92	999/3	5A	91	68	NA	28	222	165/70 R14	-	NA	NA	NA	F	✓	✓	-	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 S-Presso 3. Hyundai Santro

1.2 (P) D	4.03	1198/3	5	104	68	859	35	265	165/70 R14	-	14.13	156.3	14.25	F	✓	-	-	May 14	★★★★☆
1.2 (P) T(O) CVT	6.51	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	4.26	1198/3	5	104	68	905	35	48	165/70 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 (P) T(O)	7.00	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 Spyder

Portofino M	375.00	3855/8	8A	760	620	1545	80	292	285/35 ZR20	✓	NA	320	NA	✓	✓	✓	✓	NA	NA
-------------	--------	--------	----	-----	-----	------	----	-----	-------------	---	----	-----	----	---	---	---	---	----	----



### ROMA

**For:** NA. **Against:** NA. **Verdict:** Distinct new design meets modern V8.

**Alternatives:** 1. Porsche 911 2. Lamborghini Huracán Evo

Roma	400.00	3855/8	8A	760	620	1472	NA	NA	295/35 ZR20	✓	NA	320	NA	✓	✓	✓	✓	NA	NA
------	--------	--------	----	-----	-----	------	----	----	-------------	---	----	-----	----	---	---	---	---	----	----



### F8

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

**Alternatives:** 1. Porsche 911 Turbo S 2. Lamborghini Huracán Evo

F8 Tributo	402.00	3902/8	7A	770	720	1435	78	230	305/30 ZR20	✓	NA	330	NA	✓	✓	✓	✓	NA	NA
F8 Spider	460.00	3902/8	7A	770	720	NA	78	NA	305/30 ZR20	✓	NA	330	NA	✓	✓	✓	✓	NA	NA



### 812

**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	525.00	6496/12	7A	718	800	1515	92	320	315/35 ZR20	✓	NA	340+	NA	✓	✓	✓	✓	NA	NA
812 GTS	585.00	6496/12	7A	718	800	1645	92	210	315/35 ZR20	✓	NA	340+	NA	✓	✓	✓	✓	NA	NA



### SF90

**For:** A 1,000-hp hybrid Ferrari. **Against:** Price. **Verdict:** The most advanced Ferrari road-car ever.

**Alternatives:** None

SF90 Stradale	739.00	3990/8	8A	1065	1000	1570	68	320	315/30 ZR20	✓	NA	340	NA	✓	✓	✓	✓	NA	NA
SF90 Spider	800.00	3990/8	8A	1065	1000	1670	68	74	315/30 ZR20	✓	NA	340	NA	✓	✓	✓	✓	NA	NA



## 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	NA	2596/4	5	280	90	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Xplorer 4x4 3-dr	NA	2596/4	5	280	90	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Xplorer 4x4 5-dr	NA	2596/4	5	280	90	NA	63	NA	245/70 R16	-	NA	NA	NA	✓	-	✓	✓	NA	NA





Model Name	Price (In Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## 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)	5.49	1194/3	5	119	96	NA	42	359	175/65 R14	-	NA	NA	NA	-	D	-	-	NA	NA
1.2 Titanium Blu (P)	7.05	1194/3	5	119	96	NA	42	359	195/55 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Trend	7.16	1498/4	5	215	100	NA	40	359	175/65 R14	-	11.55	172.23	15.5	-	D	-	-	NA	NA
1.5 TDCi Titanium Blu	8.15	1498/4	5	215	100	NA	40	359	195/55 R15	-	11.55	172.23	15.5	✓	✓	✓	✓	Feb 16	★★★★★

### FREESTYLE

**For:** Styling, practicality, driver appeal. **Against:** Not much. **Verdict:** Capable and fun all-rounder.

**Alternatives:** 1. Honda WR-V 2. Maruti Suzuki Ignis 3. Mahindra KUV100



1.2 (P) Ambiente	5.99	1194/3	5	119	96	1026	42	257	185/60 R15	-	14.65	170	13.5	F	✓	-	-	NA	NA
1.2 (P) Flair	7.69	1194/3	5	119	96	1044	42	257	185/60 R15	✓	14.65	170	13.5	✓	✓	✓	✓	Feb 19	★★★★★
1.5 TDCi Trend	7.64	1498/4	5	215	100	1062	40	257	185/60 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
1.5 TDCi Flair	8.79	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. Hyundai Aura



1.2 Ambiente (P)	6.09	1194/3	5	119	96	1016	42	359	175/65 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 Titanium+ (P)	7.54	1194/3	5	119	96	1043	42	359	195/55 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Trend	7.79	1498/4	5	215	100	1053	40	359	175/65 R14	-	10.74	174.5	15.2	F	✓	-	-	NA	NA
1.5 TDCi Titanium+	8.64	1498/4	5	215	100	1080	40	359	195/55 R15	-	10.74	174.5	15.2	✓	✓	✓	✓	Oct 15	★★★★★

### 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)	8.18	1497/3	5	149	122	1188	52	352	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 Titanium+ AT (P)	11.57	1497/3	6A	149	122	1300	52	352	205/60 R16	✓	13.15	NA	10.25	✓	✓	✓	✓	Jan 18	★★★★★
1.5 TDCi Ambiente	8.68	1498/4	5	215	100	1239	52	352	195/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi S	11.72	1498/4	5	215	100	1309	52	352	205/50 R17	✓	12.73	161.2	15.5	✓	✓	✓	✓	Aug 19	★★★★★

### 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



Titanium 4x2 AT	29.55	1996/4	10A	420	170	2285	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Titanium+ 4x2 AT	32.75	1996/4	10A	420	170	2310	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Titanium+ 4x4 AT	34.45	1996/4	10A	420	170	2410	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Sport 4x4 AT	35.10	1996/4	10A	420	170	2415	80	450	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## HONDA

### AMAZE

**For:** Space, fuel efficiency, equipment. **Against:** Questionable styling. **Verdict:** A credible alternative in the sub four-metre category.

**Alternatives:** 1. Hyundai Aura 2. Maruti Suzuki Dzire 3. Ford Aspire



i-VTEC (P) E	6.22	1198/4	5	110	90	905	35	420	175/65 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
i-VTEC (P) VX CVT	8.84	1198/4	CVT	110	90	948	35	420	175/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC E	7.68	1498/4	5	200	100	993	35	420	175/65 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
i-DTEC VX CVT	9.99	1498/4	CVT	160	80	1042	35	420	175/65 R15	-	11.95	142.8	16.75	✓	✓	✓	✓	Jul 18	★★★★★

### 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 Baleno



i-VTEC (P) V	7.65	1198/4	5	110	90	1007	40	354	175/65 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
i-VTEC (P) ZX CVT	9.89	1198/4	CVT	110	90	1066	40	354	175/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

### CITY

**For:** Engine, interior, equipment. **Against:** High-speed stability. **Verdict:** Exceptional combination of performance and efficiency.

**Alternatives:** 1. Hyundai Verna 2. Volkswagen Vento 3. Maruti Suzuki Ciaz



i-VTEC (P) V	11.00	1497/4	5	145	121	1107	40	506	185/60 R15	✓	10.76	164.5	12.25	✓	✓	✓	-	Oct 20	★★★★★
i-VTEC (P) ZX CVT	14.65	1497/4	CVT	145	121	1153	40	506	185/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC V	12.50	1498/4	6	200	100	1191	40	506	185/60 R15	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC ZX	14.85	1498/4	6	200	100	1217	40	506	185/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



Model Name	Price (In Rs lakhs)	Displacement (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
<b>WR-V</b>																			
<b>For:</b> Space, practicality, efficiency. <b>Against:</b> Cabin noise. <b>Verdict:</b> Capable and practical all-rounder.																			
<b>Alternatives:</b> 1. Hyundai Venue 2. Ford EcoSport 3. Maruti Suzuki Vitara Brezza																			
i-VTEC (P) SV	8.50	1198/4	5	110	90	1087	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
i-VTEC (P) VX	9.70	1198/4	5	110	90	1104	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC SV	9.80	1498/4	6	200	100	1176	40	363	195/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
i-DTEC VX	11.00	1498/4	6	200	100	1204	40	363	195/60 R16	-	13.13	140.7	19.5	✓	✓	✓	✓	Feb 18	★★★★☆



## 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

Era Executive	4.63	1086/4	5	99	69	NA	35	235	155/80 R13	-	NA	NA	NA	F	D	-	-	NA	NA
Asta Auto	6.31	1086/4	5A	99	69	NA	35	235	165/70 R14	-	19.37	128.9	15.0	✓	D	✓	-	Dec 18	★★★★☆



### GRAND i10 NIOS

**For:** Practicality, handling, equipment, fit-and-finish, value. **Against:** Can get pricey at the top. **Verdict:** Very practical everyday car.

**Alternatives:** 1. Maruti Suzuki Swift 2. Ford Figo 3. Volkswagen Polo

1.2 (P) Era	5.19	1197/4	5	114	83	NA	37	NA	165/65 R14	-	12.60	162.7	11.0	F	✓	-	-	Dec 19	★★★★☆
1.2 (P) Asta Auto	7.81	1197/4	5A	114	83	NA	37	NA	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 Turbo (P)	7.81	998/3	5	172	100	NA	37	NA	175/60 R15	-	8.92	178.8	13.5	✓	✓	✓	✓	Oct 20	★★★★☆
1.2 CRDi Magna	7.12	1186/3	5	190	75	NA	37	NA	165/65 R14	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.2 CRDi Sportz Auto	8.41	1186/3	5A	190	75	NA	37	NA	165/65 R14	-	14.05	157.9	17.0	✓	✓	✓	✓	Oct 19	★★★★☆



### i20

**For:** Interior, equipment, ride quality, styling. **Against:** Price. **Verdict:** One of the best modern hatchbacks.

**Alternatives:** 1. Volkswagen Polo 2. Maruti Suzuki Baleno 3. Tata Altroz 4. Toyota Glanza

1.2 (P) Magna	6.80	1197/4	5	115	83	NA	37	311	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.2 (P) Asta iVT	9.70	1197/4	CVT	115	88	NA	37	311	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 Turbo (P) Sportz iMT	8.80	998/3	6i	172	120	NA	37	311	195/55 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.0 Turbo (P) Asta(O) DCT	11.18	998/3	7A	172	120	NA	37	311	195/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 CRDi Magna	8.20	1493/4	6	240	100	NA	37	311	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 CRDi Asta(O)	10.60	1493/4	6	240	100	NA	37	311	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



### AURA

**For:** Practicality, equipment. **Against:** Not much. **Verdict:** A fitting replacement for the Accent and Xcent.

**Alternatives:** 1. Honda Amaze 2. Maruti Suzuki Dzire 3. Ford Aspire

1.2 (P) E	5.92	1197/4	5	114	83	NA	37	402	165/65 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 (P) SX+ AT	8.12	1197/4	5A	114	83	NA	37	402	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 TGD (P) SX+	8.66	998/3	6	172	100	NA	37	402	165/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.2 CRDi S	7.85	1186/3	5	190	75	NA	37	402	165/65 R14	-	14.48	169.37	NA	✓	✓	✓	-	Apr 20	★★★★☆
1.2 CRDi SX+ AT	9.30	1186/3	5A	190	75	NA	37	402	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



### VERNA

**For:** Interior, equipment, handling, design, available variants. **Against:** Rear space. **Verdict:** Value for money sedan.

