



SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

TEST DRIV

ZIPPY FAMILY FUN

2015 TOYOTA VIOS

What it is:

This would be the latest iteration of the third generation Vios, a name that means 'moving forward' in Latin. Time to find out how far it has moved forward.

On the outside:

The new Vios is significantly different from its past versions. The rounded shape of the second gen car (also known as Belta and Yaris sedan from 2007-2013) looked like a docile, squashed bulldog puppy. That was a stubby little car with decent, polite city-car characteristics much like aforementioned puppy.

This third generation changes all that. Now it is Toyota's new design language that is all about sharp angles and Gundam robot influences. It is longer, sleeker and in tune with conventional customer desires, it also looks a little menacing. Those squinty-eyed headlights coupled with the muscular chin forward bumper give this car a renewed appeal. I prefer the goatee look of this car over the Mark X's silly cross-hair nose.

It's a tall car but the sharply outlined profile gives off a visual slickness. A lot of thought and visual trickery went into making a sub-compact car look sporty. What we hate are the tiny wheels. It needed rims that are at least one size bigger with fewer or narrower spokes.

On the inside:

The cabin is spacious with the smartly contoured surfaces that are easy on the eye. The design appears more upmarket even though the interior is all plastic with fake leather stitching effect on the door panels. The pro being these light coloured panels should be very easy to keep clean. While the plastic in

the Vios sounds and feels hard, it will pay off down the line when your car interior looks bright and pristine because you can wash it.

The seats are on the firm side of comfortable so your buttocks don't tire out from sitting in Dhaka traffic for days. You do sit more upright and the view outside is more open. There's just enough space for three passengers in the back tested with my wider than usual photographer. Rear leg-room is excellent although headroom is a little low for anyone over six feet.

Power:

The 1.5 litre engine is surprisingly responsive for an engine that is mass produced to be

from all that is going on around you so the ride is comfortably hushed at all times. The auto shifts smartly without letting the occupants know of its existence and that is what makes it an even better city car: it moves without fuss.

Does it stop?

The rear disc brakes offer excellent feel at all times with just a tap of the foot. Repeated hard stops showed the brakes will hold up very well even in harder than usual abuse. These may well be the best brakes we've found in this segment of car.

Coffee or sleeping pill?

The Vios was originally made to move people



driven by the masses. It's 107BHP might not set brochures on fire but the way those horses are delivered make it a fun little package of a city car. It's zippy quick and the torque delivery starts early. It will dart in and out of traffic maneuvers without stuttering.

How does it ride?

Eerily quiet. The cabin is very well insulated

across spaces without making any splash. The new one ups that by being so much better to look at. It also rides sharply exhibit a slightly tighter suspension than other models available in Bangladesh market under the Toyota badge. That helps keep the car out of the sleeping pill category. I like how the Vios responds quickly to accelerator and braking inputs. The electrically assisted steering won't give you

SPECS

Engine: 1.5 litre 1NZ-FE 16 valve VVTi four cylinder (107 horsepower and 103 lb-ft torque @6000RPM)

Transmission: 4 speed automatic

Brakes: 4 wheel disc brakes (ventilated front, solid disc rear) with ABS/EBD

Features: Steering mounted audio controls, cupholders, third brake light, smart keyless entry, start-stop, halogen projector headlamps, leather insert interior, dual airbags.

much road feel but buyers of this car won't be asking for that. The verdict stands that you will not be falling asleep from boredom. It rides well, handles decently without exhibiting too much body roll and it has a responsive engine that is also fuel efficient. Change the wheels and you've also got a great looker.

