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Spring fares, bars and damping are tougher than in XA. The XB was 4.4 inches taller and nearly 90 pounds heavier, and the chassis team wanted more roll stiffness. It wasn't enough anymore. Pressed hard to turn the xB heels like a sailboat rounding the windward sign. However, doorknobs don't quite scrape off the pavement, and Toyota's stability control system (that's standard), as well as a progressive understeer, make this car as predictable as the political rhetoric of the campaign. Something else that predictably advances, which qualifies as deliberate, especially with an automatic power transmission on the front wheels. Our test vehicle was so equipped and managed to reach 60 mph in 10.6 seconds and a quarter mile in 18.2 seconds at 75 mph. This, as you might notice, is not a great achievement, but the street performance of xB feels better than the test numbers show, and it would be even better with a manual transmission. And this choice makes the car \$800 cheaper. The XB rides on the P185/60TR-15 Goodyear Eagle LS all-season tires. The clutch is modest - 0.75 g on the skidpad. The stopping distance provided by the front disc, the rear drum braking system - 200 feet from 70 mph - is comparable to other small sedans, but that's awful compared to something like the Mazda Miata's. Why automakers give small cars a short shrift in the braking department is a constant mystery to us, but at least we can give Toyota credit for adopting the ABS standard on both Scions. There's a lot like here. If xB's answers are simply adequate, his manners are excellent. While firm, the ride's quality is flexible enough to soften Michigan's wart sidewalk, and the internal noise is surprisingly subdued, especially for an inexpensive car poking a square hole in the air. It is also noteworthy that the back seat has legroom as well as maximum payload capacity. Driving sights are excellent, complemented by a surprisingly high seating position. The seats offer long-haul comfort for four (although they seem snug for five), and interior materials and textures offer a level of quality that is rare at this end of the price spectrum. Style is what this car is all about and we think it works. Yes, it looks as if it was designed by a guy using nothing but a T-square and triangle, and yes, he offers a Ford Econoline van whose owner ignored the laundry instructions. The \$758 external package, including a fake carbon fiber trim (imagine: a synthetic replica of a synthetic) leaves us cold, and the \$774 Sound Package Bazooka Tube subwoofer is installed right in the middle of the rear cargo area. Also, we are still not sold on the tools in the center of the dash, although we note that the pod xB migrated closer to than the one in the Echo. Hey, we told you. But for all those niggling little caveats, this small-scale two-box cutter scores well here at Chez C/D. It's a bulldog. Bulldog. Its performance has exceeded our admittedly limited expectations, it is surprisingly useful, and without some accessories, it is almost impossible to surpass the price. However, no member of the C/D test staff has a tattoo or navel ring, or even a punctured ear. Only a few guys remember being 20-somethings - we had to dial some of them - and none of us imagines the kind of buyer Toyota would like to see driving Scions. Value? Instead of cargo consisting of mountain bikes or snowboards, we think that most likely Scions will be trundling around with groceries, bags of topsoil, and crab-grass killer, driven by people in their 40s. Next? What you see here, young people, is another manifestation of Toyota reaching out to you. We're talking to all of you echo-boom net-gen millennials who think the Toyota badge equates to abdominal cavity, TV golf, and crab-grass anxiety. Nothing Toyota's enviable car-business record for cost and durability. For you, Camry Daddy or Mama Sienna is the automotive equivalent of sensible shoes, and antithesis piercings. This generational divide is completely traditional. Children reject the styles and values of their parents because nothing their parents support can be cool, and also because children are essentially immortal: Getting old can't happen to me. Not entirely new, although the widespread use of its skin for artistic expression is new, at least in this country. Toyota doesn't necessarily endorse members themselves that passes for personal decoration today, but all that young people do for their body nose rings, tongue studs, tattoos is good company marketers, provided that these young bodies transport themselves into Toyota products. But that's not happening. At least not to the extent Toyota would have liked. Toyota Division CEO Don Esmond says: Toyota's future success lies in its attractiveness to young buyers looking for something new, different and affordable. Esmond said that four years ago during the presentation of a new car designed to address a new, different, accessible imperative. This car was called echo. And it failed. Sales fell short of the 50,000 annual targets, but the real failure was demographic. Instead of 20-somethings, Echo attracted an adult-average age of 45, 67 percent female, a 47 percent marriage, with an average income of \$42,400. Toyota's answer was a slinging strategy: repackaging and renaming. And the Scion brand was born. Regular readers already know Scions come in two forms, a less expensive XA, and more XB. Measured in relation to the current U.S. traffic mix, they certainly meet another criterion, particularly xB, which looks like toolshed on wheels. They also qualify as highly affordable, least in terms of the base price. XA starts at \$12,965, the bigger the XB at \$14,165. Borrow from the biblical, this old wine in new skins. Listmetal is clearly unlike anything in Toyota's U.S. portfolio, but it surrounds hardware that is said to be proven thanks to the Echo. Yes, it's the same bones, essentially, and the same powertrains: Toyota's thrifty little 1H-FE 1.5-liter DOHC 16-valve four-in-pair with a five-step manual (standard) or four-size automatic (\$800). The main bone caveat applies to the XB, which has a 5.1 larger inches wheelbase (98.4 vs. 93.3), although the front and rear track sizes are the same as the XA at 57.3 and 56.3 inches. So the suspension-front racks, rear arms and twist-beam axis are the back, with front and rear anti-roll bars (Echo do only from the front). AARON ROBINSONOkay, I understand. It's a joke, I mean. It's a box, both square and hip. Is that a good car for the money? Dude, you have no idea. XB is big inside, airship parking is big. The back seat has enough room for your band's drummer and his drums. Throw the seats flat and you can load in half the amps that travel with Who. The XB rides more relaxed, tracks with greater stability, accelerates more smoothly, and comes with more standard gadgets than it is entitled to its dinky price. Go for expensive options (\$350 for fog lights?), and this washing machine will make you feel as if you've taken a Toyota to the cleaners. DANIEL PUNDIt