**Alternatives:** 1. Volkswagen Vento 2. Honda City 3. Toyota Yaris

1.5 MPI (P) E	9.11	1497/4	6	144	115	NA	45	480	185/65 R15	-	12.64	170.9	9.5	✓	✓	-	-	NA	NA
1.5 MPI (P) SX(O)	12.76	1497/4	6	144	115	NA	45	480	195/55 R16	-	12.64	170.9	9.5	✓	✓	✓	✓	Oct 20	★★★★☆
1.5 MPI (P) SX iVT	12.11	1497/4	CVT	144	115	NA	45	480	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 TGD (P) SX(O) DCT	14.09	998/3	7A	172	120	NA	45	480	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 CRDi S+	10.75	1493/4	6	250	115	NA	45	480	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 CRDi SX(O) AT	15.20	1493/4	6A	250	115	NA	45	480	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

### ELANTRA

**For:** Style, equipment, cabin and ride quality. **Against:** Efficiency in the city. **Verdict:** Modern premium sedan that's fun to drive.

**Alternatives:** No direct rivals

2.0 (P) SX	17.83	1999/4	6	192	152	NA	50	420	205/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 (P) SX(O) AT	19.95	1999/4	6A	192	152	NA	50	420	205/60 R16	✓	10.43	NA	10.25	✓	✓	✓	✓	Jan 20	★★★★☆
1.5 CRDi SX(O)	18.85	1493/4	6	250	115	NA	50	420	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 CRDi SX(O) AT	21.10	1493/4	6A	250	115	NA	50	420	195/55 R16	-	NA	NA	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

1.2 (P) E	6.87	1197/4	5	113	83	NA	45	NA	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.2 (P) S+	8.45	1197/4	5	113	83	NA	45	NA	195/65 R15	-	NA	NA	NA	✓	✓	-	✓	NA	NA
1.0 TGD (P) S	8.64	998/3	6	172	120	NA	45	NA	195/65 R15	-	11.64	182.5	12.25	✓	✓	✓	✓	Sep 19	★★★★☆
1.0 TGD (P) SX iMT	10.00	998/3	6i	172	120	NA	45	NA	215/60 R16	-	13.25	175.4	12.25	✓	✓	✓	✓	Sep 20	★★★★☆

100 CAR INDIA | April 2021 | www.carindia.in



Model Name	Price (In Rs lakh)	Displacement (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 TGD (P) Sport SX+ DCT	11.67	998/3	7A	172	120	NA	45	NA	215/60 R16	-	10.85	NA	12.75	✓	✓	✓	✓	Feb 20	★★★★★
1.5 CRDi E	8.28	1493/4	6	240	100	NA	45	NA	195/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 CRDi Sport SX(O)	11.61	1493/4	6	240	100	NA	45	NA	215/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA

## CRETA

**For:** Space, interior, practicality. **Against:** Not much. **Verdict:** Capable as a city runabout and for a highway jaunt.

**Alternatives:** 1. Kia Seltos 2. Renault Duster 3. Mahindra XUV500 4. MG Hector



1.5 MPI (P) EX	10.00	1497/4	6	144	115	NA	50	NA	205/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 MPI (P) SX(O) iVT	16.49	1497/4	CVT	144	115	NA	50	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 TGD (P) SX DCT	16.50	1353/4	7A	242	140	NA	50	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 TGD (P) SX(O) DCT	17.54	1353/4	7A	242	140	NA	50	NA	215/60 R17	✓	9.13	183.9	11.5	✓	✓	✓	-	Jun 20	★★★★★
1.5 CRDi E	10.31	1493/4	6	250	115	NA	50	NA	205/65 R16	-	12.14	166.5	NA	✓	✓	✓	✓	May 20	★★★★★
1.5 CRDi SX(O) AT	17.49	1493/4	6A	250	115	NA	50	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## TUCSON

**For:** Style, equipment (GLS). **Against:** Price. **Verdict:** Smart-looking urban SUV.

**Alternatives:** 1. Jeep Compass 2. MG Gloster



VTVT 2.0 GL(O)	22.55	1999/4	6A	192	152	NA	62	513	225/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 2.0 GLS	23.91	1999/4	6A	192	152	NA	62	513	225/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 2.0 GL(O)	24.60	1995/4	8A	400	185	1592	62	513	225/55 R18	✓	10.35	NA	11.25	✓	✓	✓	✓	Nov 20	★★★★★
CRDi 2.0 GLS 4WD	27.33	1995/4	8A	400	185	NA	62	513	225/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## KONA

**For:** Performance, equipment, refinement. **Against:** Practicality limited only by infrastructure. **Verdict:** Everyday electric car.

**Alternatives:** 1. MG ZS EV



Electric Premium	23.76	E, 39.2kWh	1A	395	136	1593	NA	373	215/55 R17	✓	8.35	159.5	12.2kWh	✓	✓	✓	✓	Mar 20	★★★★★
------------------	-------	------------	----	-----	-----	------	----	-----	------------	---	------	-------	---------	---	---	---	---	--------	-------

## 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



3.0 Ddi AT 4x2	NA	2999/4	5A	380	177	1900	65	NA	255/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 Ddi AT 4x4	NA	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



V-Cross	NA	2499/4	5	320	136	1935	76	NA	255/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V-Cross AT	NA	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



P250 S	46.64	1997/4	8A	365	250	1639	62	403	225/55 R17	✓	6.7	250	9.5	✓	✓	✓	✓	NA	NA
P250 SE	48.50	1997/4	8A	365	250	1655	62	403	225/55 R17	✓	6.7	250	9.5	✓	✓	✓	✓	Dec 20	★★★★★

### 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



P250 Prestige	55.67	1997/4	8A	365	250	1756	74	505	235/50 R18	✓	NA	235	NA	✓	✓	✓	✓	NA	NA
---------------	-------	--------	----	-----	-----	------	----	-----	------------	---	----	-----	----	---	---	---	---	----	----

### F-TYPE

**For:** Exclusivity, power. **Against:** Price. **Verdict:** Raw and exciting sports car.

**Alternatives:** 1. Porsche 718 (2.0), 911 (V8) 2. Mercedes-AMG GT 3. Nissan GT-R (R AWD) 4. BMW Z4



P300 Coupé	95.12	1997/4	8A	400	300	1520	63	509	295/35 ZR19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
P300 Convertible R-Dyna	105.99	1997/4	8A	400	300	1540	63	233	295/35 ZR19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
P450 Coupé R-Dynamic	131.94	5000/8	8A	580	450	1660	70	509	295/30 ZR20	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
P450 Convertible R-Dyna	141.42	5000/8	8A	580	450	1680	70	233	295/30 ZR20	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
P575 Coupé AWD R	238.57	5000/8	8A	700	575	1743	70	509	295/30 ZR20	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
P575 Convertible AWD R	253.81	5000/8	8A	680	575	1763	70	233	295/30 ZR20	✓	NA	300	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



P250 AWD Prestige	66.07	1997/4	8A	365	250	1927	60	508	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
-------------------	-------	--------	----	-----	-----	------	----	-----	------------	---	----	----	----	---	---	---	---	----	----



Model Name

Price (In Rs lakhs)

Displacement  
(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-PACE

**For:** NA. **Against:** NA. **Verdict:** A sporty yet practical luxury electric SUV.

**Alternatives:** 1. Mercedes EQC 400

Electric AWD S	105.91	E, 90kWh	A	696	400	2248	NA	656	NA R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Electric AWD HSE	112.29	E, 90kWh	A	696	400	2248	NA	656	NA R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## 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	16.99	1368/4	6	250	162	1464	60	NA	225/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiAir (P) S-Model AT	25.29	1368/4	7A	250	162	1553	60	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiJet Sport	18.49	1956/4	6	350	173	1597	60	NA	225/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiJet S-Model 4x4 AT	28.29	1956/4	9A	350	173	1778	60	NA	235/60 R18	✓	NA	NA	8.25	✓	✓	✓	✓	Mar 21	★★★★★



### WRANGLER

**For:** Off-road cred, style, driver appeal. **Against:** On-road cred, price. **Verdict:** If you want a hardcore off-roader...

**Alternatives:** 1. Land Rover Defender

Unlimited	53.90	1995/4	8A	400	272	2119	85	NA	255/70 R18 A/T	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Rubicon	57.90	1995/4	8A	400	272	NA	85	NA	255/75 R17 M/T	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## KIA

### SONET

**For:** Styling, equipment, interior, powertrain choices. **Against:** Not much. **Verdict:** Compact crossover at a competitive price.

**Alternatives:** 1. Hyundai Venue 2. Ford EcoSport 3. Mahindra XUV300

G1.2 (P) HTE	6.79	1197/4	5	113	83	NA	NA	392	195/65 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
G1.2 (P) HTK+	8.55	1197/4	5	113	83	NA	NA	392	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 T-GDI (P) HTK+	9.49	998/3	6I	172	120	NA	NA	392	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 T-GDI (P) GTK+ DCT	12.89	998/3	7A	172	120	NA	NA	392	215/60 R16	✓	NA	NA	12.75	✓	✓	✓	✓	Jan 21	★★★★★
D1.5 CRDI HTE	8.25	1493/4	6	240	100	NA	NA	392	195/65 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
D1.5 CRDI VGT GTX+ AT	13.09	1493/4	6A	250	115	NA	NA	392	215/60 R16	✓	11.97	174	13.0	✓	✓	✓	✓	Nov 20	★★★★★



### 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

G1.5 (P) HTE	9.89	1497/4	6	144	115	1537	50	433	205/65 R16	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
G1.5 (P) HTX IVT	14.45	1497/4	CVT	144	115	1562	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 T-GDI (P) GTK	15.65	1353/4	6	242	140	NA	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.4 T-GDI (P) GTX+ DCT	17.29	1353/4	7A	242	140	1648	50	433	215/60 R17	✓	9.13	183.9	11.5	✓	✓	✓	✓	Oct 19	★★★★★
D1.5 CRDI HTE	10.35	1493/4	6	250	115	1551	50	433	205/65 R16	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
D1.5 CRDI HTX+	15.59	1493/4	6	250	115	NA	50	433	215/60 R17	✓	13.48	NA	13.5	✓	✓	✓	✓	Dec 19	★★★★★
D1.5 CRDI HTK+ AT	13.79	1493/4	6A	250	115	NA	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D1.5 CRDI GTX+ AT	17.45	1493/4	6A	250	115	NA	50	433	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



### CARNIVAL

**For:** Space, comfort, flexibility. **Against:** Not much. **Verdict:** Premium touring option for up to nine occupants.

