

AUTOCAR

INDIA

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HOT EXPO STARS

The definitive guide to all the must-see cars at India's biggest motor show

JAGUAR C-X17



VW TAIGUN



MERCEDES-BENZ GLA CONCEPT

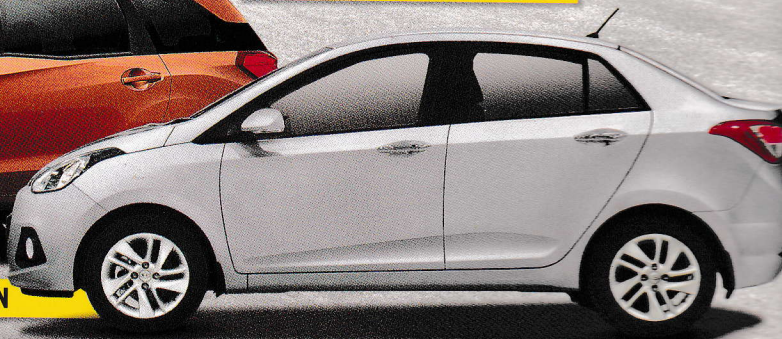
DATSUN GO+



HONDA MOBILIO



HYUNDAI GRAND i10 SALOON



haymarket

DIESEL SHOOTOUT

New Honda City vs Hyundai Verna vs Skoda Rapid vs Volkswagen Vento

EXCLUSIVE DRIVE

New Hyundai Santa Fe
1,000km along Australia's stunning coastline

ALSO INSIDE

- » Hyundai's MPV for India
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Only top trim on Movus will get refreshed interiors.



Tata to replace Sumo Grande with Movus MUV

WE CAN NOW confirm our reports that Tata Motors is considering re-launching the Sumo Grande MUV as the Movus. The carmaker will showcase the Movus at the 2014 Auto Expo.

On the outside, the only change expected is in the form of 'variCOR' branding on the rear fenders.

Under the skin, the Movus will get a detuned 118bhp version of the 2.2-litre 'VariCOR' diesel engine that powers the Safari Storme. The Movus will also run on smaller, 15-inch tyres.

The Movus will come in three variants, starting with the CX and going on to the LX and then the EX. The base CX will not get an air-con, for which, you will have to choose the LX trim. Both CX and LX trims will feature the old

car's dash design. The top EX variant gets refreshed air-con controls, dual-tone interiors and a new centre console. It'll also come with roof-mounted rear AC vents and a revised anti-roll bar.

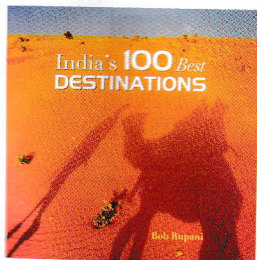
There will be three seating configurations on offer. The base CX variant can be configured for 8, 9 or 10 seats, while the LX trim will feature optional captain seats, making it a seven-seater. The top EX variant gets captain seats as standard and can be configured as a seven or eight-seater.

Tata plans to introduce the Movus in the commercial segment first before offering it to private customers. Prices are expected to start at Rs 7.5 lakh and go up to Rs 8.6 lakh (ex-Delhi) for the top EX.

INDIA IN A NEW LIGHT

Our country is a vast diaspora of culture, landscape and people. Each village, town, city, state holds a promise of adventure. Noted motoring journalist Bob Rupani, in his book, India's 100 Best Holiday Destinations, invites you to explore India's rich past, stunning geography, vibrant mosaic of cultures, picturesque hill stations and temples. And it's

not just a straightforward travelogue. It presents unique experiences the author has had across the many destinations he's travelled to. Here's a chance to lose yourself among our country's teeming billions.



Colin Goodwin

The good life Out with the old



The SLK is the latest in Colin's garage. He's eyeing a RenaultSport Clio Trophy too.

It's going to be all change in the Goodwin fleet in 2014. First arrival is a brand new Mercedes-Benz SLK200; there were some cracking leasing deals around and we decided to take the plunge. Yes, I'd rank a Porsche Boxster above the Merc in a twin-test, but when it comes to spending your own money the tables can be turned when one of the cars is considerably cheaper than the other. Anyway, the little SLK is a great package – the styling is slick and the lowest-powered engine in the range is sufficient. The main thing is that Mrs Goodwin loves it.

Going out the door will be our Fiat 500 convertible. We've now had this Cha Cha blue little Italian for four years and it's done cracking service. A couple of bulbs have blown over the years and one gearchange cable snapped, otherwise the car has been faultless. We had a hard-topped 500 before this one and that was reliable, too. However, in the 80's, I had a couple of Fiat 127s as company cars and they were far from reliable.

Also on the way out the

door is our 1985 Mercedes 280SL. I can't even remember how long we've owned this old warrior but it must be about 8 years. Selling it is going to be a bit of a hassle, thanks to the 3,24,000km on its mile-o-meter. A lot of people are going to be put off by this mileage, but the important thing about an old car is its condition, not the number of miles that have passed

'The RenaultSport Clio Trophy is the best hot hatch that I've ever driven.'

under its wheels, and our 29 year-old SL is pretty rust-free, or at least it is in the important places. It's been a nice car to own but is extremely dull to drive. A bit like an extremely well made American convertible from the 1960s.

Living with only a two-seater sports car would be a bit of a pain even with a regular supply of test cars, so we're going to buy a four-seat car as well

and I know exactly which one. It's a long time since I owned a hot hatch (it was a Peugeot 205 GTI about 20 years ago) and it's time to once again to dip into the greatest class of car born in the last fifty years. The target car is a RenaultSport Clio Trophy. Only made in 2005 and limited to 500 examples, the Trophy is the best hot hatch that I've ever driven. I remember driving one in Italy at Evo magazine's car of the year extravaganza. What memories that event brings back. We had a Ferrari 430, Gallardo, BMW M3 CS, GT3, Ford GT plus the little Renault. What a giant-killer the Trophy turned out to be, running on the rear bumpers of the big boys. I remember chasing the Lamborghini and very nearly being able to overtake due to the level of commitment possible in the small and agile Renault. The Trophy performed so well that the boss of the magazine bought one as soon as he got home. He's still got it. I reckon I'll need to pay around £5,000 (Rs 5.05 lakh) for a nice Trophy but it won't lose money. I'll keep you posted.

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