is the first time I have led a marketing program on wheels. And you know, it's not that bad. Of course, there was no Echo - whose heart beats under the billboards of XB panels. I'll leave other fruitless arguments about whether XB or XA will appeal to children. The big concern is that the bazooka subwoofer taking precious cargo space can kick out the bass. So I slide into the most bass-heavy CD I have, Morphine (I'm not that young) and pours out a dirty low frequency puddle. I can't tell the difference between a bass drum and a sleazy saxophone. Kids couldn't have preferred a bombast of clarity, could they? BARRY WINFIELDThere didn't have the XB model available in Los Angeles when I requested it, so I drove a hatchback xA instead. The mechanics are similar even if the exterior is not, and I found the 1.5-liter engine useful torque for urban driving. Scion is perfectly capable of leaving inconsiderate Los Angeles traffic in the dust from stop lights, and it works comfortably at unofficial freeway speeds of 80 mph. XA also rides well for a small car and has pretty good insulation. While the fit and finish is good, and the materials don't feel cheap, the tight textures on the doors and dash are prone to shabby damage. The central driver tools don't work for me, but otherwise, it's very much. This content is created and third party and is imported to this page to help users provide their email addresses. You may be able to More information about this and similar content on piano.io Ian Campbell is not from the U.S., but the Irish transplant and father of two daughters have a plan that can help America fix youth football. It's not entirely a secret that this country is struggling to produce world-caliber talent (American women dominate, but the ranks of the elite are not massive). Due to the fact that USMNT will not meet the invitation to the 2018 World Cup, the pipeline of talents is checked for leaks. And given America's wealth, population, and tremendous success in developing youth talent in any other sport, there are many reasons to believe that these leaks are there. Campbell's decision? First, America must stop pretending that football is like any other sport. Long before Campbell became a passionate football father to his four- and 9-year-old daughters, he was a little boy in Dublin with dreams of playing football professionally. He played at semi-pro level but hit the ceiling. He then came to America and found himself comparing his experiences with friends in the US. He found that children in the U.S. were poorly educated from the age of three. Coaches tell kids to play long before they understand the game. The result? Barely controlled chaos and inadequate skilled work. Why do Americans do it? Because it works pretty well for basketball and baseball. When Campbell's eldest daughter was 8 years old, she tried her hand at the softball team, despite never holding a bat before. Campbell expected it to be some time before she would eventually box, but found the opposite to be true. Within five minutes of her first softball practice, she was on the field playing, Campbell recalled. Campbell was shocked - doubly after he worked. Baseball or a football game can be surprisingly organized, even if the kids are young because of the clarity of positions, explains Campbell. But the little kids are asked to play football to just chase the ball around if they are not taught strategy and given meaningful positioning instructions. Successful young footballers in America tend to be great clean athletes or just the fastest kids around because of a lack of emphasis on ball handling. This is not the case in Europe. If you can't control the ball, how can you expect to play the game? Campbell asks. The answer, of course, is that you can expect to play another game - you just can't expect to play well. Probably the biggest problem with youth football in America is that coaches are not qualified to teach kids the mechanics of the game, says Campbell. It's not uncommon for a complaint to be made, but Campbell explains that doesn't make it any less of a problem. Most youth football coaches are parents who have little or no football experience of their own so naturally they have little idea of how to teach children how to play deceptively deceptively Sports. Campbell knows that this big change may seem intimidating, but he points to Iceland and Germany as examples of countries that have returned to basics and are now seeing success globally. Both countries have drawn up five-year plans or decade-long plans to revamp their youth football programs so as to focus on coaching and basics, Campbell points out. Germany is the reigning World Cup champion and Iceland is much more competitive than it should be given to its small population. To truly bring football to the level of success in the NBA or the NFL, the U.S. should be prepared to train coaches who understand everything and the whole game. But even if coaching were to be considered, how would America convince kids to stick with football in the first place? Unlike other sports, football cannot be fully explored by playing, meaning that children can still be tempted by other sports that promise more immediate results. Campbell is hawking a solution he calls Dribblers Football Club, which he describes as fun, easy to use, and a mobile program for parents to teach three to five-year-olds basic football skills from home. The basic concept is to make sure that children who master skills feel they are winning. In addition, the program is a Trojan horse. I found that the idea of a child quitting smoking because they don't exist in video games or mobile games, says Campbell. If children lose, they see no reason to quit. They want to play again and improve their last try. I wanted to bring that attitude to football. Campbell found that by combining technology with basic exercises, he can lure children into practice with incentives. Each level or drill that a child successfully completes comes with a reward new comic book, adding an easy incentive that provides a specific motivation for children to focus and develop their skills. Each of the games, such as the classics such as the zig zag zebra, is easy to make from home and can even help parents start to understand football as well, which better sets them up for coaching. Obviously it's not as good as tackling a culture of craftsmanship, but it's a way to kickstart the Icelandic style of football revolution. If American kids continue to play football, they might as well get good at it. This will not happen without a return to basics. This will not happen if parents continue to use a baseball approach to football that quickly rewards good athletes but does not raise the level of play. Big Kid Technologies Tween - Teenage Youth Sports youth soccer rules for dummies. youth soccer rules covid. youth soccer rules for parents. youth soccer rules u10. youth soccer rules offsides. youth soccer rules of the game. youth soccer rules 2020. youth soccer rules for referees

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