

ZIGSCLUSIVE!



PHOTOGRAPHY KUNAL KHADSE

JAZZ USHERS IN THE J-CLASS JAMBOREE!

An all new league of hatchbacks is what the Honda Jazz really beckons. Adil Jal Darukhanawala drives the new class defining car and returns with his India-first opinion

There are two ways to get hold of any market. One is to compete with existing products, fight over volumes and eke out breathing space for a new product, but leaders through automotive

unconventional but they are so for reasons far more practical than mere aesthetic. The Jazz's design is based on a simple and catchy machine-minimum, man-maximum concept that

way of folding the rear means that the Jazz can accommodate a tent as easily as it can swallow a barbecue rack. Fit and finish are exceptional - and this hatchback is even better put together than the acclaimed Honda City which bagged the coveted 2008 ZigWheels Car of the Year accolade. Safety of passengers and pedestrians has also been emphasized adequately, and the Jazz breaks new ground for cars in its class to feature not just ABS and EBD as OE along with a full complement of airbags.

Open the hood and one finds the familiar i-VTEC badge on a pretty compact looking engine. For excise benefits, the Jazz gets a 1.2-litre unit which is pretty much the norm these days. However what is extraordinary about this jewel of a motor is the amount of horsepower it churns out. The Jazz produces all of 90PS @ 6200rpm and a maximum torque of 110Nm @ 4800rpm from its

diminutive 1,198cc engine. These figures are more than the previous generation City which produced a mediocre 77PS from a 1.5-litre engine. Definitely the peppiest unit in its class, the Jazz engine also features some very clever technology, like the SOHC i-VTEC system which allows one inlet valve to remain closed at low revs to boost not only the low end torque but also the fuel efficiency without impairing

driveability. To feed all that power to the front wheels, the Jazz is equipped with a 5-speed manual gearbox. The shift action is light, smooth and very direct thanks to the adoption of carbon-fibre synchronizers. Steering the car through city traffic or speedy corners is a delight too with a perfectly weighted steering wheel that is neither over-served nor of the rubbery wishy-washy kinds. The

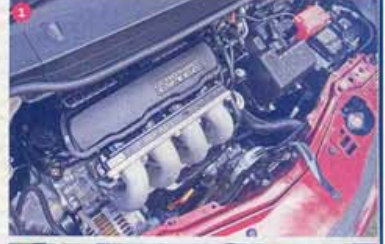
finely balanced suspension and chassis offer an absolutely neutral handling package that makes the Jazz quite a delight to drive and be driven in.

Coming to the million dollar question about pricing, and we have already seen a spate of angry messages on our online ZigWheels.com message boards from readers who seem to think that the Jazz carries a hefty price, but then they may very well expect a sub-Rs 3 lakh price tag for this car in their automotive utopia. Just to factor in a bit of context, Honda sells the very same Jazz and the Honda City in Thailand and unlike in India, it is the Jazz which is the more expensive model on

offer. From Rs 6.98 lakh for the basic version up to the sport pedal and rear spoiler equipped Active variant for Rs 7.33 lakh (all prices ex-showroom Delhi) it is by no means an inexpensive car, but then it would be unfair to cast the Jazz in the same archetype as an everyday hatchback. Be it the space, the refinement and punch of its sublime

powerplant, its balanced pep in the steering and handling department or simply the high levels of quality that lie inside the car, there are few hatchbacks that truly challenge the Jazz. Also factor in the Honda brand equity and you know that the Jazz presents a mighty big challenge to one and sundry thanks to it being a most competent and irresistible package.

1 The techno-laden 1.2-litre iVTEC engine has the most pep and grunt in its class of powerplants. It also employs some smart technology to dish out fabulous power along with great fuel efficiency.



2 Build quality on the console and interiors is top-notch, although the familiar plastic-feel from the City makes a return on the Jazz.



3 Rear bench space is massive and almost MPV-like. Cleverly foldable seats enhance storage space.

4 The boot space is massive compared to most hatchbacks. You can actually consider carrying some luggage!



CITY LIMOUZINES (INDIA) LTD.
Regn. No. UIN040NH202PLC135381 AN ISO 9001:2000 CERTIFIED CO.
(Recognized by Ministry of Tourism, Govt. of India)

Marginal Investment in Cars

Now Avail BANK GUARANTEE

Earn Regular Returns for 60 MONTHS
5/5 E Block, Inter. Trade Tower, Nehru Place, New Delhi - 110019 WE HAVE
Tel: 26296231 - 36, 46567609 - 20 NO AGENTS

History have seldom taken this approach of beating others at their own game. The truly iconic automobile has always been about being avant garde, about setting new benchmarks and creating a whole new and wide open segment for itself. It is about inviting competition, not fighting it. Which brings us to the hot new and much anticipated Honda Jazz that yours truly had the opportunity to drive recently in sunny Goa.

Honda has kept faith with for ages. The pudgy little hood reveals some very smartly packaged mechanicals (with Honda renowned for the brilliance of its powertrains) and this is exactly the factor that liberates massive amounts of space for occupants on the inside. The feeling of airiness once in the cabin and strapped into the seat is almost heady with the wide open vista that the windscreen opens before the driver. Wide, tall and large windows

“ THE JAZZ'S DESIGN IS BASED ON A SIMPLE AND CATCHY MACHINE-MINIMUM, MAN-MAXIMUM CONCEPT WHICH LIBERATES MASSIVE AMOUNTS OF SPACE FOR OCCUPANTS INSIDE THE CAR ”

through the length of the cabin ensure that the rear bench occupants feel almost the same way. The Jazz is as much a car for practical use as it is for going out there and having some fun in the sun. Honda's 'magic seats' work wonders to create storage space on the inside where the rear bench can be folded upwards to liberate height or downwards to have a freer area lengthwise. This flexible

proportions may look

To book a test drive of the Honda Jazz, SMS 'Car' to 58888

SPECIFICATIONS	
Honda Jazz	
Engine: SOHC i-VTEC	Kerb weight: 1,055kg
Cylinders: In-line, 4-cylinder	Suspension (F): McPherson strut
Displacement: 1,198cc	Suspension (R): Torsion beam
Max power: 90PS@6,200rpm	Steering: Collapsible electric, power assisted
Max torque: 110Nm@4,800rpm	Tyre Size (F/R): 175/65 R15
Transmission: 5-speed manual	Tank capacity: 42 litres
Overall length: 3,900mm	Price: Basic - Rs 6.98 lakh
Overall width: 1,695mm	Mode - Rs 7.28 lakh
Overall height: 1,535mm	Active - Rs 7.33 lakh
Ground clearance: 160mm	(All prices ex-showroom, Delhi)
Wheelbase: 2,500mm	

