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## Fiat panda toyota aygo

Engine 1.4-liter Turbo Inline-4 gas engine transmission 5-speed manual 6-speed automatic (+ \$995) gearbox transmission powertrain Fuel Economy Fuel economy Fuel economy Fuel tank capacity fuel tank capacity Fuel tank capacity Fuel tank capacity seat capacity Capacity seating capacity Capacity Volume with rear seat cargo volume down with rear seat volume down with rear seat engine 1.4 litre Turbo Inline-4 Gas Horsepower Torque Transmission 5-speed Manual 1.6-Speed Automatic (+ \$995) Powertrain Curb Weight Combined City Highway CO2 Emissions @ 15K mi/year Fuel Tank Capacity Travel Range City Cruising Range Highway Length Height Max Width Front Width Rear Width Wheelbase Ground and ground clearance Seats Capacity Front seat Foot room Front Seat Front Seat Room Rear Seat Rear Seat Space For rear seat Rear Seat Rear Seat Room Rear Seat Room Cargo Volume with rear seat Up Cargo Volume with rear seat Down Steering Type Wheel Type Front wheel size Rear wheel front suspension size rear suspension rear tire rear tire spare tire black, premium fabric seat trim blue black, Fabric Seat Trim HD Radio Bluetooth Connection Premium Sound System Satellite Radio Intelligent Device Integration Auxiliary Audio Input MP3 Player Bucket Seats Seats Leather Seat Sun/Moonroof Steering Wheel Navigation System Audio Electric Mirror Control(s) Air Conditioning Air Conditioning Cruise Control Keyless Input Keyless Start Back-Up Camera Lane Departure Warning Lane Assist ABS Tire Pressure Monitor Brake Check Brake Control Traction Front Barrier Crash Rating Side Crash Rating Driver Air Bag Front Air Bag Front Side Air Bag Knee Air Bag Personal Airbag Rear Head Air Bag Basic Corrosion 12 Years / Unlimited Miles 7 Years / Unlimited Miles 5 Years / Unlimited Miles Drivetrain RoadSide Assistance 4 Years / Unlimited Miles 5 Years / Unlimited Miles 2 Years / Unlimited MileAge Maintenance To Save Panda From Extinction Must Also Preserve Rich Biodiversity , such as plants, landscapes and other animals surrounding pandas, as it is essential for their survival. The removal of all species has dramatic consequences for those that remain. Pandas also benefit their local communities economically. Pandas are found in the mountains of western China, most of the wild population is divided between the Qinling and Minshan mountains. The area is also home to large forests full of wildlife such as dwarf blue sheep and multicolored pheasants. It is also home to many endangered species, including golden monkey, takin and chholat ibis. If the panda is protected, it's the surrounding wildlife and the environment. Pandas roam the bamboo forests in which they live and spread seeds, which facilitates greater growth of vegetation. The panda-domed region of China is also home to millions of people, this area more sustainable for pandas will increase the quality of life of the local population. Pandas also bring huge economic benefits to these local communities through ecotourism and other activities and are a very important cultural icon for Chinese people. Toyota is a supplier of solid, reliable, high-quality vehicles, right? The equivalent of toasters with wheels. That's perception, and it served society well. The Camry has held the title for the best-selling car in America for several years, and Toyota recently announced how good the deal has been lately – an operating profit of \$8 billion for the fiscal year that ended in March 2001. The problem is that young people don't want toaster-mobiles, so Toyota has been making noise in the last few years with the introduction of sportier, more-daring products like Celica and MR2 Spyder. Now Toyota has embarked on a plan to spend some of its profits on the next ditch of automotive appliance image. The company currently has a super-sports car in development designed to compete with such luminaires as the Acura NSX, Porsche 911, and Ferrari 360 Modena. Toyota's mid-engine car, likely to be named the 4300GT, will be powered by a redesigned version of the 4.3-liter DOHC V-8 from the Lexus SC430, making more than 400 horsepower. This is the most likely powertrain for the flagship GT, but sources say the 5.0-liter V-12 powertrain from the home-market Century luxury sedan is not out of the question. Toyota is testing a traditional six-speed manual and a Ferrari F1-like paddle-shifting system for the GT. With the new Acura NSX expected here in a few years, the U.S. market will be critically important for the Toyota GT, which is expected to cost more than \$85,000. The first prototype is expected to appear early next year, possibly at the Australian Grand Prix. Such a debut would certainly create a lot of added hype for the company as it enters its first Formula 1 car for 2002. Toyota has been down ultra-high-performance roads before with a short-lived 320-plus-hp 4500GT V-8 prototype in 1991. The acceleration was cracking his neck, and