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Auto Bild

INDIA
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REVEALED SKODA OCTAVIA

1st
Issue of
December

Top
story
on page 10



Auto Bild Motorcycle

ROAD TEST

New age commuters

Phoenix vs Discover 125ST vs CBF Stunner



.....**RIDDEN**.....
Ducati Panigale S



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BILD **ADVISOR**

Top 10

phone apps for car users

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Know when to change
your car brakes

King size off-roaders



Rexton W VS Pajero Sport

DRIVEN New metal



4th generation
Range Rover

Rs 10 lakh
Chevrolet Trax



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Our top story this fortnight comes back to the new Octavia, more than two years after we first featured it on the cover. Since then, a lot has changed. Skoda's plans for its product portfolio are firmed up and we now have definitive spy shots of the vehicle that will be the Octavia around the world and also in India. As you can see, it will be a sleek vehicle very much like the first Octavia and we hope it can live up to the legacy of its predecessor, though details and engine options for India are still to be decided.

Amongst the new cars, we have driven the Chevrolet Trax, the small SUV that will take on the Ford EcoSport in a battle amongst American companies and the Mercedes B-class that offers unparalleled space. But pride of place of course goes to the new Range Rover, which has adopted radical construction for an SUV to bridge the gap between a capable SUV and a luxury vehicle. With over 18,000 different options available not only can one go river wading in Uttarakhand or dune-bashing in Rajasthan, but also have a unique vehicle customised to one's tastes.

The road test this issue is between the Rexton and the Pajero Sport. While the former offers convenience, equipment and a large engine, the latter offers more comfort and better dynamics making it a very difficult choice.

As it is every month, this issue also features motorcycles. From the superbike from Ducati to small commuters with one-tenth the engine capacity. We try to decipher which bike is best in the 125cc segment where TVS tries to make its mark with the Phoenix. And, if you want to go racing, we profile Honda's racing school.

The ADVISOR this issue, like every other issue, features second hand buying as well as practical tips on brake pad replacement and how to get your car ready for the winter. This time in products we feature the top 10 smartphone apps for car users.

And, last but not the least, it's advisable to follow the progress of our long-term vehicle fleet to see how they are faring in terms of everyday fuel efficiency or in terms of breakdowns and servicing costs.

