

# SHIFT

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## TEST DRIVE



# URBAN ESCAPE

## 2015 FORD ESCAPE

### Does it make you look good?

The Escape has plenty of curves that collect at fluid creases and then move away in other directions. I like how it looks. It gives off an impression of being lithe and sharp. The semi-SUV looks like a lightweight boxer when compared to its rivals. The Nissan X Trail for example has gotten bigger and flabbier as did the Honda CRV. Bloated is the word. The Escape looks like it went on a body building diet and sculpted itself. You will get noticed but avoid the white or black. This car thrives in blues and reds.

### Does it comfort?

The interior is spacious as expected with large comfy seats, especially up front. The driver's is 6-way adjustable with rake and reach for steering column. Fiddle around for a few seconds and you can set a very comfortable arrangement.

### What are the fancy tricks?

The gadgets are plentiful. A nifty little feature is the keyless tailgate opener. It works by unlocking and lifting up the gate when you move your foot under the rear bumper. The sensor detects your foot but only when your key fob is on you. Great trick when you are carrying things. But quite pointless in our country as we have legions of workers waiting to open and load our weekend groceries for us.

The options list is quite exhaustive as you can upgrade the stereo till your ears bleed. The standard array of aircon and info display is there along with an eight speaker Sony audio system. The ergonomics are well thought out as driver-important controls were easily within reach. Car dashboards don't need spaceship looks, they need to work like one: smoothly, unobtrusively.

### How does it protect?

The model we get here has all-wheel drive (AWD), ABS, traction control, ESC and seven airbags including one for driver's knee protection. It has an anti-theft system to protect itself when left behind. But most people have a chauffeur to sleep in it and look after it.

### Does it grunt?

The Escape is a moderately large car yet the base engine works well. The 1.6 turbo motor pumps out about 239 hp at 5700 RPM. 0-100kmph times are around 7 seconds. Officially as well as based on what I gathered from the owner forums, it returns a decent average of 9.78 kmpl (23 mpg). Highway figures are 11.9 kpl (28



### SPECS

#### 2015 FORD ESCAPE

**Engine:** 2.0 L turbo EcoBoost 4 Cylinder, (239 hp @5,700 RPM).  
**Transmission:** 6-speed SelectShift Automatic, All-Wheel-Drive.  
**Features and options:** 5 seats, leather, dual-zone climate control air-conditioning with rear AC, steering mounted audio and Cruise Control, Active Park Assist with reverse sensor, panoramic roof, rain-sensing wipers, smart keyless entry, 7 Airbags, 8 speaker Sony audio system.  
**Price:** 72 lakh taka (2.0L), 68 lakh taka (1.6L).  
For details, contact AG Automobiles Ltd.

mpg). Which is all good news.

### How does it move?

When it started rolling I could feel it was going to be a solid yet typical car. Everything inside is quiet. It is easy to look out of and thus, easy to maneuver. The power assisted steering wheel does just that. It assists instead of being an annoying nanny that wants to take over. In slow speed traffic, the wheel is light and nimble.

Things change when you floor it. Because of the smaller engine, it revs up quick to pull you and your chunky photographer passenger along. As the speeds go up, the steering gets meatier, firmer although feedback from the wheels is very low. The Escape is happy when you keep the revs up and keep it moving. I put the 6-speed transmission into S mode and each gear change was easily held all the way to 5000RPM, before I decided that this is somebody else's car and promptly shifted up. The buttons are on the gear stick and changes take half a second to engage safely but once you get the hang of the timing, you'll wonder why people don't use this more often.

The ride is more like a car than an SUV. The damping is controlled so there are no sudden shocks as I trundled over massive potholes big enough to have it's own mayor. Changes in direction are fluid without too much accompanying body roll. You basically aim, the tyres bite and the car turns. Typical SUVs have a habit of forming a small committee to decide whether to listen to your steering input or not. Not this. The Ford has excellent brakes as well. In Edmunds brake testing, the Escape came to a stop from 100kmph in an excellent 115 feet, 8 feet better than the class average.

### What's the verdict?

The Ford Escape is a compact SUV that handles brilliantly for a high riding car, has decent gobs of power and looks complementary enough to stay fresh looking for quite a while. It comes with plenty of comfort, safety and bragging rights features. The engine is quiet although in S mode you can have it scream a little harshly before it shifts. It's a bit of an enthusiast driver's mini SUV that doesn't guzzle much fuel. And at the end of the day, you and your wallet will look good stepping out of it.

