

Auto Bild

INDIA
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SUB 10 LAKH INDIA BOUND SUVs

**CHEVROLET TRAX, VW POLO SUV, FORD ECOSPORT
and more...**



DRIVEN NEXT-GEN
GL-class



DRIVEN
Mitsubishi Pajero Sport



DRIVEN
Renault Scala



PREVIEWED

Range Rover

Now in its 4th generation

ROADTEST

Brawn on a budget

Mahindra Scorpio & Renault Duster face-off



AUTO BILD **ADVISOR**

Correct etiquette for expressway driving explained



With a spurt in interest in the SUV segment it's time for manufacturers to cash in on the situation. While the majority of the big range of SUVs first catered just to the premium segment, manufacturers today realise affordable SUVs too have great future in this country and have therefore firmed up plans to launch smaller and consequently cheaper SUVs. Not all the small SUVs that we are profiling in this issue will target the mass market though, with the likes of the Audi Q2 retaining the premium tag.

However, whether it be Volkswagen or Skoda, Mahindra or Chevrolet, their eyes are all set on the much larger volume segments and by the end of next year, there will be at least five new small SUVs available below or around the Rs 10 lakh mark, as our top story reveals. These will join the Renault Duster, which is already on sale. We have driven both the diesel and petrol Dusters and have written about them, but the true sense of what the vehicle offers comes only when it is pitted against a vehicle of a similar price and size. In this case it is the Mahindra Scorpio. Our road test reveals which is the better SUV to buy. Our second road test decides on the best diesel sedan in the Rs 10 lakh bracket as the Sunny takes on the Etios, the Rapid and the Verna.

We have also driven half a dozen new cars in this issue including Renault's Scala, Mercedes' new and updated GL, the Mitsubishi Pajero Sport as well as the Mini Paceman - the two-door coupe version of the Countryman SUV. We also have a report on the gathering of exotic wheels, which are or have been owned by Indian royalty and nobility, at one of the iconic events -- the Pebble Beach Concours. We are also happy to report that some of the major honours were taken by a car that still resides in India.

With the opening up of the six-laned Yamuna Expressway and immediate news of mishaps on the newly opened road, we go through the etiquette of driving on expressways in our ADVISOR section. Last but not the

least, we also take a first-hand look at the future of cars and mobility with a report on a flying car.

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Call of the wild

HM and Mitsubishi have unleashed the Pajero Sport in India, in a segment that's dominated by Toyota's Fortuner. But can it prove to be a worthy opponent? We decide to find out

Pictures: Suresh Narayanan



Say Mitsubishi and the first thing that comes to the mind are the super-quick Evo series rally cars and the mighty Dakar winning Pajeros. Traditionally, Mitsubishi cars have borne strong sporting roots, which it intends to carry forward with the new Pajero Sport.

While the earlier generation Pajero is still on sale, the Japanese manufacturer has slipped in

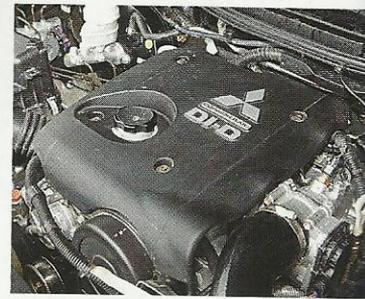
the Pajero Sport, which promises a lot more. By the looks of it, the new SUV retains its macho demeanour. The chrome grille and flush fitting headlight look pretty cool. In profile, the 215mm ground clearance also reassures the buyer of it being a true-blue off-roader. Get inside and you are greeted by a large dash and a centre console studded with an electronic info centre offering

various off-road related tools like a compass, range calculator etc, but the audio player looks dated in comparison. While the seats are comfortable to get in, the only drawback is that they are mounted low. The second row is spacious, and the third row is best left for kids.

Fire the engine and the 2.5-litre turbocharged common rail diesel wakes up with a grunt.

And, the moment you release the clutch the hulk starts to charge forward like a raging bull. The SUV actually rocks when you rev it in neutral. On the move, the Pajero Sport feels brisk and reaches the 100kmph mark in 12.9 seconds. The gearbox is a bit stiff but you don't need to shift much as there's enough torque to pull you out of sticky situations. Even in the fifth gear, the Pajero





The 2.5-litre turbocharged common rail diesel features a VGT, feels torquy and is capable of good performance



The centre console (above) houses display for various information and even a compass. Reach adjustment on the steering is sorely missed. The clocks (right) are clear to the eye. Note the 4wd mode indicator on the right

pulls effortlessly. The steering, however, does not garner many accolades as it feels heavy and tires you out on the crowded city roads. Adding to the Pajero Sport's woes is the clutch, which feels very heavy and fatigue sets in

sooner than later.

But the crown jewel of the Pajero Sport is its off-road capability. These days Delhi is witnessing heavy rain turning underpasses into swimming pools. In one such pool we de-

cidated to check out the Pajero Sport's wading capabilities. With water above the bonnet line, the Pajero simply waded through the body of water – a testimony that rivers are not much of a problem for this beast. And, if

you get into sticky stuff, don't panic at all. Slot that small lever next to the gear stick all the way forward, which engages 4wd with diff-lock, and the Pajero will easily climb out. A perfect tool for a pucca off-roader.

Mitsubishi Pajero Sport	
Engine	2,477cc, turbo- diesel
Max power	178bhp@4,000rpm
Max torque	400Nm@2,000rpm
Gearbox	5-speed manual
Kerb weight	2,455kg
LxWxH (mm)	4,695x1,815x1,840
Top Speed	180kmph
0-100kmph	12.9s
Price	Rs 24.43 lakh (ex-Delhi)
+	Engine, off-road capability
-	Price, service backup, seating



The third row folds down, but it needs a bit of work to get it back in place. Otherwise, the boot offers plenty of space

Verdict

Rahul Ghosh

The Pajero Sport offers you some amount of exclusivity on Indian roads. It looks big enough to scare away the car in front and it's quite powerful as well. The Pajero Sport's off-road capability adds to its aura. However, on the downside, the it has come a bit too late in the market and it is also on the expensive side. Limited service back up might deter some from buying this blue-blooded off-roader.



The Pajero Sport is capable of turning pools into puddles without breaking into sweat

