



SHIFT

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TEST DRIVE



GERMAN KLASSE

2013 MERCEDES BENZ C250 COUPE

SPECS

2013 MERCEDES BENZ C250 COUPE

Engine: 1.8 litre 4 cylinder gasoline engine (201bhp @5500RPM and 229 ft-lbs of torque @2200 rpm).

Transmission: 7-speed automatic transmission, paddle shifters, manual and sport mode.

Brakes: Ventilated, cross drilled disc front, solid disc rear, ABS, EBD, Brake Assist, dual circuit system.



Suspension: Four-wheel independent suspension, MacPherson strut front and multi-link rear, stabiliser front and rear.

Features and options: 6 disc CD changer, Bluetooth, climate control air conditioning with rear ventilation ducts, leather upholstery, panoramic glass roof with slide and tilt, LED Daytime Running Lights, Cruise Control.

PRICE: 1,35,00,000 TAKA.

For details, contact Rancon Motors Limited.

WHAT IS IT?

It's a two door coupe with the Mercedes BlueEfficiency tag. That means it is specially tailored to help save the ozone layer and baby seals by ensuring the least amount of fuel is wasted. But a coupe isn't for saving the world. It's for blazing trails and arriving at a destination in style. Seems Mercedes wants to hit two birds with one stone. But preferably without hitting any birds since that wouldn't be very earth-friendly.

THE MECHANICAL BITS

It's a 1.8 turbo delivering 201bhp @ 5500RPM and 229 ft-lbs of torque @ 2200 rpm. Those are good numbers for a car weighing under 1500kg. Just for the heck of comparison, a typical 'Premallion' we sadly see all over Bangladesh weighs in at just under 1200kg. It's a wonder this Benz has all that leather, electronics, motors, kit and size and yet weighs so little. The 7.2 sec 0-100kmph dash proves how optimised the entire package is.

DRIVING

The C250 we took out is the W204 meaning it's the last gen of C Class made till 2014. Right after that they launched the W205 which comes with plenty of aluminum to further reduce weight. But this, the coupe, drives like the way it looks. It's quick without being brash. The car isn't about jack rabbit starts where you burn tyres only to come to a stop because a Premallion crashed in front trying to race you. Plant your foot down, a little lag and then the car tries to disappear



into the horizon. It's quick but where it excels is using the torque to effortlessly pull away from 90 kmph. The steering feel is obviously kept muted but you can still tell where the road conditions are changing. Which brings into play the damping controls standard on all Cs. The shocks automatically become more willing to cushion your buttocks as the roads become Martian landscape. In Dhaka, that's most of the time. But get it on a smooth road and take a turn and you can feel it stiffer than when you were puttering around earlier avoiding potholes more jagged than VWs diesel division. The suspension act like magic letting you enjoy those brief moments of open roads. It's one of those cars I would love to push through the winding tea estates of Sylhet.

WHAT'S INSIDE?

Leather. And more leather. It's big inside with

plenty of space to yawn, stretch and look alive. The seats are fully adjustable and the controls are easy to reach with all the necessary just where you need it. I love the quality of the interior materials which are as good as the ones on the more upscale E Class. The panoramic sunroof creates an even more airy cabin. What's missing is a reverse camera for which I had to step out a couple of times to make sure I wasn't going to scratch that lovely paint job. It's easy to see out of the back despite having thick C pillars.

SAFETY

The car has a 5-star crash rating with multiple airbags to save most of your soft bits. There's traction/stability control and ABS with massive brakes that remained virtually fade free all through the day. It's all there. Just one little gripe: the seat belt doesn't come forward from the B pillar as in the E Coupe. That's a long



door to reach back to.

DESIGN

What Mercedes has done is given the C Class a suavely aggressive facelift before they introduced the all new 2015 model. The coupe looks like what a stylised sleeper should be. It avoids the snarling, jutting chin of the E. Coupe exercising more restraint while still bringing in style elements off the S Class to embody a subtle sense of purpose and power.

WHAT ELSE IS THERE?

Did you know these cars can also come with a 6 speed manual option? And the diesel variant which should be the absolute pick manages to pack a whopping amount of torque, so much so, your head will press into the soft leather headrest as you accelerate from any gear. So if you want to order, take a look at the extensive list of options.

