



# SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

## F1 SAFETY AND THE DEMISE OF JULES BIANCHI



SOURCE: FORMULA1.COM

DRIVER FATALITIES INCLUDE NON-CHAMPIONSHIP EVENTS INVOLVING F1 CARS.

INFOGRAPHIC: SHAER REAZ



**1950** FIRST F1 RACE HELD - FRONT ENGINE, DRUM BRAKES, NO SAFETY NETS.

**1955** DISC BRAKES INTRODUCED.

**1960** FIRST F1 SAFETY REGULATIONS.



**18** NUMBER OF DRIVER FATALITIES BETWEEN 1950-1960.

**1963** FLAG SIGNALS, VEHICLE FIRE PREVENTION THRU BETER FUEL TANK CONSTRUCTION  
DOUBLE BRAKE CIRCUITS, FIREPROOF SUITS FOR DRIVERS, FIA ASSUMES  
RESPONSIBILITY FOR RACING CIRCUIT SAFETY.

**14** NUMBER OF DRIVER FATALITIES BETWEEN 1960-1970.

**1970** CIRCUIT INSPECTIONS BEFORE RACES, DOUBLE CRASH BARRIERS  
MINIMUM DISTANCE BETWEEN FENCES AND SPECTATORS, PIT-LANE WALL.

**1972** SIX POINT SEATBELT, CODE OF CONDUCT FOR DRIVERS.

**1975** MARSHALS, MEDICAL SERVICE, CENTRE FOR RESUSCITATION, RESCUE TRAINING.

**1978** FIA SUPER LICENSE REQUIREMENT FOR F1 DRIVERS.

**10** NUMBER OF DRIVER FATALITIES BETWEEN 1970-1980.

**1985** INITIAL CRASH TESTS CONDUCTED ON RACECARS.

HELICOPTERS ON STAND-BY FOR AIR-LIFTING.

CRASH TESTS FOR CAR'S SAFETY CELL AND FUEL TANK INTRODUCED.

DOPING TESTS INTRODUCED, HEIGHT OF TRACK AND PIT WALLS INCREASED.

NUMBER OF DRIVER FATALITIES BETWEEN 1980-1990. **3**

INTRODUCTION OF THE OFFICIAL F1 SAFETY CAR AND STRICTER CRASH TESTS.

TRACTION CONTROL, ABS, POWER-ASSISTED BRAKES, AUTOMATIC TRANSMISSIONS BANNED.  
TYRE BARRIERS TEST INTRODUCED. HELMENT STANDARDS MADE STRICTER.

FIA ACCIDENT DATA RECORDERS ARE INSTALLED IN ALL CARS.

NUMBER OF DRIVER FATALITIES BETWEEN 1990-2000. **3**

TIME PENALTIES IMPOSED ON DRIVERS WHO CAUSE AN ACCIDENT OR  
COLLISION, FORCE ANOTHER DRIVER OFF THE TRACK, FAIL TO HEED A BLUE FLAG  
THREE TIMES, OR INTENTIONALLY IMPEDE ANOTHER DRIVER TRYING TO OVERTAKE.

NUMBER OF DRIVER FATALITIES BETWEEN 2000-2015. **3**



**JULES BIANCHI**  
LAST DRIVER TO  
SUFFER FATAL INJURY  
(OCTOBER 5, 2014).



Formula 1 has been the pinnacle of motorsport for a while now. It got there with a worldwide appeal over decades of the sport, the drivers lauded as heroes and the cars treated as hyperspace jump ships and chariots for gods. One of the main reasons for such mainstream appeal for a motorsport was the element of danger involved in Formula 1, considered by many to be one of the most extreme of sports devised.

On October 5, 2014, the Japanese Grand Prix was greenlit at the Suzuka Raceway. Typhoon Phanfone threatened to wash out the race, but as has happened several times before in Japan, the threat of low-grip conditions was ignored. The race began at 3pm local time, with Frenchman Jules Bianchi of Marussia starting 20th on the

grid. A few minutes before Lap 43, German Adrian Sutil crashed his Sauber into a wall, and a tractor was sent out to rescue the stricken car. Moments later, Bianchi arrived at that portion of the track and was unable to slow down enough in compliance with the double waved yellow flags. He lost control of his Marussia at 132mph in the wet in and ultimately overcooked his slide, veering off the track and straight towards the 6.8 tonne tractor. Travelling at 78mph, Jules Bianchi's helmet struck the sloping underside of the tractor, violently forcing it the ground and nearly injuring a marshal. Bianchi was taken to a hospital in Yokkaichi.

That was nine months ago. Last month, on 21 July 2015, Jules Bianchi passed away, denying millions of F1 fans worldwide who

still held hope nine months in, drawing hope from Michael Schumacher's miraculous recovery from a skiing-accident induced coma the previous year. Bianchi ultimately succumbed to the incredible head impact injury that left him fighting with multiple brain injuries. In the subsequent 396 page report following the crash, it was determined that Bianchi's head suffered an impact measuring 254G, which is equivalent to dropping the car, head first, from a height of 48 metres.

It would be the first death in a Formula 1 race weekend after Ayrton Senna's tragic death at Imola in 1994. After Ayrton (and Roland Ratzenberger's death the day before), Formula 1 would enter into a new era where on track safety was apparently the topmost

priority for the Federation Internationale de l'Automobile (FIA). There were a couple of close shaves, with near death instances for Mark Webber and Felipe Massa, and the slight edge that modern safety standards gave them were ultimately responsible for bringing them back to the track.

