



Toyota Corolla Altis launched in Bangladesh

Navana Limited, authorised distributors of Toyota vehicles in Bangladesh, launched the brand new Toyota Corolla Altis at a Meet the Press event held at The Daily Star Centre on 19th November, 2017. Saiful Islam, Senior Vice Chairman of Navana Group, Takeshi Sugimoto, General Manager of Toyota Tsusho Corporation and J.A.Naser, Director of Navana Limited were present as guests and speakers during the launching ceremony. HamdurRahaman Simon, Head of Operations at Navana Limited, laid out the impressive new features accompanying the 11th generation Toyota Corolla, dubbed the Altis in the global market.

The Corolla Altis combines great features as well as traditional Toyota build quality and reliability into a neat package that is expected to do well in the Bangladeshi market. Safety features like 7 SRS airbags as well as



entertainment features like the 10 inch GPS enabled touch screen combine with a new 1.6 litre Dual VVT-i 4-cylinder motor that puts out 123 HP and 114 lb-ft of torque to create a premium class sedan that Navana hopes will draw customers away from reconditioned market cars.

The larger, more dynamic sedan also comes equipped with a rough road package that raises ground clearance and adds greater strength to the vehicle's underbody, which are deemed by Toyota as vital adjustments for driving in Bangladesh. Hamdur Rahman also stressed during his presentation that Toyota takes all the necessary steps to ensure the brand's new cars sold in Bangladesh are acclimated to local road and fuel conditions so that the cars' durability stays the same despite the poor quality of these factors.

Available in six exterior colours and a variety of options, the Toyota Corolla Altis is available at Navana Limited for a price of 39.5 lakh taka.



TESLA ROADSTER FACT SHEET



0-60MPH - 1.9 SECONDS
1/4 MILE - 8.8 SECONDS
TOP SPEED - 250+ MPH
10,000 NM TORQUE
620 MILES RANGE
ALL WHEEL DRIVE
\$200,000 (REGULAR PRICE)
\$250,000 (FOUNDERS SERIES)
\$50,000 (BASE RESERVATION)



TESLA'S CASH COW THE ROADSTER

When looking at manufacturers trying to make it in the mainstream automotive industry, it now takes the average brand about a decade to get on the right track to quality products that can compete on a global scale, often getting there through poaching engineers and designers from more established brands. The Chinese are doing it and doing it well, and it took the Koreans even longer with brands like Hyundai and KIA, which only gained market footholds in recent times.

What happens when you're an early innovator in a highly competitive global industry?

Tesla, for all its cult following and intrigue surrounding the badge, is hemorrhaging money. Leading the charge in upending established auto industry status quos costs a lot of money, and the electric car maker is currently feeling the heat of ramping up production while taking on the giants single-handedly. With their new Model 3 and promises of scaling up in order to meet the enormously growing demand for EVs, Tesla has found itself in hot water – in what Elon Musk himself has labelled a “manufacturing hell”, the company has managed to produce only 222 Model 3 “mass market” cars in a period where they promised 1500. Scaling up has meant Tesla is spending in excess of \$1 billion a quarter in order to fix issues with Model 3 production, and they seem to be desperately looking for a way out of the frying pan they've seemingly forced themselves into.

That way out comes from two new models, apparently. The Tesla Roadster, one of the first instances that the now-

famous T badge was slapped on, is back with hypercar levels of performance, while the much-discussed Semi truck is aimed at the trillion-dollar logistics industry in the United States.

Priced at an astonishing \$250,000, Tesla no doubt hopes that the Roadster will inject some much-needed cash into their revolutionary enterprise of making the electric car mainstream. They've done this before – they took advantage of huge interest in the Model 3 to take down payments from prospective customers, which they channelled back into tooling up efforts for production. There's no doubt that the Roadster looks exciting on paper (see panel for more info), but there are a lot of factors to consider before comparing it to the likes of the Bugatti Chiron or Koenigsegg's mental hypercars, as many are doing on social media following the Roadster's reveal. For one, the Roadster's design, as is the case with most EVs which have to be aerodynamically efficient in order to extend range, is as drab and unexciting as a clay model with flat surfaces. Then there's the lack of noise – considering the target market, this is a huge issue as traditional combustion powered supercars are mostly made of noise and fury, while the Roadster will be as quiet as the wind.

It simply does not invoke enough soul to win over the typical supercar or hypercar buyer. As far as fundraising attempts go, there might not be enough interest in this one to generate the kind of funds Tesla needs to stay afloat long enough. Orus dinosaurs could be proven wrong, yet again, by Elon Musk and co.

AUTO NEWS

Muricaa's track demon – Corvette ZR1

Everyone's favourite hillbilly sports car is back, and it has sprouted a wing and beefed up in all the right places.

With the stark absence of the Dodge Viper in the ring, the Chevrolet Corvette has found the space to grow some major teeth – under the bulging hood lies a supercharged LT5 6.2 litre V8 engine producing 755 HP and 715 lb-ft of torque. Over the top numbers aside, the ZR1 is also seriously track focused – two distinct wind-tunnel developed aero packages include all kinds of wings, blisters and diffusers that



force the Vette to the ground and makes sure it sticks in corners. In all-out track mode with the “High Wing”, the ZR1 generates 950 pounds of downforce when it matters most – at speed. There's high

performance Michelin Pilot Sport Cup 2 summer tyres and Magnetic Ride Control for superior grip where the aero starts giving out.

