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## TEST DRIVE



# 2017 MERCEDES E200

A long bonnet, well-defined shoulder lines, swooping buttress and chiseled snout – typical cues of the new Mercedes-Benz design language. The marque introduced the smaller C-Class and the larger S-Class earlier and is now completing the range with the drop-dead gorgeous 10th generation E-Class. The attention to detail of this executive saloon WILL blow your mind.

The interior will grab your attention immediately. Step inside the car and the optional 25-inch widescreen cockpit display will take you into the future. There are three display options for you to play around with - the "Progressive" mode will give you a very retro-modern feel while driving the Benz. The Burmester speakers will transport you to an 19th century Italian opera house, while the intricate perforated detailing in the aluminum door-locks will mesmerize you. Turn on the 23 speaker sound system (with Apple CarPlay and Android Auto) and you will be tantalized with electrifying aural clarity, and a host of connectivity options means you'll be connected to all your devices. The UI especially, has a smoothness and ease of use that you'll be hard-pressed to find in other cars in this price range.

The interior is wrapped in Nappa leather

with modern wood garnishing and brushed aluminum highlights. Mercedes sure knows how to play with your senses. A choice of 64 colours from the optional Ambient Lighting to choose from will set you the most unique ambience inside the vehicle. You can gaze at the moon and starlit sky too, thanks to the panoramic roof. The personalized fragrance from the optional

play with it all day long. If you think it's fast, it's not. The E200 has 184 HP from its 2-litre 4-pot turbo motor, but the impressive 260 lb-ft of torque will pin you to the seats if the throttle is dabbed at any engine speed. Mercedes upgraded their 7-speed transmission to 9-speeds, making sure the shifts are butter smooth under power while saving you

proper fun on a relatively free Dhaka weekend, taking the controls and paddle shifting to your destination.

Knowing the average Mercedes E-Class owner of the city, you are most likely to sit back and browse your iPad while the chauffeur buzzes through the mad traffic, trying to maneuver away from the surrounding traffic that drives the 360-degree sensors up the



Air Balance package is a must-have.

There is no proper gear select lever where you would expect it to be, but a gloss black finish Dynamic Select controller with a touch panel that allows you to seamlessly toggle between the various driving modes, electronics and creature comforts the E-Class has to offer. I could

pennies in fuel money. With the Sport mode on and right foot held down, there is a welling up of power, especially as the RPM at each shift are held for a split second more. Do not expect a distinct boost feel, as Mercedes believes in comfort and quietness for the non-AMG models. It's the Sport plus mode where you can have some

wall. The suspension is the right balance between soft and firm – none of the boat sway feel of SUVs yet you can sail over potholes or small speed bumps.

WORDS: MAHBUB HUSSAIN  
PHOTOS: RAHIN SADMAN ISLAM

## SPECS

**Engine:** 2 litre turbo 4 cylinder (184 hp and 273 lb-ft of torque).

**Transmission:** 9G-TRONIC auto.

**Brakes:** Ventilated discs front, ABS, Brake Assist.

**Interior:** Nappa leather, panoramic roof, Air Balance, Burmester 3D surround audio, wide-screen cockpit, "Command Online" infotainment system, Apple CarPlay & Android Auto, internet connectivity, Bluetooth, wireless charging, LED mood lighting with variable colours, parking package with 360 degree cameras (as tested).

**Exterior:** AMG pack bumpers, grille, wheels (as tested).

For pricing, equipment level and specification details, contact Rancon Motors Ltd.

## VERDICT

The E-Class comes in various models and trims. We took the AMG pack out with five spoke 19-inch wheels and aggressive exterior treatment thanks to the AMG pack, luxury spec interior with extra options. With all the different models in their expansive range of colour shades in their inventory, we recommend you to pay a visit to the Mercedes showroom. You will certainly not be disappointed



## THE DARK SIDE OF BENZ

Take a Mercedes, any Mercedes, add three letters and some numbers at the end that don't have any relation to the car in any way - you have a bonkers machine that can rip holes in time, space, and wallets.

