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THE ALL-NEW
AVANZA
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TEST DRIVE

Whole Nine Yaris

2014 Toyota Yaris



When it comes to manufacturing family sedans and practical city cars for a bustling, overpopulated city like Dhaka, Toyota is hard to beat. Their Corolla is the largest selling family sedan in the world, a brand name by itself, Toyota a veritable powerhouse in engineering cars for the masses. Over the course of the Corolla's history, many have challenged, often unsuccessfully, the dominance of the Corolla. Now, in Dhaka, it seems the next challenger to the Corolla's crown is coming from Toyota's own stable.

The Yaris does not seek to displace the Corolla from the top of the family sedan food-chain. As with older models, the Yaris is marketed as a budget friendly, fuel bill saving sub-compact car for families. It's an alternative to the larger, more refined Corolla, but the Yaris is in no way compromising the quality in its attempt to be a cheaper alternative.

The old Yaris/Vitz/Belta/Vios (many names, one car for different markets) was a well-rounded small sedan, with zesty engines which, although they lacked the oomph in horsepower and torque figures, were actually quite suited to Dhaka city driving. In a city where you can use just a fraction of an engine's power, only required for darting in between traffic after standing still for hours, the Yaris made a lot of sense with its 1.3 liter engine. It was also fuel-efficient, to boot.

The same formula is retained for the new Yaris. The engine is the same 1.3 liter 2NZ-FE, a DOHC VVT-i equipped 4 cylinder putting out 84 horsepower and 89 lb-ft of torque. It doesn't seem like much on paper, but when we took it out for a drive, the Yaris surprised us with smooth throttle response and seamless power delivery. For city driving and as a family runabout car, the Yaris gets the job done without any complaints. A little more power would have been better, naturally, but keeping



in mind that fuel efficiency is a high point for this car, the low power figures make more sense.

Handling is also similarly precise and as sharp as it gets for a basic family sedan. There is a little bit of float, but that is expected from a car without any particular sporting aspirations. Its easy to maneuver in traffic, with good visibility from the large, tall windshield and side windows, the car going where you point it with relative ease. The suspension is optimized for Dhaka streets, a major selling point for brand new Toyotas here, since the terrible state of the roads are taken into account when the cars are specced for Bangladesh. The suspension is stiffened up



Yaris interior has nice materials and modern design; nice place to be in.

for our potholed roads, ensuring longevity of the suspension components, but its still soft enough to not be annoying. An obvious

downside to this is a bit of a harsh ride over bumps, the car jarring over speed-breakers if you take them on at a fast pace.

The padded seats and the interior cancels out most of the downside to having a stiff suspension setup, though. The cabin is sharply designed, with the materials that are more up-market than the previous generations. The



Loads of trunk space for you to sacrifice for a CNG tank.

center console has an intuitive layout and the dials are sporty and easy to read. There's plenty of leg room in the back, the body design allowing the car to have a more spacious interior than the body seems to allow.

Its longer than the previous generation Yaris, although the wheelbase is the same, due to a shared chassis. Its also taller, the front and rear overhangs are slightly stretched out, with sharp looking wraparound head and taillights giving the Yaris a distinctive appearance. Its certainly a departure from the bulbous, cutesy face of the last gen model. The 2014 Yaris looks sharp and has a hint of sportiness to it, which will obviously please the younger crowd.

SPECS

2014 Toyota Yaris G

Engine: 1.3 liter 2NZFE VVT-i 4 cylinder (84 HP @6000 RPM, 89lb-ft @4400 RPM)

Transmission: 4 speed auto

Wheels and tires: 185/60 R15 tires with original Toyota alloys

Brakes: Ventilated discs front, drum brakes rear with ABS

Options: Front airbags (driver, passenger), push start, wireless remote system and boot release, USB and auxiliary cable supported audio system, steering mounted audio controls, four cupholders

Price: Starts from 28,00,000 Taka, two grades available (G and E). Contact Navana Limited for details.

Alternatives: Honda City, Hyundai Accent, Ford Fiesta.

VERDICT

The Yaris is a viable zero-mileage alternative to more upmarket family sedans, with good driving dynamics, decent value for money, and a newfound sense of style, the whole nine yards. If you can set aside your preferences for the grey market Toyotas and consider the advantages a brand new Toyota comes with, the Yaris is a very good option.

