



REAR END

STOPPED
SAVED TIME
FOR THE
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FIGHTING FIT

We highlight the major differences between the official Honda Jazz and its popular parallel import twin

The long-running competition between the Fit and the Jazz, Singapore's most popular Japanese hatchbacks, will heat up going into the last quarter of 2011, when authorized Honda agent Kish Motor starts delivering the Jazz to customers. Parallel importers have already sold over 4,000 Fits in the first half of this year, adding at least another 4,000 units to the figure (assuming the same monthly rate of sales is maintained) by the time the official Jazz hits the road in late October.

The popularity of the new Fit is perfectly understandable. It has a proven track record, it offers great value for money and great fuel economy. It boasts both style and space. And buyers don't want to wait too long for the official version.

To help you decide whether to hold out for the new Jazz or commit now to the new Fit, here is our rundown of both models, in standard 1.3-liter form.



WHEELS The Jazz gets more stylish graphics, like dual-tone wheels, while the Fit sticks to plain alloy wheels with plain tires and caps. The Fit gets the extra benefit of a multi-spoke wheel, which looks sleeker and bigger than the Fit's.

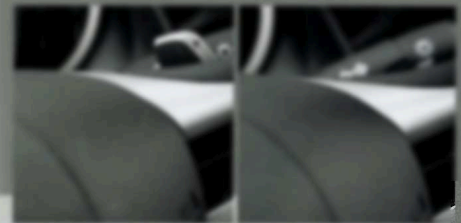
HONDA JAZZ



HONDA FIT



SPEED



GEARBOX



BACK SEAT



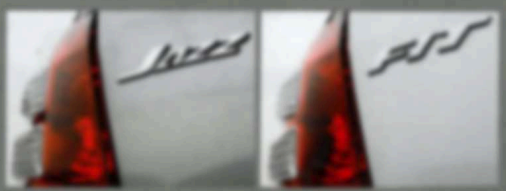
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DOOR



PACKAGE