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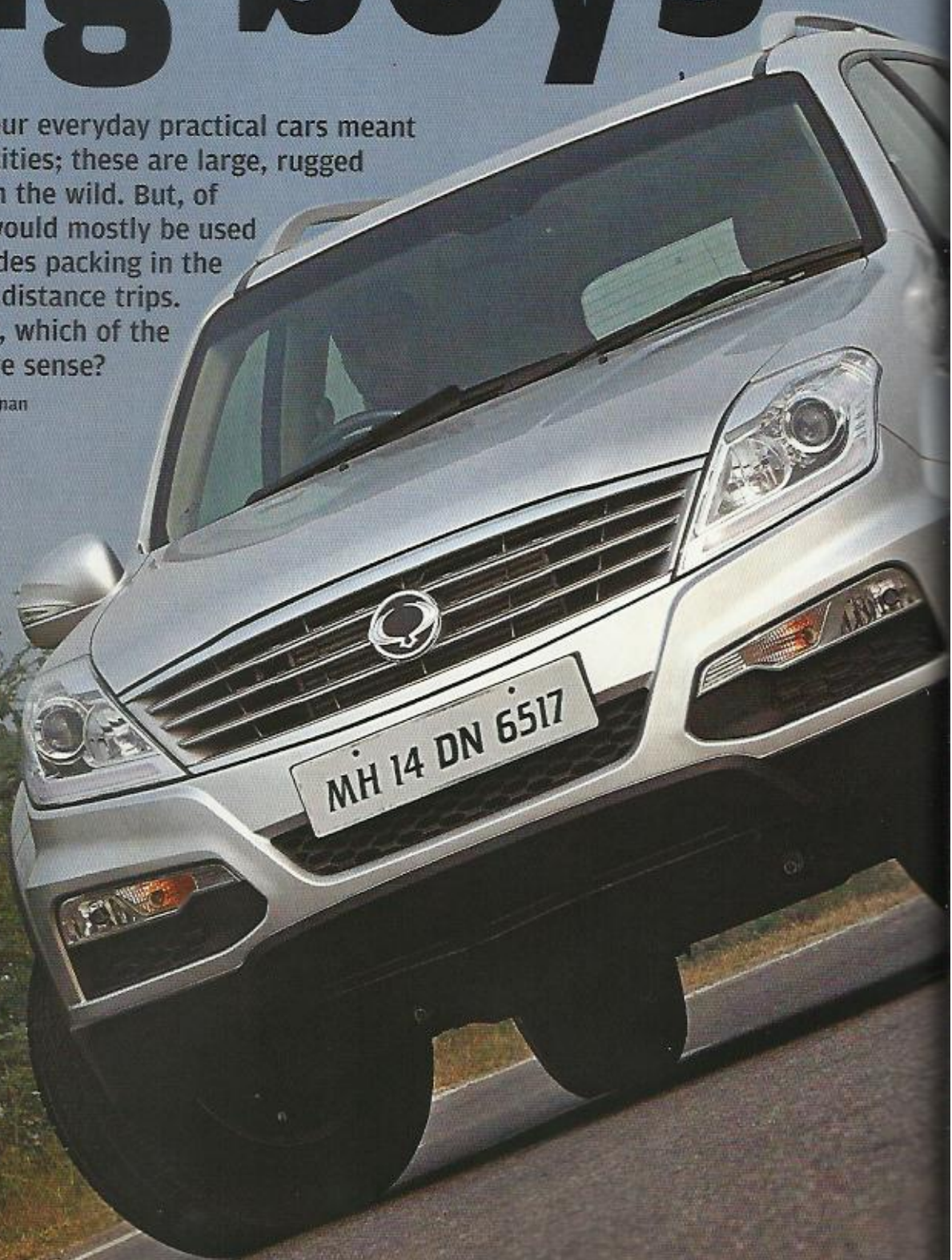
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Big boys

These aren't your everyday practical cars meant for congested cities; these are large, rugged SUVs to take on the wild. But, of course, these would mostly be used for posing besides packing in the family for long distance trips. The question is, which of the two makes more sense?

Pictures: Suresh Narayanan





The Pajero has history, heritage and accolades aplenty. It's also the first name that comes to mind when someone says 'adventure' and 'holiday' in the same breath. But, it is old school; one of the reasons it is so rugged. What we have here is the latest Pa-

jero to enter the Indian scene. It carries the Sport suffix and though it is a current generation model, it isn't exactly very modern. It is a hugely capable SUV, nonetheless. It is practical too with seven seats, high ground clearance, good space and a potent diesel engine.

But, it hasn't had it easy, thanks to the bestselling Fortuner's fan following. And, to make things more challenging for the Mitsubishi, there's a new contender in the market. Meet the Ssangyong Rexton. It doesn't have a great history; it hasn't won any gruelling rallies and

it isn't the preferred vehicle for expeditions either. Moreover, it's not very well known, especially in India. But, it has Mahindra's backing, and on paper, it has a pampering co-efficient unheard of in the segment.

So, which one should you put your money on?

ROAD TEST

Neither SUV comes across as very current, but both score highly on street presence. Between the two though, the Pajero draws more attention



Ssangyong Rexton RX7

Interiors feel old, though the quality and fit and finish is good. There's soft grain plastic on the dash top. Equipment level again is very good. **1.** Clocks look dated, but are easy to read. **2.** Steering has controls for the audio as well as buttons for shifting gears when driving in manual mode. These aren't fun to use though. **3.** Central console houses a touchscreen for the audio, which also has Bluetooth and a single zone climate control system. **4.** Central tunnel gets two cup holders but little storage otherwise. The central screen doubles up as a sat-nav unit too (below)





Road presence

Clearly, if you are looking at pose value above all else, the 'Pajero' badge and the Sport's taller, more muscular stance makes it the better choice. The Rexton in comparison looks more oriental besides coming across as softer, lower and less adventurous. The Pajero's more off-road friendly design is clear from the outside too, particularly its better approach and departure angles.