Price of Vios

Grade E - 31.50 lakh

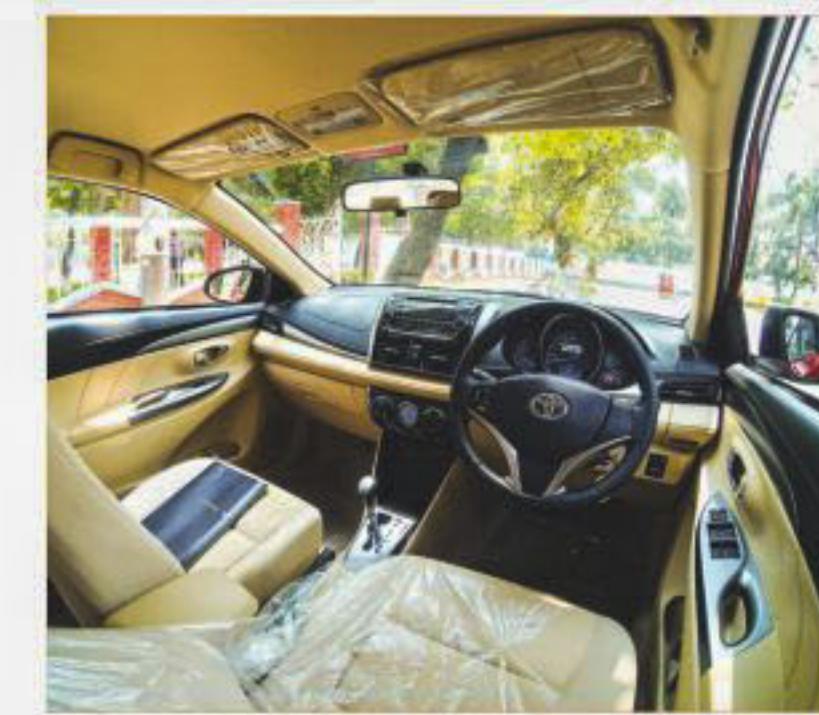
Grade G - 33.75 lakh

Grade S - 35 lakh

These are the rack prices. But right now there are 50k-1.5k discounts depending on the three models. Call 09666770077 for discount query.

WORDS: EHSANUR RAZA RONNY

PHOTOS: TASDID H. CHOWDHURY



more. But another reason is that the brothers do all that they do while riding around in a super cool black '67 Chevrolet Impala. The series is action packed so is the car. And Greenlight has recently released a special commemorative set of four cars two of which are those specific Impalas. It comes in a lovely tin case like old-school movie film canisters. But the cars are just as cool if not more. Do you need to enjoy this? Nope. Watch our online section on collectibles this weekend for more.

Check our site, www.thelystar.net/shift for the full piece.

WORDS AND PHOTO: E. R. RONNY

COLLECTIBLES

Spooky scale models



Supernatural is a series about two brothers that fight ghosts, ghouls and demented angels to stop them from destroying the world. Often these vengeful beings are in the shape of very beautiful women. That might be a good reason why the series is in its tenth season and slated to have two

EXCITING, DRESSY, FAST!

1992 3SGTE powered Toyota ED

The ED is a product from a time when Toyota's form was just getting into full swing in the early 90's. Low slung, rakishly designed sedans based on sporty underpinnings and filled to the brim with advanced tech for its time, the ED and Exiv were trendy alternatives to the boring reliability of the Camry and Corolla. Twenty plus years on, they are extremely desirable to many, yours truly included.

Shafayet Bin Afaz is a lucky man with a well maintained example. The ED and the 2 liter 3SGE served him well for a while, giving reliable performance and usability that only comes with old Toyotas from the 90's. It wasn't long before the nagging for more power infected him though, and the hunt was on for a third generation 3SGTE, the turbocharged engine of choice for most people wanting an upgrade in Dhaka. It would be a smooth and mostly hassle free transplant, the engine sourced from a 2000 Caldina GT, and two weeks later, the sleek white ED



but completely in control. H&R lowering springs stiffen up the ride and improve high speed cornering ability. You sit so low on the bucket seats that you have no choice but to take voyeuristic glances up the undercarriage of trucks, as the ED blasts past them at 180 km/h. Its unnerving yet cool in a perverse way, the extremely loud HKS Hiper exhaust filling your aural senses with sweet bass, punctured by solid guitar solos by the blow off valve releasing pent up pressure. The phooos-phooos is strong with this one.

The acceleration and stability is there by the bucketloads. What makes this particular ED stand out is the way it has been maintained inside and out. While the interior shows definite signs of age, it is still better than most EDs plying local roads. The exterior though, is so clean you can use it as a dinner plate. After our photoshoot, Shafayet purchased a set of Vossen CV5 rims to replace the worn out old ones, and they freshen up the car's looks even further. Clean is how we like it, and this ED is a loud reminder that not all EDs in Dhaka are massacred with stupid bodykits and spoilers.