Now, with Bianchi's ultimate demise, the pressure is on FIA to up their standards once again, with pundits urging the international motorsports regulation body to ban the use of slow moving, large tractors in rescue operations, as well as the introduction of a virtual safety car that would electronically limit the speeds of every car on track in the event of a crash.

The ball is in the FIA's court now, and we can only hope to do justice by Jules Bianchi.

## Honda's heartbeat

When was the last time you as a petrol-head was excited by a new rear-wheel drive Honda? Chances are you'll think back to Honda's glory days when they made the S2000 convertible and the mid-engined 90s supercar, the NSX. Well apparently Honda has created a small convertible, albeit with the engine located at the middle and the power going to the back wheels. No it's not the new S2000, it's actually a reimagined version of Honda's Kei car, the Honda Beat.

The Honda Beat (or couldnotbeat) wasn't quite successful back in the day, nor good looking in any way. I mean sure it had good lines, but the headlights and featureless front face made it look sort of a mess. It didn't make a ton of power, but it didn't weigh much either to carry around

either possibly because the interior was constructed purely out of plastic from the looks of things.

Enough of the past, let's take a look at the new version, the Honda S660. Mid-engined, rear wheel drive and turbo charged, sounds good? Well it's not all that exciting when you look at the specs. Powered by a 3 cylinder, revs to the moon to make an uninspiring 63 horsepower, but this car isn't about power, it's a small city car. Certainly looks miles better than the old car, but yet it sort of looks like an oversized hot-wheels toy with



funky proportions. I'm not the only one that thinks this way though; out of 10 people I asked only 3 people who have absolutely zero interest in cars approved of the styling.

Although people who have driven this car say it's quite easy to drive and the six speed manual transmission with gear ratios matched to the engine make it a delightful drive. The turbo comes alive at 2500rpm and boosts all the way to the redline, which should be plentiful grunt to plow through Dhaka's traffic. But to get the best out of this car you'd have to shift like a mad-man rowing through all the gears and keeping it at the 5000 to 7700 rpm sweet-spot. This car is not about power or speed, it's all about the way it makes you feel:

open top, and the size of an oversized shoe could make up for all the downsides this car has.

On the plus side, the chassis is balanced and designed by the same people who are making the new NSX and Civic Type R, which means handling should be pretty damn good. Renowned magazines have said this car has no understeer nor oversteer even at the limit; it's very neutral in terms of handling. The interior looks heaps better than the old Beat, and quite frankly the center placed tachometer gives this car a false sense of sportiness. This could very well be very enjoyable in the streets of Dhaka where you rarely go past 60 kmph, and if you have no interest in going fast and want to have the most amount of fun you can in an open-top, this just might be the car for you. There are rumours circulating of a few making their way to our shores, so stay tuned till we get our hands on one for a proper review.

ZAER ZUBAB AHMED



### COLLECTIBLES



## M2 Machines highlighting Ford Americana

M2 is a company primarily focused on building highly detailed scale models of American cars. Well, mostly American cars and trucks and buses. This weekend we give you a glimpse into the amazing vehicles of different scales.

I've got this Ford transporter truck that comes with a nifty Ford Torino. The truck can load up four cars and has an upper deck that can be raised and lowered. It comes with removable ramps as it did in



the original vehicle. It's very accurately modeled but certain fit items leave a little bit more to be desired. Most people are happy to leave these beautiful items in the plastic boxes. I take them out and let my five year old have a go. While M2 makes realistic scales of 1:64, the wheels often don't roll very smoothly.

For more of this and what you should get, check out <https://www.facebook.com/shiftcollectiblesmodelcarsbikes>

WORDS AND PHOTOS: EHSANUR RAZA RONNY

## 2016 Cadillac CTS-V: fresh thug



The Cadillac CTS-V is probably the only American luxury sedan able to compete with the Europeans in terms of build and materials quality, performance and, occasionally, looks.

The latest, 2016 model comes with a stonking big engine: 6.2 litre supercharged V8. The numbers point to a stupendously powerful car, specially for a 4-door luxury sedan: 640 hp, 630 lb-ft of torque, driving the rear wheels. Its all about being a thug wearing a suit, crazy burnouts in front of the Ritz-Carlton or glass-walled corporate offices. Getting power to the ground is an 8-speed automatic with paddle shifters, which is pretty high-tech for a stupid American muscle car. The CTS-V tops out at a heady 200mph, with 60mph coming around in a little under 3.7 seconds.

The customary carbon-fiber bits are spread about the car, although we wouldn't get our hopes up about



a light kerb weight. The exterior is a medley of straight lines and sharp cuts, but is a fresh enough departure from Cadillac's usual folded-paper school of design. The front features strangely Nissan GTR-esque headlights, which are admittedly a better fit on this than the Japanese supercar.

The coolest feature on the CTS-V, though, has to be the Performance Data Recorder, which allows drivers to record high-definition video, with data overlays of their driving experiences on and off the track, enabling sharing on social media. You know, in case you want your investment banker friends to know the temperature your tyres reached while doing that gnarly burnout in front of the office.