

C for 'Cracking'

A few mods can go a long way.
This C-class shows us how.



ONE C220 CDI PLUS...

Pete's tuning box
Green Cotton air filter
Borbet XA 18-inch wheels

MODIFIED		STANDARD
Kph	Sec	Sec
10	0.57	0.55
20	1.02	1.02
30	1.48	1.57
40	2.09	2.22
50	2.65	3.12
60	3.72	4.14
70	4.78	5.16
80	5.58	6.32
90	6.88	7.80
100	8.86	9.32
110	10.24	10.98
120	12.11	12.82
130	14.00	15.02
140	16.46	17.75

The Pete's tuning box and the Green Cotton air filter in this C-class may not sound like much of a modification, but it's a whole heap more fun than you might think. A standard diesel C-class is quite entertaining to throw around, truth be told. It's a car with a quick-steering rack, good chassis balance and a lively, responsive engine and gearbox combination.

What the Pete's box does is add a dose of extra fizz. In the areas where the C's power delivery is strong, there's improvement and this is particularly noticeable in its already strong mid-range. When we were testing, the C-class regularly

lit up its rear tyres, needed a dose of opposite lock as the rear stepped out, and tugged forward with a lot more conviction than the standard car. You may not drive like this regularly, but it's good to know you have that extra power stored away for a good day.

The box and filter bump up power from a standard C220 CDI's 170bhp to this one's 190bhp. Keep your right foot pinned to the carpet and something remarkable happens. The rev needle's clockwise progress towards the redline quickens considerably and there's



Borbet wheels are the only clue to the extra performance.

absolutely no let up in power delivery right till it gets there. The box knocks off 0.5 seconds from the 9.3sec 0-100kph time of the regular C. The in-gear times have come down too and you can feel this improvement more than what the figures suggest.

The Pete's box for the C220 CDI costs Rs 31,000. It's not that much of an expense for the extra power.