

2016 MERCEDES-BENZ G550

Impresses teens disappoints everyone else

Jil McIntosh
Driving

Mercedes G-Class may be a stalwart off-roader, but on the road it's a punishing letdown

Every now and again, automakers come out with single-purpose vehicles that so spectacularly fulfil what they are intended to do that it makes your jaw drop. An example is **Mercedes-Benz's** massive brick-on-wheels, the G550.

It initially arrived decades ago, when utility vehicles were only meant to get you through anything, comfort and handling be damned. But while other SUVs evolved and added good on-road performance to their portfolios, the G550 remains a dinosaur from another era.

Originally designed as the military-style Geländewagen back in 1979, it's an incredible off-roader, thanks to three locking differentials that can essentially turn it into a tank. But virtually every G-Class today spends its life on city streets, where the luxurious interior is at odds with ancient driving dynamics that just don't cut it anymore. And that's really an odd thing to have to say about my tester, the G550, which starts at \$127,200. It's the entry model, there are also two AMG-tuned versions that go as high as 621 horsepower.

There are no complaints about the fabulous new engine the G550 gets for 2016, a twin-turbo 4.0-litre V8 that churns out 416 hp (versus 382 ponies in last year's version), along with 450 pound-feet of torque. The seven-speed automatic, the only transmission choice, is beautifully smooth. And that's pretty much where the goodness ends.

You can all but fit a **Smart Fortwo** into the huge cargo compartment, but the front seats don't go far enough back for anyone beyond a 29-inch inseam to sit comfortably and drive it, and rear-seat space is equally tight.

There aren't many cubbies to stow stuff where you can easily reach it, and the single front-seat cupholder is a miniature basketball net clipped to the side of the transmission hump — but you do still get a cigarette lighter.

Should you want to carry two **Smarts**, the rear seats fold and tumble for extra cargo space, but even that's a chore because the releases are on the bottoms of the seatbacks. If you're short enough to fit behind the wheel, you're not tall enough to reach across the cargo compartment to pull the levers.

Tumbling the rear seats also requires removing their head restraints; unless you're carrying passengers, you'll want to do that anyway, since between the tall headrests and the gate-mounted spare tire, you can't see anything out the back. The standard rear-view camera is a welcome feature, but like all **Mercedes** systems, it requires the stereo to be on for the screen to work. Other manufacturers can override the "music off" button whenever the vehicle is put in Reverse, so why not here?

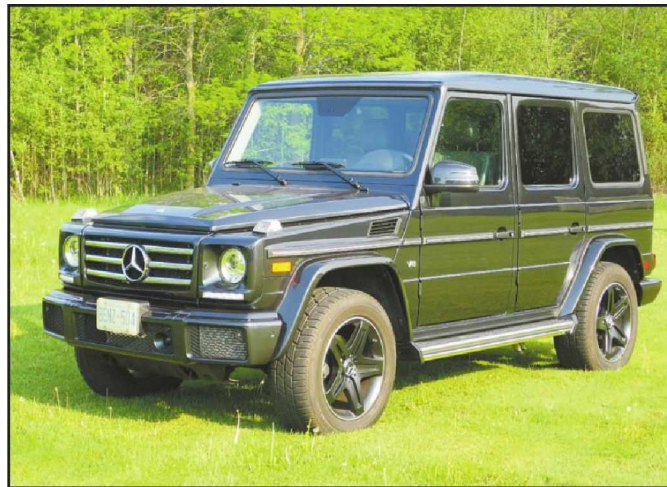
That magnificent engine really scoots this heavy vehicle along, but nothing else on the G550 keeps up with it. You have to manhandle the steering wheel, wrenching it around corners and then hauling it back to straighten it out. The tall, narrow design makes it feel tippy on bends. My tester had adjustable damping, an \$1,850 option, which didn't really help matters. In Comfort mode, it felt like I was driving a plastic bag full of water, while in Sport mode, the shocks are kidney-knockers on rough pavement.

While its rough-stuff ability is amazing, even getting it all set up can be tricky, because the G550 has to be rolling in neutral before you can switch the permanent four-wheel system into or out of low range. Once the centre differential is locked, you can further lock either the front or rear axle, or both. All four wheels can turn at the same speed for ultimate go-anywhere power, but it's

strictly for soft-surface off-roading with no sharp turns.

So why do people still buy these things? Because it's big and in your face, you definitely get noticed and you're probably the only one on your block who owns one. If I was spending the cash on an off-road-capable machine, I'd get a Range Rover, which

drives so much better on the street. Or, for almost the same price, three Jeep Wranglers. If you just want the attention, then go for it. But if you want to enjoy the drive, you really can do better.



Jil McIntosh/Driving

An incredible off-roader, but the luxurious interior is built for small people who need no frills.

THE SPECS

- Type of vehicle:** Full-size 4WD SUV
- Engine:** 4.0L turbocharged V8
- Power:** 416 hp, 450 lb-ft
- Transmission:** Seven-speed automatic
- Brakes:** Four-wheel disc
- Price:** \$127,200 base/\$134,750 as tested
- Fuel economy ratings (L/100km):** 19.0 city, 16.5 hwy

PHOTO GALLERY

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Driving.ca

Next AMG E63 to go AWD

But it'll have the AMG GT's 4.0-L twin-turbo V8 with around 600 horsepower

NICK TRAGIANIS
DRIVING.CA

Mercedes-Benz will be doing things a little differently when the redesigned E63 rolls out.

After speaking with AMG head Tobias Moers at the launch of the GT R, Top Gear says the next Mercedes-AMG E63 will join the V6-powered E43 in sending its kick to all four wheels.

"It's going to be four-wheel drive, but we are going to introduce a completely new four-wheel-drive system, one which we've never had in the company," Moers said. "That's going to be the biggest step we ever did with a generation."

On first blush, it's certainly disappointing to hear, especially since rivals such as the BMW M5,



HANDOUT/MERCEDES-BENZ

The 2017 Mercedes-AMG E43.

Cadillac CTS-V and Lexus GS-F still power their rear wheels. But the one saving grace is that the system will be fairly lax in terms of distributing torque. That is to

say, rear-wheel drive dynamics aren't going anywhere.

Naturally, Mercedes-AMG's twin-turbocharged 4.0-litre V8 engine will appear under the

hood of the E63. But unlike the 503 horsepower in the C63 S and AMG GT S, expect the E63 to pump out around 600 horsepower, much like its rivals.

Small thumbnail version of the article, including the headline 'Next AMG E63 to go AWD', a small image of the car, and various sidebar advertisements such as 'your moments', 'Remember us - donation', and 'Stop driving after Honda and Acura: NHTSA'.

REGIONAL ROUNDUP

Frontenac Farmers' Market - Now in our 11th year! Saturdays 9 a.m.-2 p.m., May 21 - Oct. 29. All local farm products, seasonal veggies & fruits, scrumptious home baking, preserves, local artisans, dog & cat treats and more. Prince Charles Public School, 6875 Highway #38, Verona www.frontenacfarmersmarket.ca

The Old Hay Bay Church, built in 1792 is open 7 days a week from mid May until Thanksgiving. There is a custodian to interpret the history and heritage. Displays, artifacts and literature help make the story of this building come alive. Come and bring family, relatives or friends to have a picnic, plan a wedding, connect with the faith or our forbears, or trace genealogical links with Loyalists and other pioneers. The Church is 30 km south and west of Napanee on the South Shore Road – civic # 2365 or 9.5 km from the Glenora Ferry. Turn left at County Rd 8, just east of the Village of Adolphustown. From Kingston, you can drive west on The Loyalist Parkway (Hwy 33) and turn right at Adolphustown (County Rd 8). Go straight through Dorland to Hay Bay where the road curves to the right. The Church is on your left, by the water. The cottage (custodian's) phone # is 613-373-2261.

Summer 4 Seniors - In town for just the summer? Have a senior family member or friend visiting? The Seniors Association has summer memberships effective June 1 to August 31, 2016. Includes June, July & August newsletters, and allows you to sign up for summer programs and trips. \$15/person. Call 613.548.7810 or visit www.seniorskingston.ca.

The Sharing Centre at Emmanuel United Church in Odessa will be closed from June 30-August 2nd. We will reopen August 2nd at 10:00 with our great summer clearance sale!!!! Don't miss it.

Recreational softball for seniors 55 and over every Tuesday and Thursday at 10 a.m. Cloverdale Ball Diamonds. Everyone welcome.

Fish Fry by Mike Mundell's Surf & Turf at St. John's Presbyterian Church, 2360

Middle Road (The little country church at the top of the hill) Friday, July 8 from 5:00-7:00PM. Cost is \$15 for adults, children 10 and under \$5. Advance tickets, contact Dorothy Higgs @ 613-548-8378 dorothy.higgs@hotmail.com.

KSOA's Window Art Gallery, Victoria @ Princess, proudly presents the work of Judith Gould, internationally known artist from the Thousand Islands. The show, Earth Sky Water, runs July 6-31. Reception: Thursday, July 7, 5-7 p.m. All are welcome.

Enjoy a BBQ lunch at The Seniors Centre Tuesdays & Thursdays from 11:30am to 12:30 p.m, this summer. Chicken on a bun, hamburgers, and sausages (\$3.50 each) and hotdogs (\$2.50). 56 Francis St. east of St Lawrence College off Mowat or Churchill.

For Boomers 50+ yrs: Summer Rock 'n Roll Fitness, including Stretching and Strengthening for a higher level of wellness on Wednesday mornings and Monday evenings also free walking program. Join us any time for demos and information. Call Dee 613-389-6540 for west end location.

Seniors: 50+ safety golf clinics for women and men 50+ yrs. who would like to improve distance/accuracy of the ball, and be smart about avoiding injuries specific to golf Wednesdays and Saturdays. A fundraiser for Boys & Girls Club. For location in Kingston's west end and additional info. please call Dee at 613-389-6540.

Bath United Church Vacation Bible School, held from July 18 to July 22, from 9.30 to 11.30 a.m. Music, crafts, games and snacks provided for children aged pre-school to Grade 6. No charge. For more information contact the church office at 613-352-5375.

Westbrook Farmer's Market - Local Farm Fresh Produce & Meat, Artisans and Crafters @ Westbrook United Church 3526 Princess St. Wednesdays 2-6 p.m. BBQ – Hamburgers.

Try Scottish Country Dancing at Newlands Pavilion (foot of Barrie St. near the Murney Tower) every Wednesday from

June 15 to July 20. This enjoyable exercise starts at 7pm - weather permitting- and you will be made welcome by the friendly dancers. Contact 613 382 8682 or see www.rscdskingston.org.

The Annual Wilmer Cemetery Memorial Service will be held in the old Wilmer Church, on the corner of Wilmer & McFadden roads, in South Frontenac Township, on Sunday July 10, 2016 at 2:00 pm, Rev. Dawn Clarke officiating. For additional info please call Vera Shepherd at (613) 353-2470.

In Good Taste is a fine dining experience for single seniors and will meet at Grecos, 167 Princess St at 5:30 p.m. Friday, July 8. If interested to attend, please contact Norma at 613-542-3622 or Nicole at 613-634-1966.

It's the fish story you've been waiting for all year! The always-delicious Family Fish Fry by Storrington Lions Club is back! Join us July 9 from 5 to 7 pm for a full dinner, music and silent auction. It's a great community activity with a NEW twist this year: A car wash by Storrington District Firefighters from 10 am to 2 pm. Proceeds will help revitalize our community hall. Everyone welcome!

A Night of Exploring and Understanding Moths on Saturday, July 16 from 8:30 pm to midnight at the Elbow Lake Environmental Education Centre – Learn about the life cycle of a moth, their favourite foods and creative ways of deterring predators, and their role in the ecosystem as pollinators and indicators of environmental health. This event is co-hosted by the Kingston Field Naturalists. Information: <http://elbowlakecentre.ca/events>. Drop-ins are free, or book a cabin for \$60/night. Contact carolyn.bonta@queensu.ca or call 613-353-7968.

Catarqui Canoe Club: Saturday, July 9: Paddle at Eagle Lake. Last year, we ran our first paddling trip on Eagle Lake near Parham; it proved very popular. We had a mature Bald Eagle soar over us while relaxing for lunch and a swim on a beautiful little granite island. There are still a few more large bays and islands to

James Reid Funeral Home is pleased to sponsor the Regional Roundup

ALL THE NEWS THAT'S FIT TO READ. ONLINE! KINGSTON REGION

explore. Our put-in is a good public boat launch site with a sandy beach and with lots of parking. No shuttles or portages. Fairly sheltered waters. Ideal for everyone. Info: cataraquicanoe.on.ca.