Inside though we'd take the Rexton for it looks richer, feels and it's more luxurious. Step inside the vehicles and it is immediately evident that there's more effort and attention paid to the quality of plastic parts, and the fit and finish inside the Rexton. Though, the designs for the dash, the door inserts and the knobs and buttons on both vehicles look dated and very utilitarian.

The Rexton, however, gets more equipment. There's a touchscreen interface in the centre console that plays music, has Bluetooth telephony and an in built sat-nav. In addition, the Ssangyong

gets power seats with memory for the driver, automatic head lamps and wipers and cruise control. On the safety front, the Rexton gets two additional airbags and ESP. All this might be missing on the Pajero, but for die-hard off-roading fans, the Pajero gets four wheel drive, with high and low ratio and a differential lock, while the Rexton has to make do with an electronic all-wheel drive system.

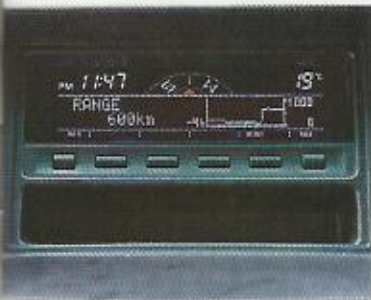
Driver appeal

But, at least, the Rexton gets a manual override (operated via buttons on the steering wheel) with its automatic transmission to inject some driver involvement. It's quite an average gearbox otherwise with five speeds and no real immediacy in shifting. The engine on the other hand has great specs supporting it. It is a five cylinder diesel displacing 2696cc, developing 184bhp of max power and a juicy 402Nm of peak torque.

On the move, after the auto box has done its torque converter drone ritual, the poke is quite good. It helps the Rexton gather

Mitsubishi Pajero Sport

The Pajero's insides look old-school as well and though the quality is acceptable, the plastic used doesn't come across as upmarket as the Rexton. 1. Instrumentation as on the Mitsubishi is simple and easy to read. 2. Steering mounted controls only work the audio. 3. Pajero's central console doesn't get a touchscreen, but there's climate control and a stereo, but without Bluetooth telephony. It also houses a trip computer missing on the Rexton. 4. The central tunnel has little more storage. The trip computer also acts as a compass and is very detailed in its output (below)



Driving position comfortable but Rexton needs better body control especially over broken roads around here



decent pace and without much fuss. The problem here, besides the auto box, is the noise. The engine is just too noisy for a car that costs over Rs 20 lakh. It takes away from the Rexton's luxury and upmarket feel leaving it feeling unrefined and costly.

The Pajero is quieter. The four cylinder diesel on the Mitsubishi displaces nearly the same capacity, but is short on power. However, even with similar peak torque

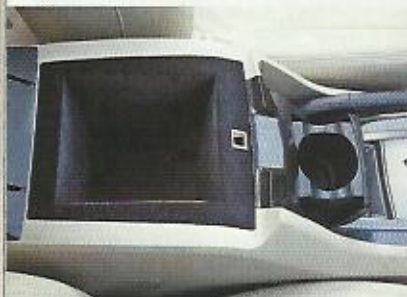
and a proper manual, the Pajero is much slower off the line. It takes over two seconds more to hit 100kmph from a standstill compared to the Ssangyong. It also records a much slower top speed compared to the Ssangyong. The Pajero's box is also a five-speed unit, but being a manual it offers more control and higher driver involvement.

A manual means one does enjoy driving the Pajero more, but on

the downside, there's some effort required to use the clutch pedal and in stop and go traffic, it does tire you out sooner. The heavy steering on the Pajero doesn't help its cause in the city either and the visibility isn't great. The Rexton has a super light steering and with marginally better visibility it is the easier of the two to live with, in the city.

