

SHIFT

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TEST DRIVE

SPECS

Engine: 1.5 liter 4 stroke DOHC i-VTEC (128 HP, 114 lb-ft torque)
Transmission: Earth Dreams CVT, paddle shifters for manual control
Brakes: Ventilated discs front, Solid discs rear, ABS, Brake Assist, Traction Control.
Suspension: Front struts, rear axle torsion beams, gas pressurized shock absorbers
Features and options: Cruise control, steering wheel mounted audio controls, keyless entry, push start, AM/FM/CD, 7-inch touch screen, USB, Bluetooth, hands-free telephone system, SRS Airbags.
Price: 26.5 lakh taka.
For details, contact DHS Motors Limited.

2016 Honda JAZZ

When we say hatchback, we imply to the rear of the car being accessible from the back. Not always. The new Honda Jazz has taken the term to an exciting height- just look at it, it's an egg. There's no denying it, it sure does resemble one. But in all the fine ways. Eggs give us chickens and a lot of protein for the matter. So does the new Jazz.

How eggy is it?

The side profile will ascertain its eggy-ness. However, it has an aggressive nose with the new Civic design language in the front fascia - brilliant job, Honda. Love those sporty DRLs by the fog lamps. The exaggeratedly sloped windshield blends on to an inclined roofline, which tapers down to the Volvo-ish tail lamps embedded along the steep C pillar. Like all past Jazzes, the fender walls are high, this time with raked shoulder lines to accentuate the butch Honda intended to make it. The sexy side skirts and flared wheel arches add macho flavour.

Does the Jazz have the punch to go with the butch looks?

1.5 liter i-VTEC four pot mated to an automatic here. How non-exciting is that. But worry not, because some Honda gizmo named Earth Dreams ensured optimum efficiency of this motor - it throws out a surprising 128 hp and 114 lb-ft of torque at 6,600 and 4,600 RPM respectively. Mind you, the weight of this hatch is a mere 1,050 kg; meaning the power to weight ratio is very similar to Toyota's Starlet GT Turbo/Glanza or a non-VTEC Honda CRX. Which is pretty darn good.

Them inside feels

Although Honda fan boys love it when their VTEC kicks in, there is no VTEC kicking in this little car for sure. But you can certainly kick in and chill inside the Jazz as there's plenty of leg room and head room alike. One of the notable changes made from the older 2nd generation is the slight increase in the wheelbase that stretched the passenger room up even further. The textured and contrast patterned fabric seats have the right balance of firmness and comfort to them. Nifty storages are all over the place for your convenience including hidden USB ports and front/rear arm rest. The best part of the cabin has to be the multi-foldaway seat options that you can tailor to your desire - from a suitcase to a sacrificial goat - you can carry



almost anything.

The instrument cluster has the basic dials with a large speedo and smaller tach and fuel gauges. Honda prompts you to drive economically by cleverly glowing

the dials green every time you take the right foot off the throttle, otherwise a nonchalant blue. The entire center console is a large touch panel with a 7" touch screen (with audio/sat-nav/Bluetooth) and climate controls

integrated in it. Looks OCD level neat, but tricky to use while driving. It also has cruise control, which is absolutely pointless in our country. But it does have something we all fancy- paddle shifters.

What can you do with the paddle shifters?

Flap them around of course. In the crowded Airport Road, I chucked the gear lever to S and dabbed on the right foot to check out that 128 hp. The CVT didn't hinder in adjusting itself to the lower gears at all- within a fraction of a second we were shooting past other cars. Very impressive. To take control of things, I flicked the paddle shifter down after slowing down over a bump. Full throttle from naught and the rpm needle shoots almost synced with the speed needle. Speed climbs faster than I expected and I had to shift to the successive gears soon after. At every high rpm shift around 5,000+, you will notice the motor groans and wants to be shifted earlier. The CVT box with its short ratios is great at saving fuel and making the car brilliantly efficient, but what it lacks is the true feel of a sporty hatch.

But you can certainly flick down a gear and lurch the car at mild corners, and the car will give you a bit of adrenaline G force rush, yet not show much body sway. Suspension is great and so are the four disc brakes.

VERDICT

This unassuming little hatch will thrash other mundane family vehicles plying the roads. Groaning CVT, but with the right paddle shifting in S mode, your face will light up. Or you can just sit back, relax and enjoy the eco ride.

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PHOTOS: RAHIN SADMAN ISLAM

The best of NAIAS 2016

In the middle of January 2016 in the automotive capital of the world, Detroit, United States, took place the North American International Auto show. The show is exquisite for some of the most anticipated world debuts auto makers throw in. From muscle and electric cars to high performance super cars and full size trucks, NAIAS 2016 had something for everyone to indulge in. This is SHIFT's top picks from NAIAS 2016.



Lincoln Continental - Gangster mobile Lincoln Continental has been given its true majestic form in this new iteration of the brand. Seems like Ford is finally giving the last remaining premium marquee under its umbrella the flagship it deserves, and it looks like a world beater. Electric door handles look the part besides a sleek cluster free interior. 400 hp all four wheels thanks to a 3.0 twin turbo V6 sounds great.

able in two options- 365 hp twin turbo 3.3 liter V6 and a 5.0 liter V8 with 420 ponies. Genesis claims this is a Mercedes S-Class competitor. Now that's some Korean dream.



Genesis G90 - Hyundai used the NAIAS 2016 to launch the Genesis luxury brand which took up a large part of the exhibition floor. Basically the Toyota- Lexus, Nissan- Infinity and Honda- Acura spin off like Hyundai-Genesis brand launched the G90 to replace the ridiculously named and sized Equus. It is a behemoth flagship, with all the premium touches you expect from an uber-luxury sedan. The yacht is avail-



VLF Force 1 V10 - Henrik Fisker's latest project is a hybrid. Jointly designed with VLF Automotive, it has taken a 8.4 liter V10 Viper motor and tuned it to juice 745 hp and 638 lb-ft of torque that makes this a 0-60mph 3.0 sec 218 mph missile. It is set to have a 50 units limited production life only. Ultra thin front and tail lamps with gills and vents all over the place, this coke bottle shaped mean looking super car is going to be priced at over \$300,000.

WORDS:
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COLLECTIBLES

Muscles and 'coolth'



This week is all about the classic muscle. Now American cars aren't known for their finesse or their originality. The best of the bunch were mostly boxes with massive engines. But what they excelled in was the cool factor. Most of these 60s-70s muscle cars oozed 'coolth'. This week is all about the 1:64 specials from various brands of scale model manufacturers.



Read our online edition over at www.thedailystar.net for details on what's hot, what's not and how much of a dent will your wallet suffer.

WORDS AND PHOTOS:
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Volvo S90 - The era of the S80 is long gone and the S90 is all contemporary Volvo stands for- safety, technology and simple yet elegant design. It's been given some semi autonomous driving features that can detect large animals in the freeway and automatically apply brakes. Surely you need some proper seat belts for the passengers. The luxury sedan will be available with three engine choices: a turbocharged 4 cylinder T6, 2 liter, a turbocharged T5 variant; and the T8 Twin Engine plug-in hybrid.