



TOYOTA

7 Seater  
Dual A/C  
High Ground Clearance

NAVANA  
Navana Limited 09666-770077

THE ALL-NEW  
AVANZA  
.....Because I Love My Family



Testing
the hype

Is the new(ish) Allion/Premio worth it?



This week on Shift, we look at two of the best selling cars in Dhaka city; two models which started pouring into our city about ten years ago and continue to outsell everything else in the market today. There are countless number of them all over, and you know plenty of people who has got one. My family has had a 2002 Allion as a daily driver for seven years, which was then replaced last year with a 2010 model. Its driven daily and used as a proper family car.

The Allion and Premio were introduced to spiritually succeed Toyota's long line of Carinas and Coronas. Now in its second generation after 2007, both the cars received visual facelifts with redesigned front and rear lights, a new front grille on the Premio and a redesigned front bumper on the Allion. They've made them a lot more modern and economical over the years with features like keyless entry, CVT transmission, electronic steering assist and plenty of things here and there. There is not much to talk about in terms of what's under the hood, they're a pair of identical twins in different costumes, sharing almost all mechanical components with the Corolla including the 1500cc 1nzfe engine.

The interior is exactly the same

between the two. Available in either black or beige (the latter a premium feature), the interior has a more minimalist approach than its predecessors. The dash and panels are dressed in faux leather and fake wood that still looks and feels nice.

Surprisingly, everything looks like it was actually designed and not cut-pasted. The buttons feel better built and everything is well put together. The factory HDD playback unit is a rare option, but all the cars come with quite good speakers. Steering

controls and reverse camera became more or less standard over the years, bumper sensors are extremely rare and sunroofs were never a factory option. Leg space is excellent throughout

and there are more cupholders and storage boxes than you'll ever need. The rear seats can be reclined to a decent angle, or folded

forward to form a flat storage space that goes through to the trunk. Take it to one of the many post-apocalyptic roads of our city and the car will still feel reasonably comfortable and relaxed. The suspension is slightly firmer yet smoother at the same time, absorbing bumps and tackling potholes brilliantly. Ground clearance is good for Dhaka's roads.

The cars drive similar to anything else in its class, while the electronic steering assist and CVT transmission results in noticeable changes compared to their predecessors. It is structurally more rigid and a lot lighter, hence, faster and more efficient. Instead of gears, CVT incorporates two pairs of cones and a steel belt to change ratios. The results, 8-13 kilometres per litre of fuel in the city and over 16 on the highway if you know how to drive it right. It is seamless but utterly boring to some, since obviously it doesn't shift, in the conventional sense of the

word. Should you be feeling a bit frisky, pop the gear in "S" and the transmission will keep the engine at peak power as you put your foot down to get you to the top end of your speedometer as fast as possible. While it does reach the other end at 180, you won't have fun at it. There's not much room for complaint either since you're in a grocery-getting 1500cc econobox to start with.

Much like everything else they make, the cars share one major flaw with the rest in Toyota's lineup. The lack of any soul. They're great cars, but there's no sense of fun driving them. Their predecessors, the Carina, came with a GT variant that had a high revving 4AGE motor and sporty bits all over, while the current pair only receives plastic body kits and chrome garnishes as purchasable upgrades. However, should you be in the market for a car of their class, Toyota's reputation for resale value, reliability and cheap maintenance should put the pair at the top of your shortlist. With the Premio usually priced slightly higher than its equivalent Allion, the current price of the cars (2008 onwards) stand between 24 to 34 lacs depending on year, options and grade.

AADNAN ZAMAN

Hot in the world of
2 wheelers



Vespa 946 Scooters are cool. They are quiet, quick and very, very retro. And the coolest, 'retroest' one is built by the makers of the original Vespa. This Vespa 946 takes its cue from first Vespa from 1946. The super curvy scooter has a 125cc engine with 150cc following soon. Don't be fooled by the retro styling, it's all high tech underneath with double disc braking coupled with a two-channel ABS system. The fuel injected 3 valve, 4 stroke, air cooled engine gives out 11hp and offers 155mpg, which is impressive. There's extensive use of aluminum, making it very light. It's not cheap though, at an equivalent of almost 8.3 lakh taka. But then, that's a whole lot of style for that money.



2014 Honda CBR300R Just released in China, an emerging automobile market, this is Honda's new 'beginner's' bike. Yes, in BD beginners don't get much more than 100cc. But 250-300cc is considered the right amount for starting these days in the rest of the world. This comes with a single cylinder 286 cc engine with max power of 30.3 hp @8,500 rpm and max torque of 19.5 lb/ft @7,250 rpm. Priced at \$4200 this should make for a cracking entry-level bike. And the Fireblade reminiscent looks don't hurt either.



