



TEST DRIVE



All new Suzuki Ciaz launched in Bangladesh

The all-new Suzuki Ciaz is a competitive entry in the global C-segment sedan market. It combines a roomy, comfortable interior, great driving performance and excellent fuel efficiency in a stylish design that will invoke pride of ownership.

Suzuki produces Ciaz for sales in India, as well as for export to the Middle East, Latin America and Africa. The same model is produced and sold in China under the name Alivio.

The Ciaz offers ample space for the driver, as well as all passengers in the front and rear seats. Its refined interior design enhances driving comfort and pleasure, while including numerous advanced features aimed at satisfying a wide range of customer demands.

The refined 1.4-litre K14B petrol engine, optimised suspension system, aerodynamic and lightweight body design and other design features deliver a driving experience that is both dynamic and stable, while achieving class-leading levels of fuel efficiency.

Suzuki's sole distributor in Bangladesh, Uttara Motors, just launched the Suzuki Ciaz in Bangladesh priced at Tk. 23,00,000. Look for a review of the Ciaz in an upcoming issue of Shift.

Sharp suited 2011 Toyota Vitz RS

When a friend calls and says he has a Vitz for me to drive, I don't get excited. The Vitz doesn't offend. It's a likeable car. It is like the little house pets that are cute, trained not to pee on guests and know how to get fetch a ball without chewing it to pieces. The Vitz, also known as Yaris, always did what it was asked but had limitations. It just wasn't cool. It was a toaster with a couple of added features.

But then the friend says it is an RS. Now that gets me interested. Toyota added some apparent cool to the Vitz by RS to hump. Did they add anything mechanically cool? A slightly bigger than stock engine with better brakes and lowered, stiffer suspension. And this, the third generation, looks pretty damn good. If you remember, the sedan version that came first (known as Echo in Bangladesh) was a horrible little car. It looked worse than a miniature hippopotamus that got abandoned for being clueless. The stubby shape though worked better with the hatchback. And with this third generation current model, they added some contemporary angular slashes to create a sharper looking car.

The one you see in the pics is a Modellista optioned version. It comes with a redesigned body kit and a centre mounted, slightly more free flowing exhaust. The stock Vitz RS also comes decked with a kit but that is less aggressive looking than the Modellista. All RS come with disc brakes all round. Engine options for 3rd gen, post 2010 are 1.5 with a 5-speed manual or a Japan market-only optional 7-speed CVT.

Previous generation RS used to be a 1.8. This particular RS now tops at 1.5 with a sub 110bhp power figure. That's not a lot hence this is not exactly a hot hatch. It is more of a warm hatch. Here's why. The freer exhaust makes it sound a little snazzier that it is. The car is also light at barely over 1000kg so those easy revving horses make for zippy movement. It's not a fast car but it is moderately quick. That means pottering around our crowded city is a fun affair. The limited time I had with this was mostly on crowded streets. Let's face it, that's where it will be all the time anyway.

The 5-speed manual has a soft clutch that you can operate with ease all day long. The gear snicks into place making it feel 'racecar' without tiring you out. It sits on coilovers so the ride is much firmer than a stock Vitz RS. Yet the stiffness is on the right side of comfortable. The regular RS itself is a little lowered and stiffer than the absolute bone stock Vitz. Either case, you get a comfortably firm ride without rattling your bones.

The car is well packaged with a spacious interior full of places to store/hide things. I don't think people as tall (or wide) as 6 feet will have much trouble fitting in. One good change is the gauge cluster now sits in the traditional location in front of the steering wheel as opposed to the previous, oddly placed in the centre. There is huge trunk space which shouldn't be wasted on a CNG tank because the fuel efficiency on this little fun car is stellar. Previous experience with stock 1.5 Yaris/Vitz shows at least 10kmpl in the city on average.

Why you should get one: The RS is fun. Its lowered, slightly stiff suspension makes it handle better than any other 'appliance' level cars like the Corolla/Allion/Premio. Since these cars spend most of their time in the congested cities, the interior is well insulated from the chaos of the outside world. Visibility is excellent although rear is a little tight to see out of.

Why you shouldn't get one: Because you want completely boring cars. You want an Allion. Life hates you.

