

SHIFT

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TEST DRIVE



SSANGYONG TIVOLI XLV

The Korean car maker Ssangyong has included a whole lot of options for the money. We wish it also had a mosquito zapper as an option. Our test drive included a stretch of road where we were attacked by the mini vampires. They got in our car and one of my sub-editors did not make it. It's a small loss, we will replace him with a talking bug zapper.

As for the car, we reviewed the regular Tivoli last year. The XLV is more of the same with more rear cargo space. Xtra Large Vehicle? It's 24cm longer and incidentally packs a huge rear cargo space.

First impressions

It's a crossover between an SUV and a station wagon. Even a decade ago Ssangyong made cars that looked like as if a blind mouse pushed pieces of holey cheese together to resemble a car shape. The blind mouse is gone. Designers have taken over.

The front has the squinty-eyed appearance we all want our cars to have these days. Lines are fluid and flow along the sides neatly to a hunched up peak at the rear doors. Window lines are high and the fenders sport rounded bulges suggesting power, muscle and all that good stuff for SUVs. But it's not an SUV. What it appears to be is a jacked up wagon with athletic butch looks. All this is wrapped up in a choice of dual colours preferably the red with black roof. Interior colours differ according to what's outside.

What's under the hood?

The one and only model available here is the 1.6 petrol version with 126bhp and 118 lb/ft of torque. It's paired to a 6 speed auto with an option to manually select ratios. Three driving modes include Eco for quick gear changes where the rpm band is maintained as low as possible for better fuel economy. Power mode sounds great but gives only a subtle increase in torque when you floor the throttle during cruising.

How does it drive?

It's quiet inside and the suspension is supple. Tivoli XLV is for those who want a car that looks like an SUV but isn't uncomfortable like one. The Tivoli XLV sits low, providing a lower centre of gravity compared to its competitors like the Suzuki Vitara and the Nissan Juke.



Acceleration is gutsy enough for a car this size. Push the throttle and it readily downshifts. It's an easy affair to drive around town all day with excellent visibility across the broad hood. The steering has three modes, none of which offer much road feedback. It's best left in comfort for

that effortless, smooth steering action.

How does it ride?

The large 18 inch rims do thunk a little bit over potholes which is only to be expected considering we have potholes the size of small SUVs. Road noise is low but the engine emits a slight whine as you accelerate from a standstill. The four-



wheel disc brakes have a tendency to bite hard at slow manoeuvres until you get used to it.

The seats are comfortable while being uselessly heated in a country like Bangladesh. The driver's seat allows cool air to circulate. I love the red and black interior of our test unit. Switchgear is easy to access

SPECS

Engine: 1.6 4 cyl, 126HP, 118 lb/ft

Transmission: 6 speed auto.

Equipment: 7 inch display, USB, HDMI, Bluetooth, i-Phone connector, 12V outlet, 220V/200W inverter, rear camera, parking sensors, cruise control, keyless entry, 7 airbags, climate control, ventilated seats, smart steering system.

Price: Below 33 lakh taka.

For details, contact Millennium SsangYong Motors Ltd.

latter of which has a neat and unusual memory function. It feels very spacious inside with the red seats being wide enough to comfortably seat three adults.

Verdict

We love the way it looks and rides. It is supremely easy to drive and for the price, it comes loaded with features whether you need them or not. Safety features include 7 airbags, ABS and stability control for a 4-star Euro NCAP rating. Because of the stiffer than usual suspension and low profile tyres, it may be a little noisy over some poorly surfaced roads. Despite that the car feels tightly built without any squeaks or disconcerting rattles. This car is best at cruising the cityscape while offering a tight turning radius for a car this long. The Tivoli is the right car for Ssangyong's growth in international markets. It is a decent blend of good looks, comfortable city driving manners and performance.

WORDS: EHSANUR RAZA RONNY
PHOTOS: RAHIN SADMAN ISLAM

CAR SPOTTING

SPOTTED: RARE GERMAN COUPES

Car spotting is a noble profession that involves standing under the sun and in dust, on overbridges or on the side of the road, waiting to take a photo of a rare car that belongs to someone else. It takes patience and skill, and our Rooftop Sniper, Shadman, has loads of it.



How often do you see a Porsche 911 Turbo in Dhaka? This is what car spotting is about: photographing rare metal, on the move.



Classic Mercedes Benz SL with not-so-classic wheels. The cleanliness and presence make up for it in droves.



Some call it ugly, others say it was the resurgence of the big BMW Grand Tourer: Chris Bangle's 6 series.



Ignore the scrape on the side, this Audi TT still looks fresh enough to eat off. Definitely a future classic.

PHOTOS: SHADMAN AL SAMEE

COLLECTIBLES



The 1958 Mercedes 220 SE is a thing of absolute beauty. It is classy, elegant and the bodylines remind you of the ethereal Hollywood starlet Grace Kelly in a long gown. This week we have the Sunstar 1:18 for review.