**Alternatives:** None in this price bracket

Premium (7-st)	24.95	2199/4	8A	440	200	2093	60	540	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Prestige (9-st)	29.95	2199/4	8A	440	200	NA	60	540	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Limousine (7-st)	33.95	2199/4	8A	440	200	2201	60	540	235/60 R18	✓	10.39	189.4	10.75	✓	✓	✓	✓	Jul 20	★★★★★



## 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





Model Name	Price (In Rs lakh)	Displacement (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
<b>AVENTADOR</b>																			
<b>For:</b> Style, aggressive acceleration. <b>Against:</b> Price. <b>Verdict:</b> A proper big V12 Lambo supercar.																			
<b>Alternatives:</b> 1. Ferrari 812 Superfast																			
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	B0	6498/12	7A	720	770	1525	90	NA	355/25 ZR21	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



<b>URUS</b>																			
<b>For:</b> Performance, capability. <b>Against:</b> Price. <b>Verdict:</b> Lamborghini's first modern SUV, and the fastest in the world.																			
<b>Alternatives:</b> 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



<b>LAND ROVER</b>																			
<b>DISCOVERY SPORT</b>																			
<b>For:</b> Off-road capability. <b>Against:</b> Price. <b>Verdict:</b> Good all-round SUV with Land Rover off-road ability.																			
<b>Alternatives:</b> 1. Volvo XC60 2. Lexus NX 3. BMW X3 4. Mercedes-Benz GLC-Class																			
D180 S	60.99	1999/4	9A	430	180	2087	65	157	235/65 R17	✓	NA	201	NA	✓	✓	✓	✓	NA	NA
D180 R-Dynamic HSE	63.23	1999/4	9A	430	180	2099	65	157	235/60 R18	✓	10.1	201	10.0	✓	✓	✓	✓	Dec 20	★★★★☆
P250 S	61.06	1997/4	9A	365	250	2065	65	157	235/65 R17	✓	NA	224	NA	✓	✓	✓	✓	NA	NA
P250 R-Dynamic HSE	64.46	1997/4	9A	365	250	2077	65	157	235/60 R18	✓	NA	224	NA	✓	✓	✓	✓	NA	NA



<b>DISCOVERY</b>																			
<b>For:</b> Comfort, equipment, off-road ability. <b>Against:</b> Price. <b>Verdict:</b> The more modernised and equally capable full-size SUV.																			
<b>Alternatives:</b> 1. Volvo XC90 2. BMW X5 3. Mercedes-Benz GLE-Class																			
P300 S	75.59	1997/4	8A	400	300	2086	90	986	255/55 R19	✓	NA	215	NA	✓	✓	✓	✓	NA	NA
P300 HSE Luxury	87.99	1997/4	8A	400	300	2086	90	986	275/40 R21	✓	NA	215	NA	✓	✓	✓	✓	NA	NA



<b>DEFENDER</b>																			
<b>For:</b> Capability, comfort, flexibility, off-road prowess. <b>Against:</b> Price. <b>Verdict:</b> An off-road legend reincarnate.																			
<b>Alternatives:</b> 1. Jeep Wrangler 2. Mercedes-Benz G-Class																			
90 (3-dr) P300	73.98	1997/4	8A	400	300	2095	90	297	235/60 R18	✓	NA	191	NA	✓	✓	✓	✓	NA	NA
110 P300 X-Dynamic HSE	93.36	1997/4	8A	400	300	2168	90	231	255/50 R20	✓	8.1	191	6.3	✓	✓	✓	✓	Jan 21	★★★★★
90 (3-dr) P400 SE	86.24	2997/4	8A	550	400	2170	90	297	255/50 R20	✓	NA	191	NA	✓	✓	✓	✓	NA	NA
110 P400 HSE	96.52	2997/4	8A	550	400	2275	90	231	255/50 R20	✓	NA	191	NA	✓	✓	✓	✓	NA	NA
90 (3 dr) D300 SE	94.36	2997/4	8A	650	300	2228	90	297	255/50 R20	✓	NA	191	NA	✓	✓	✓	✓	NA	NA
110 D300 X	108.19	2997/4	8A	650	300	2396	90	231	255/50 R20	✓	NA	191	NA	✓	✓	✓	✓	NA	NA



<b>RANGE ROVER EVOQUE</b>																			
<b>For:</b> Design, equipment, handling, off-road ability. <b>Against:</b> Space, price. <b>Verdict:</b> If you want style, go for it																			
<b>Alternatives:</b> 1. Porsche Macan 2. Volvo XC60 3. BMW X3																			
D180 S	59.73	1999/4	9A	430	180	1816	70	591	235/65 R17	✓	NA	205	NA	✓	✓	✓	✓	NA	NA
D180 R-Dynamic SE	62.75	1999/4	9A	430	180	1816	70	591	235/60 R18	✓	NA	205	NA	✓	✓	✓	✓	NA	NA
P250 S	59.04	1997/4	9A	365	250	1818	70	591	235/65 R17	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
P250 R-Dynamic HSE	63.05	1997/4	9A	365	250	1818	70	591	235/60 R18	✓	NA	230	NA	✓	✓	✓	✓	NA	NA



<b>RANGE ROVER VELAR</b>																			
<b>For:</b> Design, presence. <b>Against:</b> Thirsty engine. <b>Verdict:</b> Stylish and capable "mid-size" luxury SUV																			
<b>Alternatives:</b> 1. Lexus RX 2. Volvo XC90 3. Mercedes-Benz GLE-Class																			
P250 R-Dynamic S	75.28	1997/4	8A	365	250	2022	60	834	255/55 R19	✓	NA	217	NA	✓	✓	✓	✓	NA	NA



<b>RANGE ROVER SPORT</b>																			
<b>For:</b> Luxury, presence. <b>Against:</b> Price. <b>Verdict:</b> If you want to stand out from the crowd...																			
<b>Alternatives:</b> 1. Porsche Cayenne 2. Jeep Grand Cherokee SRT 5. Mercedes-Benz GLS-Class																			
P300 S	89.13	1997/4	8A	400	300	2076	104	623	255/55 R19	✓	NA	201	NA	✓	✓	✓	✓	NA	NA
P300 HSE	101.88	1997/4	8A	400	300	2076	104	623	255/50 R20	✓	NA	201	NA	✓	✓	✓	✓	NA	NA
D300 S	110.83	2997/4	8A	650	300	2203	86	623	255/50 R20	✓	NA	209	NA	✓	✓	✓	✓	NA	NA
D300 Autobiography Dyna	176.19	2997/4	8A	650	300	2203	86	623	255/50 R20	✓	NA	209	NA	✓	✓	✓	✓	NA	NA
P575 SVR	209.83	5000/8	8A	700	575	2302	104	623	255/50 R20	✓	NA	283	NA	✓	✓	✓	✓	NA	NA



<b>RANGE ROVER</b>																			
<b>For:</b> Luxury, refinement, off-road ability. <b>Against:</b> Price. <b>Verdict:</b> Off-road ability and luxury both without compromise.																			
<b>Alternatives:</b> 1. Mercedes-Benz GLS-Class 2. Bentley Bentayga 3. Lexus LX																			
P400 Vogue	201.93	2997/6	8A	550	400	2267	104	707	255/55 R19	✓	NA	225	NA	✓	✓	✓	✓	NA	NA
L P400 SVAutobiography	419.58	2997/6	8A	550	400	2375	104	900	275/45 R21	✓	NA	225	NA	✓	✓	✓	✓	NA	NA
D300 Vogue	201.93	2997/6	8A	650	300	2275	86	707	255/55 R19	✓	NA	209	NA	✓	✓	✓	✓	NA	NA
L D300 SVAutobiography	419.58	2997/6	8A	650	300	2443	86	900	275/45 R21	✓	NA	209	NA	✓	✓	✓	✓	NA	NA





Model Name

Price (In Rs lakhs)

Displacement  
(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

## 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 4. Audi A6

ES 300h Exquisite	56.55	2487/4	CVT	NA	218	1680	65	454	235/45 R18	✓	NA	180	NA	✓	✓	✓	✓	NA	NA
ES 300h Luxury	61.75	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

LS 500h Luxury	191.32	3456/6	10A	NA	359	2300	82	430	245/45 R20	✓	6.58	250	9.12	✓	✓	✓	✓	NA	NA
LS 500h Nishijin	222.09	3456/6	10A	NA	359	2345	82	430	245/45 R20	✓	6.58	250	9.12	✓	✓	✓	✓	Mar 18	★★★★★



### LC

**For:** Style, attention to detail, performance. **Against:** Price. **Verdict:** Hybrid luxury grand-tourer.

**Alternatives:** 1. Porsche 911 2. Mercedes-AMG S 63 Coupé

LC 500h	209.72	3456/6	10A	NA	359	2020	82	NA	275/35 R21	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
---------	--------	--------	-----	----	-----	------	----	----	------------	---	----	-----	----	---	---	---	---	----	----



### 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

NX 300h Exquisite	58.20	2494/4	CVT	NA	197	1896	56	475	225/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
NX 300h F-Sport	63.63	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

RX 450h L	103.95	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

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

P4	7.46	E, 11kWh	2A	70	26	932	NA	135	165/60 R14	-	NA	80	NA	✓	-	✓	-	NA	NA
P8	8.22	E, 16kWh	2A	70	26	940	NA	135	165/60 R14	-	NA	80	NA	✓	-	✓	-	NA	NA



### eVERITO

**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. Tata Tigor EV

D2	10.87	E, 21.2kWh	1A	91	41	1265	NA	510	185/70 R14	-	NA	86	NA	✓	-	-	-	NA	NA
D6	11.33	E, 21.2kWh	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

G80 Petrol K2+ 6-seater	5.50	1198/3	5	115	83	NA	35	243	185/65 R14	-	NA	NA	NA	-	-	-	-	NA	NA
G80 Petrol K8 6-seater	7.12	1198/3	5	115	83	NA	35	243	185/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
eKUV100	8.25	E, 15.9kWh	1A	120	54	NA	35	243	185/65 R14	-	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 Triber

mHawk D75 B4	7.95	1493/3	5	210	76	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
mHawk D75 B6(O)	8.94	1493/3	5	210	76	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	✓	-	NA	NA





Model Name	Price (In Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## MARAZZO

**For:** Refinement, space, cabin ambience. **Against:** Feels underpowered. **Verdict:** The best Mahindra MPV yet.

**Alternatives:** 1. Toyota Innova 2. Tata Hexa

M2	11.25	1497/4	6	300	123	NA	45	190	215/65 R16	-	15.56	161	12.5	✓	✓	-	-	NA	NA
M6+	13.51	1497/4	6	300	123	NA	45	190	215/60 R17	-	15.56	161	12.5	✓	✓	✓	✓	Feb 19	★★★★☆



## THAR

**For:** Capability, practicality, off-road ability. **Against:** Refinement. **Verdict:** A proper everyday car and off-roader in one.