The Tett Summer Arts Camp is back! We will have so many wonderful experiences for our youth including learning band instruments (supplied by Joe's MILL) and trying out all the arts we offer at the Tett including: Band Pottery Paint & Draw Jewelry Dance Vocal Drama. <http://www.tettcentre.org/events/camps>. The Tett Arts By The Lake camp runs in two sessions: Monday, Aug. 8 to Friday, Aug. 12 and Monday, Aug. 15 to Friday, Aug. 19. New this year, the Teen Opera Camp runs from Monday, Aug. 8 to Friday, Aug. 19.

One Parent Family Association - Weekly beach volleyball, every Wednesday evening from 7 p.m. to dusk at Lake Ontario Park. Info: please email opfa.limestone@gmail.com or call Kim St. Onge @ 613-331-6413. One Parent Family Association is a single parent support group. Divorced, separated or never married, all single parents are welcome.

Rideau Trail Club of Kingston-Saturday July 9 Rideau Canal History Journey Level 1, moderate pace, 5 km. Go Back In Time. Hike at Jones Falls, Davis and Chaffey's Locks. Bring lunch, water and bug spray. Ice cream and lots of fun. Parents with children welcome. Depart Canadian Tire Parking Lot along Bath Road at 9 a.m. Gas \$7. Leader: Stan 613-548-3003

Rideau Trail Club of Kingston-Wednesday July 13 Gould Lake Conservation Area Level 2/3, moderate pace, 12 km. Enjoy the rolling hills and steep inclines of the east side trails. Depart Canadian Tire Parking Lot along Bath Road at 9 am. Gas \$3 Leader: Ann 613 531 9873.

Legion 560 - Friday, July 8 - Showman's Karaoke will entertain from 8 to 12 with a \$2.50 cover for non members and guests. Everyone welcome.

39 Club of Kingston Dance - Friday, July 8. Music by Tim & Terrie at MATT'S PLACE, Legion 631, Main Hall at 4034 Bath Rd. @ Collins Bay. 7:30-11:00 pm.

Dress Code , **Smart** Casual. Singles & Couples Welcome. Cost is \$12.00 P.P. (\$10.00 for Members).

Birthday Lunch - Friday July 8, 12 noon. Celebrate your Birthday with others at The Seniors Centre. Enjoy salad, BBQ ribs and corn on the cob, followed by birthday cake. \$12.50 each; free for members (advance tickets only). Sponsored by St. Lawrence Place and Briar-gate. 56 Francis St. 613.548.7810.

Bath Legion - Friday, July 8 - Friday lunch at the Legion, Good food, good company, 11:30 a.m. to 7 p.m. Friday night euchre, play starts at 7:30 p.m. Wednesday, July 13 - breakfast at the Legion. 7 a.m. to 1 p.m. Thursday, July 14 - Horseshoes starts at 6 p.m., \$2 per play, come on out and have some fun! Everybody welcome.

The St. George's Cathedral Summer Concerts continue on Thursday July 7 from 12:15pm to 12:50pm with Trio Abelia (Oboe, Horn, Piano) performing. The series will continue every Thursday through August 25. Admission is free, with a voluntary offering collected. Visit www.stgeorgescathedral.ca or www.facebook.com/StGeorgeConcerts. The Cathedral is at 270 King St. E. (at Johnson) in Kingston. Call 613-548-4617. Join us for a mid-day musical interlude!

Kingston Archery Club Annual Outdoor Field Archery Tournament - Takes place Sunday, July 24 at the Kingston Archery Club Outdoor Range located at 2043 Battersea Road, Kingston (North of Hwy 401 and Montreal St.). This is an IFAA Field Archery tournament with a Hunter round, meaning we will shoot the solid black target faces with a white bulls-eye. This is the 4th shoot of the 4 For 20 Challenge for prizes. Registration starts at 8 a.m. with a random start. Registration Fees: Adult (18 years +) to Master - \$20.00 per person; Archers under 18 years - \$10.00; Family - \$30.00 (minimum 1 Adult and 1 or more children under 18 years). Seminars on Field Archery are conducted by the club Thursday evenings at the outdoor range between now and the tournament. For details contact us at info@kingstonarcheryclub.org and check us out on the web at kingstonarcheryclub.org

Mercedes-AMG GT R boasts 577 hp

Never before has Mercedes-AMG packed so much motorsport technology into a production vehicle than into the new AMG GT R.

The front-mid-engine concept with a transaxle, V8 Biturbo engine rated at 577 hp, extensively modified suspension, new aerodynamics and intelligent lightweight construction laid the foundation for an especially dynamic driving experience.

Even from afar, the exclusive “AMG green hell magno” special paintwork leaves no doubt as to the sports car’s origin, having spent most of its development time in the “Green Hell” of the Nurburgring racetrack.

Wider front and rear fenders allow an increased track width for optimum grip and even higher cornering speeds. A new front fascia with active elements, a large rear aerofoil and a new rear fascia with double diffuser enhance aerodynamic efficiency and help ensure optimum grip.

The lightweight forged wheels equipped with cup tires as standard are likewise designed for maximum driving dynamics.

The same applies to other new features such as active rear-wheel steering, nine-way adjustable traction control system and adjustable coil-over suspension

with additional electronic control.

Further, the new AMG Panamericana grille emphasizes the unique standing of the AMG GT R.

Its characteristic form with vertical fins celebrated its world premiere on the Mercedes-AMG GT3 customer-sport racing car and now, for the first time, appears on an AMG production vehicle.

The third member of the AMG GT family is the new spearhead of the AMG model range.

Featuring pioneering technologies, the AMG GT R was designed with racetrack use firmly in mind. Its development was largely based on vast motor-racing experience in AMG GT3 customer sport and the German Touring Car Masters Series (DTM).

Figures such as 3.5 seconds from zero to 60 mph and a top speed of 198 mph, combined with the outstanding driving dynamics, will undoubtedly translate into extremely fast laps on the racetrack.

The new exclusive color “AMG green hell magno” establishes a visual link to the “Green Hell,” the nickname for the legendary “North Loop” of the Nurburgring, emphasizing that the car’s roots are firmly embedded in the racetrack.

The wide front splitter reduces lift at the front axle.



Additional Air Curtains on the outside of the front fascia calm the airflow, improving the Cd value of the AMG GT R. Thanks to their narrow, vertical openings, the Air Curtains also guide the air specifically towards the wheel arches, optimizing the flow properties in this area.

To ensure ideal airflow through the double wheel arch radiators, the AMG GT R additionally features new and unique wheel arch liners with special cooling-air slits.

All-new active aerodynamics profile in the underbody
A special engineering feat is the completely new active

aerodynamics profile, which is concealed almost invisibly in the underbody in front of the engine.

At a speed of 50 mph in RACE mode, this carbon component, weighing only about 4.4 lb, automatically moves downward by about 1.6 inches and changes the airflow considerably.

This process results in what is known as the Venturi effect, which additionally “sucks” the car onto the road and reduces the front-axle lift by around 88.2 lb at 155 mph.



Driven: 2016 Mercedes-Benz Metris

KELLY TAYLOR

✉ kellyoncars@gmail.com

🐦 @RoadTripCJOB

There was a time when the battle for the cargo van was a dogfight between Ford and General Motors.

Econoline vs. Chevy Van (creative name, wasn't it?). Blue oval vs. bowtie.

That was then. Today, the battlefield is heating up, with entries from Nissan, from Turkey, from Italy and, today's subject, from Germany.

The 2016 Mercedes-Benz Metris joins the Sprinter in the Mercedes lineup, and goes toe-to-toe against the Turkish-built Ford Transit Connect, Nissan's NV and the Chevy Express City.

In the large van segment, the Italian-built Ram Promaster, Mercedes Sprinter and Ford Transit battle the Chevy Express Cargo and Nissan NV 2500.

Today, we take a look at the Metris, which Mercedes bills as Canada's only mid-size cargo van, but in reality will compete for customers against Transit Con-

nect, City Express and NV.

The Benz is easily the most expensive, with a sticker starting at \$33,900.

By comparison, the City Express starts at \$22,000, the Transit Connect at \$27,000 and the NV200 at \$24,000.

To be fair to Metris, the Nissan that most competes is the NV Cargo, starting at \$34,000 and the Transit Connect and City Express are each a bit smaller.

If Metris is anything like Sprinter, its competitive value requires a

bit of digging.

With Sprinter, a higher resale value, longer maintenance intervals and better fuel economy combine to at least put it on the same level as its rivals on total cost of ownership.

With Metris, its resale value remains to be proven, but its fuel economy is beyond reproach.

Most city trips ended with an average fuel consumption level below 10 l/100km, sometimes

CONTINUED ON G6



FROM PAGE G2:**METRIS**

below nine.

Turbocharging has much to do with that. The 2.0-litre, four-cylinder gas turbo engine delivers 208 horsepower and 258 pound-feet of torque, mated to a seven-speed automatic transmission.

The combination gives **Metris** plenty of scoot despite its economy.

On the road, it drives almost like a car, able to track through corners with surprising agility. Fun-to-drive might not be a selling feature for vehicles driven by employees, but hey, if the numbers work out, why not?

As a cargo van, **Metris** has up to 5.27 cubic metres of volume, up to 1,135 kilograms of payload and a side door wide enough to take a pallet. The bed is 283.1 cm (111.5 inches, or 9.3 feet) long by 168.5 cm (66.3 in. (5.5 feet)) wide.

There are sturdy D-hooks for tie-downs and the option of bare framing or panels filling in openings inside the cargo compartment. Also available are track systems for flexible tie-down configurations.

There's a steel wall with a window between cargo and cabin to prevent loose projectiles flying towards the driver.

With bare walls, it's ready to be outfitted for particular needs, such as racks for plumbing or electrical supplies and tools, to other specialized applications.

The cargo floor is covered with an easy-clean composite mat, ready to take a high-pressure spray.

Mercedes also makes a number of handy options available, particularly for a cold-weather country such as Canada: the cold weather

package includes heated seats and an electric auxiliary heater that warms up the cabin quickly.

For \$630, it's got to be cheaper than a few winters of excessive idling while your employees wait for the van to get comfortable.

(Having worked delivery in the winter, I can say with authority your fuel bill is the least of your employees' concerns when it's -40 C.)

As good as the **Metris** is, there are a couple things to point out. Body rigidity could be improved, as you can hear the cargo area flexing on startup and around corners.

As well, the glass in the partition is angled perfectly to pick up reflections of the audio system and dashboard at night. Tilting the top edge of the glass rearward slightly would be a good fix in future models.

Overall, however, I found the **Metris** fun and capable enough that I might choose it over a pickup truck with a cap if I needed an enclosed cargo carrier.

The experience was very **Benz**-esque, from the thickly rimmed three-point steering wheel to the transmission shift lever, heated seats and familiar sound system.

The fuel economy alone is a key selling point.

THE SPECS

Engine: 2.0-litre turbocharged four-cylinder gasoline

Power: 208 hp

Torque: 258 lb-ft.

Transmission: 7-speed auto

Brakes: four-wheel discs

Fuel economy (l/100km, average, observed): 9.4 l/100km.

Price: from \$33,900, base MSRP.



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The Mercedes-Benz Metris joins the Sprinter in the Mercedes lineup, and goes toe-to-toe against the Turkish-built Ford Transit Connect, Nissan's NV and the Chevy Express City. **TODD GILLIS**



With bare walls, the Metris is ready to be outfitted for particular needs, such as racks for plumbing or electrical supplies and tools, to other specialized applications. The cargo floor is covered with an easy-clean composite mat, ready to take a high-pressure spray. **TODD GILLIS**

ROAD TEST
Mercedes-Benz
Metris cargo van
G2



PREVIEW **MERCEDES-BENZ** S550 CABRIOLET/S63 AMG CABRIOLET

A stunner when the sun's out

For the first time in 44 years, the S-Class family welcomes a convertible into the fold



Jim Kenzie

NICE, FRANCE—You don't have to be a fan of professional basketball to appreciate, even admire, how agile some of these leviathans are.

Seven feet tall, 300 pounds, and they're leaping around like Nureyev.

This image popped into my mind while driving the Mercedes-Benz S-Class Cabriolet through the winding roads and narrow streets of the French Riviera.

The S-Class is big, no doubt, with an overall length just over five metres and weight tipping the scales at 2,100 kilograms.

Especially in this cloistered environment, it feels very big.

But as long as you don't knock Pierre off his bicyclette, with his baguettes sticking out in all directions, or bounce those shiny alloys off the curbs, you'll soon find out this is a remarkably nimble car. And with the top down in the lovely spring weather, well, it only gets better.

This is the first convertible in the S-Class family for 44 years, joining the coupe and sedan, both of which are available in several guises.

