



# SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

TEST DRIVE

## TOPLESS EFFICIENCY 2016 BMW 218i CONVERTIBLE



### SPECS

#### 2016 BMW 218i CONVERTIBLE

**ENGINE:** 1.5liter 3 cylinder gasoline engine (134hp, 162lb-ft of torque).  
**TRANSMISSION:** 8 speed Steptronic automatic.  
**LAYOUT:** Front engine, Rear wheel drive  
**BRAKES:** Ventilated discs front, Solid discs rear, ABS, EBD, Vehicle Stability Assist and Traction control.  
**FEATURES AND OPTIONS:** 6.5 inch LCD with integrated infotainment system, Steering mounted audio controls, Rear View Camera, Electric Seats, Wooden Trim, Chrome Line Exterior, Bluetooth, Smart entry, Push start, Wind deflector, Lights Package, PDC, 16" alloy wheels.

**PRICE: 83 LAKH TAKA.**

For details, contact Executive Motors limited.

With the demise of the 1 series which never witnessed the traffic of Bangladesh, BMW trickled the DNA down to a new member in the family tree- the 2 series coupe/ convertible. Moreover, it's prettier than the old 1 and smaller (and cheaper too) than the new 3 coupe/ convertible. Obviously, the clever folks at Executive Motors had to get a slice of BMW's latest chapter shared in the local market. And to our surprise, there was not one, but two 2 series to play around with, the first of which gets featured today.

**FIRST, THE CONVERTIBLE.** A red car in our country attracts a lot of (unwanted) attention. A bright red convertible will make everyone in the street gawk at the car without a doubt; which would typically last longer than the creepy 'male checking out opposite sex' stares. Minus the creepy part though. Now, this ain't ANY red convertible- it's a BMW.

No chunky profile of the 1 series here. Starting from the squinty headlamps to the L shaped streamlined tail lamps, almost all the

features of the new 2 series have been flattened out, giving the car a much sleeker profile. A long bonnet, long wheelbase and setback passenger compartment which integrates into an almost horizontal boot throws off a boat deck aura, perfect for open top driving experience. We got our hands on a base model with miniature 16" wheels, which apparently would be changed to a befitting 18 inches. The front bumper seemed subdued with no visible aggression albeit the sporty air curtains by the forlorn fog lamps.

#### HAVING THE ROOF UP MAKES ANY DIFFERENCE?

Press of a button and 20 seconds later, the car morphs into a rain and dust protecting transporting machine. And that's just it. Although there is no clumsiness to the way the soft top retracts up, we would rather not have it up. Why? Because the 2 series convertible loses its elegant silhouette once you throw some clothes at it. Since it is a convertible and we would rather frolic at the unforgiving Dhaka weather than look comical, we

made it a point to have the roof down while we drove around.  
**THE PROMISE OF BMW'S 2+2 ARRANGEMENT WELL KEPT?**

Climb into the cabin and a blend of beige and black contrast will engulf you. The seats and door trims are oyster hued leather while the dashboard and center console are a mix of high end black gloss and granule surfaces. The typical "layered" arrangement of amber displays and controls in all late BMW models also prevail in the new 2 series- all very neat, precise and ergonomic. Because of this particular 218i being a base model, the interior trimmings lacked a certain sporty refinement that the high end Luxury or Sport Line variants are bestowed with. The rear leg room could have been improved, but keeping in mind it's a sub-compact convertible, it's not half as bad as we expected it would be. Until we tried out the soft top; it does get a little 'compact' then.

#### CONVERTIBLE- SPORTS CAR?

Around here, any coupe or convertible would be termed as a sports car. The 2 series we had to play is a 218i, with a 1.5 liter turbo motor throwing in 134 hp and 162 lb-ft of torque. What is mesmerizing is this puny engine has only three cylinders. Now THAT is efficiency. This trickery lies at the core of BMW's trademark EfficientDynamics in the form of twin power sequential turbo that throws in that torque at as low RPMs of 1,250 onwards. Also, like the motor, the snail is so miniscule, that you can forget turbo lag.