**Alternatives:** 1. Force Gurkha

AX Std 6-st mStallion (P)	9.80	1997/4	6	300	152	NA	57	NA	245/75 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
LX H/T AT mStallion (P)	13.55	1997/4	6A	320	152	NA	57	NA	255/65 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
AX S/T 6-st mHawk	10.85	2184/4	6	300	132	NA	57	NA	245/75 R16	-	14.97	156	13.5	✓	✓	-	-	Oct 20	★★★★☆
LX H/T AT mHawk	13.75	2184/4	6A	300	132	NA	57	NA	255/65 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## SCORPIO

**For:** Tractable engine, value. **Against:** Dynamics at speed. **Verdict:** Among the best full-size SUVs on a budget around.

**Alternatives:** 1. Renault Duster

mHawk140 S5	12.22	2197/4	6	320	140	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	-	-	NA	NA
mHawk140 S11	16.00	2197/4	6	320	140	NA	60	NA	215/75 R15	-	NA	NA	NA	✓	-	✓	-	NA	NA



## XUV300

**For:** Price, handling, performance. **Against:** Not much. **Verdict:** The best handling Mahindra model on sale.

**Alternatives:** 1. Hyundai Venue 2. Maruti Suzuki Vitara Brezza 3. Ford EcoSport

Turbo Petrol W4	7.95	1197/3	6	200	110	NA	42	257	205/65 R16	-	12.38	176.7	12.0	✓	✓	-	-	NA	NA
Turbo Petrol W8(O)	11.12	1197/3	6	200	110	NA	42	257	215/55 R17	✓	12.38	176.7	12.0	✓	✓	✓	✓	Apr 19	★★★★☆
Turbo Petrol W6 auto	9.95	1197/3	6A	200	110	NA	42	257	215/55 R17	✓	NA	NA	12.3	✓	✓	✓	✓	NA	NA
Turbo Petrol W8(O) auto	11.77	1197/3	6A	200	110	NA	42	257	215/55 R17	✓	NA	NA	12.3	✓	✓	✓	✓	Mar 21	★★★★☆
Turbo Diesel W4	8.69	1497/4	6	300	115	NA	42	257	205/65 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Turbo Diesel W8(O)	12.14	1497/4	6	300	115	NA	42	257	205/65 R16	✓	NA	NA	15.13	✓	✓	✓	-	Aug 19	★★★★☆
Turbo Diesel W6 auto	9.99	1497/4	6A	300	115	NA	42	257	215/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo Diesel W8(O) auto	12.69	1497/4	6A	300	115	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. Tata Harrier 3. Hyundai Creta

W5	13.77	2197/4	6	360	155	1785	70	NA	235/65 R17	-	NA	NA	NA	✓	✓	✓	-	NA	NA
W11(O) AT	19.49	2197/4	6A	360	155	1785	70	NA	235/60 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

800	3.00	796/3	5	69	48	730	35	177	145/80 R12	-	19.38	NA	NA	-	D	-	-	Nov 12	★★★★☆
800 VXi+	4.04	796/3	5	69	48	762	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

Std	3.71	998/3	5	90	68	726	27	NA	145/80 R13	-	15.00	154.3	16.38	✓	✓	-	-	Dec 19	★★★★☆
VXi+ AGS	4.99	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 3. Datsun Go+

LXi	4.66	998/3	5	90	68	805	32	NA	155/80 R13	-	NA	NA	NA	✓	✓	-	-	NA	NA
VXi 1.0 AGS	5.55	998/3	5A	90	68	825	32	NA	165/70 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
VXi 1.2	5.34	1197/4	5	113	83	830	32	NA	165/70 R14	-	NA	NA	NA	✓	✓	-	-	NA	NA
ZXi AGS	6.18	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. Datsun Go

LXi	4.53	998/3	5	90	68	815	35	235	155/80 R13	-	NA	NA	NA	-	-	-	-	NA	NA
ZXi (O) Auto	5.71	998/3	5A	90	68	850	35	235	165/70 R14	-	18.34	153.4	13.88	✓	✓	✓	-	May 14	★★★★☆
CelerioX VXi	4.99	998/3	5	90	68	815	35	235	165/70 R14	-	NA	NA	NA	✓	D	✓	-	NA	NA
CelerioX ZXi (O) Auto	5.79	998/3	5A	90	68	850	35	235	165/70 R14	-	18.34	153.4	13.88	✓	✓	✓	-	NA	NA





Model Name	Price (In Rs lakhs)	Displacement (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
------------	---------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## SWIFT

**For:** Peppy performance, equipment, efficiency. **Against:** Not much. **Verdict:** Still has the formula for success.

**Alternatives:** 1. Hyundai Grand i10 Nios 2. Ford Figo 2. Volkswagen Polo

LXi	5.73	1197/4	5	113	90	875	37	268	165/80 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
ZXi+ Auto	8.27	1197/4	5A	113	90	905	37	268	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 Nios 2. Mahindra KUV100

Petrol Sigma	4.89	1197/4	5	113	83	840	32	260	175/65 R15	-	NA	NA	NA	F	✓	-	-	NA	NA
Petrol Alpha Auto	7.31	1197/4	5A	113	83	865	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. Tata Altroz 3. Honda Jazz

Petrol 1.2 VTI Sigma	5.90	1197/4	5	113	83	865	37	339	185/65 R15	-	13.73	155.1	14.0	F	✓	-	-	Dec 15	★★★★☆
Petrol 1.2 VTI Alpha Auto	9.10	1197/4	CVT	113	83	935	37	339	195/55 R16	-	12.26	158.8	NA	✓	✓	✓	-	Mar 16	★★★★☆
Petrol DualJet Delta	7.45	1197/4	5	113	90	NA	37	339	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol DualJet Zeta	8.07	1197/4	5	113	90	NA	37	339	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA



## DZIRE

**For:** Frugal, practical diesel, great value. **Against:** Styling. **Verdict:** Tough to find a better entry-level saloon at this price.

**Alternatives:** 1. Hyundai Aura 2. Honda Amaze 3. Ford Aspire

LXi	5.94	1197/4	5	113	90	880	37	378	165/80 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
ZXi+ Auto	8.90	1197/4	5A	113	90	915	37	378	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



## CIAZ

**For:** Feature-packed. **Against:** Rivals are quicker. **Verdict:** A contemporary all-round package.

**Alternatives:** 1. Honda City 2. Volkswagen Vento 3. Hyundai Verna 4. Toyota Yaris

Petrol Sigma	8.42	1462/4	5	138	105	NA	43	510	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol Alpha Auto	11.33	1462/4	4A	138	105	NA	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+ 2. Renault Triber

5-Seater	3.98	1196/4	5	101	73	920	40	NA	155 R13 LT	-	NA	NA	NA	-	D	-	-	NA	NA
7-Seater	4.26	1196/4	5	101	73	940	40	NA	155 R13 LT	-	NA	NA	NA	-	D	-	-	NA	NA
5-Seater AC CNG	5.19	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. Mahindra Marazzo

LXi	7.69	1462/4	5	138	105	1135	45	209	185/65 R15	-	NA	NA	NA	✓	✓	-	-	NA	NA
ZXi Auto	10.47	1462/4	4A	138	105	1170	45	209	185/65 R15	-	13.07	156.6	11.0	✓	✓	✓	✓	Feb 19	★★★★☆



## XL6

**For:** Space, ergonomics. **Against:** Engine isn't punchy enough. **Verdict:** A well-equipped six-seater.

**Alternatives:** 1. Mahindra Marazzo

Zeta	9.85	1462/4	5	138	105	1180	45	209	185/65 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Alpha Auto	11.61	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. Mahindra XUV300 2. Hyundai Venue 3. Ford EcoSport

LXi	7.39	1462/4	5	138	105	NA	48	328	205/60 R16	-	NA	NA	NA	-	D	-	-	NA	NA
ZXi+ Auto Dual-tone	11.40	1462/4	4A	138	105	NA	48	328	205/60 R16	-	NA	NA	11.0	✓	✓	✓	✓	Jan 21	★★★★☆



## 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 Kicks

Sigma	8.39	1462/4	5	138	105	1130	45	353	215/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Alpha AT	12.39	1462/4	4A	138	105	1170	45	353	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA





Model Name	Price (In Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## 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



Ghibli Hybrid	115.40	1998/4	8A	450	330	1795	NA	500	235/50 R18	✓	5.7	255	NA	✓	✓	✓	✓	NA	NA
Ghibli Hybrid Gran Lusso	142.42	1998/4	8A	450	330	1795	NA	500	235/50 R18	✓	5.7	255	NA	✓	✓	✓	✓	NA	NA
Ghibli S Gran Sport	151.86	2979/6	8A	580	430	1810	70	500	235/50 R18	✓	4.9	286	NA	✓	✓	✓	✓	NA	NA
Ghibli S Gran Lusso	155.71	2979/6	8A	580	430	1810	70	500	235/50 R18	✓	4.9	286	NA	✓	✓	✓	✓	NA	NA
Ghibli Trofeo	193.17	3799/8	8A	730	580	1969	70	500	285/30 R20	✓	4.3	326	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.** BMW 8 Series Gran Coupé **3.** Mercedes-AMG GT 4-Door Coupé



Quattroporte	163.00	2979/6	8A	500	350	1760	80	530	285/30 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Quattroporte S	173.00	2979/6	8A	580	430	1760	80	530	285/30 R20	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Quattroporte Trofeo	B0	3799/8	8A	730	580	NA	80	530	285/30 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### GRANTURISMO