In mid-July, we will get the S-Class Cabriolet in two flavours: "normal" and AMG.

The rest of the world (RoW) calls the normal model the S 500.

Not that the 500 stands for anything anymore, but for reasons which must mean something to somebody somewhere, in North America this will be badged S 550. It starts at \$164,300.

A 4.7-litre twin-turbo V8, producing a healthy 449 horsepower, drives the rear wheels through a nine-speed automatic.

The AMG version carries the equally irrelevant S 63 AMG designation. At least the North American label is no more inexplicable than that used elsewhere. Base list is \$193,600.

The 5.5-litre twin-turbo V8, built by a single technician who autographs each engine, pumps out a stonking 577 horses through a seven-speed automatic into Mercedes's 4Matic four-wheel drive system, whose front-to-rear torque split is rear-biased for sportier handling.

The S 63 also gets fully automatic adaptable air suspension, larger wheels and tires, composite brake rotors and a host of exterior and interior mods to reflect its sportier nature.

I'm seldom one to turn down more power, but I actually thought the base car reflected the spirit of a cabriolet better than the AMG.

It is fast enough: 0-100 km/h in 4.6 seconds, just 0.7 seconds slower than the AMG.

And it seems to me — again, perhaps this is down to the environment I was in — that wafting rather than apex-strafting is what a car like this is

all about.

While most convertibles weigh considerably more than the coupes upon which they are typically based, additional weight-saving measures, such as increased use of aluminum in the rear floor pan, have kept this penalty to about 115 kilograms in the S-Class Cab.

And while cutting the top off a shoebox always detracts from its stiffness, the S-Class Cabriolet remains remarkably rigid.

Still, if ultimate speed is what you're after, this might not be the S-Class for you.

Getting back to wafting . . .

The S-Class Cab borrows Aircap, the clever deployable windshield header device, from its smaller sibling, the E-Class Cabriolet.

Normally, in any top-down car, air flowing up the windshield curls back around and blows back into the cabin from behind, creating uncomfortable drafts. Never mind what it does to your or milady's coiffure.

In the Mercs, a touch of a button causes the top surface of the header to rise up seven centimetres, creating an air dam which directs this air flow higher so it bounces off the trunk lid, reducing in-cabin turbulence by a noticeable, if not dramatic, degree.

Combined with the pop-up mesh wind blocker behind the rear seats which also helps reduce back drafts, and the Aircarf, a heated element in each of the front seat backs with a fan that directs heated air up and through a vent at the base of the

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JIM KENZIE PHOTOS

A pair of LCD screens combine to display the car's instrumentation

headrest then down over your shoulders, this helps extend your top-down opportunities not only later in the day, but earlier and later in the season.

On top of all that, the Thermotronic air conditioning system automatically compensates for whether the top is up or down.

That's all particularly valuable in Canada, where summer is defined as two weeks of bad skiing.

If this isn't enough, you can erect the multi-layer top at the touch of another button, and about 17 seconds later, you're as snug as that proverbial bug.

Top up or down can be done at road speeds up to 50 km/h, but I wouldn't really recommend it because for

about 16 of those 17 seconds, your visibility to the rear will be approximately zero. Best to just pull over.

Top apart, the S-Class Cabriolet is pretty much the S-Class, which means the very top level of safety, ride comfort, technology and durability.

By expanding that lineup to three body styles, with a host of variations within each, it's safe to say that a luxury big-car buyer will find an S-Class to suit his or her wants and needs.

Jim Kenzie is a regular contributor to Toronto Star Wheels. To reach him, email wheels@thestar.ca and put his name in the subject line.

> **2017 MERCEDES-BENZ S 550 CABRIOLET/**

S 63 AMG CABRIOLET

Base price: \$164,300 / \$193,600

Engine: 4.7L V8/ 5.5L V8

Transmission: Nine-speed automatic / seven-speed automatic

Power/torque: S 550: 449 hp/ 516 lbs.-ft. S 63 AMG: 577 hp / 664 lbs.-ft.

Fuel consumption (L/100 km): TBD

Brakes: S 550: Ventilated perforated discs, front / rear; S 63 AMG: Ventilated perforated composite discs, front / rear

What's hot: Remarkable stiffness and nimbleness for such a large open car

What's not: If this is the sort of car you want, not much

Rating: 9.0 / 10

Website: Mercedes-benz.ca



The S-Class Cabriolet feels big, with its length topping five metres and weighing in at 2,100 kilograms.



INFINITI

INFINITI versus MERCEDES



MERCEDES-BENZ

The Benz has much more aggressive flair, but it should be noted that the German company charges a lot of money for those upgrades.



Benz looks sharper, but does its drive warrant the price premium?



Jodi Lai

AutoGuide.com

Drivers in the market for a sporty and luxurious compact sedan will typically gravitate toward the German brands such as Mercedes-Benz or BMW.

But Japanese automakers have been playing catch-up to the Germans, and they are getting really close to offering some seriously competitive cars. Infiniti has been working double time on nailing the formula. Here we have the 2016 Infiniti Q50 Red Sport 400 and the 2016 Mercedes-Benz C450 AMG, two high-performance versions of each brand's popular compact sedan. Both cars have AWD, a seven-speed automatic and twin-turbo V6s, and compared side by side, the two are quite similar on paper; but when driven, the two feel entirely different.

FACEOFF continued on W10

The two cars are no match when it comes to price

FACEOFF from W1

Under the hood

The biggest upgrade the Q50 Red Sport 400 gets over the regular model is a higher-performing twin-turbo 3.0-litre V6 that gets 400 horsepower and 350 lbs.-ft. of torque, which is nothing to laugh about because those are serious numbers. The Benz also gets a 3.0-litre biturbo V6, but with 362 horsepower and 384 lbs.-ft. of torque, which is less horsepower but more torque than the Infiniti. The C450 is also slightly more fuel efficient.

Driven back-to-back, the torque difference is very obvious because the C450 feels much quicker and more immediate, but the disparity is magnified because the Mercedes weighs about 135 kilograms less than the Infiniti. The Mercedes also sounds like a sports car with that signature AMG burble shouting all its bad intentions to the world, where the Q50 is quiet and sounds more reserved (although to its credit, the cabin is also more hushed).

The Q50 Red Sport also gets a new optional direct adaptive steering system that makes the sedan more engaging and massive brakes that are not available on other Q50 models.

The Benz's steering is a bit too light in regular mode, but thrown into Sport mode, it gives the steering some weight. The C450 feels like a small car and is easily more nimble than the Red Sport, which feels larger because of the heavier steering and the extra weight it's carrying. The Benz's seven-speed transmission is also quick and really responsive, where the Q50's takes a beat to get going. Infiniti's system is more high-tech, however, because it has adaptive shift control, a new system that senses and learns a driver's style and adapts the shifting accordingly.

Driven around winding roads, the Mercedes holds a line like a pro, feeling natural and confident when flung around corners. The suspension is much better sorted than the Infiniti, and it feels like the C-Class has more grip. The Infiniti didn't feel as confi-

dent when driven quickly and, although it was far from squirrely, we weren't as comfortable really pushing the Q50 has hard as we pushed the Benz.

The looks

Both cars look the part of luxury sport sedan, but the Benz gives you more clues that this isn't your standard C-Class. I wish Infiniti did more to the exterior style to differentiate it from the regular Q50 — this is the high-performance one, so it should have more aggressive looks to match. The Benz has much more aggressive flair, but it should be noted that Mercedes charges a lot of money for those upgrades.

The tech

One of the best features in the Q50 is the driver assistance technology, and it has almost every system imaginable. It's one of the best systems on the market.

It all starts with the Q50's radar sensor, which is so advanced it can see two cars ahead, where most systems can only see the car directly in front of you. That means that the automatic braking is extremely smooth and natural. Beyond that, the lane keep is excellent and it all pairs nicely for a high-tech, semi-autonomous driving experience that has to be among the most advanced in the industry.

The Benz has similar tech, but it doesn't feel as smooth or intuitive to use. The adaptive cruise control stalk is also hidden behind the steering wheel, and you have to take your eyes off the road to use it.

The interiors

The Mercedes has a gorgeous interior, but you pay dearly for it. Nearly every pretty finish in the C450's cabin is an optional extra that really drives up the price. The beautiful matte silver trim on the centre console? It costs extra. The slick red leather? That's another few grand. What about that cool head-up display and 360-degree camera? That's extra.

Still, the Mercedes cabin outclasses the Infiniti's even without those fancy trim bits. It feels more modern and has a more coherent design. The Q50's cabin looks a bit more dated and cobbled together and the two-screen setup is very strange. The infotainment system is also wonky and hard to use. The C450's infotainment system isn't the most user-friendly either, but a really advanced voice recognition system makes it much easier to live with.

The verdict

There's no getting around the fact that the Mercedes is a hell of a lot more expensive than the Infiniti. But even if you take out all the expensive options to get the prices closer together, the Mercedes is still a better performer — it feels a lot sportier, looks much more modern inside and is still the better luxury car.

The Infiniti isn't that far behind the C-Class, however, especially in terms of technology. When you take into account how expensive the Mercedes is, you really realize that the Q50 has a ton of value and it doesn't charge you out the wazoo for optional extras, which is something we really appreciate.

> TALE OF THE TAPE

Infiniti Q50 Red Sport 400:

Price/as tested: \$54,600/
\$60,337

Love it

- > Great driver assistance tech
- > More affordable

Leave it

- > Wonky infotainment
- > Heavier
- > Doesn't perform as well

Mercedes-Benz C450 AMG

Price/as tested: \$55,900/
\$76,995

Love it

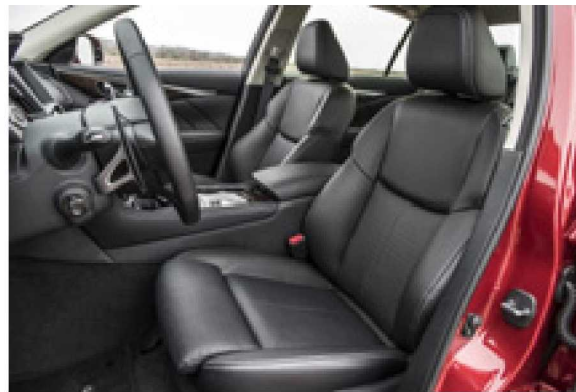
- > Fancier
- > Better performance
- > Looks more aggressive

Leave it

- > Expensive

**MERCEDES-BENZ**

Nearly every pretty finish in the C450's cabin is an optional extra that really drives up the price.

**INFINITI**

The Q50's cabin looks a bit more dated and cobbled together and the two-screen setup is very strange.

CABRIOLET GETS READY TO LET ITS TOP DOWN

A more refined droptop motoring experience

comes in four flavours, writes *Graeme Fletcher*.

TRIESTE, ITALY Mercedes-Benz's entry-level droptop takes some serious steps forward in terms of refinement. When the C-Class Cabriolet arrives in Canada this October, it will be offered in four flavours — C 300, C 43 and two versions of the habanero-hot C 63. The C 63 puts some serious fire under the hood and adds a new sense of urgency to going topless.

Getting into open-air mode requires holding a button for 20 seconds and this can be accomplished while driving at speeds of up to 50 kilometres an hour. Once the top is stowed, the Cabrio has two features aimed at keeping the occupants comfortable.

The first is AIRCAP. When the top is down, a wing deploys at the top of the windshield header and a mesh net rises from behind the rear seat. The wing helps to prevent the wind dipping down into the cabin by forming a virtual cap over the car's interior. The mesh portion then stops the usual windy backwash. The combination proved effective for the front riders and it had some effect for the rear riders as well. As for the rear seat, well, don't get too excited. It is functional, but only for kids; adults will find the legroom tight.

The second plus is AIRSCARF. It puts an air vent at the base of the headrest. The warm air cascades over the front rider's neck and shoulder area. On a cool autumn evening it's just the ticket.

The rest of the cabin has been reworked to great effect; it's not as fuddy-duddy as before. The materials are top-notch and front sport buckets in the tester provided superior lateral support

without feeling confining. Two new screens dominate the centre stack. The standard unit is a seven-inch screen or an option ups that to an 8.4-inch screen with navigation. Both are controlled through a central touch pad that forms the hub of the COMAND infotainment system. Throw in the optional 13-speaker, 590-watt Burmester sound system and it is a happening place to while away the kilometres. The disappointment is Mercedes-Benz's aversion to touch-screen technology. Yes, it leaves fingerprints on the screen, but it is easier to use than the central controller.

