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# SHIFT



## Formula One: Build-up to the finale

The 2014 F1 World Championship has been a heated battle between Mercedes drivers Lewis Hamilton and Nico Rosberg. The ferocity of the rivalry between the two has been compared to the legendary duels between Senna and Prost. The Mercedes F1W05 Hybrid has been utterly dominant in terms of engine power and even the likes of Red Bull and Ferrari can't challenge them. Thus the championship has been fought solely between Hamilton and Rosberg, with Hamilton having twice the number of wins Rosberg has, but reliability problems have meant he was only 4 points ahead as the F1 championship moved to the Japanese round. With only 5 races ago, the contenders needed to beat each other in Japan to begin the final sprint towards the driver's championship.

The first two Practice sessions were routine in the sense that Mercedes once again topped the sheets. However in the 3rd practice round, Hamilton crashed and had to have his car rebuilt, which cost him in qualifying. Nico Rosberg took pole, Hamilton took second. The Williams cars were right behind, followed by Alonso in Ferrari.

Meanwhile, Sebastian Vettel shook the F1 world by announcing that he would be leaving Red Bull after 2014, most probably going to Ferrari. This fuels rumors of Alonso returning to McLaren. Whether Kimi Raikkonen will stay at the Italian team remains to be seen.

Race day was marred by the onset of Typhoon Phanfone, which resulted in the start being delayed. The first 3 laps of the race were run under safety car, but the race was red flagged due to conditions worsening. The race was restarted after about half an hour.

Nico Rosberg quickly sped away into the lead, with Hamilton chasing. The

German driver led the race for 29 laps, but Hamilton was on the attack, aggressively looking for an overtake and trying to force a mistake. The overtake came on lap 29, when Hamilton used DRS to close in on Nico Rosberg on the main straight. Rosberg attempted to block him off by taking the inside of the turn, but Lewis forced past him on the outside of the turn and maintained the lead till the end of the race.

Meanwhile, the battle for third place



Adrian Sutil of Sauber and Jules Bianchi of Marussia suffered horrific crashes in Japan, with Bianchi in a critical state. We wish him a speedy recovery.

was being fought between McLaren and Red Bull. Jenson Button held third for a good number of laps, but was forced to fall behind Vettel due to a faulty pit stop. Sebastian Vettel maintained 3rd place till the end of the race. Red Bull driver Daniel Ricciardo managed to overhaul Button a number of laps later.

However, tragedy struck on lap 41, when Marussia driver Jules Bianchi suffered a horrific accident. The typhoon had raged unabated, and conditions

progressively became trickier as the light died out and the circuit became wetter. Even the best drivers took trips to the gravel as they wrestled their cars around at the limit. On lap 37, Sauber driver Adrian Sutil crashed into the barriers, leading to a tractor being used to pull the wreckage off the track. However, a few laps later Bianchi's Marussia hydroplaned at the exact same spot and hit the tractor head on.

The medical team reached the spot

venue. Due to Russia's aggressive behaviour in Ukraine, there had been calls to scrap the grand prix for the last several months, but Bernie Ecclestone managed to push it through regardless.

In contrast to the Japanese race, Sochi proved to be uneventful and predictable. In qualifying, Lewis Hamilton got pole, Rosberg took second and Valtteri Bottas followed up on third. They finished the race in the exact same order - Hamilton won his 31st grand prix, equaling Nigel Mansell's record for most wins by a Brit. Nico Rosberg destroyed his tyres on the first lap by locking his wheels under braking, but managed to fight back from last place to claim second. Surprisingly, Rosberg managed to complete the entire race on his second set of tyres, which is incredible considering that the Pirelli tyres are designed to deteriorate quickly. The Mercedes is simply that fast. Bottas could not match Nico's pace, but finished third, thus continuing the superb form that Williams has displayed throughout the year.

With yet another 1-2 finish, Mercedes jumped ahead in points and have gone completely out of reach of the other teams. Thus, at the Russian Grand Prix of Sochi, Mercedes AMG F1 were crowned the 2014 F1 Constructors champions, the first title they have won in F1 in 60 years.

However, the battle for the driver's championship is still wide open. Lewis Hamilton has been incredibly fast and totally relentless, resulting in 9 wins this season. However, poor reliability and bad luck has kept him within reach of Nico Rosberg. The next 3 races will decide the champion, with the fight probably stretching all the way to the grand finale at Abu Dhabi.

NABEEL KHAN

### SHIFT ZONE

Formula One has a huge fan following in Bangladesh, and with reason. Instantly recognizable as a motorsport discipline, it is difficult for the majority of Bangladeshi gearheads to follow any other form of motor racing. This week, we bring you a recap of the last two grand prix races as F1 builds to a closure of this season. Mercedes AMG F1 were crowned the 2014 F1 Constructors champions, and we congratulate them on a well deserved victory. Up next, the drivers' title.

- Shaer Reaz, Sub-editor, Shift.

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## Haojue Biker Tips Wing mirrors: vital equipment

Most people think it's easy to ride a motorbike if you know how to ride a bicycle. While the basic concept of balancing on two wheels is a common link between riding a bicycle and a motorcycle, the differences stop there with respect to how you ride a motorbike.