It's so good that it makes me want to starve myself for a year and invest in a 3SGTE. This damn engine is good enough to forego food and girlfriends, and we're super envious of Shafayet and his first turbocharged car.

tearing up the asphalt without much provocation via the accelerator.

Official output of the 3SGTE stands at around 250 HP and 225 lb-ft of torque. Let me translate that into words you will understand: that kind of horsepower in a front wheel drive family sedan with just a little over 1200kg's worth of weight will, literally, eat you alive if you disrespect it.

When pushed hard, the ED reacts in a composed but violent manner. That may seem contradictory, but it makes sense when you think of a roller coaster launching downhill: it's terrifying.

WORDS: SHAER REAZ

PHOTOS: RAHIN SADMAN ISLAM

Ford releases facelifted Ranger

The facelifted 2016 Ranger offers the same rugged all-terrain abilities as the outgoing model, with a host of electronic trickery which keep your off-roading shenanigans on the safe side. On the road, it offers plenty of comfort and equipment to keep you happy. An updated front fascia with rounded corners and a trapezoidal front grille refreshes the Ranger's looks, although to be honest we'll miss the angular, aggressive front of the current model.

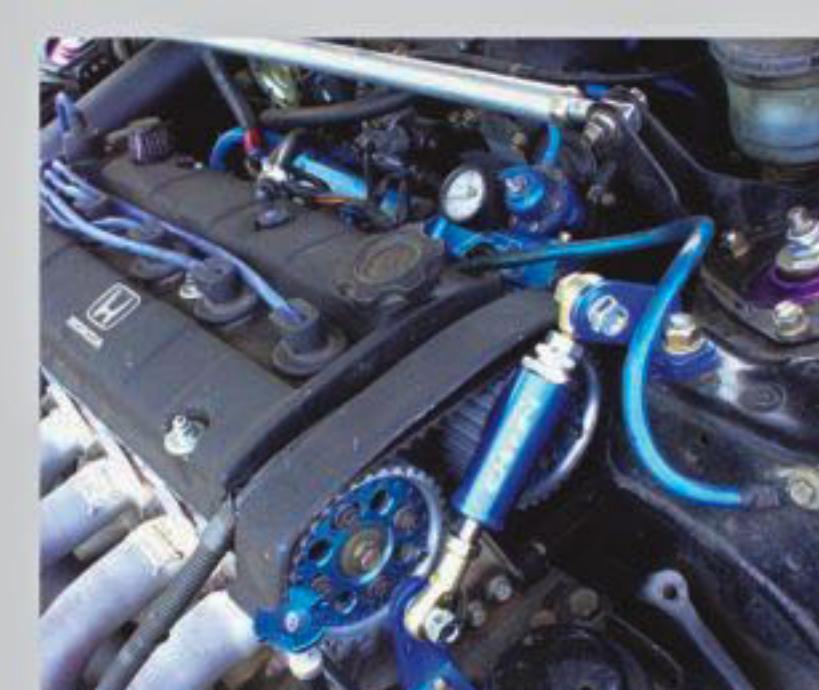
Available with 2.2 litre four cylinder and 3.2 litre five cylinder engines, the Ranger offers plenty of torque for towing and highway usage. AG Automobiles, Ford dealer in Bangladesh, will probably be bringing in the updated Ranger



to our shores, since the Ranger is an important model for Ford Asia-Pacific. We'll be waiting to test it out.

ONLINE EXCLUSIVE

Myth – do torque dampers really help reduce engine vibrations?



Torque dampers. Fans of the JDM or USDM scene like this coilover resembling tiny contraption as it is thought to assist in reducing engine vibrations, resulting in smooth and efficient acceleration. Some reason that it enhances transmission smoothness. Is it really worth the bucks? Or is it only for the fan boys with glittery ornamented engine bays?

Check the Shift site at www.thelystar.net/shift this Friday for the full piece.

MAHBUB HUSSAIN