The Cabrio comes with three very different engines. The base 2.0-litre turbocharged four cylinder powers the C 300. It makes 241 horsepower and 273 pound-feet of torque at 1,300 rpm. Next is the C 43 and its 3.0-L, twin-turbo V6. It delivers a much more rewarding 362 hp and 384 lb-ft of torque. In both cases the power is relayed to the road through a nine-speed automatic (ironically, two more gears than the C-Class coupe and sedan) and all four wheels (4MATIC). The acceleration times are impressive: the base unit runs to 100 km/h in 6.4 seconds, while the C 43 chops that to a speedy 4.8 seconds.

The other option is the full-on AMG model. It brings a 4.0-L, twin-turbo V8 and a ton of power. In base form it produces 469 hp and 479 lb-ft of torque. Naturally, it adds some serious spice to the drive, however, if that's not quite enough, then the C 63 S amps things up to 503 hp and 516 lb-ft of torque. Both versions are paired with a seven-speed twin-clutch transmission that drives the rear wheels. These two pull off the 0-to-100 km/h trick in 4.2

and 4.1 seconds, respectively.

The first car up for a test was the C 43. Its dynamic demeanour proved that going topless does not mean sacrificing a thing. Usually, removing the second largest panel on any car introduces cowl shake — a shoebox with the lid on has integrity; remove the lid and it becomes flimsy. Such is the challenge facing those creating a convertible. The Cabrio was rock solid in this department. Even over some pretty rough sections of road there was no cowl shake whatsoever. This solid foundation, combined with the tester AMG's Ride Control suspension and its adaptive dampers, proved the Cabrio can be all things to all drivers.

Delving into the Dynamic Select allows the C 43's character to be changed at the push of a button. In Comfort, the Cabrio mimicked a boulevardier by delivering a cossetting ride and short shifts. Moving up to Sport saw it hunker down and deliver sharper handling, thanks to the tauter ride and firmer steering. Sport+ firmed things even more. The final Individual setting allows the driver to tweak the facets individually. In each case, the throttle becomes evermore responsive, the steering firms up and the shift points are stretched out.

If you're into droptop motoring, the new C-Class Cabriolet delivers the goods. While the C 63 is the top banana (the 503 stallions under the hood makes the S a ferocious performer), it is the C 43 that's destined to be the popular model. It has plenty of power and the advantage of driving all four wheels. All it really lacks is the tonal quality of the C 63.

Driving.ca



The 2017 Mercedes-Benz C-Class Cabriolet is a droptop that avoids cowl shake. *GRAEME FLETCHER/DRIVING*

Mercedes-Benz imite Tesla

Mercedes-Benz imite Tesla en trouvant de nouveaux débouchés non automobiles pour ses batteries au lithium-ion. L'entreprise a lancé la filiale **Mercedes-Benz Energy** pour commercialiser les batteries stationnaires de son autre filiale, Deutsche Accumotive, destinées aux secteurs industriel et commercial. L'initiative de **Mercedes-Benz** la met en concurrence avec les activités stationnaires de Tesla : les deux firmes offrent aux entreprises des batteries assez puissantes pour stocker de l'électricité achetée à bon prix durant la nuit (certains réseaux de distribution électriques offrent des tarifs préférentiels hors des périodes de pointe) et utilisée le jour. Certains modèles de batteries sont assez compacts et bon marché pour intéresser les PME et les petits commerces. Mais Tesla et **Mercedes-Benz Energy** visent surtout les grosses entreprises, tout en gardant un œil sur le marché très prometteur des particuliers et des petits entrepreneurs désireux de se débrancher des réseaux publics et de stocker de l'électricité solaire. Ce marché est appelé à se développer au fur et à mesure qu'augmentera l'efficacité des panneaux solaires. **LA PRESSE**



Great in the bush, not so great in city

While the competition has evolved, **Mercedes-Benz G550** is a throwback

JIL MCINTOSH

Every now and again, automakers come out with single-purpose vehicles that so spectacularly fulfil what they are intended to do that it makes your jaw drop. An example is **Mercedes-Benz's** massive brick-on-wheels, the G550.

It initially arrived decades ago, when utility vehicles were only meant to get you through anything, comfort and handling be damned. But while other SUVs evolved and added good on-road performance to their portfolios, the G550 remains a dinosaur from another era.

Originally designed as the military-style Geländewagen back in 1979, it's an incredible off-roader, thanks to three locking differentials that can essentially turn it into a tank. But virtually every G-Class today spends its life on city streets, where the luxurious interior is at odds with ancient driving dynamics that just don't cut it anymore. And that's really an odd thing to have to say about my tester, the G550, which starts at \$127,200. It's the entry model; there are also two AMG-tuned versions that go as high as 621 horsepower.

There are no complaints about the fabulous new engine the G550 gets for 2016, a twin-turbo 4.0-litre V8 that churns out 416 hp (versus 382 ponies in last year's version), along with 450 pound-feet of torque. The seven-speed automatic, the only transmission choice, is beautifully smooth. And that's pretty much where the goodness ends.

You can all but fit a **Smart For-**

two into the huge cargo compartment, but the front seats don't go far enough back for anyone beyond a 29-inch inseam to sit comfortably and drive it, and rear-seat space is equally tight. There aren't many cubbies to stow stuff where you can easily reach it, and the single front-seat cupholder is a miniature basketball net clipped to the side of the transmission hump — but you do still get a cigarette lighter.

Should you want to carry two **Smarts**, the rear seats fold and tumble for extra cargo space, but even that's a chore because the releases are on the bottoms of the seatbacks. If you're short enough to fit behind the wheel, you're not tall enough to reach across the cargo compartment to pull the levers.

Tumbling the rear seats also requires removing their head restraints; unless you're carrying passengers, you'll want to do that anyway, since between the tall headrests and the gate-mounted spare tire, you can't see anything out the back. The standard rear-view camera is a welcome feature, but like all **Mercedes** systems, it requires the stereo to be on for the screen to work. Other manufacturers can override the "music off" button whenever the vehicle is put in Reverse, so why not here?

That magnificent engine really scoots this heavy vehicle along, but nothing else on the G550 keeps up with it. You have to manhandle the steering wheel, wrenching it around corners and then hauling it back to straighten

it out. The tall, narrow design makes it feel tippy on bends. My tester had adjustable damping, an \$1,850 option, which didn't really help matters. In Comfort mode, it felt as if I were driving a plastic bag full of water, while in Sport mode, the shocks

are kidney-knockers on rough pavement.

While its rough-stuff ability is amazing, even getting it all set up can be tricky, because the G550 has to be rolling in neutral before you can switch the permanent four-wheel system into or out of low range. Once the centre differential is locked, you can further lock the front or

rear axle, or both. All four wheels can turn at the same speed for go-anywhere power, but it's strictly for soft-surface off-roading with no sharp turns.

So why do people still buy these things? Because it's big and in your face, you definitely get noticed and you're probably the only one on your block who owns one. If I was spending the cash on an off-road-capable machine, I'd get a Range Rover, which drives so much better on the street. Or, for almost the same price, three Jeep Wranglers. If you just want the attention, then go for it. But if you want to enjoy the drive, you really can do better.

Driving.ca



SPECS

Type of vehicle: Full-size 4WD SUV
Engine: 4.0-L turbocharged V8
Power: 416 hp at 5,250 r.p.m., 450 lb-ft of torque at 2,250 r.p.m.
Transmission: Seven-speed automatic
Brakes: Four-wheel discs
Tires: P275/55R19 all season
Price: \$127,200 base/\$134,750 as tested
Destination charge: \$700
Natural Resources Canada fuel economy (L/100 km): 19.0 city, 16.5 highway, 17.9 combined
Standard features: Sliding power sunroof, blind-spot monitoring, Harman/Kardon surround sound audio system, adaptive cruise control, heated windshield, engine start/stop function, leather seats and dashboard, cargo cover, trailer hitch, stainless steel running boards, heated and cooled multi-contour front seats, heated rear seats, navigation, rear-view camera, front and rear parking sensors, locking differentials
Options: 19-inch AMG wheels, "Designo" leather upholstery, adjustable suspension damping



For the full rating breakdown, visit Driving.ca



The 2016 Mercedes-Benz G550 *JIL MCINTOSH/DRIVING*

Mercedes unveils electrifying plans

FUTURE SHOCK: Transition from gasoline to plug-in hybrids and fuel cells will be rapid



Graeme Fletcher

HYBRID HIGHWAY

Mercedes-Benz used its Tech Day, with a “road to the future” theme, to roll out its road map toward the electric era. The keynote speech listed everything from an all-new electric car with a dedicated platform (at this point, purely conceptual) to a fuel cell-powered version of the GLC-Class crossover. Between the bookends were the 2017 GLE 500e and 2018 GLC 350e plug-in hybrids, along with a new 48-volt electrical system.

The 48-volt system will arrive in the reworked Mercedes-Benz S-Class and its new in-line six engine next year. In all cases, the 48-volt thrust features a lithium-ion battery and a starter/generator.

The system will be offered in two

versions. The first is the belt-driven system (BAS) that will be incorporated into all longitudinally mounted four-cylinder engines. It's similar to a mild hybrid system in that the belt connection allows it to capture otherwise waste energy to feed the battery, start the engine and assist in getting the engine up to the speed where it's producing its goods. It can be likened to an electric supercharger. Mercedes says it has the potential to improve fuel economy by between six and 10 per cent.

The second integrated system can be likened a miniaturized version of a traditional hybrid system. The key difference is that it can't power the car alone. The electric motor sits between the engine and gearbox. It starts the engine, harvests otherwise waste energy to charge the 48-volt battery and helps power the vehicle when needed. In this case, it can contribute 20 horsepower and, more importantly, 118 pound-feet of torque.

As used in the next-generation S-Class, it has the potential to improve fuel economy by as much as 15 per cent. This system may eventually be incorporated into the company's AMG models; the engineers were hesitant to confirm this, but

didn't dismiss the notion as out of hand.

The GLC Fuel Cell will be shown at the Paris Auto Show later this year and will hit the road in 2017. Where it differs from Mercedes' previous fuel-cell vehicles is that it's a plug-in with a nine kWh lithium-ion battery, while plugging in the fuel cell-powered GLC gives it a battery-only driving range of up to 50 kilometres. The new fuel-cell stack is 30 per cent smaller and has 40 per cent better output

than the previous cell found in the Europe-only B200 F-Cell. It also improves performance by around 40 per cent. This marks a big step forward.

Finally, the stack will also be more affordable. The cost has been slashed, as it now uses 90 per cent less platinum than the outgoing unit.

The appeal of the fuel cell, as opposed to a battery-powered electric vehicle, isn't difficult to grasp. The hydrogen tanks can be filled in less than three minutes and when combined with the battery only range, it has a combined driving distance of up to 500 km.

That effectively eliminates range anxiety.

Continued on Page 30





Mercedes-Benz recently unveiled its road map to the future and it includes hybrids, an all-new electric car and a fuel cell-powered version of the GLC-Class crossover.

Mercedes' seamless power source transition matched by few

From Page 27

The new GLC 350e and GLE 500e plug-in hybrids are similar in execution, but each uses a different engine. The first drive was in the GLC 350e, which uses a 2.0-litre turbocharged four cylinder, an electric motor, a nine-speed automatic transmission and an 8.7-kWh lithium-ion battery. The gas engine produces 207 hp and 258 lb.-ft. of torque, while the electric motor chips in another 114 hp and 250 lb.-ft. of torque, lending to a net system total 315 hp and 413 lb.-ft. of torque, all of which drives all four wheels through Mercedes 4Matic all-wheel-drive system.

The power at play is enough to scoot the GLC 350e from zero to 100 km/h in 5.9 seconds, while sipping an average of 2.9 L/100 km, based on the European cycle. Credit for much of the efficiency goes to the 34-km electric-only range delivered by the battery.

The larger GLE 500e — to be marketed as the GLE 550e in Canada — combines a twin-turbo V-6 with the electric motor, nine-speed automatic and 8.7-kW/h battery. The engine pushes 328 hp and 354 lb.-ft. of torque, while the electric side once again contributes another 114 hp and 250 lb.-ft. of torque for a combined rating of 436 hp and 479 lb.-ft. of torque. In spite of the GLE's portly makeup, the system accelerates from rest to 100 km/h in 5.3 seconds and it does so while returning a combined fuel economy of

3.3 L/100 km. Again, much of the credit goes to the 30 km of electric-only range.

On the drive, three things stood out. First, the GLC 350e proved to be lively, especially when moving off the line. It also slipped into electric-only drive whenever the loads were light, which was a surprising amount of the driving distance. At one point, it cruised happily at around 80 km/h for a little over three kilometres. The GLE was a bit more hesitant to go electric only, but it still managed a couple of kilometres using the battery.

