

SHIFT

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TEST DRIVE

2019 MERCEDES-BENZ GLC 300

WHAT IS IT?

The world loves SUVs. Everybody is making one including Aston Martin, Porsche and Bentley whose creative ethos previously relied on creating fast and sleek motorcars, with emphasis on cars. Mercedes, though, has always been in this game with the venerable G Wagon. Since the unprecedented success of the BMW X1 and the odd X6, they decided to have an SUV filling every gap in their product line. The GLC is basically their off-roading C Class sedan with all the design cues lifted straight off the ground hugging sedan.

WHICH MEANS IT IS A GOOD THING, RIGHT?

Good is an understatement. This is terrific. You get the same fantastic design elements from the car. Interior is top notch with class leading fit and finish. The exterior styling features fluid curves and a beautiful tail section with sensuously arched tail lights. A lovely rear to stare at without political correctness concerns. Where Audi and BMW aim for sharp, industrial brutality, Mercedes goes for poetry in form.

HOW DOES IT DRIVE?

When you floor it, it squats convincingly, ready to take off. Acceleration is quick from the 241 HP 2.0 turbo engine, mated to a 9G-TRONIC AWD transmission. 100 km/h comes in just around the 6.5-7 second mark. Then you remember this is an SUV. Its core purpose in life is to go over pesky stuff on the road like speed breakers, discarded flimsy bike helmets and dropped iPhones. The ride is calm and composed, much like that of the sedan. Bumps are well sorted despite the large wheels and the steering stays responsive and purposefully weighty. It does exhibit just a little bit of understeer when attacking a corner quickly, but pressing on sorts it out with just a hint of the tail going out—before the safety features dial

VERDICT

The GLC plays in a very tightly contested arena. In Bangladesh its main rivals are the BMW X3, Audi Q5 and the Porsche Macan. Like the Porsche, the design incorporates more curves than the angular cutoffs preferred by more 'edgy' brands. It neatly, subtly marries elegance with a touch of youthful exuberance. While it is not quite a performance car, it can whisk you away with urgency offered by a solid top end that provides effortless overtaking at higher speeds. Practicality abounds with an enormous boot space of 600 litres when the rear seats are lowered quickly with spring loaded releases. Maneuverability is a cinch as the dimensions are right for intuitive navigation through tight city traffic. In a world going gaga over SUVs, this slightly late compact luxury offering from Benz is yet another brilliant addition. I just wish it wasn't white.

Look for our review on the GLC Coupe - same car but with a fastback roofline and red interior. While the Coupe is for the young at heart, the regular GLC is for the dignified motorist.

everything back in.

What I especially like is the ability to fling it around without having the top heavy pendulum effect of a large SUV. This has the dimen-



sions of an SUV—it is longer than a C Class sedan—but it feels more planted much like a big wagon. Which means you get space, but you also get the comfort and a bit of the sporty

driving characteristics. It is a little weekend fun sprinkled over the everyday practicality, like the power tailgate, 360-degree cameras and the easy to fold rear seats.

SPECS

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

TRANSMISSION: 9G-TRONIC auto, 4MATIC.

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

FEATURES: Power adjustable 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, park assist, LED headlights and taillights, Daytime Running Lights.

PRICE: STARTING FROM TK 1,25,00,000
For details, contact Rancon Motors Ltd.

WHAT IS IT LIKE ON THE INSIDE?

Our test car came with the brown leather interior. Brown is a colour that can easily go wrong if you choose the wrong combo. This one though, worked perfectly. The dark chocolate-y Hershey hue and the white exterior gave it a grown up lounge effect while being garnished by the subtle touches of aluminum. It creates an elegant and chic ambience. I especially love the circular vents that look like jet engine intakes. I first saw such vents on a family friend's 240. It is weird to be hooked by air vents but it is the little details that set a car apart. Round vents are cool and they have always been quintessentially Benz.

Words : Ehsanur Raza Ronny
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AUTO NEWS



Grill lift for the new 7-SERIES

BMW has just released a facelift of their flagship, top-dog luxury sedan—the 7-series. Immediately, it has created divisions in the automotive world, with comments ranging from outright mockery to reserved opinions on the new 7's gaping maw. People have compared it to a barbecue grill,

others have said it reminds them of whales feeding, some have called it outright ugly. Whatever your opinion on it, BMW is claiming the 7 to have much improved cooling and efficiency figures from the new face—slats in between the grill fins close automatically at high speed to reduce drag

and open to let in as much air as possible at low speeds to aid cooling.

The 7 is definitely the pinnacle of BMW tech right now. With behemoths like the X7 joining the ranks, the German automaker's fortunes seem to be growing at the same rate as their grills.

COLLECTIBLES

1973 911 RS 1:18 from Welly

The 73 911 RS (Rennsport or 'racing sport') is considered by collectors to be one of the hottest classic Porsches ever. The 207 HP sports car was built specifically so Porsche could enter racing. 500 were required for the homologation but they built 1580—still a small number, making these cars rather rare and very expensive. A Sport Lightweight version sold for \$1.4 million.

Welly makes a brilliant 1:18 model for not a lot of money. They offer it in white, black and the classic acid green.

Pros: Detail is fantastic considering the price point. Hood and trunks have dog leg

hinges but the saving grace is that the hinges are very thin. The ducktail has superb grill and chromed 2.7 script. The paint is generally smooth but a bit of orange peel is evident. Great engine bay despite not having much plumbing details.

Cons: Indicators and tail lights have solid colours which should have had reflectors behind for added realism. Front opens to reveal a solid plastic hump which is the simulated cover for the spares and battery, neither of which are visible.

Verdict: Terrific model for roughly under 7-8k BDT along with shipping.

Words and Photos : Ehsanur Raza Ronny

