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AUTOMOTIVE PUBLICATION OF The Daily Star

THE VISIONARIES

These are the designers, engineers and CEO's that saw a vision of the future when others were blind, and in the pursuit of their dreams of the future, left a lasting impact on the world of transportation and mass mobility. There will always be mention of the Henry Fords and the Enzo Ferraris and the Horacio Paganis, but these men are the unsung heroes and deserve their share of the limelight.

SOICHIRO HONDA
 Founder, Honda Motor Corp.

Soichiro Honda started his stellar career as one of the best minds in the automotive world as a bike mechanic, fitting electric motors to bicycles to make rudimentary motorbikes. He would go on to design the Honda Super Cub, the highest selling motorised vehicle on the planet. Honda's vision of a globalised world led to him taking the decision of exporting his cars to North America and setting up dealerships abroad, starting with what is still one of the best selling cars on the planet - the Honda Civic. He also got his company involved in motorsport like Formula 1 in order to drive R&D - decades before other mainstream manufacturers followed suit.

"The value of life can be measured by how many times the soul has been deeply stirred"

Referred to as the "Greek God" by his colleagues at the now defunct British Motor Corporation, genius designer and engineer Sir Alec Issigonis was responsible for two of Britain's greatest hits - the John Lennon that is the original Austin Mini and the Paul McCartney that is the Morris Minor. The Mini is the best selling British car in history with a production run of 5.3 million cars, featuring ingenious packaging that left engineers scratching their heads trying to come up with city cars that could beat it in practicality. It would become a global icon, along with the man who designed it.

SIR ALEC ISSIGONIS
 Designer & technical director, British Motor Corporation.

The Minor and the Mini were early heroes of the race to build cheap, eco city runabout car - combining chic style with endless practicality before it became cool. It's funny how oil crises gifted us some of the coolest cars.

"An expert is someone who tells you why you can't do something."

COLIN CHAPMAN
 Engineer and founder, Lotus Cars.

"Simplify, then add lightness."

Colin Chapman, chap amongst men, studied structural engineering at UCL before training to be a pilot and almost joining the RAF. We're glad he didn't, because without him and his knowledge of lightweight materials and construction techniques, the world of supercars and lightweight sports-cars would be very different. Chapman's ideas about monocoque construction and chassis design helped his company Lotus win at Formula 1, paving the way for modern safety standards rigidity. Under his direction, Team Lotus won 7 Formula 1 Constructors' titles, 6 Drivers' Championships, and the Indy 500, between 1962 and 1978. While Lotus has been a dominant force on the track, its road cars proved that you didn't need 8 cylinders to make a good sports car - the Elan, Elise and Spirit are all by-products of that ethos of going light. It inspired a whole class of cars - the British lightweights - as well as track cars like the modern day Ariel Atom, BAC Mono and more.

CHRIS BANGLE
 Ex-Chief of Design, BMW Group.

Chris Bangle studied Industrial Design in California and University of Wisconsin before starting his career at Opel in Germany. His first hit was the sensational Fiat Coupe of the early 90's, earning him the position of chief of design at BMW. He would go on to define the design language of ALL modern BMW's for two decades straight. Best known for his notorious revamp of the BMW designs in the early 2000's (complete with the signature "Bangle Butt"), he was initially hated and cursed at for ruining a popular German marque. Fast forward 10 years and every single modern sedan, coupe and hatch has borrowed from his design ideas about flame surfacing and the "wheels at the corners" look - from Honda to Ford to KIA and Hyundai. His work became so influential that he it's impossible to think of a modern vehicle that does not borrow his ideas.

"Cars are not a suit of clothes; cars are an avatar. Cars are an expansion of yourself: they take your thoughts, your ideas, your emotions, and they multiply it."

It's near impossible to name an inventor, entrepreneur and engineer who has a brighter vision of the future and the means and will to attain it than Elon Musk. From envisioning extraordinary ideas of mass transport to viable space travel to redefining the luxury car, Elon Musk has taken the idea of transportation to a whole new level. Tesla is breaking boundaries that would take a mainstream manufacturer decades to even get board approval and get the ball rolling. Under his direction, Tesla has taken a leap forward into electric cars, built an extensive support infrastructure to make electric mainstream, and turned the luxury car into a smart accessory. The innovation doesn't stop there: Tesla has invested billions into developing driverless technology in a safe and viable way. Whatever your view regarding the future of automobiles, Tesla has invested in it and wants to make it happen - not in 5 years or 10, but now. And Elon Musk will do it while giving the finger to the fossil fuel dinosaurs roaming around today.

ELON MUSK
 Co-founder, CEO, product architect, Tesla Motors

"Failure is an option here. If things are not failing, you are not innovating enough."