Second was the manner in which both the GLC and GLE switched between the two power sources; few hybrids are as seamless shifting from an electric-only pull away to the point where the gas side comes into play.

Last but not least, there was the brake pedal feel. Unlike so many hybrids, the GLC and GLE brakes had a crisp feel. Yes, it was possible to tell when it was in regenerative mode and when it was using the brakes, but as with the electric motor/gas engine, the transition was smooth and the pedal easily modulated.

The Tech Day proved Mercedes-Benz is embracing the future in the here and now. Yes, most of the vehicles will roll out in the next few years, but the transition from conventional gasoline power to plug-in hybrid and fuel-cell vehicles is going to be rapid.



Mercedes' hydrogen fuel cell-powered GLC-Class crossover.

Smart Fortwo gets its Brabus wings

autofile.ca/en-ca/auto-news/smart-fortwo-gets-its-brabus-wings

Joe Duarte

July 10, 2016, 2:30 AM

Performance-enhanced Brabus packages available on Fortwo, Fortwo Cabrio



by -

The new Brabus Smarts are getting ready to hit the streets, with orders being taken starting this past weekend.

The performance-enhanced Brabus packages will be available on Fortwo, Fortwo Cabrio and Forfour, though only the smaller cars would be available in North America (though no announcement has been made). Besides the extensive exterior and interior modifications, the Brabus versions also get a 109-hp version of the 898 cc 3-cylinder engine, achieved through the use of turbocharging for an increase of 20% from the previous model.

Peak torque of 125 lb-ft (25% more) is attained at 2,000 rpm, resulting in zero to 100 km/h times of 9.5 seconds, with speed topping out at 165 km/h. Fuel economy (based on the new Euro cycle) is rated at 5.2 L/100km in the city and 4.1 on the highway (4.3 for the cabrio).

Part of the performance enhancements are a dual clutch transmission with a race launch feature, and Brabus performance suspension with the electronic stability program (ESP) adapted to the suspension.

The exterior add-ons include matte grey rear diffusers, chrome tailpipe tips and bright Brabus Monoblock IX alloy wheels also in matte grey with a bright accents, and of course the Brabus badges.



Interior touches include upgraded audio, climate control, Brabus floor mats and heated sport seats in perforated nappa leather and black leather stitched in contrasting grey, and leather or fabric instrument panel trim.

Brabus coupes start at 19,710 Euros (which would be roughly \$28,400 Canadian), while Cabrios start at 22,970 (\$33,100), with deliveries expected by the beginning of August.

Brabus tunes Smart's tiny Fortwo and Forfour

ca.news.yahoo.com/smart-tries-boost-cars-street-193130058.html



Smart turned to German tuner Brabus to give its Fortwo and Forfour more attitude. Known for its work on Mercedes-Benz cars, Brabus did what it could to make the Smart cars sportier.

The Smart Fortwo isn't exactly a performance car, but Smart hopes to change that by bringing in German tuner Brabus. The company is known for tuning Mercedes-Benz models, but now it's applying its talents to the somewhat more humble Smart cars.

In Europe, Smart will offer Brabus versions of the two-door Fortwo coupe and convertible, as well as the four-door Forfour. All three cars use a tuned version of the standard Smart 0.9-liter turbocharged three-cylinder engine, producing 109 horsepower and 125 pound-feet of torque. That's up from 89 hp and 100 lb-ft in non-Brabus cars.

Despite the extra power, the Smart Brabus models won't set the world on fire with their performance. Smart says the Brabus Fortwo coupe and convertible will do 0 to 62 mph in a respectable, but not remarkable, 9.5 seconds, and reach a top speed of 102 mph. The heavier Forfour takes 10.5 seconds to reach 62 mph, but has the advantage in top speed, being able to reach 111 mph.

Read more: [Hit 217 mph with the top down in Brabus' 850 6.0 Biturbo Cabrio](#)

The Brabus models also get sportier suspension and special tuning for the stability control and power steering. They are visually distinguished from less-sporty Smarts by model-specific alloy wheels, chrome exhaust tips, and a trim piece meant to look like a rear diffuser. Smart also offers a Brabus Xclusive equipment package that adds sport seats, a Brabus-specific instrument pod that incorporates a clock and tachometer, and lots of Brabus badging.

All three Smart Brabus models are available to order in Europe now, but it's unclear whether they will come to the U.S. If Smart does decide to import them, we'd only get the Fortwo coupe and convertible, as the Forfour model isn't

sold here in any form. The **Fortwo** coupe is the only version of the current-generation **Smart** available in the U.S. right now, with the convertible [set to join it this fall](#).

The U.S. probably won't miss out on the next **Smart** variant, though. It's a new version of the **Fortwo Electric Drive**, which is set to debut this fall at the 2016 Paris Motor Show. This greener **Smart** car will likely go on sale in the U.S. next year.

2016 Mercedes-Benz GLC 300 4Matic

DC doubleclutch.ca/2016-mercedes-benz-glc-300-4matic/



For customers in this segment, the sheer amount of choices available can be overwhelming.

Mercedes-Benz has been on a crusade to re-invent its branding, in attempt to keep the brand up-to-date in the most German of ways. A few brands elsewhere in the industry are undergoing the same attempt at transformation, but one of the common denominators at play is the drive to rename and reposition certain models in their respective lineups. Coinciding with the replacement of the popular (almost) midsize GLK-Class, **Mercedes-Benz** announced the GLC-Class, which would represent a fairly sizeable departure.



The method to **Mercedes-Benz'** naming scheme is an understanding of how the existing model hierarchy worked. To quickly sum it up, the position of the letter in the alphabet roughly denoted where a model was in the lineup. The A-Class and B-Class serve as the entry-level, the C-Class ([reviewed here](#)) and E-Class represent the medium-sized choices, and the S-Class is the long-time flagship. Their crossover utility vehicles have been somewhat scattered, with nameplates such as GLK, ML, and GL, in order from smallest to largest. The great re-naming sees the “GL” prefix attached to the respective letter in their lineup: GLA, GLC, GLE ([reviewed here](#)), and GLS, just like their sedans.

The old GLK was attractive to many because of its boxy shape and chiseled lines. It almost served as a decent tribute to the **Mercedes-Benz'** old days of angular styling and hard lines in the 1990s. The mid-model refresh of the GLK saw the front-end get a softer look, which would be an indicator of what was to come, in terms of where **Mercedes-Benz** was heading, styling-wise. The new GLC-Class was unveiled last year, as a 2016 model. Coinciding with the success of the C-Class, the GLC-Class takes on a lot of the styling cues of its sedan sibling – which is a good thing.



The front of the GLC-Class, ahead of the fenders basically looks like a jacked-up C-Class, complete with its optional LED headlight system. The side profile is a departure from the blocky GLK, and almost mimics the Audi Q5 in a few ways, namely the shape of the side window area and greenhouse. The rear-end of the GLC-Class doesn't quite look like the C-Class, with rectangular LED taillights over top of stylized chrome exhaust finishers.

It is a handsome, yet conservative take on the mid-size two-row luxury crossover segment. It's a look that should age well into the future, but the GLC-Class doesn't take any risks in terms of its design. Finished in Polar White, our GLC 300 tester provides lots of contrast with the optional AMG Sport Package, which consists of 19-inch ten-spoke wheels and a more aggressive front fascia. The understated looks will do well to blend in to the sea of medium-sized luxury crossovers that make up the suburban identity.



Inside, the GLC-Class exhibits a much more progressive eye to design, with my tester coming loaded with lots of Dark Ash open-pore wood covering the majority of the centre console. It's a typical German interior with many different shades of black, but the contrast provided by the touches of aluminum here and there, as well as the laser-cut grilles of the excellent **Burmester stereo** brighten things up – the aluminum HVAC vents are especially premium-feeling. The interior features the now-popular floating LCD display that manages the infotainment and climate control systems. Fixed to the top of the centre stack and measuring 7-inches in size, this screen can be interacted with via the rotary knob, or the touchpad sitting directly on top of it. The choice to use either is handy, but I personally preferred using the knurled rotary knob – the touch interface doesn't quite respond as instantly as I would have liked.

The centre stack is especially clean, mostly because of the lack of a gear selector, which instead lives on the steering column, where most other cars would have their windshield wiper controls. All this space freed up is handy for showing off all that real wood trim, but the stalk used to select gears isn't terribly substantial. There also isn't a secondary way to control the transmission – **BMW** and **Audi** both allow you to manually select gears using the console mounted shifter. The large cupholder door is worth noting, because it is just that – really big. Other than the storage in the centre armrest, there isn't much in the way of space to put your gadgets.



Overall, the interior of the GLC-Class is a nice place to be. I like the focus on the design, and the new hotness that is open-pore wood really does dress up the interior. Those accustomed to the new C-Class interior, will be at home in the GLC-Class (read: it's pretty much the same). For those who value the style and design, it's a pretty significant step ahead of the staid interior **BMW** offers, and it's definitely more modern than the interior seen in the current Audi Q5.

Being a 300-Series model from **Mercedes-Benz**, the GLC 300 does *not*, by popular belief, contain a 3.0L engine under the hood. Those days are long gone, though most of the German choices available today follow the same philosophy. In keeping up with today's standards for power, efficiency, and emissions, a 2.0L four-cylinder gasoline engine is what powers the GLC 300. Featuring twin-scroll turbocharging and direct-injection, this modern little engine puts out 241 horsepower @ 5500rpm and 273 lb-ft of torque from a low 1300rpm to a useful 4000rpm. It is paired up to **Mercedes-Benz's** latest iteration of their 9G-TRONIC automatic transmission, featuring (you guessed it)

9-speeds, as well as 4MATIC all-wheel drive.



All nine of those ratios do a good job keeping the turbo-four in the heart of its powerband, and while there are many gear changes as you get up to cruising speed, the transmission never feels confused or unsure of what it needs to do. Shifts are appropriately crisp, depending on the drive mode you've selected (via the rocker dial nestled next to the infotainment knob). The rich torque curve delivers strong everyday acceleration that should satisfy the usual target demographic of luxury cute-utes like the GLC300.

One thing I wasn't a big fan of: in the default Comfort mode, the transmission launches the car in second gear. This does make for smoother (read: less jerky) launches, but I like using the short first gear for the best possible acceleration. Selecting the Sport driving mode helps, but it tends to hold onto gears a little longer than I'd like before upshifting. Doing things yourself with the Manual drive mode helps, but that may be more work than most would be willing to put up with.



Thanks to the trim size (the GLC happens to be slightly lighter than the GLK it replaces), fuel efficiency is improved. Technologies like idle start-stop and the multi-speed transmission also help contribute towards a city efficiency rating of 11.1L/100km, and a highway rating of 8.5L/100km. During my week of mixed driving with the GLC 300, I ended up with an indicated average of 10.7L/100km. As mentioned earlier, this involved quite a bit of time spent in the Sport driving mode. The fuel tank will accept 66L of 91-octane fuel.

The **Mercedes-Benz** GLC 300 plays in a very thick field of competitors, all with their own unique quirks and brand identities. Its price starts at \$44,950 for the base model, and can go up quickly depending on how eager you are with those option checkmark boxes. My tester was particularly well equipped: Dark Ash open-pore wood trim (\$250), Intelligent Drive Package (active blind spot and lane keeping assist, as well as Distronic Plus adaptive cruise control, \$2,700), LED lighting system (LED headlights with adaptive highbeam assist, \$1,700), Premium Package (power tailgate, satellite navigation, reverse camera, panoramic sunroof, \$4,900), Premium Plus Package (power seat memory, power steering column, heated rear seats, parking assist, keyless entry, \$2,900), and the Sport Package (AMG exterior package with wheels, \$1,500). This brings the as-tested price of an almost fully-loaded GLC 300 to \$62,640.



The Audi Q5 is one of the more obvious competitors: you can get one with a forced-induction V6 and most of the essential gadgets, but it is let down a little bit by its dated interior and exterior design. The BMW X3 is very similar in both regards, as well. Lexus' new NX200t ([reviewed here](#)) is a bolder, more interesting entry, but is a little smaller inside and out. If the styling works for you, it's definitely worth looking at for its overall competence. Acura's RDX has been thoughtfully updated recently, and it fights with a strong value proposition and muscular V6 as standard equipment. Lincoln's MKC ([reviewed here](#)) also delivers a very strong bang-for-the-buck factor, and its up-level 2.3L EcoBoost turbo-four is especially potent.