**For:** NA. **Against:** NA. **Verdict:** Italian GT with a naturally-aspirated V8.

**Alternatives:** **1.** Porsche 911 **2.** Lexus LC **3.** Aston Martin Vantage



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

### LEVANTE

**For:** NA. **Against:** NA. **Verdict:** The Maserati of SUVs.

**Alternatives:** **1.** Audi Q8 **2.** BMW X6 **3.** Mercedes-Benz GLE Coupé **4.** Porsche Cayenne Coupé



Levante Q4	141.00	2979/6	8A	500	350	2110	80	580	275/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Levante S Q4	153.00	2979/6	8A	580	430	2110	80	580	295/45 R19	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Levante Trofeo	B0	3799/8	8A	730	580	2205	80	580	295/35 R21	✓	3.9	304	NA	✓	✓	✓	✓	NA	NA

## MERCEDES-BENZ

### A-CLASS SEDAN

**For:** Badge, ride quality. **Against:** Price. **Verdict:** The first step to the three-pointed star.

**Alternatives:** **1.** BMW 2 Series **2.** Škoda Superb



A 200	39.90	1332/4	7A	250	163	1390	43	NA	225/50 R17	✓	8.1	230	NA	✓	✓	✓	✓	NA	NA
A 200 d	40.90	1950/4	8A	320	150	1510	43	NA	225/50 R17	✓	8.2	227	NA	✓	✓	✓	✓	NA	NA
AMG A 35 4MATIC	56.25	1991/4	7A	400	306	1590	51	420	235/40 R18	✓	4.8	250	NA	✓	✓	✓	✓	NA	NA

### 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



C 200 Progressive	49.41	1991/4	9A	300	204	1525	41	480	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C 220 d Progressive	51.15	1950/4	9A	400	194	NA	41	480	225/50 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
C 300 d AMG Line	54.25	1950/4	9A	500	245	NA	41	480	235/45 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
AMG C 43 4MATIC Coupé	80.17	2996/6	9A	520	390	1675	66	400	245/40 R18	✓	5.62	250	7.63	✓	✓	✓	✓	May 19	★★★★★
AMG C 63 Coupé	139.38	3982/6	9A	650	476	1790	66	400	285/35 R18	✓	5.08	250	NA	✓	✓	✓	✓	Jul 20	★★★★★

### E-CLASS

**For:** Comfort, technology, space. **Against:** Not much. **Verdict:** Longer wheelbase alternative to the competition.

**Alternatives:** **1.** BMW 5 Series **2.** Volvo S90 **3.** Audi A6



E 200 L Expression	63.60	1991/4	9A	320	197	1740	80	540	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
E 220 d L Expression	64.80	1950/4	9A	400	194	1810	80	540	225/55 R17	✓	8.5	240	13.5	✓	✓	✓	✓	Jul 17	★★★★★
E 350 d L AMG Line	80.90	2925/6	9A	600	286	1920	80	540	245/50 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### CLS-CLASS

**For:** Style, handling, badge. **Against:** Rear seat comfort. **Verdict:** The definitive four-door coupé.

**Alternatives:** **1.** BMW 630d Gran Turismo



CLS 300 d AMG Line	86.39	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.** Lexus LS



S 350 d L Maestro	151.27	2925/6	9A	600	286	1990	70	510	245/50 R18	✓	6.85	250	10.0	✓	✓	✓	✓	Apr 18	★★★★★
Maybach S 560 Maestro	223.92	3982/8	9A	700	469	2245	80	500	275/40 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Maybach S 650	278.54	5980/12	7A	1000	630	2360	80	500	285/35 R20	✓	7.31	250	4.75	✓	✓	✓	✓	Jun 20	★★★★★



Model Name	Price (In Rs lakhs)	Displacement (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 GT

**For:** Performance, presence, handling. **Against:** Price. **Verdict:** Raw, exciting sports car.

**Alternatives:** 1. Porsche 911 2. Jaguar F-Type 3. Nissan GT-R

GT R	263.83	3982/8	7A	700	585	1555	75	350	325/30 ZR20	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
------	--------	--------	----	-----	-----	------	----	-----	-------------	---	----	-----	----	---	---	---	---	----	----



## AMG GT 4-DOOR COUPÉ

**For:** Performance, presence, handling, room for four. **Against:** Price. **Verdict:** Exciting sports car for four.

**Alternatives:** 1. Porsche Panamera 2. Maserati Quattroporte

GT 63 S 4MATIC+	257.56	3982/8	9A	900	639	2045	80	461	295/35 ZR20	✓	3.51	315	5.5	✓	✓	✓	✓	Sep 20	★★★★★
-----------------	--------	--------	----	-----	-----	------	----	-----	-------------	---	------	-----	-----	---	---	---	---	--------	-------



## EQC

**For:** Performance, equipment, refinement. **Against:** Ride height, limited infrastructure. **Verdict:** Everyday electric luxury car.

**Alternatives:** 1. Jaguar I-Pace

EQC 400 4MATIC	104.07	E, 80kWh	1A	760	408	2495	-	500	275/45 R19	✓	NA	180	NA	✓	✓	✓	✓	NA	NA
----------------	--------	----------	----	-----	-----	------	---	-----	------------	---	----	-----	----	---	---	---	---	----	----



## GLC-CLASS

**For:** Size, equipment, brand value. **Against:** Not meant for serious off-roading. **Verdict:** Versatile compact luxury SUV.

**Alternatives:** 1. BMW X3/X4 2. Volvo XC60 3. Lexus NX

GLC 200	57.36	1991/4	9A	320	197	1755	66	580	235/60 R18	✓	7.8	217	7.63	✓	✓	✓	✓	Mar 21	★★★★★
GLC 220 d 4MATIC	63.13	1950/4	9A	400	194	1835	66	580	235/60 R18	✓	9.19	210	NA	✓	✓	✓	✓	May 20	★★★★★
GLC 300 4MATIC Coupé	66.66	1991/6	9A	370	258	1825	66	500	235/55 R19	✓	NA	240	NA	✓	✓	✓	✓	NA	NA
GLC 300 d 4MATIC Coupé	67.72	1950/6	9A	500	245	1875	NA	500	235/55 R19	✓	NA	233	NA	✓	✓	✓	✓	NA	NA
AMG 43 4MATIC Coupé	81.54	2996/6	9A	520	390	1855	66	500	285/40 R20	✓	6.05	250	6.0	✓	✓	✓	✓	Nov 20	★★★★★



## GLE-CLASS

**For:** Comfort, ride, brand value. **Against:** Price. **Verdict:** Great soft-roader with a brand image.

**Alternatives:** 1. BMW X5/X6 (AMG 53) 3. Porsche Cayenne/Cayenne Coupé (AMG 53) 3. Volvo XC90

GLE 450 4MATIC	93.07	2999/6	9A	500	367	2215	70	690	255/50 R19	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
GLE 300 d 4MATIC	77.25	1950/4	9A	500	245	2125	70	690	255/50 R19	✓	NA	225	NA	✓	✓	✓	✓	NA	NA
GLE 400 d 4MATIC	94.22	2925/6	9A	700	330	2265	70	690	255/50 R19	✓	NA	245	NA	✓	✓	✓	✓	NA	NA
AMG 53 4MATIC+ Coupé	127.56	2999/6	9A	520	435	2250	85	655	315/45 R21	✓	5.3	250	6.12	✓	✓	✓	✓	Dec 20	★★★★★



## GLS-CLASS

**For:** Comfort, space, equipment, ride, brand value. **Against:** Price. **Verdict:** Full-size luxury SUV gets even better.

**Alternatives:** 1. BMW X7 2. Lexus LX 3. Volvo XC90

GLS 450 4MATIC	104.71	2999/6	9A	500	367	2460	70	690	275/40 R20	✓	NA	246	NA	✓	✓	✓	✓	NA	NA
GLS 400 d 4MATIC	104.71	2925/6	9A	700	330	2505	70	690	275/40 R20	✓	6.3	238	9.0	✓	✓	✓	✓	Jan 21	★★★★★



## G-CLASS

**For:** Presence, off-road capability. **Against:** Price, manners at speed. **Verdict:** It may have a cult following, but it isn't for everyone.

**Alternatives:** 1. Land Rover Defender 110 2. Jeep Wrangler Rubicon

G 350 d	162.44	2925/6	9A	600	286	2453	75	487	265/60 R18	✓	9.03	199	9.0	✓	✓	✓	✓	Oct 20	★★★★★
AMG G 63	242.09	3982/8	9A	850	585	2560	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:** 1. Toyota Vellfire

V 220 d XL Expression	71.10	2143/4	7A	380	163	2260	70	1410	NA R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
V 220 d L Exclusive	87.70	2143/4	7A	380	163	2150	70	1030	225/55 R17	✓	12.28	195	10.0	✓	✓	✓	✓	Mar 19	★★★★★
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:** None

Cooper S 3-door	34.50	1998/4	7A	280	192	1235	44	211	195/55 R16	✓	NA	235	NA	✓	✓	✓	✓	NA	NA
Cooper S Convertible	38.90	1998/4	7A	280	192	1350	44	215	195/55 R16	✓	NA	228	NA	✓	✓	✓	✓	NA	NA
John Cooper Works	43.90	1998/4	8A	320	231	1310	44	211	195/55 R16	✓	NA	235	NA	✓	✓	✓	✓	NA	NA





Model Name	Price (In Rs lakh)	Displacement (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
<b>COUNTRYMAN</b>																			
<b>For:</b> Style, versatility. <b>Against:</b> Price. <b>Verdict:</b> Stylish, all-round premium compact car that you can use every day.																			
<b>Alternatives:</b> 1. BMW X1 2. Audi Q2																			
Cooper S Countryman	39.50	1998/4	8A	280	192	1460	51	450	225/55 R17	✓	8.40	225	11.50	✓	✓	✓	✓	NA	NA
JCW Inspired	43.40	1998/4	8A	280	192	1460	51	450	225/50 R18	✓	8.40	225	11.50	✓	✓	✓	✓	Dec 18	★★★★★



<b>MITSUBISHI</b>																			
<b>OUTLANDER</b>																			
<b>For:</b> Build quality, refinement, 4WD. <b>Against:</b> Brand presence. <b>Verdict:</b> Capable and refined proper SUV.																			
<b>Alternatives:</b> 1. Honda CR-V 2. Toyota Fortuner																			
2.4 (P) 4x4 AT 7-st	26.93	2477/4	CVT	222	167	1602	60	NA	215/70 R16	3	NA	NA	NA	✓	✓	✓	✓	NA	NA



