



# SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

## COLLECTIBLES

### OUT OF TIME: BTTF DELOREAN BY WELLY



The DeLorean DMC 12 was a short lived American dream that was doomed to a cocaine fuelled obscurity. It was a stainless steel wonder which when fully materialised, turned out to be a slow, underperforming, half-hearted experiment meant to be forgotten. Except Doc Brown saw the potential as a timeless time machine. In possibly the greatest ever time travel trilogy, this car shared almost equal star status as fellow cast Michael J Fox and Christopher Lloyd.

The DMC 12 wasn't the greatest car, it wasn't even a particularly good one. But it has gone down in history as one of the coolest. Anybody growing up in the 80's and 90's knows this to be what a time machine should look like. And today, 21 October 2015, is the date Doc Brown goes back to the future. We celebrate with this 1:24 model from Welly. There's three in the series from the tree movies. Each is mostly meticulously detailed. Welly



usually makes great castings and for the budget, this is a great addition to anyone's collection. The gullwing doors open to show everything inside. It's got the interior bits mostly right including a Flux Capacitor in between the front seats. The Mr. Fusion energy generator is an excellent touch.

The first in the series comes with a hook that Marty used to channel the lightning to get back in time. The third car features the white-wall tyres retrofitted in the past to get back to the wild west. The one gripe I have is the silver paint used. The real car has a gun metal grey finish. They also got the color of the number plate wrong. Hotwheels also released a couple of 1:64 versions but this is the right one to get.

The movie was great, the promises of the future were fantastic but right now we're finally out of time.

WORDS AND PHOTOS: E.R. RONNY



## THE BATTLE OF THE TIME MACHINES MACHINES, DIRT, DRIVING GODS:

### GROUP B

Rallying is an extreme sport as it is. With mixed, loose surfaces and mega-horsepower rally machines with maniacs at the helm, rallying is the most adrenaline rush one can experience while being behind a wheel. To find a way to make rallying even more extreme and several times more hardcore, then, is mad. The kind of madness we could get used to.

**What is Group B?** Some madman somewhere (possibly with grey hair and a lab coat) figured that Group A regulations were too restrictive and that many of the manufacturers who wanted to participate in rallying were being left out by the unbecomingly homologation requirements. Thus was born the Group B regulations, which built on the "modified Group A" regulations and turned it up several notches, while allowing two seaters to compete. More importantly, homologation requirements were brought down from 3000 to 200 for Group B. This meant manufacturers could easily develop machines based on existing road cars and then reduce horsepower and tone them down further to create "Evolution" models, which would be for sale to the general public. Group B ran for a brief period from 1982 to 1986, until the death of a driver and his co-pilot put an end to the dangerously mad rallying discipline for good.

**The format.** The format for Group B was as any other rally: timed laps of a set course. For Group B, though, the harshest of conditions prevailed. Snow, sheet ice, dirt, dust, tarmac and gravel, no surface was spared in the pursuit of the best time. The drivers were challenged at each corner of tracks such as the Tour de Corse in France. With treacherous tracks and even more dangerous conditions, Group B drivers had to be the best of the best, and the likes of Juha Kankunen and Ari Vatanen were cata-

pulted into fame and glory. **Restrictions-** There were virtually no restrictions on how powerful a car could be to compete in Group B. With most of the regulations being brought forward from Group A with a lesser focus on horsepower restrictions, manufacturers such as Audi, Peugeot, Renault and Ford took full advantage and created machines that could take corners at well over 250 km/h. The major restrictions were on engine displacement and on minimum weight, with no specific drivetrain layouts in place.