The **Mercedes-Benz** GLC 300 does a good job of playing things safe, and checking off a lot of points that the competition currently offers. It essentially is a product of a cookie-cutter mold, with **Mercedes-Benz'** own subtle flavourings added. If you're a prospective customer in this segment, the sheer amount of choice you have available can be overwhelming. The GLC 300 does everything pretty well, and if you're looking for a progressive, yet useful interior design, combined with the handsome and low-key exterior, then consider adding it to your shopping list. There's one last thing that I think would make the **Mercedes-Benz** GLC more interesting: the AMG GLC 43 exists elsewhere in the world – dropping that turbocharged V6 under the hood should liven things up quite a bit.

Enercon takes delivery of new Sprinter 4x4 fleet

EB ebmag.com/vehicles/enercon-canada-takes-delivery-of-mercedes-benz-sprinter-4x4-fleet-18811

By Anthony Capkun



July 08, 2016

Representatives from Mercedes-Benz Canada and Enercon gathered in Smithville, Ont., to celebrate the beginning of a Canadian partnership that saw 20 Sprinter 4x4s added to the fleet of service vehicles that support Enercon's wind farms across the country.

July 8, 2016 - After two years with a single 4x4 prototype based on a standard RWD Sprinter built in Germany to Canadian specs, Mercedes-Benz Canada and Enercon Canada VIPs officially hailed the beginning of a Canadian partnership that will see 20 Sprinter 4x4s added to the fleet of support vehicles serving Enercon's wind farms across the country.



Enercon tested the prototype at sites across Nova Scotia, Ontario and Quebec over a period of six months, covering a total of 7984 kilometres in the process. To establish the correct technical specs for Canada, the prototype was outfitted with equipment to monitor its engine module. Real-time results were transmitted by GPS back to Mercedes-Benz Global HQ in Stuttgart where they were used to verify and tweak engine programming for the production Sprinters.

"The Canadian climate and turbine locations required some adjustments, which we are proud to share have been successfully addressed by Mercedes-Benz," said Volker Kendziorra, head of service of Enercon Service Deutschland.

Even with the added weight of the 4WD system, Mercedes-Benz says this Sprinter retains its payload capacity and fuel efficiency. It can also be equipped with an optional low range gear that makes it more sure-footed in difficult terrain. Downhill Speed Regulation can be added optionally to slow the vehicle to a set speed during downhill grades.

The powertrain for the 4x4 Cargo and Passenger vans will be the 3.0L V6 BlueTEC that offers 188 hp and 325 lb-ft of torque.

The Sprinter 4x4 will open up new markets and opportunities, says the automaker, and provide its customers with an expanded choice of commercial vans.

Enercon Canada Inc. has over 600 employees with offices located in Montreal, Toronto and Dartmouth, service stations coast-to-coast, manufacturing sites in Matane (Que.) and Beamsville (Ont.), and a dedicated training and warehouse facility in Boucherville (Que.). It currently has over 2000MW installed throughout seven Canadian provinces and territories.

Toronto Fashion Week Cancelled Because No One Wants to Pay for it

 notable.ca/toronto-fashion-week-cancelled-because-no-one-wants-to-pay-for-it/

Erin Davis

Sad news for the Canadian fashion industry: Toronto Fashion Week is now a thing of the past.

Citing a lack of support, organizers are [pulling the plug](#) on the semi-annual event that has put many talented Canadian designers on the map both at home and internationally.

Since 2012, IMG Canada had operated Toronto Fashion Week in collaboration with IMG Fashion. It took just four years to bail on the commitment.

“As we continue to evolve our portfolio of fashion events around the world, we’ve made the decision to no longer produce Toronto Fashion Week,” said Catherine Bennett, senior vice-president and managing director of IMG Fashion Events & Properties, said in an interview with The Canadian Press.

“We are constantly evaluating our fashion properties to make sure that they best meet the needs of designers and the industry — both locally and internationally — and we felt like the time had come to make a change in Toronto.”

Bennet said that the Canadian fashion footprint simply wasn’t generating the required amount of local commercial funding to produce the event to the highest standard.

“We’re sad to be moving on, but think it’s the right decision and the right time to make it,” she said.

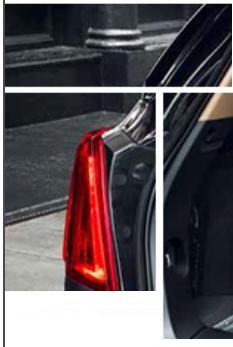
IMG will also no longer be involved with the [Mercedes-Benz](#) Start Up program for emerging designers, which has been a major stepping stone for up-and-coming fashion designers. Its grand prize included a \$30,000 bursary and a fully produced runway show in Toronto.

Toronto Fashion Week was part of other international fashion weeks owned or commercially represented by IMG, including New York, London, Berlin, Sydney and Tokyo.

While it’s a total shame, the show simply can’t go on without funding and sponsorship dollars.

“Partnership and sponsorship plays a really important role in it, and I think in the market in Toronto we just weren’t seeing the local support for the industry that we do see in some other markets,” said Bennett.

Hopefully another group will step up to the plate to stage a fashion showcase in Toronto. There is too much homegrown talent waiting to be discovered.



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S/MAGAZINE



Trending

Farewell, Fashion Week

18 hours ago by [Emilie Nolan](#)

News has broken that Canada's largest fashion event, Toronto Fashion Week, will cease to exist, as IMG Canada has pulled the plug on the biannual production. Citing lack of local support, the fashion powerhouse will be taking their events elsewhere. What's more, IMG Canada will also be rescinding their financial support for the **Mercedes-Benz** Start-Up program, a competition that has given legs, in the form of a \$30,000 grant, to countless young designers.

Now the question remains: how will this change impact the Canadian fashion landscape? We reached out to industry insiders to get their thoughts on the news:

“[...] Our community is as resilient as it is creative, and we will find new, better ways to not only showcase our talents but capture the wider fashion world's attention and respect for our innovative brilliance.” – **Suzanne Rogers**

“The news is upsetting as I do believe that Toronto Fashion Week really propelled the launch of my brand in the Canadian market, for which I am very grateful. I do think this could have a positive outcome. This is an opportunity to breathe some fresh air into the Canadian fashion industry.” – **Hayley Elsaesser, designer**

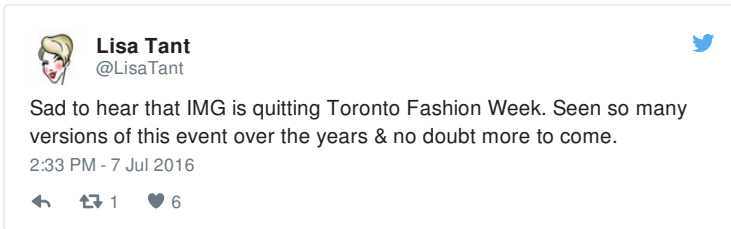
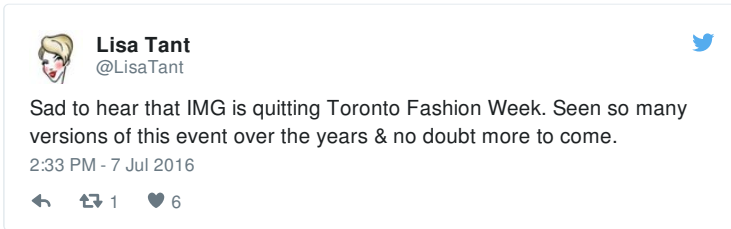
“While this news comes as a shock, the amazing talent in this industry will find new ways to promote and ultimately sell their work (which is arguably the biggest challenge facing our designers). Something bigger and better will come out of this, I'm sure.” – **Kristen Vinakmens, editor-in-chief, S/magazine**



“Toronto Fashion Week has given me a platform to start my company over

the past four years. It is a dark day for Canadian fashion. Although this is devastating news, I'm excited to see what emerges next." – **Sid Neigum, designer**

Holt Renfrew's Lisa Tant took to Twitter to share her thoughts on the subject:



Photography by George Pimentel/Getty Images

Tags: **Featured**

Driven: 2016 Mercedes-Benz Metris

KELLY TAYLOR

Published July 10, 2016 - 2:48pm

Last Updated July 10, 2016 - 2:50pm



The **Mercedes-Benz Metris** joins the **Sprinter** in the **Mercedes** lineup, and goes toe-to-toe against the Turkish-built Ford Transit Connect, Nissan's NV and the Chevy Express City.

There was a time when the battle for the cargo van was a dogfight between Ford and General Motors.

Econoline vs. Chevy Van (creative name, wasn't it?). Blue oval vs. bowtie.

That was then. Today, the battlefield is heating up, with entries from Nissan, from Turkey, from Italy and, today's subject, from Germany.

The 2016 **Mercedes-Benz Metris** joins the **Sprinter** in the **Mercedes** lineup, and goes toe-to-toe against the Turkish-built Ford Transit Connect, Nissan's NV and the Chevy Express City.

In the large van segment, the Italian-built Ram Promaster, **Mercedes Sprinter** and Ford Transit battle the Chevy Express Cargo and Nissan NV 2500.

Today, we take a look at the **Metris**, which **Mercedes** bills as Canada's only mid-size cargo van, but in reality will compete for customers against Transit Connect, City Express and NV.

The **Benz** is easily the most expensive, with a sticker starting at \$33,900.

By comparison, the City Express starts at \$22,000, the Transit Connect at \$27,000 and the NV200 at \$24,000.

To be fair to **Metris**, the Nissan that most competes is the NV Cargo, starting at \$34,000 and the Transit Connect and City Express are each a bit smaller.

If **Metris** is anything like **Sprinter**, its competitive value requires a bit of digging.

With **Sprinter**, a higher resale value, longer maintenance intervals and better fuel economy combine to at least put it on the same level as its rivals on total cost of ownership.

With **Metris**, its resale value remains to be proven, but its fuel economy is beyond reproach.



Most city trips ended with an average fuel consumption level below 10 l/100km, sometimes below nine.

Turbocharging has much to do with that. The 2.0-litre, four-cylinder gas turbo engine delivers 208 horsepower and 258 pound-feet of torque, mated to a seven-speed automatic transmission.

The combination gives **Metris** plenty of scoot despite its economy.

On the road, it drives almost like a car, able to track through corners with surprising agility. Fun-to-drive might not be a selling feature for vehicles driven by employees, but hey, if the numbers work out, why not?

As a cargo van, **Metris** has up to 5.27 cubic metres of volume, up to 1,135 kilograms of payload and a side door wide enough to take a pallet. The bed is 283.1 cm (111.5 inches, or 9.3 feet) long by 168.5 cm (66.3 in. (5.5 feet)) wide.

There are sturdy D-hooks for tie-downs and the option of bare framing or panels filling in openings inside the cargo compartment. Also available are track systems for flexible tie-down configurations.

There's a steel wall with a window between cargo and cabin to prevent loose projectiles flying towards the driver.

With bare walls, it's ready to be outfitted for particular needs, such as racks for plumbing or electrical supplies and tools, to other specialized applications.



The cargo floor is covered with an easy-clean composite mat, ready to take a high-pressure spray.

Mercedes also makes a number of handy options available, particularly for a cold-weather country such as Canada: the cold weather package includes heated seats and an electric auxiliary heater that warms up the cabin quickly.

For \$630, it's got to be cheaper than a few winters of excessive idling while your employees wait for the van to get comfortable.

(Having worked delivery in the winter, I can say with authority your fuel bill is the least of your employees' concerns when it's -40 C.)

As good as the **Metris** is, there are a couple things to point out. Body rigidity could be improved, as you can hear the cargo area flexing on startup and around corners.

As well, the glass in the partition is angled perfectly to pick up reflections of the audio system and dashboard at night. Tilting the top edge of the glass rearward slightly would be a good fix in future models.

Overall, however, I found the **Metris** fun and capable enough that I might choose it over a pickup truck with a cap if I needed an enclosed cargo carrier.

The experience was very **Benz**-esque, from the thickly rimmed three-point steering wheel to the transmission shift lever, heated seats and familiar sound system.

The fuel economy alone is a key selling point.

The specs

Engine: 2.0-litre turbocharged four-cylinder gasoline

Power: 208 hp

Torque: 258 lb-ft.

Transmission: 7-speed auto

Brakes: four-wheel discs

Fuel economy (l/100km, average, observed): 9.4 l/100km.

Price: from \$33,900, base MSRP.



IMG pulls plug on Toronto Fashion Week due to lack of funding

'In the market in Toronto we just weren't seeing the local support for the industry'

By Lauren La Rose, The Canadian Press Posted: Jul 07, 2016 12:34 PM ET | Last Updated: Jul 07, 2016 12:34 PM ET



Toronto Fashion Week was part of a sizable roster of other international fashion weeks owned or commercially represented by IMG, including those staged in New York, London, Berlin, Sydney and Tokyo. (George Pimentel/Getty Images)

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"As we continue to evolve our portfolio of fashion events around the world, we've made the decision to no longer produce Toronto Fashion Week," Catherine Bennett, senior vice-president and managing director of IMG Fashion Events & Properties, said in an interview with The Canadian Press.