Check for our *extended review online for more on it's handling and features.*

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## COLLECTIBLES

# Greenlights rocking Dhaka stores



Greenlight is a new name for Bangladeshi collectors. The last few months have seen a couple of shops bringing in a bunch of these although most just fly over the internet. It is an American brand that outsources manufacturing to China like everyone else in the world. Yes, even nature will soon be outsourcing to China for producing trees and oxygen.

Greenlight specializes in making very detailed 1:64 scale model cars for not a whole lot of money. Well, they cost a fair bit here compared to Hot Wheels. Greenlight also makes other scales of 1:24 and 1:18. Most of the vehicles are USDM, but occasionally they go for the assorted old VWs, the odd late model Civic, Lamborghini, Jag E Type and Mercedes, to name a few.

Check our full online feature to get to know the best and worst of Greenlight. Should it be in your collection?

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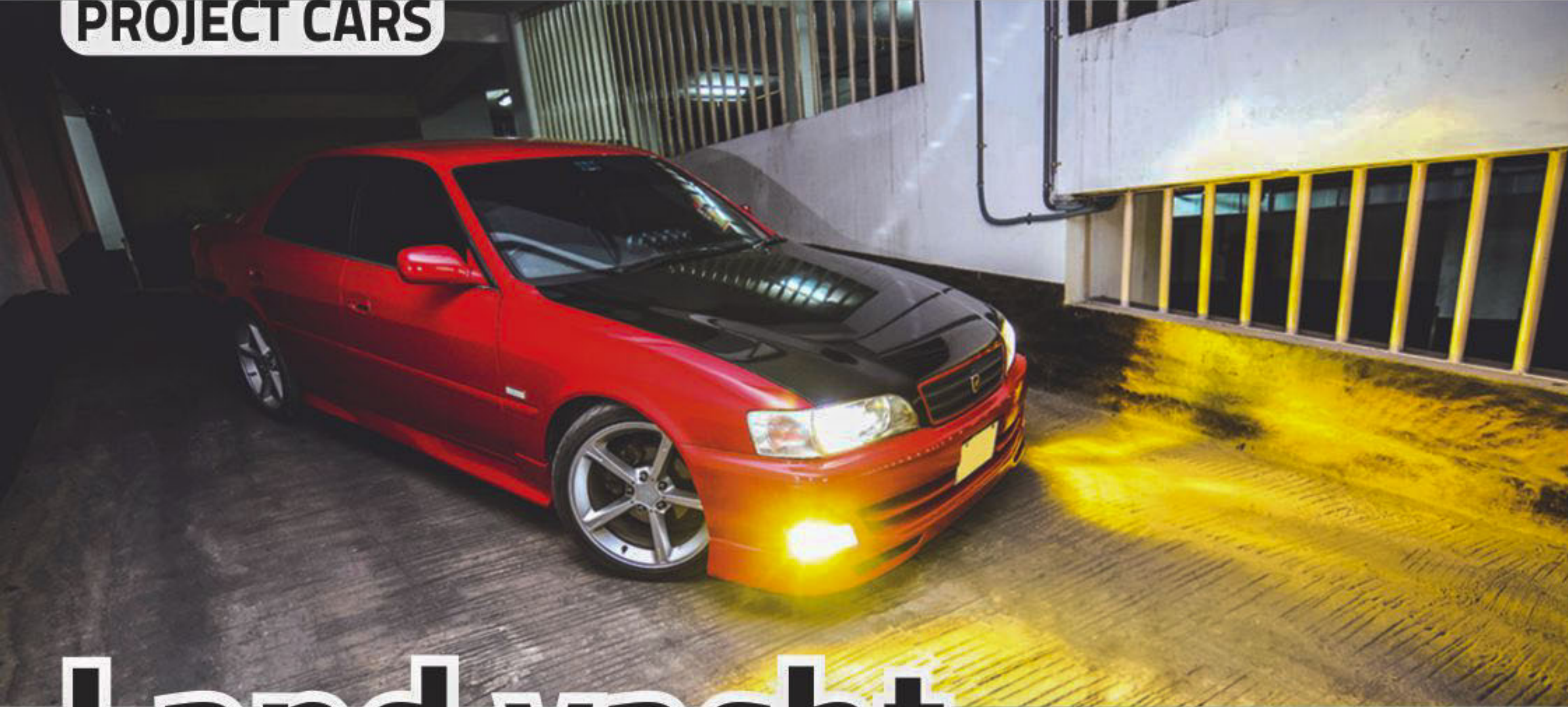
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[www.thedailystar.net/shift](http://www.thedailystar.net/shift)

for regularly updated automotive news, reviews, and everything in between. We will be running web-exclusive features on project cars, modification/maintenance tips and tricks, and more. As a bonus, you get access to exclusive hires wallpapers ready for download.

