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TEST DRIVE

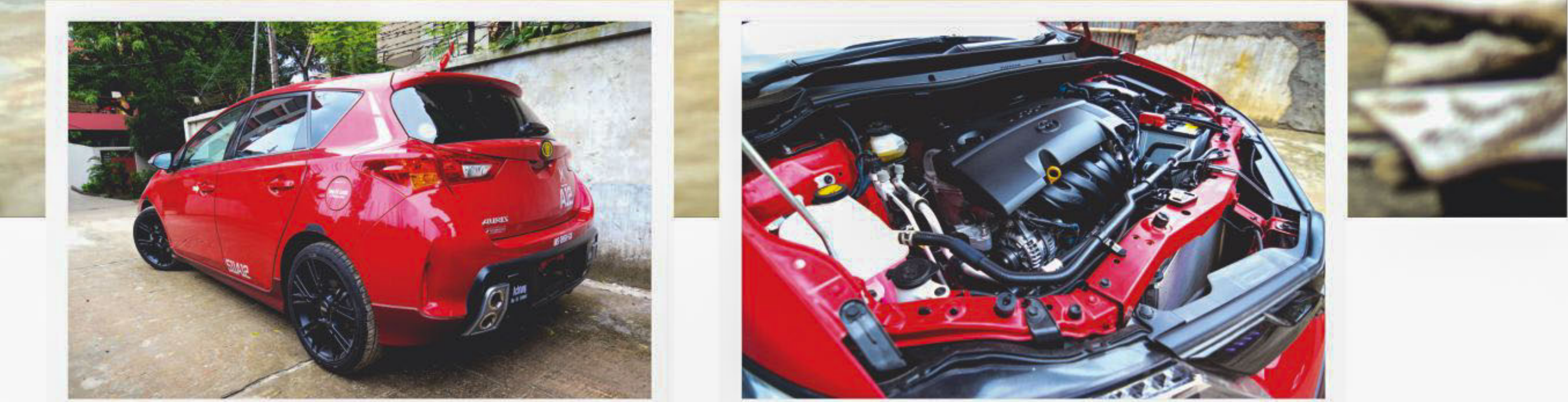
Mad Manga

2013 Zeonic

Toyota

Char Auris





The brand new Toyota Corolla is facing a few problems in Bangladesh. Equipped with the 1.6 liter engine, Navana expected the newest Corolla to be prohibitively expensive before the budget was announced, but even though the new duty structure favours cars with 1500cc up engines, the new model is still pretty expensive.

So where do you turn to in search of cheaper deals? The grey market has seen an inflow of a few reconditioned Corollas, priced around the 25 to 30 lakh taka range, which could provide what you're looking for.

This week we test the 2013 Toyota Auris, a special "Char Aznable" edition launched by Toyota. With a tag like that you'd expect a Mobile Suit Gundam hiding away in the boot, but sadly, all that iterates is a funky bodykit and an overload of Japanese manga inspired stickers. In terms of performance, the Auris Manga is the same as a regular Auris, though.

The bodykit, inspired by the Mobile Suit Gundam "mecha" anime/manga, is part of an aggressive and in your face styling treatment, to rope in the younger customers. The styling cues are anything but innocuous, but if you're big on anime and the Japanese culture surrounding it, you'll probably love it, from the stickers to the faux quad exhaust at the back. To the unaccustomed and the unaware, it all seems a bit silly.



Underneath all of that show is a decent amount of standard kit, albeit with little go. There is a 1.5 liter 1-NZFE VVT-i engine under the hood; the regular, run of the mill engine fitted to almost every single NZ series Corolla in Bangladesh, so parts will be relatively easy to come by. The power is channeled to the front wheels via a 5 speed Multimode automatic gearbox, which allows you to downshift in manual mode for a little bit of an extra kick. 107 hp at 6000 RPM and 103 lb-ft of torque at 4200 RPM are not exactly numbers

### SPECS

#### 2013 Toyota Auris Char

**Engine:** 1.5 liter1NZFE VVT-i 4 cylinder (107 HP @6000 RPM, 103 lb-ft torque @4400 RPM).

**Transmission:** 5 speed Multimode automatic.

**Wheels and tires:** 195/55 R17 tires with special Zeonic Toyota alloys.

**Brakes:** Ventilated discs front, solid disc brakes rear with ABS.

**Options:** Front airbags (driver, passenger), push start, USB and auxiliary cable supported audio system, steering mounted audio controls, four cupholders, rear arm-rest, full panoramic roof.

**Price:** For pricing and availability, contact Salsabil Cars Ltd.

you can use to burn the pavement with, so if you want to pretend you're in a high performance mecha suit, you'll need loads of imagination.

The interior, in typical Corolla fashion, is cheap and plasticky, but somehow feels upmarket and modern. The full panoramic roof, stretching from the front windshield to a point just above the rear passenger headrests, is quite the spectacle. It's tinted, but with the lack of a movable cover underneath the massive expanse of glass, its likely you will get scorched in the Dhaka

afternoon sun. The seats are comfortable and have enough padding to keep your backside comforted for long trips outside Dhaka. Cupholders in the center console and all the door cards mean you can carry your drink with you when battling other mechas out on the highway (read: drive slowly past other Corolla NZEs while humming the opening sequence of Mobile Suit Gundam).

