

2019 MERCEDES-BENZ GLC 300 COUPE



TEST DRIVE

The world has changed in the past decade. Right wing fascists are running the world, millennials are now in positions of power and dictating trends globally (or at least being indecisive about it), NickiMinaj is a bona-fide rockstar and gender fluidity has reached cars. Gone are the days when you'd be able to categorise cars based on their shape and appearance—increasing levels of



design experimentation and product diversity has led to crossover SUVs, four door coupes, as well as this week's test car, the Benz GLC 300 Coupe. Don't let its rakish rear end and sloped roof fool you—this is a crossover SUV underneath, utilising the 'standard' GLC 300 running gear.

Why, though?
MB clearly feels there's a market for sporty crossovers like the GLC Coupe—with chief rivals BMW marketing increasingly 'trendy' crossovers like the X4 (see below) and X6, the SUV market is awash with vehicles that seemingly have endless demand. With more people living in urban areas globally than ever before, the off-roading ability of SUVs and crossovers are traded-off for on-road performance and presence. The high-driving



position is meant to invoke feelings of elevated status, while the general demeanour of the GLC Coupe makes it more at home in front of a high-end café than a rural farmhouse.

Good vibes only, then?
It's not lacking in visual punch, that's for sure. It turns heads almost anywhere, especially in the selenite grey of our test car. Kids from other cars point and stare at the swoopy profile, drivers in front of you jump out of the way for an aggressive front end. It's definitely better looking than BMW's X4, with elegant lines and neatly integrated rear design that might just age better than the messy, jumbled aesthetics of the BMW. If you're of the Instagram generation and you want some mad props on social media, the GLC Coupe is more than capable.

But is it good enough to shoot my vlogs in?
The GLC Coupe is refined, quiet and has all the bells and whistles to wow your growing

SPECS

ENGINE: 2.0 litre turbo 4 cylinder (241 HP, 273lb-ft)

TRANSMISSION: 9G-TRONIC auto, 4MATIC AWD.

SAFETY: ABS, EBD, ESP, TC, BAS, 7 airbags.

FEATURES: 14-way power adjustable front seats with memory function, dual zone front and three-zone rear automatic climate control, keyless start, power tailgate, multifunction leather steering wheel, leather upholstery, 7-inch/8.4-inch screen and touchpad controller infotainment system with Burmester surround sound system.

PRICE: Starting from TK 1,25,00,000
For details, contact Rancon Motors Ltd.

should keep you fairly occupied—although the non-touch screen controls are a little fiddly for the un-initiated.

What if I want to avoid my throngs of followers?

The Coupe won't leave a trail of flames behind it as it accelerates (0-100 km/h takes about 6.4 seconds) but it'll get you places faster than you'd expect. The 2.0 litre turbo 4-cylinder is good for about 241 HP and 273lb-ft torque—great for a vehicle weighing in around 1834 kg. The 9 speed 9G-TRONIC gearbox, coupled with the 4MATIC all-wheel drive, makes the drive relaxing when you want it with near imperceptible shifts. 13.5 inch cross drilled brake rotors up front and 12.6 inch rear discs brings the Coupe to a halt when it all gets too much.

Verdict

The GLC Coupe is aimed at the young at heart—the kind of person who prefers to drive themselves everywhere and arrive in style. It's not lacking in utility despite what appearances suggest—the boot is big enough to swallow your luggage, with fold down rear seats for additional storage. It performs well and handles like a much smaller, sportier car with slight trade-offs in comfort. The fact that a four door SUV-coupe thing even exists is more a fault of the times than the manufacturer, so lay off it and look within if this isn't your kind of thing. As Captain Raymond Holt of Brooklyn Nine Nine once said, "Every time someone steps up and says who they are, the world becomes a better place."

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The Little Rover That Could: Mars Rover Opportunity

(July 7, 2003 - February 13, 2019)

Mars Rover Opportunity (MER-B/1, A.K.A Oppy) has been officially retired from service, following nearly half a year's worth of attempts at waking up the rover. Opportunity went dark after a planet-wide dust-storm on June 12 2018, after which NASA technicians sent over a 1000 prompts and played it songs (like WHAM!'s "Wake Me Up Before You Go-Go" and Bowie's "Life on Mars") to try and reboot the exploration rover. Engineers feared the solar powered batteries on Oppy weren't able to recharge due to dust deposited on them during the storm, bringing an end to the rover's one and a half decade long mission. "My batteries are low and it's getting dark" seems to have caught on as the last official transmission from Oppy, but it wasn't, not really.