<b>PAJERO SPORT</b>																			
<b>For:</b> Pedigree, chassis, reliability. <b>Against:</b> Interior, price. <b>Verdict:</b> A very competent off-roader.																			
<b>Alternatives:</b> 1. Ford Endeavour 2. Isuzu mu-X 3. Toyota Fortuner																			
2.5 Select Plus 4x2 AT	29.53	2477/4	5A	350	178	1935	70	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



<b>MORRIS GARAGES (MG MOTOR)</b>																			
<b>HECTOR</b>																			
<b>For:</b> Equipment, space. <b>Against:</b> Durability remains to be seen. <b>Verdict:</b> Stylish and well-equipped alternative MUV.																			
<b>Alternatives:</b> 1. Hyundai Creta 2. Jeep Compass 3. Mahindra XUV500																			
Petrol Style	12.90	1451/4	6	250	143	1554	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
Petrol Sharp CVT	18.10	1451/4	CVT	250	143	NA	60	NA	215/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Petrol Hybrid Super	14.40	1451/4	6	250	143	1644	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Petrol Hybrid Sharp	17.00	1451/4	6	250	143	1644	60	NA	215/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Diesel Style	14.21	1956/4	6	350	170	1633	60	NA	215/60 R17	✓	10.65	171.3	11.6	✓	✓	✓	-	NA	NA
Diesel Sharp	18.33	1956/4	6	350	170	1700	60	NA	215/55 R18	✓	10.65	171.3	11.6	✓	✓	✓	✓	Dec 19	★★★★☆



<b>HECTOR PLUS</b>																			
<b>For:</b> Equipment, flexibility. <b>Against:</b> Third row only suitable for younger lot. <b>Verdict:</b> Stylish and well-equipped MUV.																			
<b>Alternatives:</b> 1. Toyota Innova 2. Tata Safari 3. Mahindra XUV500																			
7-st Petrol Style	13.35	1451/4	6	250	143	NA	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
6-st Petrol Sharp CVT	18.90	1451/4	CVT	250	143	NA	60	NA	215/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
7-st Petrol Hybrid Super	14.85	1451/4	6	250	143	NA	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
6-st Petrol Hybrid Sharp	17.75	1451/4	6	250	143	NA	60	NA	215/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
7-st Diesel Style	14.66	1956/4	6	350	170	NA	60	NA	215/60 R17	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
6-st Diesel Sharp	19.13	1956/4	6	350	170	NA	60	NA	215/55 R18	✓	10.98	171.3	11.6	✓	✓	✓	-	Aug 20	★★★★☆



<b>GLOSTER</b>																			
<b>For:</b> Interior, equipment. <b>Against:</b> Not much. <b>Verdict:</b> Capable on and off the road.																			
<b>Alternatives:</b> 1. Toyota Fortuner 2. Ford Endeavour																			
Super 7-st	28.98	1996/4	8A	375	163	NA	75	NA	215/55 R19	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
Savvy 6-st	35.38	1996/4	8A	480	218	NA	75	NA	255/55 R19	✓	11.98	171.5	7.75	✓	✓	✓	✓	Oct 20	★★★★★



<b>ZS</b>																			
<b>For:</b> Style, equipment, fit-and-finish, safety. <b>Against:</b> Limited availability. <b>Verdict:</b> Usable everyday electric car.																			
<b>Alternatives:</b> 1. Hyundai Kona 2. Tata Nexon EV																			
ZS EV Excite	20.88	E 44.5kWh	1A	353	143	1509	NA	NA	215/50 R17	-	8.41	152.5	5.4/kWh	✓	✓	✓	✓	NA	NA
ZS EV Exclusive	23.58	E 44.5kWh	1A	353	143	1539	NA	NA	215/50 R17	-	8.41	152.5	5.4/kWh	✓	✓	✓	✓	Nov 20	★★★★★



<b>NISSAN</b>																			
<b>MAGNITE</b>																			
<b>For:</b> Value, space, comfort, design. <b>Against:</b> Not as sturdy as rivals. <b>Verdict:</b> Affordable all-rounder for all road conditions.																			
<b>Alternatives:</b> 1. Hyundai Venue 2. Maruti Suzuki Vitara Brezza 3. Toyota Urban Cruiser																			
1.0 (P) XE	4.99	999/3	5	96	72	939	40	336	195/60 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
1.0 (P) XV Premium	7.55	999/3	5	96	72	939	40	336	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) XL	6.99	999/3	5	160	100	1014	40	336	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) XV Premium	8.45	999/3	5	160	100	1014	40	336	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) XL CVT	7.89	999/3	CVT	152	100	1039	40	336	195/60 R16	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
Turbo (P) XV Premium CVT	9.35	999/3	CVT	152	100	1039	40	336	195/60 R16	✓	NA	NA	12.3	✓	✓	✓	✓	Jan 21	★★★★★





Model Name	Price (In Rs lakhs)	Displacement (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
------------	---------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## KICKS

**For:** Styling, punchy engine (Turbo). **Against:** Interior. **Verdict:** A stylish alternative in the compact crossover space.

**Alternatives:** 1. Renault Captur 2. Hyundai Creta

1.5 (P) XL	9.50	1498/4	5	142	106	NA	50	400	215/65 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
1.5 (P) XV	10.00	1498/4	5	142	106	NA	50	400	215/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) XV	11.85	1332/4	6	254	156	NA	50	400	215/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) XV Premium CVT	14.15	1332/4	CVT	254	156	NA	50	400	215/65 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



## 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 AWD R 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
----------	--------	--------	----	-----	-----	------	----	-----	-------------	---	----	-----	----	---	---	---	---	----	----



## PORSCHE

### 718 CAYMAN

**For:** Size, performance, quality. **Against:** Options can get pricey. **Verdict:** True-blue compact Porsche sports car feel.

**Alternatives:** 1. Jaguar F-Type Coupé 2. Ford Mustang

Cayman	85.46	1988/4	7A	380	300	1365	54	425	265/45 R18	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
GT4	163.73	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. Jaguar F-Type Convertible

Boxster	89.46	1988/4	7A	380	300	1365	54	275	265/40 R19	✓	5.7	275	8.75	✓	✓	✓	✓	Jul 17	★★★★★
Spyder	160.30	3995/6	6	420	420	1420	64	420	295/30 R20	✓	NA	301	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. Mercedes-AMG GT 2. Lexus LC 3. Nissan GT-R 4. Audi R8

Carrera	163.72	2981/6	8A	450	385	1505	64	135	295/30 R20	✓	NA	293	NA	✓	✓	✓	✓	NA	NA
Carrera Cabriolet	180.38	2981/6	8A	450	385	1575	64	135	295/30 R20	✓	NA	291	NA	✓	✓	✓	✓	NA	NA
Carrera S	184.04	2981/6	8A	550	450	1515	64	135	305/30 R21	✓	NA	308	NA	✓	✓	✓	✓	NA	NA
Carrera S Cabriolet	200.69	2981/6	8A	550	450	1585	64	135	305/30 R21	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
Targa 4S Heritage Design	BO	2981/6	8A	550	450	1675	64	135	305/30 R21	✓	NA	304	NA	✓	✓	✓	✓	NA	NA
Turbo S	307.83	3800/6	8A	800	650	1640	67	128	315/30 R21	✓	NA	330	NA	✓	✓	✓	✓	NA	NA



### PANAMERA

**For:** Luxury and performance. **Against:** Price. **Verdict:** Revitalised 2+2 grand touring package, now also in LWB avatar.

**Alternatives:** 1. Mercedes-AMG GT 4-Door Coupé 2. Maserati Quattroporte Trofeo 2. BMW 8 Series Gran Coupé

Panamera	144.49	2894/6	8A	450	330	1865	75	500	275/40 R18	✓	NA	270	NA	✓	✓	✓	✓	NA	NA
GTS	185.99	3996/8	8A	620	480	1995	90	500	285/40 R19	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
Turbo S	212.29	3996/8	8A	820	630	1995	90	500	315/35 R20	✓	NA	315	NA	✓	✓	✓	✓	NA	NA
Turbo S E-Hybrid	242.89	3996/8	8A	870	700	2350	80	403	325/30 R21	✓	NA	315	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

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

Cayenne	120.08	2995/6	8A	450	340	1985	75	770	275/50 R19	✓	NA	245	NA	✓	✓	✓	✓	NA	NA
Cayenne E-Hybrid	158.76	2995/6	8A	700	462	2295	75	645	275/50 R19	✓	NA	253	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo	192.83	3996/8	8A	770	550	2175	90	745	315/35 R21	✓	NA	286	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo S E-Hybrid	BO	3996/8	8A	900	680	2490	90	745	315/35 R21	✓	NA	286	NA	✓	✓	✓	✓	NA	NA



### CAYENNE COUPÉ

**For:** Performance, refinement, styling, driver appeal. **Against:** Price. **Verdict:** Just what was needed: a sportier Cayenne.

**Alternatives:** 1. Mercedes-AMG GLE Coupé 2. Land Rover Range Rover Sport/SVR

Cayenne Coupé	131.88	2995/6	8A	450	340	2030	75	625	275/50 R19	✓	NA	243	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo Coupé	198.01	3996/8	8A	770	550	2200	90	598	315/35 R21	✓	NA	286	NA	✓	✓	✓	✓	NA	NA





Model Name	Price (in Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## 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



0.8 Std	3.08	799/3	5	72	54	630	28	300	165/70 R14	-	18.97	135	17.75	-	D	-	-	Dec 15	★★★★☆
0.8 RxT	4.38	799/3	5	72	54	NA	28	300	165/70 R14	-	18.97	NA	NA	F	D	✓	-	NA	NA
1.0 RxL	4.30	999/3	5	91	68	NA	28	300	165/70 R14	-	NA	NA	NA	F	D	✓	-	NA	NA
1.0 Climber RxT(O) AMT	5.21	999/3	5A	91	68	NA	28	300	165/70 R14	-	18.48	NA	NA	F	D	✓	-	Dec 18	★★★★☆

### TRIBER

**For:** Space, ergonomics, equipment, flexibility. **Against:** Slightly underwhelming acceleration. **Verdict:** A uniquely flexible offering.

**Alternatives:** 1. Datsun Go+ 2. Maruti Suzuki Ertiga



RxE	5.30	999/3	5	96	72	947	40	84	165/80 R14	-	NA	NA	NA	-	D	-	-	NA	NA
RxZ	7.15	999/3	5	96	72	951	40	84	185/65 R15	-	18.36	146	13.0	✓	✓	✓	-	Feb 20	★★★★☆
RxL AMT	6.50	999/3	5A	96	72	NA	40	84	185/65 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
RxZ Dual-tone AMT	7.82	999/3	5A	96	72	NA	40	84	185/65 R15	-	21.17	132.8	12.0	✓	✓	✓	-	Sep 20	★★★★☆

### KIGER

**For:** Practically, equipment, space, fit-and-finish. **Against:** Not much. **Verdict:** An evolved compact crossover for the urban jungle.

