

# OD GARAGE

## Mahindra Renault Logan 1.5dCi

**T**he Mahindra Renault Logan is being done justice at the OVERDRIVE garage.

Closing in on the 15,000km mark she is the workhorse of the team. And there is a reason. For the X3 road test, C-class vs 3-series shoot-out, 2.2.Scorpio vs the Safari and for small car shoot-out the Logan was called for duty during the photo shoots.

We have a few other cars in our garage but the reason why the Logan gets the nod over the others is because of its superb ride. You see our photographer needs to be in a car which allows him to shoot with the least vibrations. The Logan fits the bill perfectly. And don't forget the generous boot space which allows the photographer to sprawl in as if he were on his bed and not cramped for space.

Much has been written about the fuel efficiency of the Logan - and fuel efficient it is. Even with my pedal happy right foot the Logan has never returned a fuel efficiency of less than 14.5kmpl.

A couple of weeks ago I tried to tone down my driving to see how fuel efficient the Logan can get. Driving like sane and civilised folk and not redlining the RPM every time (the Pete's tuning box probably has something to do with

that) the Logan was regularly returning figures between 17.5 and 18.5kmpl. That too in Pune traffic. Logic then tells me that Sudheer and I should be taking the Logan to Goa as chances are that the 1100+km to and fro trip could be achieved in one tankful. Add to that the 'wide body' car that it is, there can also be room for some hippies that we might find hitch hiking on the way.

The only bother I have had so far, (mind you I still think she looks horrendous and people expect senior citizen or at family man at her wheel, definitely not 20-something pony-



Date acquired August 2007  
Total Mileage 14,020km

Dec '07	Mileage	2130km
	Fuel consumed	143.00 litres
	Avg Efficiency	14.85kmpl
	Best Efficiency	16.7kmpl
	Problems	Noise from the suspension

tailed me) is the noise from the suspension. With the 15,000km mark fast approaching, maybe it's just time to give our friendly Mahindra mechanic a tinkle.

*Karanbir Singh Bedi*

## Maruti Suzuki SX4

**W**ith the plethora of cars and bikes in our garage the SX4 has had an unusually calm month with just a brace of Pune-Mumbai runs to show for work. And on one of them I was pulled over by the cops for the temporary number plate. Despite having the paper work all in order a little palm greasing had to be done - turns out temporary number plates in Maharashtra have to be red while up North temp plates are in regular

black on white. Can't we have a set of common regulations in this country?

The more you drive the SX4, the more you get used to the little creature comforts which, when you shift into another car, are glaring in their omission. Take the steering wheel mounted controls for the stereo - it's such a brilliant ergonomic feature that other cars instantly irritate me owing to the lack of the same. And there's a huge safety benefit as



Date acquired June 2007  
Total Mileage 11,609km

Dec '07	Mileage	11,609km
	Fuel consumed	85 litres
	Avg Efficiency	9.8kmpl
	Best Efficiency	10.1kmpl
	Faults	Driver's seat squeaking

you no longer have to take your eyes off the road or your hands off the wheel to operate the stereo.

Another thing I love about the SX4 is her commanding seating position that benefits all-round visibility by a huge margin and makes squeezing her in traffic a breeze. And then there's the inherent sportiness of the car that makes her a blast to drive - at the expense of ride quality though.

Of late we've been seeing numerous SX4s on the road and most of them seem to be the top-end ZXi variants replete with alloy wheels, twin airbags and ABS. Either buyers are waking up to the fact that all these safety features will save your life in case of a prang or the fantastic value-for-money equation that the ZXi represents is just too good to resist.

*Sirish Chandran*