his V-8 totally howl, but the car never made it to the streets. The last production on the right sports car ended more than 30 years ago, with the legendary 2000GT of You Only Live Twice James Bond movie fame. Rumours of a new Suru, which was discontinued here in the mid-1990s, suggest that a revival will be seriously considered in the next three years. One exciting design is the new version of the popular rear-drive Corolla Levin AE86 made in the mid-'80s. The new car would be a rear-driver based lexus IS300 platform and powered by a heavily tuned 1.8-to-2.0-liter four-cylinder. The original performance of the car has reached cult status, and decent used examples can fetch the equivalent of \$8,000 in Japan – for a 15-year-old car. With the sport-compact market exploding in America, Toyota could find a place for it in its lineup here. Could be the next Celica. All this sports car development is in addition to the untold millions of dollars the company is spending on its upcoming Formula 1 racing program and its purchase of one of Japan's leading racing circuits – Fuji Speedway. Toyota aims to hold an F1 race there within five years. Cost of upgrading the line: \$90 million. The Honda NSX, Nissan Skyline GT-R, and Subaru Impreza WRX have achieved lavish praise everywhere, but only Honda (Acura) has tried to build a car to rival Ferrari. If Toyota does that huge step, it will also be a step towards earning its image as more than a manufacturer of nice appliances. This content is created and managed by a third party and imported to this page to provide users with their email addresses. You may be able to find more information about this and similar content on piano.io One-of-a-kind Bigfoot Panda for an advertising campaign. A week ago we brought you spy footage of a Fiat Panda transformed into a monster truck and captured playing around on a snowy mountain in Italy. At the time, we could not have imagined that Fiat would actually build the car itself, but the Italian carmaker has now published the details of the project. A one-off campaign was created for an ad campaign to highlight the panda's 4x4 off-road capabilities. Fiat mounted the Panda on the floor pan of the Jeep CJ7 4200 series, complete with 59-inch tires with solid steel rims to make it nearly four meters tall. It took two weeks to complete the project, but it is now fully operational. Fiat says panda monster truck will appear in tv advertising at the beginning of the new year, but in the meantime has released this video clip that includes the car to highlight the nomination of Panda shares as Top Gear's 4x4 year. If this previous clip isn't enough, though, here's a sine B-roll from Panda Monster Truck driving around. (Do not adjust the speakers, it has no sound.) Fiat offered monster edition of the previous panda, but it was marketing a tie-up with Ducati (long before it partnered with AMG and then sold the Audi). This is another beast. Fiat (Pocket-lint) - When was the last time you were excited about Toyota? Prius, Auris, Yaris – all commendable cars, but hardly the last word in excitement. But that's changing here. Under new boss Akio Toyoda, the company wants to make you excited about its products again and make Toyotas fun to drive. So, three years of concept-car banter are over and the new, rear-wheel drive Toyota coupe is finally here. It's called the GT86 - it has a twin in the form of a Subaru BRZ - it's only on sale and we're one of the first people to drive it on British soil. The GT86 costs £24,995 ahead of options; has a 200-horsepower boxer engine that is not supercharged; will do 0-62 in 7.6 seconds and weigh 1200 kg. Eagle eyes among you will notice that for the price, you don't seem to get a lot of energy for a pound. For this price you can choose a more powerful Golf GTi, Astra VXR or hot hatch daddies – new Focus ST or Mégane 265. Or for a little more money Audi TT or BMW M135i. All great cars and each one faster in a straight straight than Toyota.If a straight, easy speed is the thing you value the most, we suspect you won't like this Toyota at all. Are you still reading? Well, if you know that drift can be anything other than a North Atlantic weather phenomenon, a grown player, love sub-culture Japanese tuning or you've ever enjoyed a rip-roaring drive in the original Mazda MX5, then read on – because gt86 may just be the thing of your dreams. In the three-year period of pregnancy between the first concept 86 and the arrival of the production car, Toyota pulled the defeat from the jaws of victory - by botching some details of the design of an otherwise pretty shape. Inside and out, it's littered with the kind of clumsily resolved pieces and cheap plastic finishes you wouldn't find in the most basic Audi.But to get in and senselessly perceived quality aside, the most important things are right. You sit low, in a brilliant pair of winged seats, with outstretched legs and a beautiful little steering wheel – without