**The legends.** The cars and drivers received legendary status the moment Group B was

outlawed as a motorsport. Lancia's 037 was a supercharged RWD beast that won the 1983 championship at the hands of Walter Rohrl. Audi's infamous Quattro enjoyed the title of champion in 1982 and 1983, with drivers such as Stig Blomqvist and Michelle Mouton (a lady driver, one of the earliest women to compete in any sort of motorsport, that too at Group B) at the wheel. Ford's RS200 was a mid-engine AWD car that had 450 hp to the wheels and a rear wheel bias and was so ahead of its time that drivers struggled to tame the beast. It never won anything, but it was a punch in the gut for anyone daring enough

to drive it, which makes it a legend in our books. Peugeot's 205 T16 showed the world that a short wheelbase hatchback could wreak havoc both on track and off it. The Renault 5 Turbo and the Rover Metro 6R4 matched it in terms of performance but not racing pedigree. In 1986 a Lancia Delta S4 crashed at the Tour de Corse in the Corsican Rally. What remained were the bodies of driver Henri Toivonen and co-pilot Sergio Cresto. A few hours after the crash, the FIA officially banned Group B.

SHAHER REAZ

## WORLD RALLY GROUP B BLUEPRINT

### CASE IN POINT: FORD COSWORTH RS200

INFOGRAPHIC: SHAHER REAZ



GROUP B RAN FROM 1982 - 1986

UNLESS STATED, GROUP A REGULATIONS APPLY.

**HOMOLOGATION REQUIREMENT: 200 PRODUCTION CARS.**  
"EVOLUTION" MODELS SOLD TO THE GENERAL PUBLIC, MANY MANUFACTURERS CIRCUMVENTED THIS RULE IN DIFFERENT WAYS TO COMPETE.

**ENGINE CAPACITY LIMITS:**  
3000 CC (OR 2142 CC WITH FORCED INDUCTION)  
2500 CC (OR 1785 CC WITH FORCED INDUCTION)

**WEIGHT RESTRICTIONS:**  
960 KG (3000 CC CLASS)  
890 KG (2500 CC CLASS)

**FORD RS200 SPECS:**

SPACEFRAME CHASSIS, KEVLAR BODY PANELS, MID ENGINE, FRONT TRANSMISSION, AWD.

450 + HP  
1050 KG

**DRIVERS OF THE RS200:**

KALLE GRUNDEL, MARC SURIER, MICHEL WYDER  
BEST RESULT: 3RD @ 1986 RALLY OF SWEDEN

## WINGS, TARMAC, HORSEPOWER: TIME ATTACK

## AUTO NEWS



## CAR MAKERS CELEBRATE BACK TO THE FUTURE DAY

The scheduled day for Back to the Future is today, 21st October 2015. Car manufacturers are taking this occasion to showcase their own glimpses into the future. And what a particular auto maker significant to the Back to the Future franchise could not accomplish, a university successfully did. Wait, what?

Read all about it and check out the bonus video clips at our website at [www.thedailystar.net/shift](http://www.thedailystar.net/shift)



MAHBUB HUSSAIN

We have got to agree F1 is based partially on the car's aerodynamic ability but in terms of pure aerodynamic racing efficiency, time attack cars really are at the cutting edge of technology. And the two day long event at Sydney Motorsport Park WTAC 2015 just concluded with fire spitting results on the 17th of October. Tilton Racing's Garth Waldon's Mitsu Evo 9 held on to his WTAC title for the third consecutive year, only improving his time from 1:24.8412 to 1:23.777.

**What is World Time Attack Challenge (WTAC)?** Time Attack, also known as Superlap originated in Japan in the 1980s as a proving ground for street-tuned cars built by highly respected tuning companies. Time attack enjoyed a quick rise in popularity and soon tuner shops started developing purpose-built time attack race cars. Within a short period of time, time attack format has spread throughout the world, with USA, UK, New Zealand and Australia all hosting their own national events respectively.