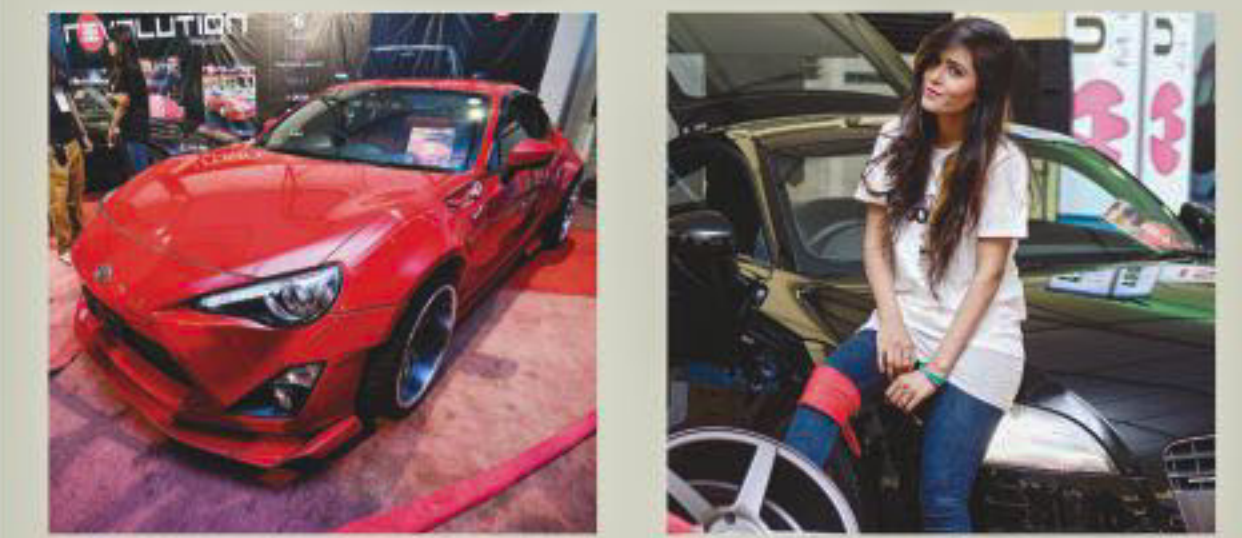
SPECS:
Modellista kit/exhaust package, Tein coilovers, 17 inch Enkei rims, push start, 1.5 litre, 5 speed manual, power everything. Price as of this article: 18.5 lakhs
Stock Vitz RS will be a little cheaper. Car was given to us by JZ Automobiles.

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Exclusive photos!

CEMS Global gifted us a trio of amazing events all at one location this year: Motorshow, Bikeshow, and Rallycross. For full coverage and exclusive shots of the events, head to our site, www.thedailystar.net/shift as well as our Facebook page, www.facebook.com/thedailystar.shift

PHOTOS: RAHIN SADMAN ISLAM AND TASSID CHOWDHURY



JURASSIC BEAST FORD RAPTOR SHELBY BAJA 700

- WHIPPLE SUPERCHARGER
- RAISED RALLY SPEC SUSPENSION
- PERFORMANCE EXHAUST
- ALL TERRAIN TYRES

700 HORSEPOWER



PRICE FOR ALL THIS? **\$45,000** (+ AN SVT RAPTOR)

INFOGRAPHIC: SHAER REAZ

TOYOTA BANGLADESH

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Preparing for Rally-cross: What you should and shouldn't do

WORDS & ILLUSTRATION: E.R RONNY

The 2015 Bangladesh Rallycross organized by CEMS last week was the second of its kind. People took all kinds of cars to the sand packed track. The dirt track was loose and had short straight stretches. Which meant it was more suited to romantic walks after dinner if there was an ocean nearby. Some cars aced it. Others were beached like a whale. Others were sliding off trying to regain control. Here are the whys and why nots.

Too much power?
Too much is always the desired output when it comes to power. But if you want to win on dirt tracks, only too much of power isn't enough to win. We loved the spectacle of the Autosmith tuned Evo VI running across the track. It has unbelievable grunt on dry tarmac. On dirt it was scrabbling for grip. There are other factors involved for winning.

You need manual transmission
You can't eke out enough response from an engine relying on an automatic transmission. Because an auto is like our government. When you press the throttle, the auto transmission forms a committee, passes a paper asking that justice be done in delivering enough power to the wheels, holds a press conference or two and then shifts a gear. The autos we are used to are inefficient for such purposes. And they are weak. Exception: Last year Bappy Rahman's Allion posted an impressive time compared to the winning Evo X and Impreza.

Stay in low gears
With a manual, you need to stay in lower gears that offer you maximum grunt from the engine. It also helps during braking when the lower gear further helps to cut down the speed as well using engine braking.



Which gets us to turning smart
These races are single timed laps so you don't have to worry about your competitor's bumper or head flying off in front and hitting your windshield. Optimum process is to turn from the inside and continue exiting on the outside. But...
Watch out for the infield
On the inside of the turn there may be a bump or a ridge. If your front inside wheel hits it at speed, you just might lose a little control and in the process lose speed. So...
Plan ahead
Watch the circuit. Read the circuit. Walk on foot. Plan your turns. And also plan what kind of a dance you will perform once you've reached the end without losing body panels and limbs. Avoid booty shaking or twerking

because that's very 2013.
Get grip
The biggest, most important feature for all kinds of driving is having the right kind of tyres. Doesn't matter whether you are speeding down a highway, driving in the rain or flying around a beach. Without the right kind of tyres you will go more off track than pay per view Sasha Grey. For a dirt track you need traction more than you need power or the blessing of the Pope. For traction on dirt your worst enemy are street tyres. Case in point: The MR2 from BDRC and the white Mark II. The wheels spun pointlessly all the time. You need knobby tyres. You need narrower tyres that can easily cut through the sand like the way that 1NZFE powered Corolla did. And you need lower pressure to keep the tyre walls soft and more pliable. A friend got stuck on a beach a couple years ago with a 2WD SUV. I released the pressure, wet the sand down around the tyres and we just drove out.
Weight
And last but not least, if you can lower the weight of your car you have a better handling vehicle regardless of power. The 1NZFE Corolla stripped off door pads and seats to reduce at least 30 kgs of weight. If you can, have uber-thin Kate Moss to drive your car. How that woman always remains so thin is a mystery other women worry about.
Bonus:
Taping the handbrake button - it's a trick used by experienced dirt autocross drivers. The handbrake comes in handy when making tight turns. Rear wheels lock up, the rear slides around. They tape the button so that when they let it go, the lever falls down and there is no risk of the lever sticking and causing you to lose valuable time.