Why? Because everyone should have a beautiful classic Benz model in their collection. It looks serene and was made to be an uber-luxury cruiser available as a convertible. Yes, that's also available from Sunstar in this scale. Pros: Superb interior with beautifully crafted dash and seats in brown. Very fragile, but also very accurate logo up front on the vertical grill. Smooth paint, sharp chrome, straight, smoothly rolling wheels. Separately painted and highlighted interior parts.

Cons: Hood doesn't open far enough to view the 2.2 straight six. That's it.

Cost: Average prices online are about \$55. Weight charges push that up to 7000 TK.

AUTO NEWS



PEUGEOT 5008

The 5008 has been reincarnated as a handsome SUV from the boring old MPV it used to be. The larger SUV shares design elements with the 3008, with seven seats coming as standard. The new 5008 takes advantage of the new crossover fad and combines the practicality of the MPV it used to be with the 3008's edgy styling, adding some off-road abilities with the raised ride-height.

Powertrains range from a 3-cylinder 1.2-litre or 1.6-litre petrol engines putting out about 120bhp and 160bhp respectively, with 1.6-litre diesel offering about 170bhp as well as more powerful 2.0-litre diesel options. The 1.2-litre petrol option is a godsend for countries with sky-high tax on cars, and it is also available with a 6-speed manual in case you're interested in beefing up your left leg.

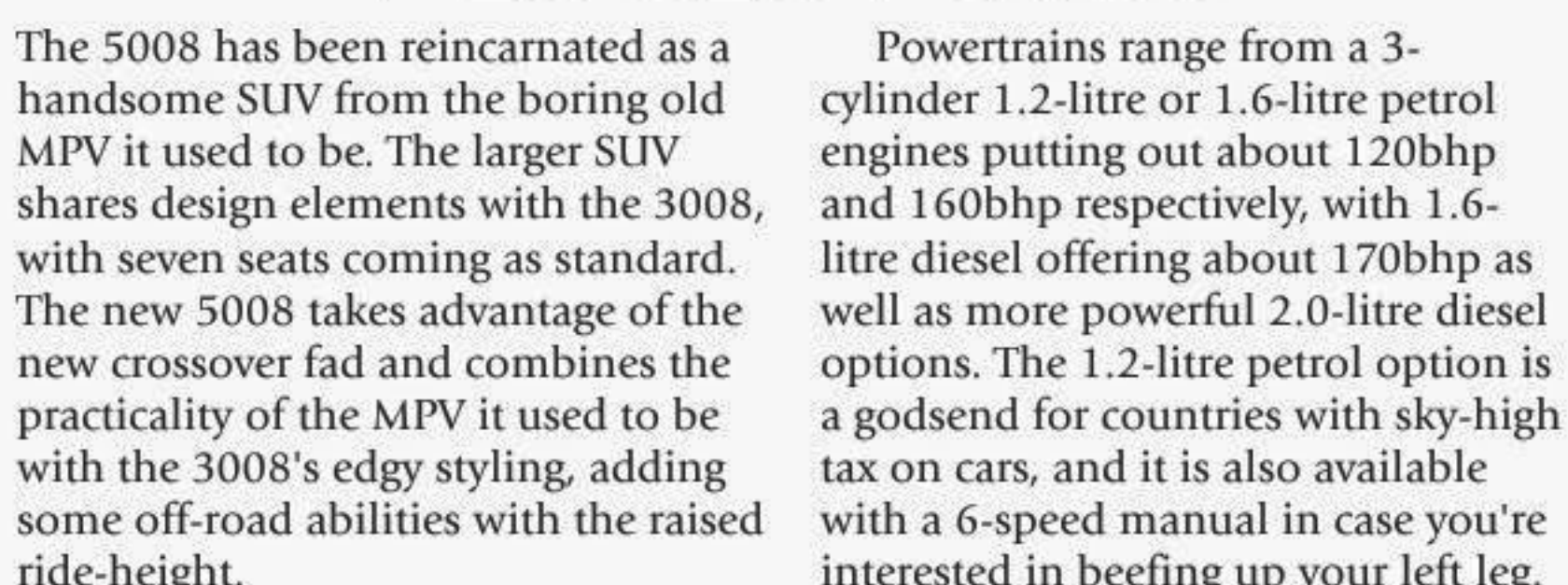


LAND ROVER DISCOVERY

Land Rover's new Discovery, going on sale soon, comes with a design language that is more streamlined than before. It combines the old Disco's off-road capabilities with Ranger Rover-esque looks but still carries over many of the old signature design cues. Under the skin, the Disco gets an all aluminium monocoque construction, making the SUV almost 500 kg lighter than

before. The asymmetrical license plate position and the garnish around it might make your OCD go bonkers though.

The new, lighter, less-utilitarian looking Discovery gets a 2.0 litre 4-cylinder turbo diesel pushing out around 240bhp, with the rest of the engine range made up of a turbocharged 3.0 V6 petrol and a supercharged 3.0 V6 diesel.



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