It's not entirely slow, though. It's a light car, and put the gearbox in the manual-mode and it moves along at a decently fast pace. The steering is light and smooth, and the suspension soaks up the numerous bumps on the road quite well. How long the suspension lasts is a matter of concern, though, as the suspension setup is meant for creamy smooth Japanese roads, not Dhaka's lunar landscape. This is one major reason to stick to the brand new Toyotas instead of grey market hand-me-downs.

Would I buy it? With a price tag of almost 30 lakh taka, I'd rather go for something else. But then that's me, and till Toyota releases an Initial D inspired Toyota GT-86, this manga gimmick wont work on me. However, the Auris is a genuinely good looking car with a decent level of kit, so it might be a good alternative to quite a few cars on the market.

WORDS: SHAER REAZ  
PHOTOS: RAHIN SADMAN ISLAM

### SHIFT ZONE

The car craze has finally exploded but has nowhere to spill over in this overcrowded capital we call Dhaka. There has never been a bigger influx of different makes and models than now. Except we don't have the roads. But that's not stopping anyone from hitting the roads with every imaginable size, shape and power output. We see 65BHP hybrids and 600BHP monsters. School run versus weekend run. It's an eclectic bunch. While we love our fire spitting cars, this week we talk about some of the more 'regular' cars. But regular these days doesn't necessarily equate to boring. Small, light, agile cars are still fun and we bring you a couple of regular cars that could offer a decent amount of fun as well.

Ehsanur Raza Ronny, Editor - Shift



Facebook fans on the Shift page asked us to stop calling the Toyota Sw20 Mr2 the "Poor Man's Ferrari", with much debate on whether the term is derogatory towards Toyota owners with MR2s or Ferrari lovers

who don't want their objects of affection being compared with an old Toyota. We also posted a Rooftop Sniping shot of a Lancer Evo VIII which left people scratching their heads in confusion, since it came with an Evo IX front end conversion.

Come join the fun on our official Facebook page!



[facebook.com/thedailystar.shift](https://facebook.com/thedailystar.shift)  
Email: [shift@thedailystar.net](mailto:shift@thedailystar.net)

## New bicycles on the rack



### Core Fixie (2014)

Available Frames: Steel (54cm and 56cm)

Brake: Promex

Handle, Stem and Seatpost: UNO

Tire: CST tires Road (700X23c)

Pedal: Wellgo

BB: Necosealed

Headparts: Neco

Price: TK 15,000/=



### Upland Vanguard-300-29ER (2015)

Size: 17.5 inch

Fork: ST Suntour XCT-29ER-MLO 100 mm forks

Front Derailleur: Shimano FD TX-50

Rear Derailleur: Shimano RD M-360

Tire: Kenda 29 X2.2

Brake set: Shimano hydraulic disc brake (24 speed)

Shifters: SL-M310

Wheels: Upland 19A with Shimano hubs

Price: TK 26,000/=

### COMPARO

### 2014 Honda City

**Engine:** 1.5 liter 4 cylinder i-VTEC engine (118 bhp @ 6000 RPM and 106 lb/ft of torque @4400 RPM).

**Transmission:** 5-speed automatic.

**Wheels and tires:** 175/60 R15 tires with original Honda alloys.

**Brakes:** Ventilated discs front, solid discs rear, ABS, EBD.

**Options:** Front airbags (driver, passenger), keyless entry, USB and auxiliary interface for audio, engine immobilizer, four cupholders, available colour options.

**Price:** Starts from 30,00,000 Taka.



### 2014 Toyota Yaris G

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

**Transmission:** 4 speed automatic.

**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, rear arm-rest, nine available colour options.

**Price:** Starts from 28,00,000 Taka, two grades available (G and E).

# Toyota Yaris vs Honda City

Compact sedans offering a similar footprint, interior space and running costs. Both are designed to be larger on the inside than they appear on the outside with ample rear legroom for the average Bangladeshi height. Both cars offer the similar amount of kit as standard: power windows, mirrors, steering, auto transmission, aircon.

But there are differences. Designwise the City goes for the sharp, angular, tough look while the Yaris incorporates more fluid curves giving it a softer, more organic appearance. Both are sleek. The previous City

used to be an oddly bulbous insect shape while the previous Yaris was styled to be 'safe' but dull. Both cars now incorporate a lot of the Gundam anime robot influences making each stand out in their own right.

The Honda offers rear disc brakes and a slight BHP advantage over the Toyota. That's something a lot of young people would consider cool. But the Yaris has a CVT transmission that makes up with effortless acceleration. The smaller engine in the Yaris feels just as quick and it should be a little more friendlier to your wallet. Also the brakes on the Yaris are just as good for

its purpose – everyday rounds round the town.

These are cars for tootling around the crowded city and you want the noise to stay outside. Both cars offer a cocooned ride although the Yaris provided a slightly more hushed experience.You do sit a little higher in the Honda allowing a wider view of the road around you.

Which would we recommend? These are similar and different on many subtle levels. In the end, it will all hinge on what you consider looks best to you.

EHSANUR RAZA RONNY