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GAME REVIEW

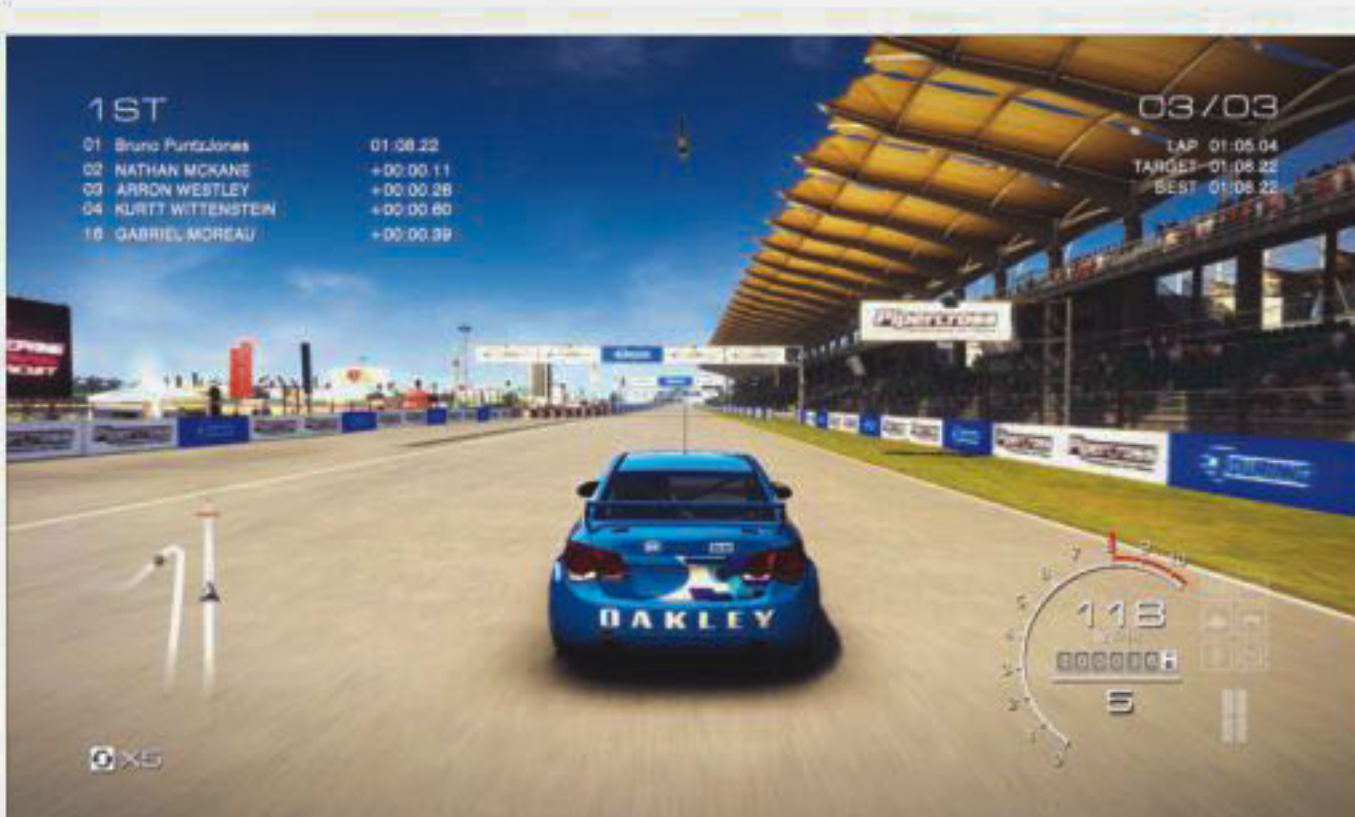
Grid Autosport

Codemasters seems to release a new racing game almost every year. With titles like Dirt and Grid under its banner, Codemasters Racing has a formidable lineup of simulation and semi-arcade racing games piling up in its portfolio. Their latest game, and the newest instalment in the Grid series, ticks all the right boxes for the automotive and motorsport enthusiast.

Simulation racing game fans are a fickle kind, and if the driving dynamics aren't up to the mark, they will easily throw aside a game in favour of more technically "correct" games. Grid has always been the game of choice for PC simulation gamers, who have always been left out by the masters of sim-racers, GranTurismo and Forza, games which are for consoles only. So when Codemasters came up with an accurate simulation racer, gamers got a reason to put aside the controller and pick up the keyboard.