But dynamically, the Ssangyong leaves a lot to be desired. Given

the body on ladder construction, the heavy kerb weight and the overall huge size of both the SUVs, none really is fun around bends. But the Rexton has the potential to scare you. It pitches heavily under braking, understeers alarmingly even at moderate speeds, and even if the road is mildly undulating it moves around a bit too much. The Pajero feels more planted and though it has a slightly stiffer ride compared to the Rexton,



There's storage under the front armrest and a pop out bottle holder



The five-cylinder is noisy, but hugely powerful. It is coupled to an average 5-speed auto box, which gets electronic AWD



The second row has less kneeroom compared to the Pajero and it doesn't slide. Last row seating is very uncomfortable



The Rexton is far better equipped. Its front seats are electrically adjustable and come with memory function (left). There's also ESP (right) and the overall quality level on the Ssangyong is better



The Pajero offers higher seating and better straight-line stability. It also irons out road irregularities better than the Ssangyong



makes for a better companion on highways or for high speed driving. It rolls and pitches less and turns into corners with more poise. The turn in is sharper, the body-roll better reigned in and it feels more stable under braking as well. If we had to pick one for travelling long distances or as a driver, it would be certainly the Pajero Sport.

Space equation

So, the Rexton is easier to drive

in the city and better equipped. The Pajero is better off-road and is more sorted for inter-city travels even if it involves the hills. The Pajero is also more fuel efficient.

But, these are seven seater SUVs at the end of the day and their large size must count for something. And, the Pajero makes it count more than the Rexton. The Mitsubishi offers more head and leg room at the front, and more knee room in the second

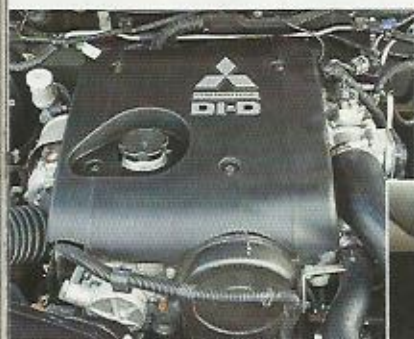
LUST FACTOR This is about taste and does not affect our final points rating

	MITSUBISHI	SSANGYONG
		
CATEGORY		
Design	★★★★★	★★★★★
Character	★★★★★	★★★★★
Handling	★★★★★	★★★★★
Wellness	★★★★★	★★★★★
Image	★★★★★	★★★★★
TOTAL	★★★★★	★★★★★
To die for ★★★★★, Enticing ★★★★, Likeable ★★★, Could be better ★★, Boring ★		

The Pajero looks more purposeful and it says more about the owner than the Ssangyong. Moreover, it drives better. The steering feels more alive compared to the Rexton and it handles better too. Plus, it has a manual gearbox, which gives the driver better control of the proceedings. The one thing I'd like better on the Pajero though is performance. It is a heavy vehicle and it seriously needs a more powerful engine.



Stowage spaces aplenty like on the central tunnel make this a practical cabin



The engine has good low and mid range torque and class leading fuel economy. Pajero also gets the more potent 4WD system



Anti-clockwise from right: Front door pocket is useful and can hold a bottle. The switches all round like for the power windows are of average quality. Last row seating, though uncomfortable, is better than the Rexton; ditto for the second row. Plus, the second row slides for higher seating flexibility

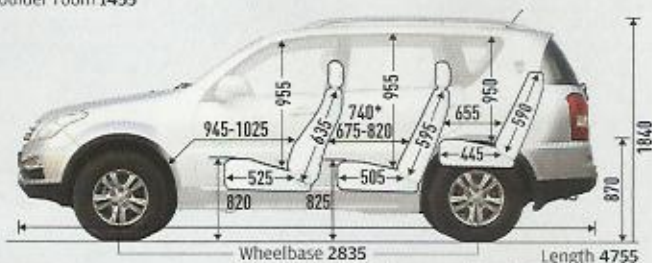


ROAD TEST

MEASUREMENTS in millimetres

Wheel track F/R 1570/1570
Width 1900
Shoulder room 1455

Rexton
Tyres 235/75 R16 Hankook DynaPro
Spare wheel Full size



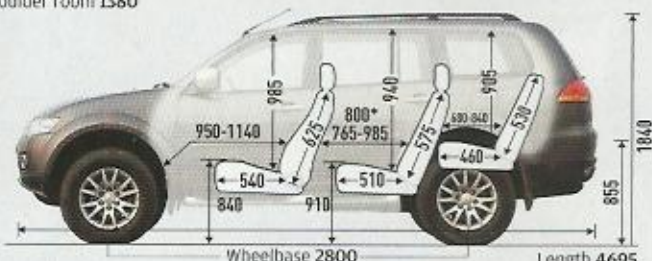
*Rear knee room with standard 1m driver's leg room.