The latest generation can be equipped with either a seven speed manual or eight speed paddle shift automatic, marking the first time a ZR series Corvette has been fitted with an automatic gearbox. There's weight savings too, with generous lashings of carbon and aluminium all over the place, perhaps helping the Vette reach its claimed top speed of 210 MPH. If that is true, this would be the fastest ever

Chevy Corvette, or at least the fastest Vette from the factory in series production.

Has Muricaa finally made a sports car worth talking about seriously (without any mention of quarter mile times or how easy it is to do a donut with it)?



COLLECTIBLES



GT40 MKIV by Shelby Collectibles

Why is the 1967 GT40 so special for classic racecar collectors? It was the first GT40 to have a NASCAR style steel tube rollcage installed as a result of a bad crash previously. Despite the additional weight, the car was extremely fast thanks to its streamlined shape. It topped out at 212mph long before Jaguar XJ220 became known as the 200mph king. It was 270 kg heavier than the competing Ferrari yet still won the two races it entered.

Shelby Collectibles offers this 1:18 scale model that comes with a strange balance of detail and budget corner cutting. The car is faithfully proportioned and has opening panels to exhibit the brilliant mechanicals. The dash has individual switchgear appropriately coloured but misses finer details like proper cloth seatbelts.

The engine has a lot of detailing but the exhaust tubing needed better sanding to remove the casting marks. All the ducts line up brilliantly, from outside the engine covers to inside the motor. Only thing missing is a few plug wires and tubing to make it stand out more.

It's a hit and miss affair. It looks great but serious collectors will miss the added realism of wiring in an old car engine bay. If you're brave enough, it is easy to add. At this price point it is quite cheap for what you get. They sold for a little over 4000tk last year. Prices online are between 6-7k taka.

This particular car came in for repairs from Omar Faruq, an avid collector on DCCCB.

EHSANUR RAZA RONNY

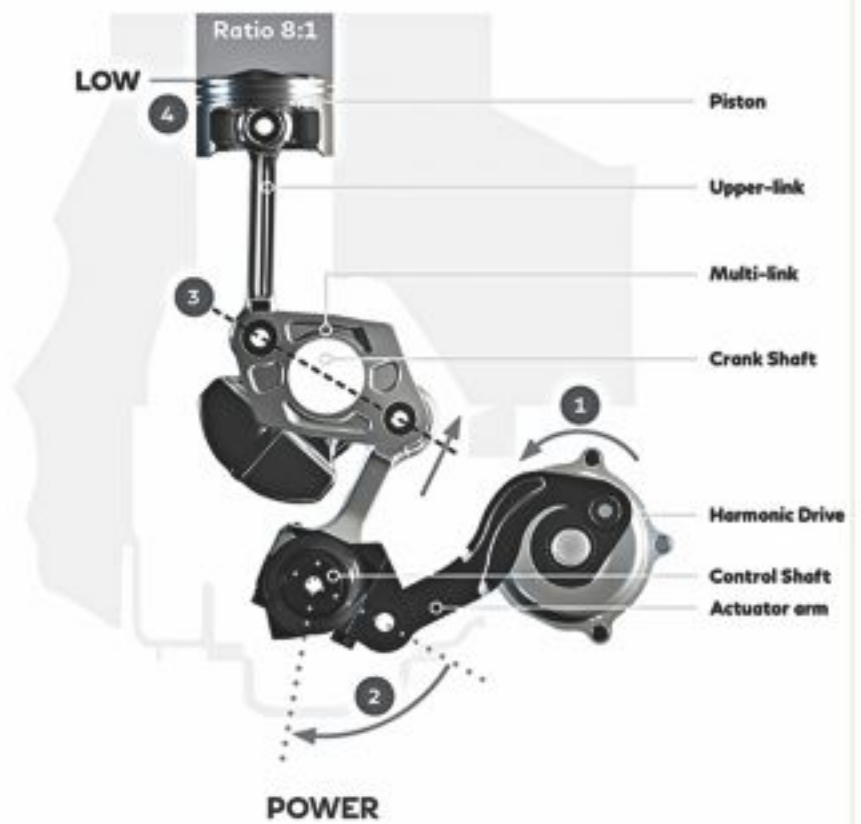
INSIDE NISSAN'S NEW VARIABLE COMP VCT ENGINE

While the rest of the world is crazy on alternative fuel tech, Nissan is still rolling tech advancements for internal combustion engines. For the first time in nearly a century, the compression ratio of a gasoline engine can be varied on the move, based on whether efficiency or power is required at each RPM.



During normal driving, efficiency is prioritised with a high compression ratio (the piston can reach higher up the combustion chamber and can thus compress greater fuel and air before combustion occurs).

For the VCT engine, the efficiency compression ratio is 14:1.



During spirited driving, power is prioritised. The harmonic drive adjusts, pivoting the control shaft, which in turn moves the multi-link and moves the piston into a lower position, thereby lowering compression. Lower compression (8:1) on a turbocharged engine makes more power, on the fly.