



SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

TEST DRIVE

Curvaceous class



DTM dominance

The Mercedes C class is a relatively recent entry into the Mercedes stable, at least considering the long history of the E and the S class. On the road, the C class sold well, mainly utilised as high-end taxis in Germany and other parts of Europe, and as company cars for executives. Where they outshone the competition, though, was on the racetrack.

The C platform was versatile, relatively inexpensive and robust, all of which made it brilliant for motorsport use. In CLK form, a modified C-class chassis allowed Mercedes Benz to produce an entire range of grand touring coupes and convertibles, but more importantly, gave birth to one of the most infamous Le Mans cars of all time: the CLK GTR, otherwise known as the flying Mercedes (YouTube it!).

While Le Mans racing has been rewarding for Mercedes, it was the German touring car championship, DTM (Deutsche Tourenwagen Masters) where the famous three pointed star dominated. Mercedes Benz won the Constructor's Championship a brilliant nine times out of fourteen, and all of them were either directly C-class based or based off a variant. Form has dipped in recent years, but the C-coupe is still competing and with two new drivers in the form of Lucas Auer and Maximilian Götz the three pointed star might bounce back.

For a full feature on Mercedes' DTM line-up, visit our site at www.thedailystar.net/shift this Friday.



2015 MERCEDES BENZ C250

SPECS

Engine: 2.0L turbocharged MPFI DOHC 4 Cylinder (211 HP and 258lb/ft torque).

Transmission: 7 speed automatic.

Brakes: Ventilated discs front, solid discs rear, ABS, EBD, traction control.

Features: Auto Climate Control with Dual Temp Zones, Active Steering, Adaptive Damping Control, intelligent Cruise Control, power seats, touch screen infotainment system and a LOT more.

Price: C180 starts from 85 lakh taka. For inquiries, contact Rancon Motors Ltd (authorized dealer for Mercedes-Benz).

You don't pick just any day when you have a quick and new car to try out. A couple of weeks ago, in the middle of a summer heatwave, I got the new Mercedes C250 for a test drive and what do you know? It rains.

Heaven must have been smiling because the roads magically stayed empty-ish, although wet. Driving conditions don't get more fun than this. The C Class was always the entry level Benz: compact, moderately equipped, safely designed. It wasn't considered the cool thing if you were into cars or demanded the associated oohs and aahs related to automobile ownership. That all changed with the previous generation. They made it bigger, plusher and quicker. For 2015 the redesign focused on adding more cool.

What is in the styling gene pool?

The 2015 car takes on many styling cues from the top of the line S Class. Those are lines well worth replicating. The new C Class has visually softer, rounded yet more purposeful looking headlights. The upward, gaping grille gives it a sense of movement even when standing still. The profile offers a sweeping curve that rises toward the rear and ends in two small, jewel like tail lamps. I especially love those tail lights. Gone are the dumpy, wide, overly formal units from the previous generation.

Can it amaze technophiles?

Mercedes has always been big on making



ergonomic cockpits that focused on being functional. I think they threw out that rule book a little here and decided to infuse more style elements. It's a tauter, cleaner package with far fewer visible buttons than before. The dash and surrounding areas are sweeping curves with a minimalist approach similar to high-end music systems. You can control all options through a new touchpad or a toggle dial and more commonly used functions are placed strategically on the centre console or the steering wheel.

Does it pamper?

We took the car out for a spin and when the photoshoot started, all watery hell broke loose. The cabin is a truly comfortable place to be in whether it's raining or burning outside.

The ambient lighting with different colour and dimming levels allow you to adjust it to the right amount of cosiness. Rear doors have window blinds to keep out the outside world. The seats are spacious with the rear being wider and flatter so that three adults can comfortably sit side by side. The dual zone climate control will make sure you are just as cool in the back as you are up front. But seriously, the one proper place to be in this car is in the driving seat.

So it has oomph?