The inaugural Yokohama World Time Attack Challenge was held in 2010 at the Eastern Creek Raceway (now Sydney Motorsport Park) and proved to be a huge success. It was the first time the likes of PanSpeed, CyberEvo, R-Magic, Cusco, Hi Octane Racing and Sierra Sierra competed against each other at one event. The response from the participants, sponsors, exhibitors, spectators and the media was phenomenal and surpassed everyone's expectations. 2014 saw the introduction of WTAC Live Stream bringing the event to hundreds of thousands of time attack fans around the world and expanding the WTAC brand across all geographical boundaries. **The format.** Competitors are divided into four classes- Clubsprint, Open, Pro Am and Pro. During the event each class gets three timed sessions per day (6 in total). The fastest 5 cars in each class at the end of the last session on Day 2 get a bonus round called Superlap Shootout. Superlap

## TIME ATTACK PRO CLASS BLUEPRINT

### CASE IN POINT: TILTON INTERIORS RACING EVO IX

INFOGRAPHIC: SHAHER REAZ

**MINIMUM WEIGHT OF 1200KG OR FACTORY WEIGHT MINUS 20%**

**WINDSCREEN/WINDOWS CAN BE LEXAN**

**PRO DRIVERS ALLOWED**

**UNLIMITED ENGINE MODIFICATIONS/NITROUS INJECTION**  
TILTON RACING EVO: 2.2 LITRE 4063, 980+HP

**MUST RUN ADVAN A050 CONTROL TYRES**  
RUBBER FROM DODZILLA'S RECK  
LOOK AT THE TREAD PATTERN!

**COMPOSITE, CARBON FIBER MATERIALS ALLOWED**

WE LOVE BIG AERO. JUST NOT ON BREAD AND BUTTER BODIES. PUT THEM ON MANIC TIME ATTACK EVOS AND IMPREZAS AND YOU HAVE A HAPPY GEARHEAD. WHICH EXPLAINS OUR LOVE FOR THESE INSANE TIME ATTACK MACHINES.

Shootout gives another opportunity to the top five cars in each class to improve their time. With the track at optimum temperature and no traffic to negotiate, you are likely to see the fastest times of the event during the Superlap Shootout. The team with the fastest overall lap (over the 2 days) in his/her class claims the Class Trophy. The team with the fastest Pro Class lap is declared the WTAC Winner. **Restrictions-** Depending on classes, you are given finite sets of tyres to use and abuse. There are restrictions on width and make of the tyre- Yokohama Advan Neova and A050 only, providing exceptional wet and dry grip that supports insane fast laps.

The aero limitations are also based on classes. The faster you are in time attack racing the bigger the role your car's aerodynamics will play. In a nutshell, aerodynamics is a term to describe how air

flows in, out and around a car. The two main factors that affect a vehicle's aero performance are Drag and Lift. The main components of a time attack aero package are front splitters, canards, rear diffusers, rear wings and side skirts. But aero is so much more than just canards, splitters and spoilers. Time attack cars are powered by high horsepower engines and their brakes are working overtime - meaning the path of air through the engine bay is critical. Apart from minimizing drag, creating down force, a well designed aero package should also ensure sufficient cooling of various engine and drive train components. **The results of 2015.** 2015 results of WTAC have been very similar to 2014 in the first two PRO classes- Garth Waldon held on to his WTAC title in the Royal Purple sponsored PRO class with his 1,000+ HP Evo 9 and Mick Sigsworth also held on to

his title in the Garrett turbo sponsored PRO AM class, where Waldon improved his time substantially, Sigsworth's time dropped by fractions of milliseconds (2015's 1:25.757 VS. 2014's 1:25.2760). A FWD tiny EG Civic hatch from JDM Yard clinched the first place in V-Sport sponsored Open class with Revzone's Evo 9 tailing the Civic with milliseconds of time apart. Both were at 1:30.7 zone. The amateur Clubsprint class was sponsored by Just Car Insurance which drew similar shocking results- BYP Racing's EK Civic hatch with the most minimal aero parts taking the first spot at 1:39.447 with Tunehouse's WRX and SuperPro's EVO tailing it at 1:39.940 and 1:40.086 respectively.

MAHBUB HUSSAIN