Launch mass total: 1,063 kg
Launch rocket: Delta II 7925H-9.5
Launch site: Cape Canaveral SLC-17B
Launch date: July 7, 2003 3:18 UTC
Contractor: Boeing
Landing date: January 25, 2004
Landing site: 1.9462°S 354.4734°E
Dimensions: 4.9 ft high, 7.5 ft wide, 5.2 ft long
Rover weight: 180 kg
Maximum speed: 5 cm/s
Onboard computer: 20 MHz RAD6000 CPU; 128 MB DRAM; 3 MB EEPROM; 256 MB flash memory



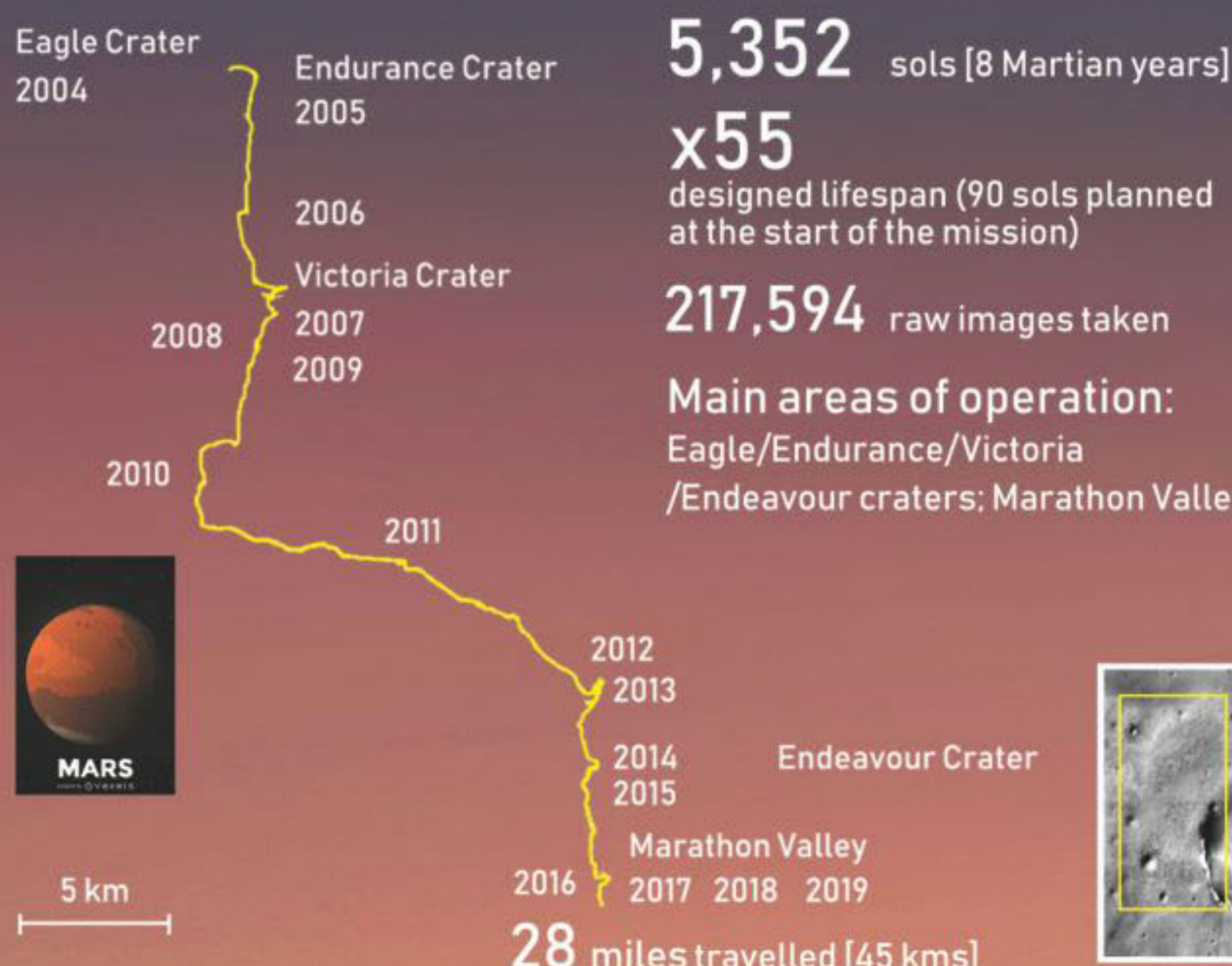
AUTO NEWS

A TRACK SPEC SUV COUPE ...THING: BMW X4 COMPETITION

Continuing this week's theme of vehicles that shouldn't exist but do (and are selling well, despite the constant demonstrations of sad old automotive enthusiasts who want more sports cars), we present to you the new BMW X4M.