Automatics are boring, but this little fellow has a 8 speed Steptronic box with Comfort, Sport and Eco Pro mode. The clever Eco Pro mode decouples the engine from the rest of the drivetrain when you take the right foot off between 50 and 160 km/h, which lets you sail through breezy traffic which we DO NOT have. So we switched to Comfort, but that was too comfy. Hence we tabbed to Sport mode, flicked the lever to manual and took control of the thrust. Short gear ratios hurled

the car faster than I expected from the little motor, the turbo wheeze almost audible amidst a mild exhaust groan. The car rides relatively well with a not-so-firm suspension setup, at the same time, will not throw rear passengers around even when you negotiate traffic while overtaking. The brakes seemed a little too squishy though, and could be a tad bit more responsive.

#### VERDICT

This is not a sports car that will take you naught to 100 in 5 seconds. No. But this is a BMW and it IS a convertible. Brilliant efficiency coupled with the elegant statement of the white and blue checkered marquee- the new 2 series convertible from Bavarian Motor Works. Plus you can drift this thing too! For price and details contact Executive Motors Ltd. Hit the SHIFT site at [www.thedailystar.net/shift](http://www.thedailystar.net/shift) for the full feature of this red beauty.

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## 2016 RIVALRIES ALREADY BREWING

#### LEXUS LC 500



This zany looking Lexus might look like a concept car destined for the autoshow floor, but it's actually the production ready version. The LC500 is slated to be a flagship GT car, with a whole bunch of comfort and luxury options crammed into the 2+2 layout. It has rear wheel drive and is powered by an all-aluminum 32 valve V8 putting out 467 HP and 389 lb-ft of torque. It won't move as quickly as the shape suggests, but it will definitely bump heads with Merc's S class coupe and BMW's 6 series, not to mention the...

#### INFINITI Q60



Countering the Lexus LC threat is Infiniti's Q60, with a more dynamic range of powertrains ranging from 4 cylinder turbos to a 3.0 liter twin turbo, 400 horsepower V6 engine. It'll have All Wheel Drive and Infiniti's new Dynamic Digital Suspension, which can be used by the driver to adjust comfort and handling settings to a fine tee. Like the Lexus, it'll have loads of tech and luxury options, and looks the part too. If we had to pick a favourite between the Lexus and the Infiniti, we'd probably pick the Lexus, which seems to offer up more drama.

#### NISSAN TITAN WARRIOR



It's still a concept for now, but the Nissan Titan Warrior is a mouth watering prospect: raised off-roading abilities, humungous torque figures, and muscly, thuggish bodywork inspired by Nissan's long history in off-roading with pickups and SUVs. The 5.0 liter Cummins turbodiesel V8 puts out 390 HP and 401 lb-ft of torque and gives the Titan a significant power figure to take a job at its competition, if the Warrior ever gets put into production. Is that likely? Probably, if Nissan is serious about going up against the...

#### FORD F-150 RAPTOR



The Raptor gets an update for 2017, offering more layout options in the form of the SuperCrew cab. With the SuperCrew you get a lengthened wheelbase, greater interior space and more comfort options. With all that more weight, Ford claims the power to weight ratio is much improved thanks to the Ecoboost technology under the hood. The 3.5 liter Ecoboost turbo V6 puts out 365 HP and 420 lb-ft of torque, which is enough to conquer any terrain you throw at the Raptor. It's a great call, replacing the humungous 6.2 liter V8 in the current Raptor with the smaller, infinitely more efficient Ecoboost V6.

### COLLECTIBLES

## HOT WHEELS MUSCLE CAR GALORE



Every now and then a gem pops out from Hotwheels such as the 66 Ford Fairlane. It was a hot number back when the 1:1 car launched. It dominated the hot rod scene took on accolades in the stock car racing. The hotwheels version is beautifully sculpted, opting for small wheels with short axles that keep the wheels tucked nearly inside the body arches. The Hotwheels Garage version comes with a metal base and rubber tyres as seen on the black one. Latter version has additional tampos for badges and lights.

In comparison we've also got the greenlight version. Both are purportedly 1:64 but the GL is wider and longer. The whitewalls truly set off the blue paint and has a perfectly detailed interior in white with steering wheels and column mounted shifter.



You won't find this in a HW. The GL version also features a engine bay. More on this online.

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