Mind you, this is not a fully sport tuned car. That'd be the AMG version. This C250 is geared more toward comfort, it's a place to relax in. But then, what's a modern car if it can't do the fun stuff? The C250 has a 1991cc

direct-injection turbocharged engine with a seven-speed auto delivering power to the rear wheels. 211hp and 258lb/ft of torque make for ample juice for everyday driving. The 7-speed automatic transmission works so well that it's making me start to wonder that in some cases, autos might just be as much fun as a manual. That's sacrilege coming from a person who is all about manuals.

A flick of a switch lets you choose between a comfy, eco-friendly ride or a snarly charge. Each setting changes engine response, steering weight and suspension firmness.

Comfort mode does just what the name



suggests. It keeps acceleration response to a minimum to keep things moving smoothly. The ride is comfortable as the damping is softened. It practically floats over our corrugated obstacle course of a city road network. Sport mode makes it hunker down a

bit and gives it a quicker response when you press the magic pedal. The Sport+ mode though makes the response get dialed up much further. It's a big car but it feels light as the steering stiffens up, the suspension gets firmer and the rev counter jumps like a kicked puppy. The ride is still compliant even in this mode so the impression is, while the car feels and goes faster, it does not become an uncomfortable track machine.

Verdict?

After a long time, Mercedes has started designing cars that stand out from the crowd. It looks sleek and contemporary as something a young petrolhead would like. The styling cues taken from the bigger S Class only add to the allure of this small car. It has all the safety features you'd expect of a modern car and then some. It will smoke the tyres when you need it to. It's a complete package, combining svelte looks, a beautiful interior and understated performance.

The C Class used to be the entry level Mercedes but there is nothing entry level about the refinement and goodies it comes loaded with.

For an extended review and exclusive shots of the C250, head to our site: www.thedailystar.net/shift

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ONLINE EXCLUSIVE

MYTH

Do induction kits really MAKE powerrrrrrrr?



For the self proclaimed tuners, aftermarket induction box is as necessary a modification item as a "hawlar". Unlike the fart cannon, induction kits are fabled to give you the oomph as it apparently frees us the engine breathing. Not when the plumbing is man handled to weird location via funky angles. However, when done right, an induction kit might surprise you with a grin. This week, we at the SHIFT desk explore the legend of induction kits gaining you loads of power. Head over to our site www.thedailystar.net/shift this Friday for the full feature.