As you can tell from the Competition and M badging, this is the "hardcore" "track version" of the X4 crossover, which in its regular form is billed as a sporty SUV. Under the hood are 3.0 litre inline six cylinder TwinPower Turbo units, with a crazy 510 HP going to all four wheels. The regular X4M and X3M, gets another version of the six with 480 HP. 442 lb-ft torque seem enough to drive the heavyweight sports crossovers to 100 km/h in 4.2 seconds (for X3M/X4M) and 4.1 seconds (for the Competition spec).

Mission path

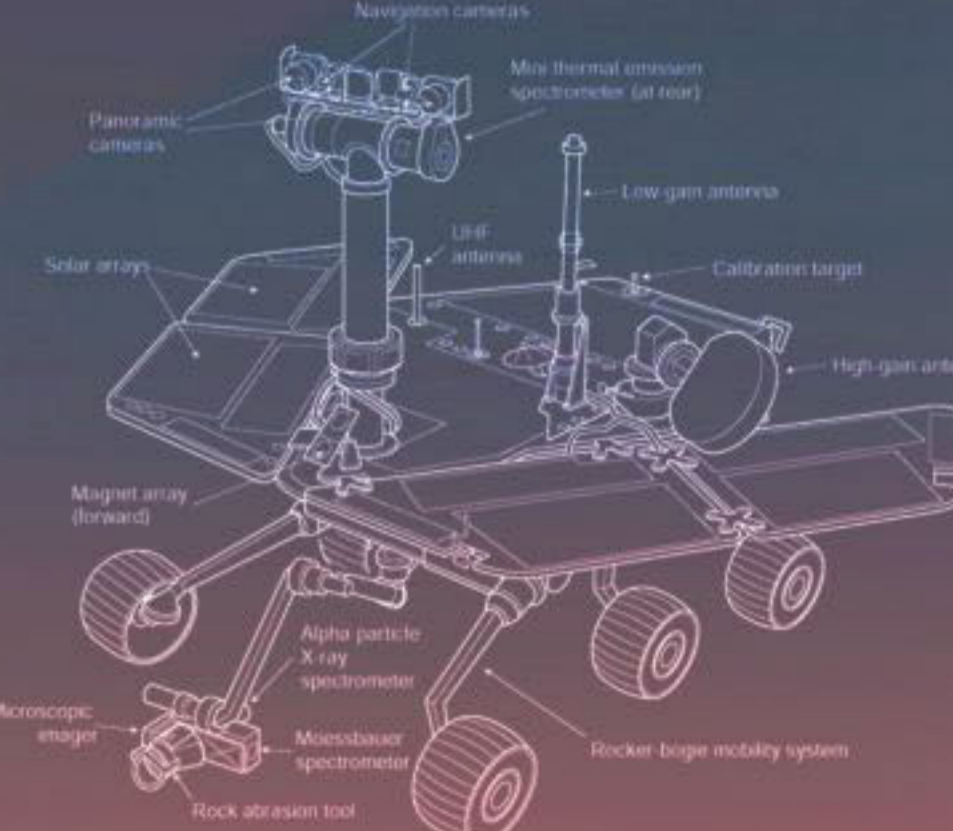


Opportunity had a twin, the Spirit (MER-A), which got stuck after 6 years, in 2009.

MER-B is widely regarded to be the most successful of NASA's missions to Mars—providing nearly 15 years of insight into Martian geology, weather patterns, bio-diversity (or lack thereof) and more. The extended, nearly unplanned operation of the Oppy—above and beyond its intended duties—have also provided NASA engineers with a multitude of data on rover mechanics, with which the space agency can extend the capabilities of future rovers.

Oppy's long postponed demise and the outpouring of affection for the rover afterwards also shows the emotional aspect of space exploration—romanticised eulogies for MER-B/1 are a great way of cementing the baby steps taken by humanity towards the common goal of space colonisation.

It might be cold and dark out there, Oppy, but you're warm in all of our hearts.



Official mission patch of Oppy, featuring Daffy Duck.