The Rexton is longer and it sits on a longer wheelbase. It is wider as well, but it's the Pajero that offers more room to occupants in all the three rows of seating

MEASUREMENTS in millimetres

Wheel track F/R 1520/1515
Width 1815
Shoulder room 1380

Pajero Sport
Tyres 265/65 R17 Bridgestone Dueler
Spare wheel Full size



*Rear knee room with standard 1m driver's leg room.



Boot space on both SUVs is huge and with the second row flipped over, there's acres more to be had. However, the Pajero's boot is bigger and more flexible

ENGINE	MITSUBISHI	SSANGYONG
Made Of	Al head CI block	Al head CI block
Capacity (cc)	2,477cc	2,696cc
Cylinders	4 cyl, inline	5 cyl, inline
Installation	Longitudinal	Longitudinal
Valvetrain	4 valves/cyl, DOHC	4 valves/cyl, DOHC
Bore x stroke	91.1mmx95.0mm	86.2mmx92.4mm
Max Power	178bhp@4,000rpm	184bhp@4,000rpm
Max torque	400Nm@2,000rpm	402Nm@1,600rpm
Max engine speed	4,500rpm	4,500rpm
Specific output	72bhp/litre	68bhp/litre
P-t-w	86bhp/tonne	92bhp/tonne
Gearbox	5-speed manual	5-speed auto
Driven wheels	4WD	4WD
Fuel efficiency (ARAI)	12.8kmpl	11.2kmpl

TESTED	MITSUBISHI	SSANGYONG
Acceleration		
0-60kmph	5.4s	3.7s
0-80kmph	8.9s	6.3s
0-100kmph	12.3s	9.7s
0-120kmph	17.8s	13.8s
Top speed	173kmph	194kmph
Driveability		
30-80kmph	6.8s	5.7s*
40-100kmph	9.1s	7.9s*
80-120kmph	8.1s	7.6s*
Braking		
80-0kmph	28.2m	27.5m
100-0kmph	45.4m	42.6m
In cabin noise		
At 50kmph	67 dB(A)	64 dB(A)
At 100kmph	69 dB(A)	67 dB(A)
At 130kmph	71 dB(A)	70 dB(A)
CO2	233g/km	255g/km
Fuel efficiency	11.3kmpl	10.4kmpl

* Kickdown in D

BODY	MITSUBISHI	SSANGYONG
Chassis	Ladder frame	Ladder frame
No of Seats	7	7
Suspension F/R	Double wishbone with anti-roll bar/ three link with anti-roll bar	Double wishbone with anti-roll bar/ five link with anti-roll bar
Brakes F/R	Ventilated discs/ ventilated discs	Ventilated discs/ solid discs
Wheels F/R	7.5Jx17in	7.5Jx16in
Steering	Rack & pinion with hydraulic assist	Rack & pinion with electric assist
Turning circle dia	11.2m	11.4m
Fuel	Diesel	Diesel
Tank capacity	70 litres	78 litres
Boot space	NA	NA
Kerb weight	2,065kg	1,986kg

EQUIPMENT	MITSUBISHI	SSANGYONG
Model	Pajero Sport	Rexton RX7
Airbags	2	4
ABS/ESP	Yes/No	Yes/Yes
AC/Climate control	Climate control	Climate control
Power windows	All four doors	All four doors
CD/Mp3 player	Yes	Yes
Sun roof	No	Yes
Xenon lamps	No	Yes
Warranty	3 years/100,000km	2 years/100,000km
PRICE (OTR, Delhi)	Rs 26.3 lakh	Rs 23.0 lakh



If we had to choose one of the two for long distance driving, we'd take the Pajero

row. With its sliding second row, there's more space and flexibility in the last row as well. The Rexton is wider, longer and it sits on a longer wheelbase compared to the Pajero. But, the space utilisation isn't as good. Yes, the shoulder room in first two rows is much better inside the Rexton, but in every other regard, the Pajero

manages to squeeze more space out of its design.