MAHBUB HUSSAIN

FORD GT40 RETURNS TO LE MANS 2016



TWIN-TURBO V 3.5 LITER 6 ECOBOOST



INFOGRAPHIC: SHAER REAZ

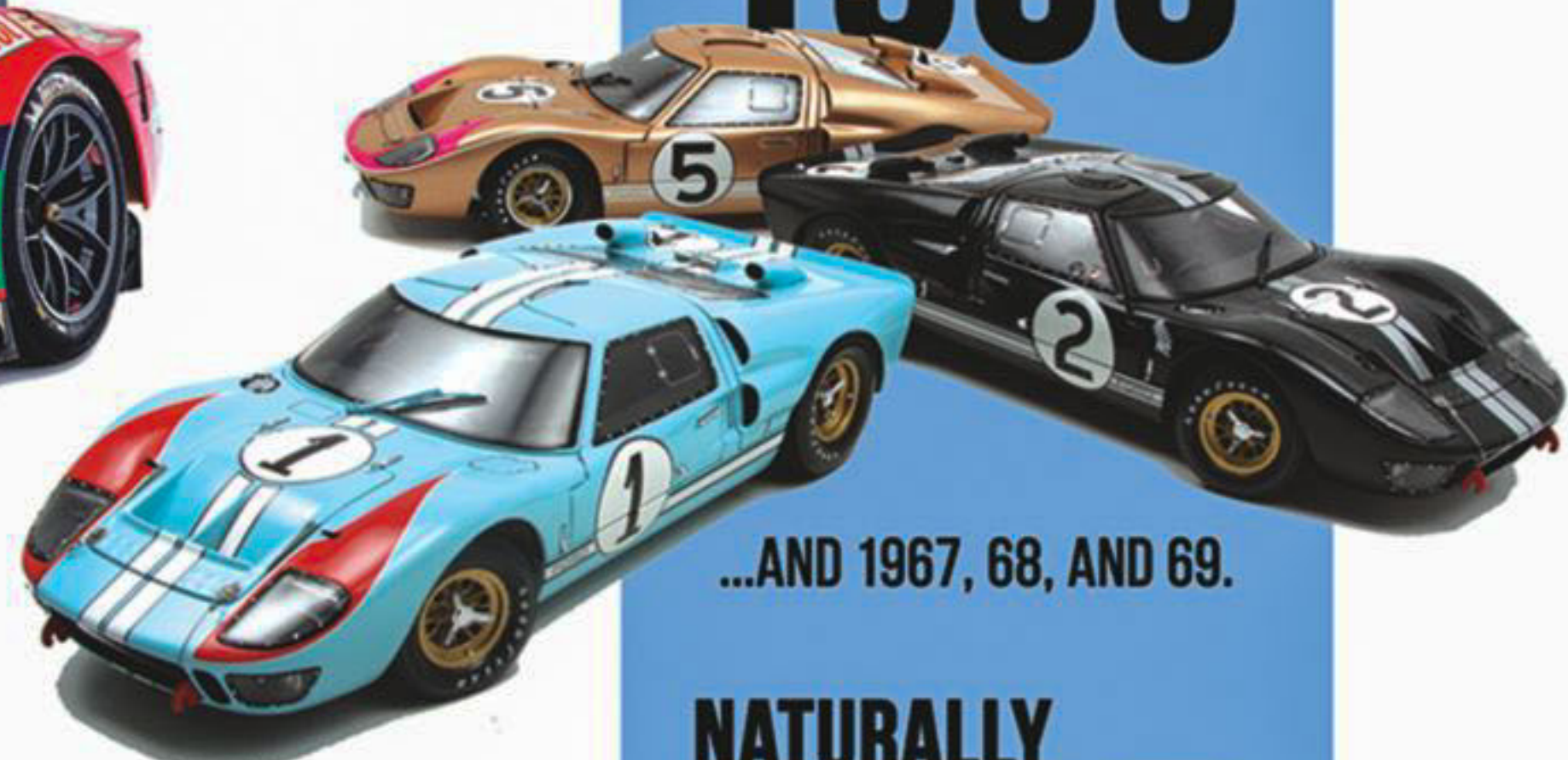
IN 1964, ENZO FERRARI SNUBBED A TAKEOVER ATTEMPT BY FORD MOTOR COMPANY. "MY RIGHTS, MY INTEGRITY, MY VERY BEING AS A CAR MANUFACTURER, AS AN ENTREPRENEUR, AS THE LEADER OF THE FERRARI WORKS TEAM, SIMPLY CANNOT WORK UNDER THE ENORMOUS MACHINE, THE SUFFOCATING BUREAUCRACY OF THE FORD MOTOR COMPANY," HE SAID.

FERRARI WOULD BE BACK IN 1966 AFTER THE DRAMATIC 1-2-3 FINISH OF THE FORD GT40. FORMED BY THE LEGENDARY LEE IACocca A WEEK AFTER FERRARI'S SNUB, THE FORD TOTAL PERFORMANCE PROGRAM WOULD TAKE SEVERAL ATTEMPTS AND INPUT FROM CAROL SHELBY BEFORE FINDING SUCCESS.

CHANNELLING THAT FIGHTING SPIRIT, FORD IS COMING BACK TO LE MANS FOR 2016, 50 YEARS AFTER THEIR INITIAL TRIUMPH. EXPECT IT TO BE LEGENDARY ON ALL FRONTS.

CHANNELLING THE SPIRIT OF

1966



...AND 1967, 68, AND 69.

NATURALLY ASPIRATED V 7 LITER 8 BIG-BLOCK



1966 WINNERS:

#2 BRUCE MCLAREN, CHRIS AMON

#1 KEN MILES, DENNY HULME

#5 RON BUCKNUM, DICK HUTCH