Motorbikes are heavy, and modern bikes weigh quite a bit, and aren't as easily maneuverable as bicycles. Which is why rear-view mirrors are not included on a bicycle.

Modern bike owners are prone to customisation, and we have seen quite a few bikes on Dhaka streets with mirror deletes, or smaller mirrors than standard. They may look sleeker, but this poses a huge risk out on the road, especially on the busy intersections of Dhaka.

So leave your ideas of bicycle riding, and devote some practice to instinctively checking the rearview mirrors right before making a turn or a lane change. The head movement should be near automatic, in fact.

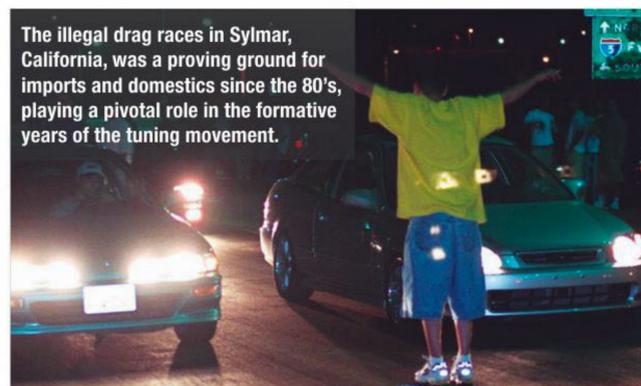
Lane changes for bikers involve a good bit of body movement and control, which already exerts a fair amount of pressure on your body. It's good advice to take note of the "Objects in the mirror can be closer than they appear" printed on the mirror itself, and steer clear of tight lane changes when a car is coming up behind you. This is to avoid any sudden changes in direction, which can end with you on the ground and your bike on it's side.

As long as you treat the mirrors as the most vital instrument you use while riding, riding a motorcycle can be made a lot more safe.

THE GREEN STIG



From ridiculous bodykits, scissor doors and wild vinyls to clean, smooth styles, import culture in the US has come a long way.



The illegal drag races in Sylmar, California, was a proving ground for imports and domestics since the 80's, playing a pivotal role in the formative years of the tuning movement.

## Import tuner evolution

The late 80's, California. It was a turning point in counter-culture revolutions, as the last of the anti-war flower power hippies died out, to be replaced by skateboarders, grunge and heavy metal enthusiasts, and street racing.

The Valley, geographically significant as the waste run-off of Hollywood, was teeming with these new counter-culture phenomena. Cars wise, spurred on by the mad creations they saw on TV and the epic car chase sequences that were, by then, the staple of the action movies, sixteen-seventeen year olds took to the streets in whatever they could find.

Naturally, they were mostly family heirlooms passed on from generation to generation, the father and son bonding over

wrenching on the car scenario, and unsurprisingly, the majority of these were domestic muscle cars. Chargers, Novas, Darts, even El Caminos, in various states of tune and wildly varying conditions, took to the streets to participate in illegal drag races against the newest invasion of American culture: imports.

Honda started selling motorbikes and motor-vehicles in the US sometime in the mid-70s. Along with Toyota, these fuel efficient, cut price Japanese cars were seen as convenience tools which helped the American populace cope with crippling fuel costs which prevailed during the 70s fuel crisis. At the turn of the 80's however, the Japanese manufacturers were moving towards hotter cars, having established

stable positions in a large foreign market.

It was the heyday of efficient performance, kicked off by the incredible Honda CRX Si. A tiny hatchback with futuristic styling, funky interior and a gem of an engine, the CRX was the import that would go on to define tuning culture in the US for years to come. Finally, here was a cheap car that was brand new, ran well as a daily driver, had low maintenance costs, and had power that could keep up with the ancient muscle cars and their oversized V8 engines, largely thanks to an innovation that has become the world standard today: variable valve timing (VTEC in Hondas).

Imported cars were driven, to be completely blunt about it, by the "imported" people: the

huge economic success of the US during the early 80's induced a large number of immigrants to move to this seemingly great nation and its lavish ways of the American Dream. Once they reached America, though, the culture shock took hold and forced these immigrants to seek out more of their kind so they could band together in a state of familiarity. There grew the moderately hostile dynamic between the full blooded Americans and the new kids on the block. This rivalry between imports and domestics culminated in late night brawls, with shredded tires and blown engines left behind. This was where the slangs "ricer" and "rice burner" appeared, invoking the farming roots of Japan in a crude mockery of the import tuning scene.

As attention from law-enforcement increased, the rivalry moved from the streets to the auto-shows, and that's when things came

unstuck. Crass bodykits, loud colours, even louder stereo systems, scissor doors, suicide doors, transparent doors, no doors, and spoilers everywhere, the showcar culture put back the tuning scene by at least ten years. The term "ricer" was adapted to refer to these over the top creations, and the iconic Fast and the Furious movie fueled the flames raging around the import scene. Need for Speed Underground had a huge role to play in blowing the import scene wide open, and soon enough, the import customization scene expanded into a billion dollar industry.

Now, things are returning to its roots. Legal drag racing and awareness campaigns took teenagers off the streets into safer environments, and import culture evolved into the cleaner styles and methods of customization we see today.

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