

The best SUVs you can buy in Bangladesh



The big, burly full-size: Toyota Land Cruiser V8

It's one of the longest running badges in Toyota's stable and one of the first pioneers in the segment. Currently, the top-dog LC features a gargantuan V8, top of the line camera and safety tech, as well as immense off-road potential that all Land Cruisers are expected to come with. It's one of the most comfortable ways to move around, and Navana Ltd. will bring units on order.

The comfortable crossover: Mitsubishi Eclipse Cross

Scuff at the badge all you want, but the truth is, the Eclipse Cross is one of the best value-for-money crossovers you can buy and it's a brilliant machine to drive, ride and look at. It's also comfortable and well equipped (although only 2 wheel drive)—rare praise in a segment that's filled with harsh riding, cramped and basic offerings. If anything can save the beleaguered Mitsubishi brand from its global hardship, this would be it. Contact Rangs Ltd. for pricing.



The budget German: Audi Q2

Isn't it nice when a nice coincidence leads to a happy outcome for everyone involved? We're sure Audi didn't develop a 1.2 litre 3 cylinder turbo motor just for displacement taxed backwater holes like Bangladesh, but the German brand is definitely winning some fans in these parts with their Q2 and A3. Small displacement, but enough power and equipment for your first German buy. Progress Motors Imports Ltd. might just have a hit on their hands.



The long-lived prince: BMW X5

The X5 changed the game in the late 90s with the X5. The idea of the Sport Utility Vehicle had a long journey from the first Range Rover, to the Jeep Grand Cherokee to the Toyota Land Cruiser, but it was the first generation BMW X5 that truly cemented the popularity, usefulness and the general blueprint of a well-rounded SUV. The latest generation, available through Executive Motors Ltd., is just a continuation of that with a lot more tech and a lot more features.



The best all-rounder: Honda CRV

The GLC and its entire segment of sporty crossovers might be a gimmick at product diversification, but that doesn't stop the GLC Coupe from being a properly engaging drive and a fine car. In our test drive we flung it over rough terrain, darted in and out of traffic and gunned it down long smooth straights—the Benz showed fantastic ability and turned heads everywhere. Tad bit expensive, but we're sure Rancan Motors can justify it with a huge range of optional features.



The best looking, inside and out: Peugeot 5008 GT Line

Peugeot is as left-field a choice you can make in Bangladesh, but if you're a design geek and want to stand out from the crowd, the 5008 GT Line is perhaps the best way to do it. The interior is mind blowing—every single surface is absolutely premium quality, using innovative materials that look as good as they are to touch. It'll seat seven with an abundance of leg room, and it looks like nothing else on the road outside. There's no easier way to stand out. AG Motors will fill you in on the rest.



COLLECTIBLES

The melancholia of 1:32 scale



Every generation has their decade specific car for the bedroom wall poster. The 80s favoured the Countach with a plethora of bikini clad women. The 90s saw the real king of hypercars emerge: the McLaren F1. In 1992 the world saw the F1 take on the mantle of the fastest production car in the world, ever. That too with three seats. It was the sleekest, smoothest door stop ever made. No one thought a door stop could look this gorgeous. With apparently 106 cars made in the six year run to 98, this was extremely rare. You can't buy one. I can't buy one. My cousin and his thieving friend that stole my VW Golf model also can't buy one.

I think a year later in 93, Maisto released their F1. It was basic with melty plastic looking interior and orange peel paint. But the all-important butterfly doors opened like you expected. And UT Models followed suit right after. They went all out

releasing the road car, the many versions of the GTR race cars in many, many liveries and of course, the iconic orange GTR LM. That was definitely premium model workmanship for the early nineties and a lot of it holds true today.

Pros: Perfectly opening doors, gorgeous interior with a full array of switches and knobs and wiring looms. The OZ wheels on the GTRs are superb and the paint is almost smooth and free from orange peel.

Decals are fantastic and the badges look like metal.

Cons: Big issue I had with many UT models is the lack of brake calipers. Why? Why would they omit that? The doors do not always stand open like they do on Autoart or TSM models. But then, you pay couple hundred dollars more for those.

Oddities: The F1s have plastic hinges for the doors so be careful if there are kids around. The road car has a fully opening rear area showing exhaust tubing, but the

GTR does not. Only the engine cover pops up in the latter.

Prices: The LM in the mid-2000s went all the way to \$1100 but now has settled somewhere along \$100-150 depending on condition. You will have better luck finding the liveried versions with the Gulf and the orange Frank Muller versions being more popular than the rest.

Should you get one? If you want an F1 in 1/18 scale, Minichamps is well detailed for under \$100. But if a GTR is what you want, your best budget option is the UT Models. These are getting rare because UT has stopped making models ages ago to give way to Autoart. The only other GTRs are made by Autoart for about \$300 and similarly priced and better detailed by TSM.

HASEEB CHOWDHURY



WORDS & PHOTOS: E.R. RONNY