As far as boot space is concerned, the space and flexibility on offer in both the SUVs is similar. With the last row folded, there's enough space to hold weekend luggage. Fold the second row and you can move houses in both the cars.

FINAL PLACING



1 298 POINTS
Mitsubishi Pajero Sport
 Ideal for those who are adventurous by nature and love traveling long distances. The Pajero is more stable, involving and efficient. It is also much better off the road.

MOST COMFORTABLE CAR 140/200 points



2 292 POINTS
Ssangyong Rexton RX7
 Big size and good for posing, the Rexton also works best as an SUV for the city. Its light steering and an auto 'box help here. It could do with lesser body movement though.

BEST DRIVER'S CAR 128/200 points

'Best driver's car' and 'most comfortable car' placings are specific to this test only

Verdict

■ The Rexton is much lighter on your senses. It rides better at slower speeds and is the plusher of the two SUVs in terms of interior feel. It has more comfort and safety features too and packs way better performance. Plus, with its lighter steering and an auto 'box, it is clearly the better SUV for city use. The Pajero Sport though is the truer SUV and the winner of this test. It's better sorted for highway jaunts given its ride and handling. Its seats are comfier and the cabin more spacious. The boot is more usable too. It is also more economical, and of course, it is a better off-roader any day.

Vikrant Singh



SCORECARD

	Max Points	MITSUBISHI	SSANGYONG
BODY			
Front space	15	13	11
Rear space	15	13	11
Feeling of space/ambience	10	8	8
Boot space/flexibility	15	15	13
Visibility	5	3	3
Feel of quality	15	11	11
Payload	5	4	5
Safety	20	4	8
Intermediate results	100	71	70

DRIVE

Acceleration	15	7	9
Top speed	5	2	3
Driveability	10	8	9
Engine characteristics	5	3	3
Gearbox	10	6	5
Fuel efficiency	40	21	19
Range	5	4	4
Environment	10	5	5
Intermediate results	100	56	57

COMFORT

Ride quality	30	22	20
Front seats/ingress	10	8	8
Rear seat/ingress	10	7	6
Driving noise	10	6	7
Handling	15	11	9
Comfort equipment	15	8	10
Operability	10	7	8
Intermediate results	100	69	68

DYNAMICS

Steering response	15	11	9
Directional stability	15	11	10
Manoeuvrability	20	11	11
Braking	25	18	19
Grip	10	6	6
Turning circle	15	12	12
Intermediate results	100	69	67
TEST RESULTS	400	265	262

COST

Price	60	7	8
Resale	20	12	10
Warranty	20	14	12
Intermediate results	100	33	30
TOTAL	500	298	292
Final position	1	2	

The AUTO BILD points system at work

Clear winner, fair grading - cars are rated over 500 points, with 100 points for each section. Also, each section focuses on a single aspect for easier understanding

The Pajero scores higher for occupant space even though it is the smaller of the two SUVs. It also has a more practical and flexible boot compared to the Korean. But, the Rexton manages to score higher for its better fit and finish, higher payload and more safety kit. It gets ESP and front side airbags, missing on the Pajero. ABS and two front airbags are standard on both.

The Ssangyong has more power and so much so that even with an automatic gearbox, it manages to out-accelerate the Pajero and record a higher top speed. Being an automatic it also scores higher for drivability. But, it wins this category by just a point because the Pajero scores more for being the more efficient of the two SUVs and it also has the better gearbox.

As was the case above, only one point separates the SUVs here as well. Crucially, it is the Pajero which is at an advantage this time round. It has the better overall ride quality, better second row seats and much better handling in its favour. The Rexton though scores in areas like driving noise, comfort equipment and operability.

The Pajero is the winner when it comes to dynamics. Besides better handling it also has better steering feel and is more stable over a variety of surfaces. The Rexton though stops sooner. Otherwise in areas like Manoeuvrability as well as the grip on offer, the two are very close. But, the Rexton is easier to live with in the city.

In the end, the Pajero wins and by a decent margin. It is the SUV to buy here if one is looking at a better overall package and not one just for city use. Moreover, the Pajero commands a higher resale and it is being offered with better warranty as well compared to the Rexton.