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Edersfeld, Germany

Today
A mix of sun and clouds

25 °C
Low 16 °
POP 20%

Sat
Mainly sunny

22 °C
Low 13 °
POP 20%

Sun
Sunny

27 °C
Low 19 °
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- Whoops! Toronto Fashion Week models stumble and tumble on runway
- 'Who wears this stuff anyway?': Toronto Fashion



The Toronto event had undergone a mini-makeover earlier this year following the end of a six-season deal with World MasterCard as the title sponsor. (Toronto Fashion Week/Facebook)

"We are constantly evaluating our fashion properties to make sure that they best meet the needs of designers and the industry — both locally and internationally — and we felt like the time had come to make a change in Toronto.

"We really felt that our Canadian fashion footprint was not generating the local commercial funding that we really required in order for us to continue producing the event to the highest standard that, really, the industry deserves and the designers in Toronto deserve," she added.

"We're sad to be moving on, but think it's the right decision and the right time to make it."

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Toronto Fashion Week was part of a sizable roster of other international fashion weeks owned or commercially represented by IMG, including those staged in New York, London, Berlin, Sydney and Tokyo.

Fashion week events are held in Vancouver, Edmonton and Halifax. But the absence of Canada's biggest style showcase in Toronto leaves a sizable void on the style calendar, when some of the leading emerging and established labels would unveil collections to buyers, media and consumers.

The end of Toronto's marquee showcase comes three years after Montreal had its semi-annual event retooled. In 2013, organizers announced plans to merge the winter edition of Montreal Fashion Week with the city's summer Fashion and Design Festival.

The Toronto event had undergone a mini-makeover earlier this year following the end of a six-season deal with World MasterCard as the title sponsor. It was rebranded with a new website and social media handles prior to the unveiling of fall-winter collections in March.

At the time, organizers had said that while they hoped to find additional sponsor support, they didn't foresee any impact on staging the Toronto event.

Ultimately, the shortfall proved too much to overcome.

"Partnership and sponsorship plays a really important role in it, and I think in the market in Toronto we just weren't seeing the local support for the industry that we do see in some other markets," said Bennett.



Fashion week events are held in Vancouver, Edmonton and Halifax. But the absence of Canada's biggest style showcase in Toronto leaves a sizable void on the style calendar, (THE CANADIAN PRESS/Mark Blinch)

She hopes local designers will look to participate in other IMG programs such as DHL Exported. It offers fully produced runway shows for two consecutive seasons, as well as covering the logistics costs of producing the collection and shipping the finished garments to the runway.

Bennett also expressed hope that another group will stage a fashion showcase in Toronto.

"There is so much great talent, and we hope that the local industry will ultimately decide to continue to put on an event and to continue to organize shows."

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THE CANADIAN PRESS 

Toronto Fashion Week

Toronto Fashion Week Is Cancelled

A lack of local investment has led to the demise of Toronto Fashion Week, breeding ground for buzzy, beloved homegrown labels like Beaufile and Sid Neigum

Jul 7, 2016

[Carlene Higgins](#)

 1



SID NEIGUM AT SPRING '15 TORONTO FASHION WEEK

It's a sad day for Canadian fashion. Sid Neigum and Beaufile are just two of the buzzy labels that have come out of [Toronto Fashion Week](#) in recent years. But this morning, the Canadian arm of events management giant IMG told *The Canadian Press* that after four years of sponsorship, it will no longer be hosting the event. The reason? A lack of local commercial funding. In other words: *nobody's buying in*. While IMG continues to support shows in New York, London, Tokyo, Sydney and Berlin, the 6 now needs to find another source to help showcase local design talent—and likely also provide a desperately-needed cash incentive to upstart designers (as the future of the \$30,000 **Mercedes-Benz** Start-Up prize, awarded during TFW, is unknown at this point). But with young Canadian designers like [Vejas](#)—who won a special prize in this year's esteemed international [LVMH competition](#) and who will be carried at [Nordstrom](#) and [Simons](#) this fall—forgoing Toronto as a launch pad altogether, is the old-school platform even relevant in today's borderless, Insta-everything, see-now-buy-now world? The debate is on.

Related:

[*Meet the Canadian Designer Who Just Took Home an LVMH Prize*](#)
[*Soon You'll Be Able to Buy Beaufile on Net-a-Porter!*](#)

Toronto Fashion Week cancelled over lack of support, organizers say

IMG Canada had operated Toronto Fashion Week in collaboration with IMG Fashion since 2012.



Organizers said Thursday that Toronto Fashion Week is being cancelled due to lack of support. (TODD KOROL / TORONTO STAR FILE PHOTO)

By **LAUREN LA ROSE** The Canadian Press
Thu., July 7, 2016

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Article Continued Below

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Article Continued Below

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Mercedes-AMG unleashes the GT R



From the world's most demanding racetrack directly onto the road: Never before has Mercedes-AMG packed so much motorsport technology into a production vehicle than into the new AMG GT R. The front-mid-engine concept with transaxle, the twin-turbo V-8 engine rated at 585 hp, the extensively modified suspension, the new aerodynamics and the intelligent lightweight construction lay the foundations for an especially dynamic driving experience.

Even from afar, the exclusive "AMG green hell magno" special paintwork leaves no doubt as to the sports car's origin, having spent most of its development time in the "Green Hell" of the Nurburgring racetrack. Wider front and rear wings allow an increased track width for optimum grip and even higher cornering speeds. The new front fascia with active elements, the large rear aerofoil and the new rear fascia with double diffuser enhance aerodynamic efficiency and help ensure optimum grip. The lightweight forged wheels shod

with cup tyres as standard are likewise designed for maximum driving dynamics. The same applies to other new features such as the active rear-wheel steering, the nine-way adjustable traction control system and the adjustable coil-over suspension with additional electronic control.



What is more, the new AMG Panamericana grille emphasises the unique standing of the AMG GT R. Its characteristic form with vertical fins celebrated its world première on the Mercedes-AMG GT3 customer-sport racing car and now for the first time features on an AMG production vehicle.

Mercedes-AMG continues to grow and is expanding the top end of its product range with the introduction of the new AMG GT R. “Our sports-car and performance brand AMG has its roots in motorsport and, ever since its formation, has repeatedly faced up to the competition on the racetrack. These genes are particularly prevalent in the new AMG GT R. Boasting a wealth of technological innovations, the new top-of-the-range model is proof of the close collaboration between our constructors of racing cars and road-going vehicles,” states Professor Thomas Weber, Member of the Board of Management of Daimler AG, responsible for Group Research and Mercedes-Benz Cars Development.

“With the new AMG GT R, we have reached the next level of driving performance. This road-going sports car with motor-racing genes and innovative technical solutions offers an ultimate driving experience that allows people to feel our motorsport origins in every fibre. It combines the

driving dynamics of our AMG GT3 racing car with the everyday practicality of the AMG GT. Those with petrol in their veins will be thrilled by the radical longitudinal and lateral acceleration, the precise turn-in, and the sensational grip. We have modified all performance-relevant components and linked them together intelligently for maximum driving dynamics," says Tobias Moers, CEO of Mercedes-AMG GmbH.

The 2017 Mercedes-AMG GT R can sprint from 0 to 100 km/h in 3.6 seconds, and has a top speed of 318 km/h. It'll be in Canadian showrooms this fall – official pricing has not yet been announced.

Premier essai Mercedes-Benz GLC Coupé 2017 : variante obligatoire

ecoloauto.com/essai-routier-mercedes-benz-glc-coupe-2017/

Lors de notre essai routier du Mercedes-Benz GLC Coupé 2017 dans le nord de l'Italie la semaine dernière, je ne pouvais m'empêcher de remettre en question la pertinence du modèle, malgré le fait qu'en terme d'agrément de conduite, de confort, de performances et de qualité globale, il n'a rien à se reprocher.



Evaluation Sommaire

Confort - 88%

Performance - 80%

Espace - 75%

Style intérieur - 80%

Style Extérieur - 90%

Innovation - 92%

84%

Note globale

Votre évaluation: Soyez la première à évaluer ce véhicule!

C'est que le GLC Coupé, comme son rival premier le [BMW X4](#), est une version moins utilitaire d'un véhicule dont le but premier devrait être la polyvalence. Nous parlons ici d'un VUS, et un VUS se doit d'offrir principalement de l'espace de chargement, non? C'est ce qui le démarque d'une berline n'est-ce pas? Si seulement c'était si simple.

Les constructeurs de voitures de luxe doivent se plier à la réalité que les décisions d'achat des consommateurs sont dictées autant par les considérations pratiques que par des besoins plus émotionnels, par exemple celui de conduire un véhicule à la silhouette sportive, de se démarquer et d'être différent... ou parfois tout simplement celui d'impressionner les voisins.

Peu importe la source de votre intérêt envers le [Mercedes-Benz GLC Coupé 2017](#), ce qui compte ultimement est qu'il s'agit d'un très bon véhicule qui offrira à son propriétaire tout ce dont il s'attend d'un véhicule portant l'étoile d'argent sur sa calandre, sans pour autant exiger trop de compromis au niveau de l'espace de chargement.

Et c'est peut-être là son plus grand atout, car malgré mes questionnements concernant son aspect logique, le fait demeure qu'il offre 500 litres d'espace de chargement derrière les sièges arrière contre 550 litres pour le GLC traditionnel, et 1 400 litres une fois la banquette arrière rabattue contre 1 600 litres. L'espace pour la tête aux places arrière n'est pas sérieusement hypothéqué non plus.

Il est vrai aussi que d'un point de vue esthétique, le **GLC Coupé** a beaucoup de personnalité, plus du moins que le GLC normal qui est plus anonyme. La variante Coupé est plus large et plus longue tout en étant plus basse. Elle ressemble à s'y méprendre au GLE Coupé ce qui est un compliment à mon avis. Ses jantes de 19 pouces de série confèrent une touche de sportivité tandis que les 20 pouces en option agrémentent vraiment le design du véhicule, lui donnant une allure agressive qui lui sied très bien.



À l'intérieur, le design du GLC Coupé 2017 est pratiquement identique à la [Mercedes-Benz Classe C](#) ainsi qu'au GLC que nous connaissons déjà. Visuellement, il s'agit d'une réussite tandis qu'au niveau ergonomique, il faut souligner la possibilité de naviguer le système d'infodivertissement de plusieurs façons : la molette entre les deux sièges, le pavé tactile situé au-dessous de cette même molette, ou encore quelques commandes sur la console

centrale. Cela fait en sorte qu'après quelque temps, les propriétaires trouveront le tout assez intuitif et facile à utiliser au quotidien.

Il manque un peu d'espace de rangement facilement accessible pour les trucs que l'on ne veut pas nécessairement garder dans nos poches comme le portefeuille, les clés ou le cellulaire, mais sinon l'ensemble est plus intéressant à mon avis que le BMW X4 en termes de design.

Un VUS Coupé tout de même économique

Le **Mercedes-Benz** GLC Coupé 2017 sera proposé avec quelques choix de moteurs, mais lorsque le modèle fera son entrée sur le marché en version GLC 300, il sera propulsé par un moteur quatre cylindres turbo de 2,0 litres développant 241 chevaux et 273 lb-pi de couple. Cette motorisation, que l'on retrouve dans plusieurs autres modèles de la marque, propose des performances honnêtes combinées à une consommation d'essence plus que raisonnable. Nous n'avons pas encore les données en matière de consommation, mais elles devraient ressembler à celles du GLC actuel (11,1 litres aux 100 kilomètres en ville et 8,5 litres aux 100 kilomètres sur l'autoroute).



Les accélérations ne sont pas foudroyantes, mais elles sont assez vives pour mettre le conducteur en confiance tout en permettant de dépasser avec assurance.

Le marché canadien aura également droit au GLC 300d qui sera alimenté par un moteur diesel de 2,1 litres développant 200 chevaux et 369 lb-pi de couple. Son couple impressionnant fait en sorte qu'il réagit rapidement dès que l'on frôle la pédale droite, et ses performances ressemblent à celles livrées par le moteur de 2,0 litres, mais avec une consommation qui devrait être encore plus intéressante que ce dernier.

Mentionnons également qu'une version hybride enfichable offrant 34 kilomètres d'autonomie en mode 100 % électrique pourrait voir le jour au cours des 18 prochains mois. Nous attendrons cependant la confirmation de

l'arrivée ce modèle avant de l'explorer d'avantage.