## PROJECT CARS



# Land yacht

## 2JZ-GE Toyota Chaser GX100

I love Chasers, I love the sleek masculine body lines, the simple front-engine rear-drive setup, I love the way these cars are blank canvases for your heart's desire to shape them up to exactly fill your needs and how they manage to put a smile on your face every day. That is how the Japanese build their cars, they would leave you with a platform and a set of engines, exterior bits, and interior trims of various styles that fit right in and allow your imagination to take over. And that's what makes them so special.

This week we got up close and personal with a daily driven beauty that manages to stand out in a sea of drabness that is the morning rush hour traffic it has to wade through every day.

The low-stance, made possible by the Tein coilovers, 18" AC Schnitzer wheels and simple body enhancements all-round, is a perfect example of a tastefully done daily driver. And it's loud too. I'm not talking about the exhaust, which is loud enough on its own, but the black and red color scheme.



This car is so red, even Rooh Afza looks pale beside it. Despite the show-car stance, this is no garage queen, it's Nayhan Salam's daily driver, which is the reason why he opted for the more manageable non-turbo 2JZ-GE engine.

The bulky sofas have been replaced in favour of gradient patterned Mazda RX7

semi-buckets, TOM's steering wheel, VIP-style floor-mats and a set of neat gauges coupled with fully tinted windows, making it look and feel as JDM as...those weird Japanese "comics" on the internet. It shares the same basic engine as the Supra, but unlike the bonkers twin turbo Crown we featured last week, this packs the naturally aspirated 2JZ-GE; a decent upgrade from the unwholesome 1800cc 4S-FE power plant.

There is obviously something with HKS mufflers and 2JZ powered sedans. Like the Crown, this one also roars, and at the same time, it's not in-your-face or all show and no go, the tune is very satisfactory and gives off a hint of a legendary inline-six resting under the bonnet. The braking system is Chaser Tourer V spec, and a cold air intake replaces the factory panel filter.

When he bought this car, it was in good condition, had around 90 thousand kilometers on the clock, and it was sparingly used by the previous owner. The bodykit cost him around 15 thousand and another



50 thousand for the paint. According to the owner, the hardest thing to source for this car was the Tourer V differential and the doors, as they are very hard to find in the local market.

What makes Nayhan's Chaser so special is its not stowed away in the basement, but run daily, rain or shine, through thick Dhaka

traffic. And this is only possible because he has CNG power in the rear trunk. NOS cylinders are over rated. You can't go anywhere with that in Dhaka. Better off with a CNG kit than a NOS setup. Practicality drove Nahyan to opt for the cheaper fuel. Come to think of it, you can save decent bucks on fuel for couple of years which will compensate for the minimum engine wear and tear due to the CNG conversion. Nahyan bought this car to drive every day, and given the 7-8 kmpl (or lower if with air con) fuel efficiency of the 3L motor and Dhaka's absurd traffic condition and fuel prices, it's just not feasible to run this car on octane. When people hear it's running on CNG, purists may curse the owner for running this motor on gas, but that does not bother Nahyan. He knows how to have fun with the car. Economically too. More importantly, he also knows how to take good care of the CNG-ed motor.

When running a car like this on CNG, the cooling system should be upgraded as the CNG combustion cycle produces more heat than with octane, the radiators should be upgraded and an oil temperature gauge should be installed to ensure the engine oil temperature is at the optimum level. The engine oil should also be checked frequently and transmission oil changed every 50 thousand kilometers. With all that done, his loud Chaser is almost bullet proof to tackle the daily battles of unforgiving Dhaka traffic. With the 3.0 liter 2JZ-GE to compensate for the slight loss of torque and power due to CNG, he has his dose of excitement while his low slung Chaser breezes through.

The owner has no future plans for this car, indicating that it's a finished project, but he does however hope to get a Toyota GT86 in the future.

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