**Alternatives:** 1. Hyundai Venue 2. Nissan Magnite 3. Mahindra XUV300



Energy RxE	5.45	999/3	5	96	72	1012	40	405	195/60 R16	-	NA	NA	NA	-	✓	-	-	NA	NA
Energy RxZ AMT	8.00	999/3	5A	96	72	NA	40	405	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo RxL	7.14	999/3	5	160	100	NA	40	405	195/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Turbo RxZ Xtronic	9.55	999/3	CVT	152	100	NA	40	405	195/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA

### DUSTER

**For:** Handling, ride quality, safety. **Against:** Rear leg space, quality of plastics. **Verdict:** Well-engineered car, great value for money.

**Alternatives:** 1. Hyundai Creta 2. Kia Seltos 3. Nissan Kicks



1.5 (P) RxS	9.39	1498/4	5	142	106	1204	50	475	215/65 R16	-	NA	NA	NA	✓	✓	-	-	NA	NA
1.5 (P) RxZ	9.99	1498/4	5	142	106	1210	50	475	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Turbo (P) RxE	10.49	1332/4	6	254	156	NA	50	475	215/65 R16	-	13.68	NA	NA	✓	✓	✓	✓	Oct 20	★★★★☆
Turbo (P) RxZ Xtronic	13.59	1332/4	CVT	254	156	NA	50	475	215/60 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## ROLLS-ROYCE

### GHOST

**For:** Luxury, brand value. **Against:** Price? **Verdict:** The most accessible step to the iconic British luxury brand.

**Alternatives:** 1. Bentley Mulsanne 3. Mercedes-Maybach S-Class



Ghost	695.00	6749/12	8A	850	571	NA	NA	NA	255/45 R20	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ghost Extended	795.00	6749/12	8A	850	571	2530	NA	NA	255/45 R20	✓	NA	NA	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.



Phantom	950.00	6749/12	8A	900	571	2560	NA	548	275/35 R22	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Phantom Extended	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



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



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



Cullinan	695.00	6749/12	8A	850	571	2660	100	600	275/40 R22	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cullinan Black Badge	820.00	6749/12	8A	900	600	2660	100	600	275/40 R22	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



Model Name	Price (In Rs lakhs)	Displacement (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
------------	---------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## ŠKODA

### RAPID

**For:** Build quality, high-speed stability, ride. **Against:** Not much. **Verdict:** Well-built car thus far let down by poor service.

**Alternatives:** 1. Volkswagen Vento 2. Hyundai Verna 3. Honda City

1.0 TSI Rider	7.49	999/3	6	175	110	1112	55	460	185/60 R15	-	10.75	NA	10.75	✓	✓	✓	-	NA	NA
1.0 TSI Rider Plus AT	9.49	999/3	6A	175	110	NA	55	460	185/60 R15	-	11.21	173.9	9.75	✓	✓	✓	✓	NA	NA
1.0 TSI Monte Carlo	11.79	999/3	6	175	110	1138	55	460	195/55 R16	-	10.75	NA	10.75	✓	✓	✓	✓	Jul 20	★★★★★
1.0 TSI Monte Carlo AT	13.29	999/3	6A	175	110	NA	55	460	185/60 R15	-	11.21	173.9	9.75	✓	✓	✓	✓	Nov 20	★★★★★



### OCTAVIA

**For:** Performance, quality, equipment. **Against:** Nothing, really. **Verdict:** Well-equipped, dynamically-superior D-segmenter.

**Alternatives:** 1. Hyundai Elantra 2. Honda Civic

RS 245	35.99	1984/4	7A	370	245	1403	50	590	225/40 R18	✓	NA	NA	NA	✓	✓	-	-	NA	NA
--------	-------	--------	----	-----	-----	------	----	-----	------------	---	----	----	----	---	---	---	---	----	----



### SUPERB

**For:** Build, comfort, luxury, presence, performance, equipment. **Against:** Not much. **Verdict:** Genuinely well-equipped sedan.

**Alternatives:** 1. Toyota Camry Hybrid

2.0 TSI AT Sportline	31.99	1984/4	7A	320	190	1460	66	625	215/55 R17	✓	8.13	206	9.5	✓	✓	✓	✓	NA	NA
2.0 TSI AT L&K	34.99	1984/4	7A	320	190	1460	66	625	215/55 R17	✓	8.13	206	9.5	✓	✓	✓	✓	Aug 20	★★★★★



### KAROQ

**For:** Build, comfort, practicality, equipment. **Against:** Nothing, really. **Verdict:** Safe, practical and well-rounded all-road vehicle.

**Alternatives:** 1. Volkswagen T-Roc 2. Mitsubishi Outlander

1.5 TSI AT	24.99	1498/4	7A	250	150	1530	50	588	215/65 R17	✓	11.0	NA	10.25	✓	✓	✓	✓	Sep 20	★★★★★
------------	-------	--------	----	-----	-----	------	----	-----	------------	---	------	----	-------	---	---	---	---	--------	-------



## 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

Revotron (P) XE	4.69	1199/3	5	113	86	935	35	242	155/80 R13	-	16.44	154.9	15.3	-	-	-	-	NA	NA
Revotron (P) XZ+	6.12	1199/3	5	113	86	982	35	242	175/65 R14	-	16.44	154.9	15.3	✓	✓	✓	✓	Jun 16	★★★★★
Revotron (P) XTA	5.99	1199/3	5A	113	86	982	35	242	175/65 R14	-	17.81	138.9	12.5	✓	✓	✓	✓	NA	NA
Revotron (P) XZA+	6.62	1199/3	5A	113	86	991	35	242	175/65 R14	-	17.81	138.9	12.5	✓	✓	✓	✓	Dec 18	★★★★★



### ALTROZ

**For:** Style, equipment, safety, handling. **Against:** Interior quality. **Verdict:** Tata's premium hatch challenger packs a punch.

**Alternatives:** 1. Hyundai Elite i20 2. Maruti Suzuki Baleno 3. Toyota Glanza

Revotron (P) XE	5.44	1199/3	5	113	86	1030	37	345	165/80 R14	-	NA	NA	NA	F	✓	-	-	NA	NA
Revotron (P) XZ Urban	7.89	1199/3	5	113	86	1030	37	345	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Revotorg (D) XE	6.99	1497/4	5	200	90	1150	37	345	165/80 R14	-	13.26	161.4	17.63	F	✓	-	-	NA	NA
Revotorg (D) XZ Urban	9.09	1497/4	5	200	90	1150	37	345	185/60 R16	-	13.26	161.4	17.63	✓	✓	✓	✓	Aug 20	★★★★★



### TIGOR

**For:** Unique design. **Against:** NA. **Verdict:** Stylish sub-four-metre alternative.

**Alternatives:** 1. Hyundai Aura 2. Honda Amaze 3. Maruti Suzuki Dzire

Revotron (P) 1.2 XE	5.39	1199/3	5	113	86	1035	35	419	155/80 R13	-	17.72	148.1	12.5	✓	✓	✓	✓	Sep 17	★★★★★
Revotron (P) 1.2 XZA+	7.49	1199/3	5A	113	86	1074	35	419	175/60 R15	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ziptron EV XE+	10.54	E 21.5kWh	1A	105	41	1215	NA	255	175/65 R14	-	NA	NA	NA	F	-	-	-	NA	NA
Ziptron EV XT+	10.86	E 21.5kWh	1A	105	41	1215	NA	255	175/65 R14	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



### 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

Revotron (P) XE	7.00	1198/3	6	170	120	NA	44	350	195/60 R16	-	NA	NA	NA	F	✓	-	-	NA	NA
Revotron (P) XZA+(O)	11.00	1198/3	6A	170	120	NA	44	350	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Revotron (D) XE	8.45	1497/4	6	260	110	NA	44	350	195/60 R16	-	NA	NA	NA	F	✓	-	-	NA	NA
Revotron (D) XZA+(O)	12.50	1497/4	6A	260	110	NA	44	350	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ziptron EV XM	13.99	E 30.2kWh	1A	245	129	1400	NA	350	215/60 R16	-	NA	NA	NA	F	✓	-	-	NA	NA
Ziptron EV XZ+ Lux	15.99	E 30.2kWh	1A	245	129	1400	NA	350	215/60 R16	-	NA	NA	NA	✓	✓	-	✓	NA	NA





Model Name	Price (In Rs lakh)	Displacement (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
------------	--------------------	-----------------------------	-------	-----------------	----------------	------------------	--------------------	---------------------	-----------	------------------	------------------	------------------	-----------------------------	---------------	---------	--------------	--------------	--------	----------------

## HARRIER

**For:** Style, presence. **Against:** Fit-and-finish, ergonomics (manual). **Verdict:** Tata's stylish mid-size SUV.

**Alternatives:** 1. Hyundai Creta 2. Jeep Compass 3. MG Hector

XE	13.84	1956/4	6	350	170	NA	50	425	235/70 R16	✓	NA	NA	NA	✓	✓	-	-	NA	NA
XZ+ Dark Edition	19.10	1956/4	6	350	170	NA	50	425	235/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XMA	16.40	1956/4	6A	350	170	NA	50	425	235/70 R16	✓	NA	NA	NA	✓	✓	-	-	NA	NA
XZA+ Dark Edition	20.30	1956/4	6A	350	170	NA	50	425	235/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## SAFARI

**For:** Space, flexibility. **Against:** Steering feel. **Verdict:** A venerable name reborn for the new decade.

**Alternatives:** 1. Mahindra XUV500 2. MG Hector Plus

XE	14.69	1956/4	6	350	170	NA	50	NA	235/65 R17	✓	NA	NA	NA	✓	✓	-	-	NA	NA
XZA+	21.25	1956/4	6A	350	170	NA	50	NA	235/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## TOYOTA

### GLANZA

**For:** Equipment. **Against:** Not much. **Verdict:** Toyota's entry in the premium hatch space.

**Alternatives:** 1. Hyundai Elite i20 2. Volkswagen Polo

G MT	7.08	1197/4	5	113	83	890	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
G MT Mild-hybrid	7.55	1197/4	5	113	90	910	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
V MT	7.71	1197/4	5	113	83	890	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
G CVT	8.40	1197/4	CVT	113	83	935	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
V CVT	9.03	1197/4	CVT	113	83	935	37	339	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA



### 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)	8.86	1496/4	5	132	90	1090	42	476	185/60 R15	-	NA	NA	NA	✓	✓	✓	-	NA	NA
1.5 (P) VX CVT	14.30	1496/4	CVT	132	90	1135	42	476	185/60 R15	✓	14.33	170	9.88	✓	✓	✓	✓	Jun 18	★★★★★



### CAMRY

**For:** Space, comfort, interior, equipment. **Against:** Not much. **Verdict:** Amongst the most comfortable chauffeur-driven cars.