auxiliary buttons – to hold. In front of you, the center of the slap on the dashboard is a huge central speed counter – with a digital reading of the speed in the middle. It feels like you're driving the right sports car, not a pumped up shopping hatchback, it's a special feeling. And then you set off, and the world seemed to be waiting for a new sports car from Toyota. No doubt it helped that our test car was orange, but we couldn't have attracted more attention if we were driving a pink Ferrari. What's that friend, does it look sinful? asked two guys from a mopping cart at Sainsbury's: Nice car buddy, it's one of those new Toyota/Subaru stuff, says one of the builders at the sandwich shop. And when we pass a bunch of teenage schoolchildren, their jaws saggy, they show, and I get a few inches up. Sitting behind the wheel, you don't feel a lack of equipment either. You get a complete set of multi-airbagged, traction and stability control safety devices. Two-zone air conditioning, cruise control and xenon headlights with LED lamps are standard. For an extra £750 you can throw in a Toyota Touch+ Go media/nav system that runs through a 6.1-inch touchscreen. But stick to TomTom, because while there's nothing wrong with the system, if you're used to what premium German offers, it's likely to frustrate your clunkiness. Connectivity technology clearly wasn't a priority here. Instead, the money was spent to make the car go well. Refreshingly honest approach. And in the end, none of these road issues seem to matter, because the GT86 is such an absolute joy to drive. The engine makes a strange but not bad sound. Ms Pocket-lint suggested that if her car made that noise, she would check to see if there was any oil in it - which means it's a bit rattled and in addition to really enjoying it you will need more than 4500 rpm on the dial. But from there it really flies to the red line at just over 7000rpm, flashing red light on the dial and radiating beep-beep-beep as you're home on the cut-off, which is addictive to do over and over again. The gearbox, a six-speed manual, has the best gear shift of any car we've driven all year. Short, sharp and very accurate, there's no slop and you'll work through a beautiful squally gearstick – something you'll do a lot to keep the engine in its sweetspot. The ride is solid, but not crashy; Shock absorbers only have an iron fist for what the wheels do, and there is no softness or pillow. The reward for this is that the handling of the car (how it behaves on the edge of grip) is sublime. In the corners, you can adjust the line using the throttle. It will reschedule – especially in wet – and in general, if you have half an ounce of driving skills, it will make you feel like a rally driving god. And because it wears narrow tires (as on the Prius, no less) and because it

is not turbocharged, you can completely twist the neck of the car in the first three gears without the constant fear of losing your license. Doing just that pretty much everywhere we drove, we saw a remarkable 34mpg too. The highway is even quite quiet. Just don't try to put someone older than two in the back seat. Verdict You probably got the message that the GT86 isn't for everyone. Ms Pocket-Lint, for example, described it as an anti-social trifle and said she was sticking with her Audi TT, thanks a lot. It avoids the electronically controlled and easy access of most modern cars. That said, it doesn't have the showroom appeal of many of its competitors. And that's why we might find it strange that we recommend it. Still, if you're considering spending about 25k on something remotely sporty, we ask you to take a well, long test drive in the GT86. It's not based on a shopping hatchback. It is custom-made and encapsuates a different performance car's éto, but also a new approach from one of the world's largest - and formerly most conservative - automakers. No longer just a five-year legitimate, day-in, day-out reliable product (though it still gives that), they want to put a smile on the driver's face too. And boy, they've already delivered it. That's how we close it. We don't usually mourn the car coming home, but the night before the GT86 returned to its manufacturer, we couldn't help sneaking out for our last ride at midnight. And then when we came back and couldn't sleep, we spent small hours working out how much one would buy. What is Pocket-lint daily and how do you get it for free? We really wanted this car to get really under our skin and we think it is fundamentally brilliant. That's why it has five stars. It might seem strange, given the shortcomings we pointed out, but manage it and think you'll see why. We applaud approach – and let's face it, the world seems to be a better place when schoolchildren all over the cuntry give you a thumbs up. Japan has a new cult hero. Pocket-lint has a new favorite car. Screenplay by Joe Simpson. Simpson.

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