Infographic: Shaer Reaz

AUTO NEWS

VW top manufacturer trumping Toyota

Toyota has been the world's best selling automaker the last four years, ever since they dethroned General Motors. While Toyota sold 4.99 million units worldwide in the first half of 2015, it did 0.6% less this time around. Strangely, it is not GM, but VW that overtook Toyota, by selling 5.12 million vehicles globally, despite an industry churning diesel-scam-scandal late last year, which, many predicted, would sink the carmaker.

The scandal's repercussion on Volkswagen's sales has been the highest in the U.S., which is a relatively small market for the group. Sales fell only 7% there, whereas it rose 4% and 7% in Europe and China respectively, where VW dominates the market. Furthermore, the VW Group's mass brand took the worst blow in the scandal; the other luxurious brands such as Audi, Porsche and Skoda buffered its the Volkswagen brand out of the pit.



On the other hand, a disastrous earthquake in Japan's Kumamoto prefecture damaged a production plant earlier in April 2016. This caused a massive bottleneck in production of some of the popular models such as Camry and Prius, which delayed deliveries and hampered the company's profitability. The cumulative effect of these led to VW accelerating in global sales past Toyota, from 2015's Hoax-wagen to 2016's Best-Selling-wagen.

Besides steering itself out of the scandal by spending over 6 billion US\$, Volkswagen has also been offering incentives to buyers in the United States and other markets in hopes of repositioning by investing in electric vehicles. Still, the question of reputation arises and it is unclear whether the group will be able to continue the momentum throughout the year and be the top automaker of the year.

MAHBUB HUSSAIN

COLLECTIBLES

Winged Wonders

The 1969 Dodge Charger Daytona was created as a Nascar contender to be raced straight out of the factory. It was also to cover the disappointing performance of the Charge 500 on the superspeedways. With extreme (for then) aero additions of a nose cone and a massive wing taller than most houses, this car won big on the racetracks. Yet, it didn't sell that big on the showroom floor. The 1970 Plymouth Superbird followed suit in similar pointy fashion. They looked like nothing else on the roads, with that long pointy snout ready to poke a hole in the horizon.

Hotwheels, our favored model car manufacturer for children and adult children, first made the Daytona casting back in 1996. They redid the mold for 2003 with the Superbird hitting the shelves in 2006. While looking a fantastic rocketship, they lack a lot of detail and have the wrong stance courtesy of those massive rear wheels. M2, Greenlight and Racing Champions have come up with their own variations later on with fantastic detail, accurate 1:64 scale and rubber tyres. Johnny Lightning has versions that area grade above Hotwheels, combining good detail and accurate mag wheels mounted in plastic tyres. They're also available at a relatively cheap price. Hotwheels mostly average 160 Taka. The other brands are not that easily found in shops but are available online. Prices are 500 Taka and upward.

Head to our site for more on these winged wonders.

WORDS AND PHOTOS: EHSANUR RAZA RONNY

TEST DRIVE

JONWAY A380

The Chinese are not known for making particularly great cars. They are usually cheap, tacky and often unreliable. Jonway tries to buck that trend with the new 2016 Jonway A380. Brought in by Rancon Imports, it's a crossover SUV whose design features closely resemble a car we are all familiar with - Toyota RAV4.

First impressions: It has the name of the largest passenger airplane in the world and looks like a 15 year old Toyota. It does not look bad at all, has fancier trim and headlights than the Toyota. Take for example, the straight body parts - if any body parts are dented or bruised, the body shop mechanics will not have a hard time fixing it. It looks quite demure and subdued, and will look elegant sitting in your driveway, especially in the black we got for the test drive.

What it felt like to drive? Jonway sourced the drivetrain from Mitsubishi for the A380. Its 1.8-liter petrol engine and its plenty smooth and should be quite frugal in its drinking of fuel. It does not feel fast, yet it has enough torque to haul a fully

loaded vehicle around with ease. The automatic transmission is great in its power delivery at the top end and will have you overtaking other cars on the highway with ease.

The A380 has a bit of body roll in the corners, typical for most crossovers with a high center of gravity. The ride is steady and it takes on the potholes without hesitation.

The interior: Now as our photographer put it, this interior is designed to be as user friendly as possible. You have a sunroof and multimedia controls on the steering wheel, as well as decent interior trim. Everything else looks and feels moderately adequate for a budget crossover.

The verdict? Jonway needs a few more years to become a market rival to the bigger Japanese and Korean brands. However, the price Rancon is offering it to you at seems to be a good proposition for a brand new car of this category.

PHOTOS: TASDID CHOWDHURY



SPECS

Engine Displacement: 1800 cc Mitsubishi 4G93D	Transmission: Four Speed Automatic	Steering: Power assisted Hydraulic	Top Speed: 160 Km/h Fuel Tank Capacity: 57
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