Grid Autosport is very similar to the last Grid game in terms of driving mechanics, which is a good thing. The main changes come in the race types and the layout. While the last Grid game focused mostly on a blend of street, drift, grip and full on racecar experiences, Grid Autosport takes a neater approach, dividing up all the racing disciplines into individual contracts which allows you to focus on the disciplines you are most passionate about. Each contract lasts a season, and once you sign a contract, you must complete the season before you can move on to another. The disciplines are: Touring, Endurance, Open Wheel, Tuner, and Street.

The gameplay is demanding, the learning curve is steep if you turn all of the driving aids off and crank up the opponent difficulty. This is the correct way to play a serious simulation racer, as there are countless games out there which you can play for fun, but very few which is as rewarding as Grid Autosport in its hardest difficulty setting. With each race, the frustration creeps in, and if you can maintain a level head, you can actually notice your technique improving as you edge up the race standings. Thankfully, the game doesn't shut you down or restrict your ability to progress with average results, so the room for



improving your technique is always there, a feature that is sadly lacking from most other simulation racers.

The graphics is great, the car selection is tasteful and inspired, and the variety and breadth of the cars and tracks will keep you coming back for more. One annoyance is the way the race season progresses. It would be nice to have a pause in between races, but in a slightly stupid move, the developers thought it'd be a great idea to throw race after race at the gamer before he tires of it and quits the game. Why would you not put in a pause screen before every race? Car customization was present in limited form in the old game, but its sadly entirely absent in the campaign mode of the new one.

Recommended for serious automotive enthusiasts.
Rating: 8/10

SHAER REAZ

111 Years of Ford

It is Ford Heritage Month and AG Automobiles, exclusive dealers of Ford Motor Company in Bangladesh, is celebrating Ford's 111th Anniversary during this month of June. To celebrate this auspicious occasion, the Ford 3S center at Abdullahpuri, Uttara, has been transformed into a Ford history exhibition gallery where customers and guests can revisit the early days of Ford Motor Company and learn about the vision of Henry Ford and the company he started that "put the world on wheels".

One hundred and eleven years ago, on June 16, 1903, Henry Ford and 11 original investors signed incorporation papers to form Ford Motor Company, starting with a dream, \$28,000 in cash, some blue prints and tools. Globally, Ford cars have set the standards in terms of safety, innovation, fuel efficiency and performance for a long time.

As a part of the heritage month, AG Automobiles is also organizing



an event 'Night at the Movies' on 21st June. The objective is to showcase Ford's rich history on the silver screen. Fans and enthusiasts will have a chance to learn about Ford heritage and its place in pop culture, win various prizes and, of course, watch a movie featuring the most famous Ford vehicles. From James Bond's "Goldfinger" to Steve McQueen's "Bullitt" and most recently, with the blockbuster hit "Need for Speed," Ford Motor Company's vehicles have made appearances in thousands of films, TV shows and songs.

"Our Heritage Month celebrations give us the opportunity every year to rally around and appreciate the many industry-shaping contributions that Ford Motor Company has made throughout history," said Hossain Khaled, Managing Director, AG Automobiles Ltd, in a statement.

David Westerman, Managing Director, Asia Pacific, Ford Export & Growth Operations, said "AG Automobiles will come up with more attractive Ford models in the coming days in the Bangladeshi automobile Market. With almost 7 years of successful journey and an array of brand new product and service initiatives underway, I trust Ford's future will be filled with nothing but success stories here in Bangladesh".

Shift page updates



Loads of car spotting and fan posts this week, our resident "Rooftop Sniper" Shadman Al Samee snapping a clean Integra DC coupe (a bug-eyed rarity on Dhaka's streets) and a lime green Probox. Plenty of compliments directed towards the Integra, while the Probox got a good bit of hate, naturally.

Ardent Shift fan Stalen Nibir shared a picture of his yellow 1:64 scale Dodge Viper GTS-R with us, an issue of Shift used as the background (we love you guys too!). ShobSaleheen sent in his own car spotting, with a BMW and KIA spliced together in the depths of hell's garage. A KIA Sorento with BMW X3 headlights, kidney grille and other bits and pieces, the KIA was reduced to a wavy paneled mass of bleh-ness.

Come join the fun and have a chance at seeing your name in print.

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