Hero Honda Karizma ZMR Hero Honda has shown a brand new version of its performance motorcycle, Karizma and ZMR, which is mostly the same as the old bike. Karizma ZMR is the ZMR produces 19.7 hp and 19.7 Nm torque. It's basically a cosmetic redesign, unfortunately, by the horizontal ones are too much to take in,



Aprilia Caponord 1200 Tourers aren't seen much in BD cause of one main reason. Tourers need to have a lot of juice and we are officially limited to 155cc. Meh. This is the latest from Aprilia, boasting a large 1197cc V-Twin engine. Aside from the usual techno gadgetry of engine mapping and traction control, this also gets active suspension damping and cruise control.



MV Agusta Rivale 800 Styling can't get any more aggressive and futuristic than this. And we're not complaining. This is art-work, something we think Da Vinci would have penned instead of the Mona Lisa if he was in this century. The powertrain is taken from the insane race prepped F3 and Brutale 800. That gives it 125 hp, backed by 60 ft.-lb. of torque at 8600 rpm. Add to that the standard ride-by-wire throttle, traction control and selectable power mapping.



KTM Duke 125 Bajaj Auto hiked its stake in Australian bike manufacturer KTM from the 14.5 per cent it bought in 2007 to about 48 per cent now, investing Rs 1,200 crore. This is promising for bike enthusiasts in BD because KTM makes some seriously cool bikes, one of which falls within our weird bike import restriction on anything above 155cc. Anywhoo, the Duke 125 looks to be immensely fun. Brilliant chassis design, lightweight, and offering world-class standards in equipment for a bike of this class. It's the first of this class to offer ABS braking mated to an engine that pumps out 15hp @10500rpm. Liquid cooling, six-speed gearbox and forced oil circulation ensure the bike is ready for race and stunts

alike. It's priced at 1 lakh rupees plus in India. Check out the videos to hear how this sounds. It's unlike any 125cc we've seen here. Expect more than 4 lakh taka f it comes to our shores.

EHSANUR RAZA RONNY

OPTIONS: GAME TO PLAY

Real Racing 3

Platform: Android, IOS, Blackberry

Racing games on mobile are limited to the adrenaline fueling arcade numbers where you race, hit, jump and blast away with nitro. Real Racing is a little different. As the name says, it's quite real. Imagine Gran Turismo or Forza but on a smaller scale and you have this.

You get a huge assortment of crisply



detailed cars. 69 Charger, Audi R8, GTR, Lexus LFA – that's a just a small example of what's available with available performance mods. What's really cool is that the developers regularly update the game with new cars and tracks. Last month they added Dubai to the list of tracks available along with a Bentley Continental GT and a Mercedes SLS. This month they added a whole new Ferrari pack with a 458 thrown in. And it's all free.

The game requires you to brake and to follow proper lines to make sure your times are better. They have a twist on the whole real time system where you can race against your friends. If someone has raced a track

before, their best moves are saved and you race against that. But, you can also bump and hit their cars and the algorithm will respond accordingly.

Couple of glitches: There is no replay option so I can't revel in my awesomeness. Also, I can't make any of the cars flip. Cars slide off track and hit the wall but there is



no mid-air drama. Or explosions. Movies have shown me that cars flip and explode. Another thing is some of the car performances aren't THAT accurately sorted. A new Dodge Challenger cannot in any way be better than a light, sharp Skyline R34. But here, the Dodge performs better although it does feel heavier.

If you haven't tried this out, you should. It's a great racing sim, occasionally difficult and challenging but beating a bunch of friends is rewarding. And make sure your device has at least 1GB of RAM to handle the load.

EHSANUR RAZA RONY

250 Reasons to make it big in life

The Bugatti Veyron at roughly \$2m, is honestly pushed into a dark corner when it comes to the topic of the most expensive cars ever.

A 1963 Ferarri 250 GTO racer has taken the title for the most expensive car...in the world, ever. Owner's identity remains unknown though. At a staggering 52 million pounds, it has seen a 533,233.33% increase in its value, originally costing just £6,000 new. That's a lot of numbers.

Why the 250 GTO, you might ask. It's a beauty to behold, the racing pedigree along with the voluptuous curves on a road car, should justify the price. Every single one of the 39 ever made, did what they were built for: stacking up win after win. This very \$52m car took victory in the 1963 Tour de France road race. Under it's slender bonnet lay one of the finest V12 motors ever built, adding up to one of the reasons for the 250 GTO's immense appeal. It's an investment for many, as the value might even increase further down the road (while in the meantime the owner gets the satisfaction of owning one



such a desirable car).

We'd settle for a 1/18 scale version of it at a much, much cheaper price. The shelf it might grace will be honored.