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F1 2014

What to Expect

2014 is a year of massive changes in F1, because the most comprehensive regulation changes in the history of the sport kick in this year.

engineers have been working desperately to recover the lost downforce, which has resulted in some very drastic and downright unappealing design choices. Most of the cars have chosen to comply with the rules by employing drastically narrow noses, which optimizes the airflow but makes the cars look...phallic. Lotus has gone with a split nose, while the Ferrari F14T looks like it has a vacuum cleaner up front. Quite frankly, while most fans would agree that variety is good, a variety of sheer ugliness is an indication that someone in the rules committee made a mistake. There has also been a massive change to the points system, with double points being awarded for the last race, with the intention of keeping fans entertained till the final corner. Though this may seem like a good business idea, in terms of sportsmanship and fairness it is an utter disaster. A driver who has dominated the season and won more races, may lose the championship in

enough to exploit the points system. Furthermore, the last race is to be held at Abu Dhabi, which is as boring as a circuit can be, rather than a legendary venue such as Suzuka or Spa. This is an indication that a certain amount of Arab oil money was used to influence the double points rule. However, despite what we already know about the powertrain, aerodynamic and sporting changes, its still impossible to make any predictions regarding the races, or what the fans will think of the season. One thing is for sure, not all changes were positive. The ugly cars of 2014 will not inspire awe in ten year olds, nor inspire the aesthetics of productions supercars. Nor will the double points for the last race lend credibility to a sport already notorious for political battles overshadowing the actual races. Yet one can still hope that the races will be entertaining in terms of on-track action, brilliant strategic maneuvering and inspiring performances by the best drivers in the world.



Lotus' car features a "prong" with different length arms as a nose.



Ferrari F14T possibly the best looking car out on the field this season.

The old engines are thrown out, aerodynamics have been severely restricted, the point system has been overhauled and all cars now have a powerful hybrid electric power train. These massive changes mean that the old driving styles, well established race strategies and even the way the cars look, will be noticeably different. Thus there is no way to predict from the trends of recent seasons, how the 2014 year will shape out to be in the world of F1. Thus there is a pall of uncertainty and pent up tension in the F1 fanbase in the build up to the opening race season. It is totally unknown as to how the new regulations will affect the entertainment value of the sport. The biggest changes are to the power train of the cars - the naturally aspirated V8s which have been used since 2006 are banned, and V6 turbo engines are back for the first time since 1988. Furthermore, the cars are now

mandated to run a powerful electric motor to supplement the engine. This means that engines are set to become a much more important performance differentiator than they have been in recent years, for not only are they required to be powerful, they must also be fuel efficient, and be part of a well packaged racecar, have reliable cooling and of course, be light. All these factors will have knock on effects upon the aerodynamics, weight distribution and race strategy. The next set of major regulation changes are the ones affecting the aerodynamics of the car, which have already proven to radically change the appearance of the cars. The most major changes are to the front wing, beam wing and the nose. The front wing has been narrowed to reduce front downforce, the beam wing (a second wing below the main rear wing) has been omitted and the nose has been lowered. The result is that

the last race, simply because of bad luck, such as an accident causing him to retire. Therefore, the championship becomes not about the best team and driver, but rather about who's lucky

NABEEL AHMED KHAN



Phallic objects will probably dominate Formula 1 this season. Ugly and uninspiring to look at.

Rubber Buying

New tire prices, updated and catalogued



Its tire-buying season for some, and its easy to be perplexed with all the varying options available for purchase. We would like to hear from you if you've recently bought a set of tires. Send us a review with your comments on the grip, noise, braking distance and whether you would buy it again or not, and email us at shift@thedailystar.net.

Here's a list of updated tire prices for 2014, featuring selected tires and common sizes. The prices quoted are dealer prices, and most of the smaller shops will give you a better deal if you're good at haggling. Expect the price to go even lower if you're going for an exchange deal with your old tires.

Dunlop LM701 185/60 R14 Price: 9,700 taka.	Yokohama ASPEC 205/70 R14 Price: 9,900 taka.
Dunlop SP490TL 205/60 R14 Price: 8,970 taka.	Yokohama AVS ES100 205/60 R14 Price: 11,000 taka.
Dunlop Sportmaxx 205/55 R16 Price: 14,300 taka.	Yokohama AVS ES100 205/60 R15 Price: 11,000 taka.
Dunlop SportmaxxR 215/55 R17 Price: 18,680 taka.	Yokohama S-drive 205/40 R17 Price: 17,400 taka.
Achilles Platinum 195/55 R15 Price: 6,800 taka.	Yokohama Geolander AT/S 215/65 R16 Price: 13,950 taka.
Yokohama A-drive 185/70 R13 Price: 7,700 taka.	

V10 Hurricane

Lamborghini's next gen fighter, filling the Gallardo's shoes



Huracan is Spanish for hurricane.

No, Lamborghini hasn't moved away from its tradition of naming their ballistic land rockets after prize fighting bulls, in favour of fearsome weather elements. The Huracan was a legendary bull that terrorized matadors in the late 1800s in Southern Spain, and was so strong and awe inspiring, many took to calling it invincible and immortal.

Death obviously found the "invincible" bull, but now it's spirit has been channelled into Lamborghini's latest wrestler. The Gallardo was Lambo's

bestseller, and played a crucial role in keeping the niche supercar manufacturer afloat while car makers who pushed units numbering in the millions, sunk and died around them.

Audi helped, obviously, and the new Huracan is proof that Lambo is still very much in the game.

The competition has toughened exponentially since the days of the Gallardo, and there's a newcomer in the field in the form of the McLaren MP4-12C. Ferrari's brilliant 458, along with the 12C, will be the ones to beat.

The numbers, then. 5.2 litres, 10 cylinders, 602 naturally

aspirated horsepowers, and 4 driven wheels. 62 mph is delivered in a brisk 3.2 seconds, and the Huracan can sing its throaty tune all the way to a 202 mph top speed.

Design wise, the new baby Lambo looks anything but baby-like. It's more of a sweet girl who has grown up and chosen leather jackets, tattoos and a biker boyfriend instead of a summer dress and a college degree. It's pretty, but gutsy and edgy as well.

The exterior is awash with Lambo's new Y motif, and the design language works very well in a business that judges success

of a brand based on how many posters you can sell to freckly adolescents. The colours are loud and there's no mistaking the fact that this is a pure blooded Lamborghini.

Pricing and handling characteristics will determine how well the Huracan does against it's supremely capable rivals, but truth be told, we don't really care. It just means more epic bedroom posters and sleepless nights spent planning "get rich" schemes so we can somehow afford one in the future.

SHAER REAZ



Muscular yet pretty, the Gallardo's successor aims to rule the entry level supercar segment.



Bright colours, aggressive lines.

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