AMG has been doing this for about four decades now, and they're quite brilliant at it. Every part of the Benz range has been fettled by these madmen, and even though they're German as it gets, AMG Benz's aren't the precision tools you'd expect them to be. All of them are hooligans, muscle cars designed to go sideways and eat tyres as fast as possible. This week, they've released what seems to be, at first, the best dressed and most high tech tyre

muncher they've ever made.

The 2017 E63 AMG has a 4 litre twin turbocharged V8 in the S version that produces, wait for it, 612 HP. Six Hundred Twelve. That's more power than most entry level supercars and matches Lamborghini and Ferrari outputs. It still has four doors, incredible level of tech that'll make you feel old even if you're a 20 something year old and will encase you in a luxury cocoon that you'll never want to get out of.

0 to 100 km/h will take 3.4 seconds, an incredible number considering it weighs little over 1.5 tonnes. But that doesn't mean it won't be economical - all versions of the E63 AMG come with cylinder deactiva-

tion and ECO start-stop tech that maximises efficiency and minimises thirst.

The biggest change comes in the power delivery system. Unlike any other E class AMG before it, the new model comes with a feature that might just alter the whole dynamic of an E class AMG Benz. It comes with All Wheel Drive, which will make it extremely difficult to do the traditional burnouts and engage in tyre-ruining hooliganism in the corners. The power delivery will be variable between the front/rear wheels, which means it might just be a precise track tool yet.

Or just give it to Jeremy Clarkson and he'll find a way of sliding it.

## AUTO NEWS

### COMING SOON 2017 HONDA CRV



Honda has released images and details of the next gen CRV - a mid-size SUV that is quite popular in Bangladesh.

It's going to be more spacious and will have a more premium feel inside, with quite a bit more tech stuffed in. Cool touches are the fighter jet style dials in front of the driver, which might just

fool you into thinking you're in a Lambo Reventon.

What you CAN expect is a huge level of efficiency, thanks to the 1.5 litre turbocharged 4 cylinder under the hood - the same fantastic motor that powers the new Civic. The CRV is much bigger and more demanding than the Civic though, so it

might feel underpowered - we'll report back on what it's like to drive when it gets here.

Best part? The small displacement yet powerful motor means the CRV will be in a lower tax bracket when it arrives sometime next year - meaning it'll be cheaper. Hopefully. Watch this space.

## COLLECTIBLES

### CLASSIC ROAD RACING IN SCALE



Alfa Romeo made cars that were meant to seduce before they had broken down or rusted away. The Giulia is an especially enticing model with the perfect wheelbase, wrapped in a body that could only be described as petite and graceful.

Today we have the most beautiful castings to come out of Matchbox. It's a little rare and most people haven't heard of it. The 1965 Giulia Sprint GTA model was offered in red and white only. The red version from Matchbox is a little difficult to find and commands premium prices. The interior is chrome which detracts from the beauty a bit but the casting is so superb, you forgive the glare. In

1:59 scale, it looks a little bigger than it should.

If scale bothers you, head over to Kyosho. They have a perfect 1:64 of the GT AM version. That means wider body, quad headlamps and dished magnesium wheels. The details are perfect with separate plastic lenses for the lights. Available in three colors red, white and black. The GT AM is reported to have produced 240bhp and won quite a few road races.

Continuing with the race theme, we have a Lamborghini Jota. Now this is where things fall apart a bit. While the casting looks terrific at first glance, the proportions are just a

little bit off. The haunches of the rear quarters are just a little too squared off. But really, I'm nitpicking, if you haven't noticed it you never will. Both Kyosho models cost an average of \$10. Check out the local buy/sell group where these go for 1000-1600 taka.

I'm not a fan of Kyosho 1:64 models. They charge premium but finish carries from model to model. Most of the times the paint is just too damn thick which surprisingly isn't the case with these two cars. In the end, you get what pleases you.

WORDS & PHOTOS: E.R. RONNY

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