La famille GLC Coupé aura également dans ses rangs le GLC 43 AMG. Avec ce dernier l'emphase est moins sur l'économie de carburant et beaucoup plus sur les performances en raison du moteur V6 biturbo de 3,0 litres développant 362 chevaux et 384 lb-pi de couple.

Le **Mercedes-Benz** GLC Coupé 2017 propose une conduite équilibrée entre confort et dynamisme. Sans être aussi pointu que le X4, il est plus raffiné et selon moi mieux adapté à la conduite qu'adopteront les propriétaires. De plus, il est possible d'ajuster son comportement grâce au système Dynamic Select qui offre deux modes plus sportifs (Sport et Sport+) en plus d'un mode Eco destiné à améliorer l'économie de carburant.



Nous avons eu l'occasion d'évaluer le véhicule en mode Sport+ sur des routes beaucoup plus sinueuses que ce à quoi nous sommes habitués ici, et le **GLC Coupé 2017** s'est montré à la hauteur tandis que la sonorité provenant de l'échappement n'était pas vilaine du tout.

Il est donc en mesure de combler plusieurs besoins différents, tout en demeurant relativement polyvalent malgré sa silhouette assurément plus remarquable. La recette est donc à point, et je crois que nous serons surpris par la popularité du GLC Coupé, comme nous avons tous été surpris par la popularité de son grand frère, le **GLE Coupé**.

Images **Mercedes-Benz** GLC Coupé 2017

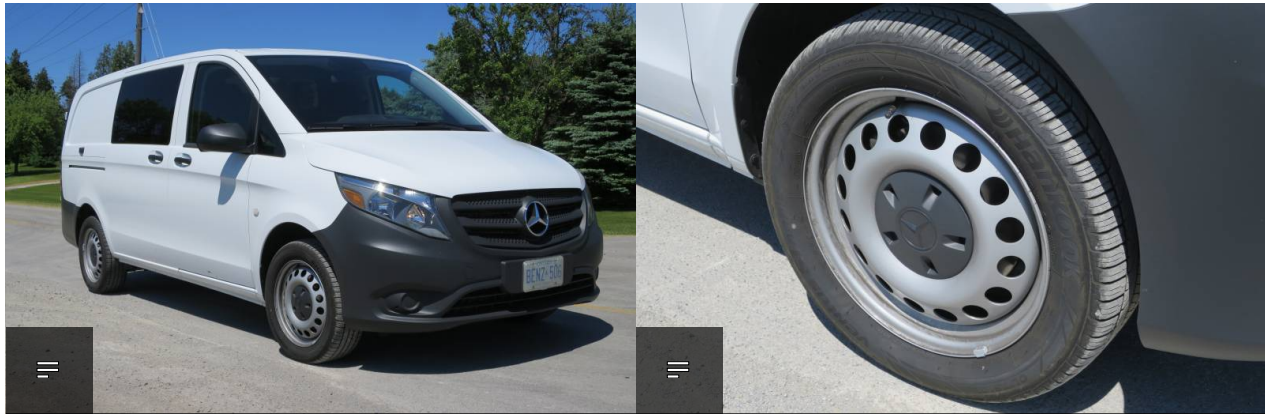








Van Review: 2016 Mercedes-Benz Metris



1 of 11

Midsize Mercedes van creates a new and versatile niche for contractors and shuttle fleets



By *Jil McIntosh*

4 hours ago

OVERVIEW

2016 Mercedes-Benz Metris



Canada's first entry in the midsize work van segment

Pros Driveability, front storage space, lots of cargo capacity but able to fit into most underground garages

Cons Too-small mirrors, premium fuel recommendation

Value for money Excellent

[VIEW FULL SCORE](#)

What would I change? It would be nice to get the little diesel engine here too

Unless you're in the trades, or waiting for the courier to arrive, you probably don't give a second thought to work vans. But a lot of people do, including those in the companies that use them and the automakers that supply them, and it's a surprisingly hard-fought segment in the commercial market.

Mercedes-Benz revolutionized the van segment here when it introduced its tall, narrow, European-style **Sprinter** to buyers who'd never seen anything like it. And now it's hoping to do the same again with the **Metris**, which debuts as the first midsize work van on our streets. It's available as a seven- or eight-passenger wagon, aimed at hotel and airport shuttle fleets, and as my tester, the **Metris** cargo van.

The **Sprinter** has lost market share to the new **Ford Transit**, a full-size van that's equally as good but available through a much larger dealer network. **Mercedes-Benz** also doesn't offer a compact van to compete with smaller models like the **Nissan NV200** and **Ford Transit Connect**. The German automaker is hoping to gain some ground by carving out a niche here with the **Metris** (a van that's long been available overseas, where it's called the Vito), where it has no direct competitor.



For many companies, it'll be exactly the right tool for the job. It carries more cargo than a compact – up to 5,270 litres (186 cubic feet), with a payload of up to 1,135 kg (2,502 lbs.) and a towing capacity of just under 5,000 lbs. But at just a sliver over six feet tall, it'll fit into parking garages and other tight spots where its larger **Sprinter** sibling can't always squeeze.

Best of all, it's easy to drive and doesn't feel like a work truck. That's pretty much true of all of them these days, but it's an important point for reducing driver fatigue. The company then improves that with crosswind assist, a little tweak in the stability control program that compensates for sideways movement when the van gets pushed around on the highway by high winds, so the driver isn't always fighting to keep it straight. The steering is light and responsive, it has a very tight turning circle and it's well-planted and doesn't feel tippy in the curves.

All **Metris** models use a gutsy little turbocharged 2.0-litre four-cylinder that makes 208 horsepower and 258 lb.-ft. of torque, and power goes to the rear wheels. Auto start/stop, which shuts off the engine at idle, can be added as an option, although my tester didn't have it. Premium fuel is recommended but not required. A small diesel is available in Europe, and it's entirely possible that we may get an oil-burner engine one day also, but if-and-when is still up in the air.

It starts at \$33,900 and can be outfitted with such factory options as extra windows, a cargo partition and LED cargo lighting. Its interior panels are also pre-drilled with mounting points

for fitting shelves, bins, and other custom installations. It comes in a single length and in one roof height, with a sliding passenger-side door. Its two rear doors open at 90 degrees, and then can be released and pushed right back against the van's sides, where magnets hold them open.



The transmission is an automatic that can be set into Comfort, Eco or Manual mode, with wheel-mounted paddles for sequentially shifting the gears if desired. The engineers decided on a column-mounted shift lever strictly for a unique North American requirement: the space on the console that's normally occupied by the stick shift in other markets has a humungous cupholder tray wedged into it. There's also an open floor-mounted tray, large door pockets and cubbies and more cupholders on top of the dash. You'll likely run out of stuff before you run out of places to put it.

I like almost everything on the **Metris** but its mirrors. They're too small and narrow for a commercial vehicle, especially one that can be ordered without cargo-area windows and will potentially be used for towing. Scaled-down versions of the **Sprinter's** rectangular ones wouldn't look as good and would affect the aerodynamics, but drivers need to see what's going on around them.

So what does the **Metris** matter to an average vehicle buyer? Nothing, because even in its passenger-wagon form, it's still too commercial-oriented, with its hard plastic dash and shuttle-style seats, for most people to consider as a minivan alternative. But for a number of companies, the **Metris's** in-between size could be exactly what they need. And unless any of the other automakers enter this brand-new midsize segment, the **Metris** is the only game in town.

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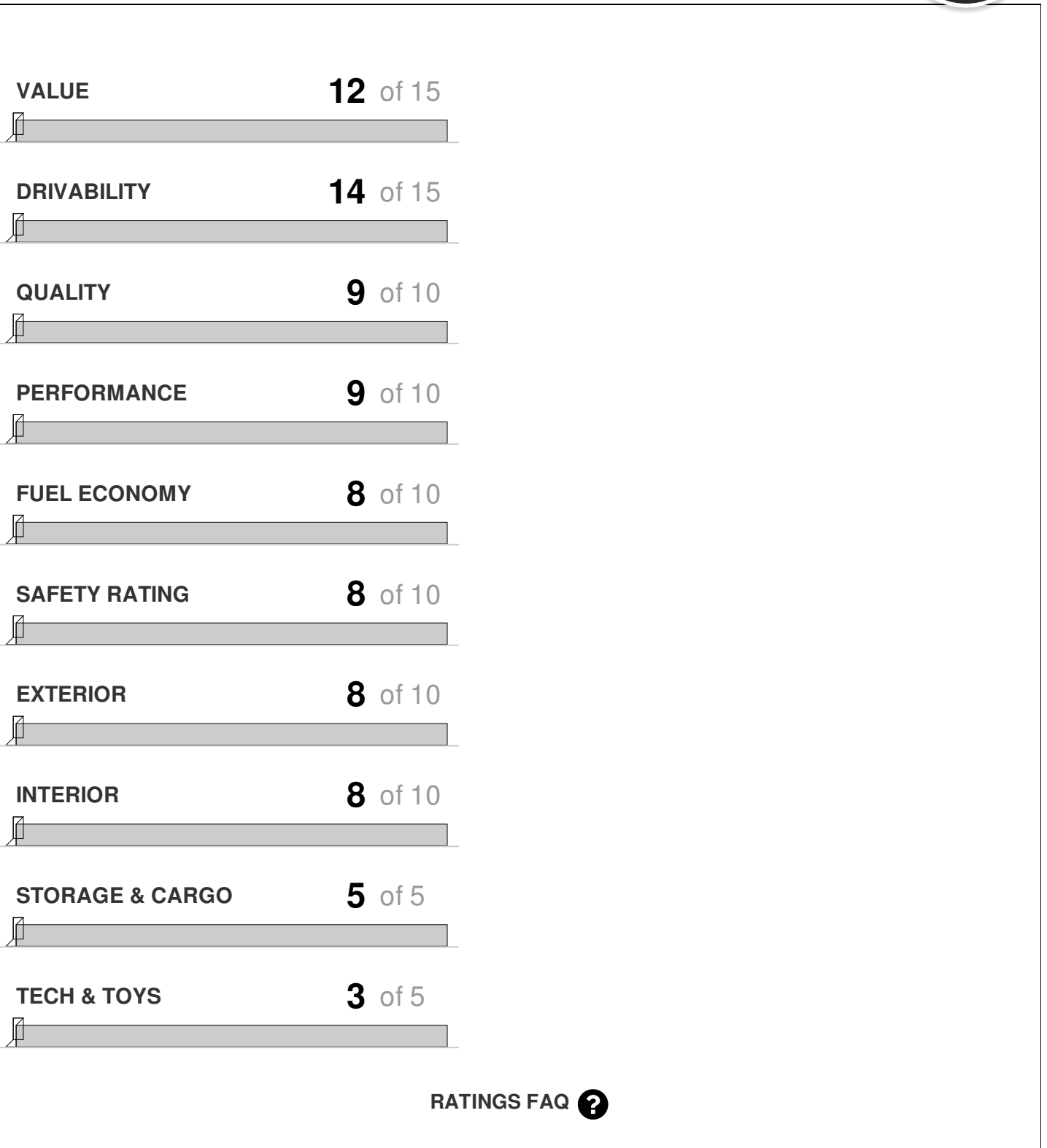


OUR RATING



VEHICLE SPECS

2016 Mercedes-Benz Metris





1^{er} SALON DU
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28, 29 et 30 octobre 2016
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Automatisation – Intégration de systèmes

Daimler rejoindrait le mouvement électrique

7 juillet 2016 Par : [Karine Limoges](#)

La société mère des marques automobiles **Mercedes-Benz** et **Smart**, le constructeur automobile allemand **Daimler** miserait sur sa prochaine stratégie sur la mobilité durable. D'ici 2020, le fabricant proposerait six modèles électriques pour faire compétition à Tesla et BMW, rapportent l'Agence France-Presse et La Presse, qui ont relayé la nouvelle du quotidien des affaires allemand Handelsblatt.



Le premier modèle de ce segment serait de gabarit 4 X 4 citadin taillé sur la série GLC de **Mercedes**, avance Handelsblatt, qui estime que le groupe dévoilerait le nouveau modèle au salon de l'automobile de Paris, en septembre. Par ailleurs, dans un communiqué, le constructeur **Daimler** a annoncé vouloir investir 7 billions d'euros, l'équivalent de 10 G\$ canadiens, dans la recherche et le développement des technologies vertes au cours des deux prochaines années.

La **Smart** aurait également une version électrique.

(Pour lire l'article de l'Agence France-Presse, [cliquer ici](#))

*Photo : L'usine de production à Hambourg de la société **Daimler** a fait l'objet d'investissements de 500 millions d'euros pour devenir un centre de hautes technologies fabriquant des composants destinées à l'électromobilité. (Photo : **Daimler**)*