VERDICT

Lightweight for the size, frugal to run, excellent handling and styling elements that will not become dated any time soon. The long, low profile and the swoopy front makes the car look fast while parked in a garage. You want more aggressive, just add black wheels. That's how clean and adaptive the styling is. So does Mercedes manage to save the world and get petrolheads excited at the same time? Pretty much.

WORDS : EHSANUR RAZA RONNY
PHOTOS: RAHIN SADMAN ISLAM

NEW TO THE MARKET

TESLA MODEL X

Tesla's revolutionary step forward takes them to the SUV frontier. The Model X is the first SUV ever to have a 5 star crash safety rating due to the lack of a gasoline engine up front, but that isn't its curtain call. It's the cleanest SUV on the planet, utilising the zero emissions powertrain from the P85D to launch the Model X into orbit: 0-60 mph comes in under 3.2 seconds and top speed is a limited 155 mph. It also has extremely clever packaging design, leading to an incredible amount of interior space in an SUV that is visually no bigger than a Hyundai Tucson. The most eye catching feature would have to be the vertically hinged "eagle" doors for the rear, and yes, it's on the production model. While those rear doors aren't exactly city and parking lot friendly, it's still visual drama for a tech marvel of a car.



Tesla Model X



Lamborghini Huracan Spyder

FORD F-SERIES SUPERDUTY

Representing the perfect antithesis to Tesla's Model X, the biggest, baddest of the Ford "super trucks" gets a complete revamp and a restyle for 2017. It's still the hulking brute as before, but the front end has been restyled to a whole new level of menace. The new truck line features heavier-duty four-wheel-

drive components, driveline, axles and towing hardware, and is 24 percent structurally stiffer than the old Superduty. What is this super duty it has to perform? Most would assume it's going to be used for delivering 500 tonnes of freedom to oppressed nations around the globe and tow the entirety of America to foreign nations (bald eagles and beer included). Its actual purpose, hauling, suits America and its

wide open freeways, not to mention the millions of Americans who like to tow and haul stuff for no other reason than just-because. It'll do well, but one has to wonder when America will grow over its obsession with oversized pickup trucks.

LAMBORGHINI HURACAN SPYDER

The Huracan is an opinion



Ford F150 Superduty



Ferrari 488 Spider

dividing car from the Italian maestros after decades: some dislike it for being too tame and watered down as a Lambo, others love it for its sleek looks and its uncanny ability to look great in gaudy lime green. We're definitely in the latter group, and a topless version of a Huracan is more exciting than Kate Upton in a lime green two-piece. The LP610-4 Spyder has the same 5.2 litre V10 putting out 610

horsepower and will accelerate to 60 mph in 3.4 seconds. Yeah, we know, the Tesla Model X accelerates faster. However, this looks better and is more evocative than a Hyundai lookalike with stupid rear doors. The Lambo also has structural upgrades that negate the effects of losing the roof, so it can definitely sling it with other mental supercars.

FERRARI 488 SPIDER

No, it doesn't have 8 legs and yes, it means the same thing as Lambo's "Spyder". The open top 488 is a direct response to Lamborghini's Huracan, with the added advantage of being powered by a turbocharged engine. The 4 litre turbocharged V8 puts out 660 hp, 30 more horsepower than the Lambo, and slices through to 60 mph in 3 seconds. In a contest between the two topless heroes, we honestly can't decide. If the Lambo is Kate Upton, the Ferrari is Emily Ratajkowski. You just can't choose without whining about why you can't have both. Well, for us mere mortals we don't have the remotest chance of being in that position to choose, but we'd probably go for Emi..err, the Ferrari. Because it's a turbocharged maniac with more power and torque (the car, not the bikini model).

COLLECTIBLES



Calling all HW modders

Modified Hot Wheels are nothing new, but in the Bangladeshi collectors' scene it is relatively new.

The possibilities are limitless. We've included a few images of the ones that we modified, but what we really want is all of you sending us photos and descriptions of your modded Hot Wheels. We'll also run how-to tutorials. Your photos and your hard work get printed in your favourite car publication, what more do you need?



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