**Alternatives:** 1. Škoda Superb

Hybrid	39.02	2487/4	CVT	NA	218	1665	50	454	235/45 R18	✓	9.49	187	15.25	✓	✓	✓	✓	Jun 19	★★★★★
--------	-------	--------	-----	----	-----	------	----	-----	------------	---	------	-----	-------	---	---	---	---	--------	-------



### URBAN CRUISER

**For:** Space, price. **Against:** Not much. **Verdict:** Affordable and convenient compact crossover.

**Alternatives:** 1. Hyundai Venue 2. Kia Sonet 3. Ford EcoSport 4. Mahindra XUV300

Mid	8.40	1462/4	5	138	105	1110	48	328	205/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Mid AT	9.80	1462/4	4AT	138	105	1125	48	328	205/60 R16	-	NA	NA	NA	✓	✓	✓	-	NA	NA
Premium	9.80	1462/4	5	138	105	1130	48	328	215/60 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
Premium AT	11.30	1462/4	4AT	138	105	1140	48	328	215/60 R16	-	NA	NA	11.0	✓	✓	✓	✓	Jan 21	★★★★☆



### INNOVA CRYSTA

**For:** Comfort, interior, equipment, ride, handling. **Against:** Not much. **Verdict:** A further improved creation that raises the game.

**Alternatives:** 1. Kia Carnival

2.4D G+ 7-st	16.44	2393/4	5	342	150	1815	55	NA	205/60 R16	✓	14.13	145.4	12.0	✓	✓	✓	✓	NA	NA
2.4D Z A/T	23.63	2393/4	6A	359	150	1880	55	NA	215/55 R17	✓	14.13	145.4	12.0	✓	✓	✓	✓	May 16	★★★★★
2.4D Touring Sport Z A/T	24.67	2393/4	6A	359	150	1890	55	NA	215/55 R17	✓	14.13	145.4	12.0	✓	✓	✓	✓	NA	NA
2.7P GX 7-st	15.66	2694/4	5	245	166	1730	65	NA	205/60 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.7P Touring Sport Z A/T	22.46	2694/4	6A	245	166	1800	65	NA	215/55 R17	✓	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. Mahindra Alturas G4 3. MG Gloster

2.7 Petrol	29.98	2694/4	5	245	166	1985	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.7 Petrol A/T	31.57	2694/4	6A	245	166	1985	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.8 Diesel	32.48	2755/4	6	420	204	2085	80	NA	265/65 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.8 Diesel 4x4 A/T	37.43	2755/4	6A	500	204	2210	80	NA	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Legend 4x2 A/T	37.58	2755/4	6A	500	204	2085	80	NA	265/60 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



### VELLFIRE

**For:** Luxury, interior, equipment, ride quality. **Against:** Price? **Verdict:** A luxury vehicle like few others.

**Alternatives:** 1. Mercedes-Benz V-Class

Executive Lounge E-Four	83.50	2494/4	CVT	NA	199	2220	58	NA	225/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
-------------------------	-------	--------	-----	----	-----	------	----	----	------------	---	----	----	----	---	---	---	---	----	----





Model Name

Price (In Rs lakhs)

Displacement  
(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

## 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 Grand i10 Nios/i20 2. Maruti Suzuki Swift/Baleno

1.0 MPI Trendline	5.82	999/3	6	95	76	1015	45	280	175/70 R14	-	NA	NA	NA	-	✓	-	-	NA	NA
1.0 TSI Highline+	8.34	999/3	6	175	110	NA	45	280	195/55 R16	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.0 TSI Highline+ AT	9.45	999/3	6A	175	110	NA	45	280	195/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
GT TSI	9.93	999/3	6A	175	110	1093	45	280	195/55 R16	✓	NA	NA	11.75	✓	✓	✓	✓	Apr 21	★★★★★



### VENTO

**For:** Space, ride quality, handling, build quality. **Against:** Not much. **Verdict:** A complete sedan.

**Alternatives:** 1. Škoda Rapid 2. Hyundai Verna 3. Honda City

1.0 TSI Trendline	9.09	999/3	6	175	110	NA	55	460	175/70 R14	-	NA	NA	15.75	✓	✓	✓	-	Apr 21	★★★★★
1.0 TSI Highline+ AT	13.68	999/3	6A	175	110	NA	55	460	195/55 R16	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



### T-ROC

**For:** Style, comfort, performance. **Against:** Not much. **Verdict:** Fresh new SUV an exciting proposition.

**Alternatives:** 1. Hyundai Creta 2. Kia Seltos 3. Tata Harrier

1.5 TSI DSG	21.35	1498/4	7A	250	150	NA	50	445	215/55 R17	✓	NA	NA	NA	✓	✓	✓	✓	Jan 21	★★★★★
-------------	-------	--------	----	-----	-----	----	----	-----	------------	---	----	----	----	---	---	---	---	--------	-------



### TIGUAN

**For:** Safety, comfort, performance. **Against:** Price. **Verdict:** Globally noted premium crossover SUV packs a punch.

**Alternatives:** 1. Škoda Kodiaq 2. Ford Endeavour 3. Toyota Fortuner

TSI DSG 4Motion	80	1984/4	7A	320	190	NA	71	NA	235/55 R18	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Allspace TSI DSG 4Motion	34.20	1984/4	7A	320	190	1740	71	340	235/55 R18	✓	NA	212	NA	✓	✓	✓	✓	NA	NA



## VOLVO

### S60

**For:** Safety, practicality, comfort, style. **Against:** Not much. **Verdict:** A bold new take on the sport-luxury sedan.

**Alternatives:** 1. BMW 3 Series 2. Mercedes-Benz C-Class 3. Audi A4

T4 Inscription	45.90	1969/4	8A	300	190	1700	60	442	235/40 R18	✓	7.1	180	10.5	✓	✓	✓	✓	Jan 21	★★★★★
----------------	-------	--------	----	-----	-----	------	----	-----	------------	---	-----	-----	------	---	---	---	---	--------	-------



### S90

**For:** Safety, practicality, comfort, style. **Against:** Not much. **Verdict:** A step up from the S80.

**Alternatives:** 1. BMW 5 Series 2. Audi A6 3. Mercedes-Benz E-Class

D4 Inscription	58.90	1969/4	8A	400	190	1840	55	500	245/45 R18	✓	9.29	230	12.0	✓	✓	✓	✓	Dec 16	★★★★★
----------------	-------	--------	----	-----	-----	------	----	-----	------------	---	------	-----	------	---	---	---	---	--------	-------



### XC40

**For:** Safety, interior, practicality, efficiency. **Against:** Not much. **Verdict:** Stylish and modern compact SUV.

**Alternatives:** 1. Audi Q2 2. BMW X1 3. Mercedes-Benz GLA-Class

T4 R-Design	39.90	1969/4	8A	300	190	1598	54	460	235/55 R18	✓	NA	210	NA	✓	✓	✓	✓	NA	NA
-------------	-------	--------	----	-----	-----	------	----	-----	------------	---	----	-----	----	---	---	---	---	----	----



### XC60

**For:** Safety, style, equipment. **Against:** Not much. **Verdict:** Practical, safe, value-for-money family luxury car.

**Alternatives:** 1. BMW X3 2. Mercedes-Benz GLC-Class

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. Lexus RX

D5 AWD Inscription	87.90	1969/4	8A	480	235	2030	71	316	275/45 R20	✓	9.04	220	9.25	✓	✓	✓	✓	Jan 16	★★★★★
T8 TE AWD Inscription	96.65	1969/4	8A	640	390	2367	50	316	275/45 R20	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
T8 TE AWD Excellence	131.24	1969/4	8A	640	390	2434	50	726	275/45 R20	✓	NA	230	NA	✓	✓	✓	✓	NA	NA







**BIG BOY TOYS**  
Supercars for Superstars



# SELL US YOUR CAR IN 29 MINUTES



**Instant  
Valuation**



**Book An  
Appointment**



**Sell  
Your Car**

**CALL NOW : +91 9999 9999 15**

**Gurgaon Headquarters**

Plot No. - 134, Sector 37  
Pace City - 1, Gurgaon  
Haryana - 122001

**Hyderabad Studio**

Shangrila Plaza, Road No. - 2  
Banjara Hills, Hyderabad  
Telangana - 500034

**Mumbai Studio**

7, Hubtown Sunmist, Solaris  
Telli Galli, Andheri East  
Mumbai, Maharashtra - 400053

[www.bigboytoyz.com](http://www.bigboytoyz.com)

[sales@bigboytoyz.com](mailto:sales@bigboytoyz.com)

(+91) 9999 9999 83

(+91) 124 466 6666



# Iconic. Incomparable. The all-new i20. Now, the Indian Car of The Year 2021.

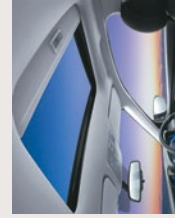
The all-new i20 with advanced features, powertrains and transmissions is the true premium hatchback.



Engines: Turbo petrol, diesel & petrol.  
Transmissions: iMT, DCT, iVT & MT.



Available in Turbo (120 ps)



Electric sunroof



Bose premium 7 speaker system



Tyre pressure monitoring system (highline) with display on MID



Give a missed call on 8884709630



**Complete Peace of Mind**  
3 Years Road Side Assistance (RSA)



**Hyundai ClicktoBuy**

**Hyundai Mobility Membership**



Terms & Conditions apply. Segment is defined by comparable hatchbacks with length from 3 971 mm – 3 995 mm, height from 1 469 mm – 1 544 mm, petrol engine capacity from 998 cc – 1 199cc and diesel engine capacity from 1 493 cc – 1 497 cc. \*Customer has an option to choose from warranty options: 3 years/100 000 km or 4 years/50 000 km or 5 years/40 000 km. #Lowest average yearly periodic maintenance service cost of ₹2 875 for 5 years/50 000 km, i20 (1.2 l petrol) in Delhi. Source: Cardekho.com for 5 years. Visit your nearest Hyundai dealership for more details. Features and specifications as shown may not be part of standard fitment and are subject to change without prior notice. Hyundai urges you to follow traffic rules – these are meant to keep you safe on roads.

INNOCENT-007/21