



SHIFT

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FAST AND FURIOUS: THE JOURNEY

The Fast and the Furious has been the most recognisable source of on-screen automotive shenanigans since it was launched in 2001. The first few movies brought to light tuning culture for a wider audience through mainstream Hollywood and over time it has morphed into saving the world tropes befitting a superhero movie. Love it, hate it, or be entertained by it, you have to admit that the Fast and the Furious has taken the term "car movie" and taken it to new heights. Literally.



The Fast and the Furious

The early 2000s was a heady time of "Combat" style bodykits and spoilers higher than the average skyscraper. Tuner culture was still under wraps though, and only those directly involved in the street racing scene knew about it. Brian O'Connor went undercover to find out more about a group of street racers led by bald baddie and suspected thief Dominic Toretto, and helped uncover to the audience, an intriguing world of tuning Japanese cars. For young, impressionable teenagers, the sight of Brian and Dom racing an orange Toyota Supra against a Ferrari 355 opened up a whole new side to being car geeks - it gave them hope that perhaps their Toyota Starlet or Corolla could do the same with a 2-foot high spoiler as well.

2 Fast 2 Furious

After Dom went to ground at the end of the first movie, Brian lay low till he was busted driving an illegal Nissan Skyline GTR in an illegal street race in Florida. Covered in bright blue neon and splattered with less than digestible graphics, that Skyline was burned into the memory of every car geek interested in Japanese cars. To save himself from jail-time, Brian had to go undercover with his friend Roman Pierce, and take down the smuggling ring of notorious criminal Carter Verone. The improbable stunts started here, with Brian and Rome jumping onto a moving boat with a Chevy Camaro.



Fast and Furious: Tokyo Drift

High-schooler and serial trouble-maker Sean Boswell is sent to Tokyo, Japan to live with his father after crashing his home-built Buick in a street race. Out of his depth in the neon lit street racing capital of the world, Sean befriends Twinkie, who takes him to one of the now-famous Daikoku parking lot meets. As it usually happens, Sean gets into trouble with the Yakuza, the Japanese mafia, over a girl and gets humiliated in a drift battle between him and the Drift King. Eventually, he learns to drift and challenges the Drift King to an honour match, and wins after stuffing a Nissan RB26DETT engine into the shell of a Ford Mustang.

Fast & Furious

A return of familiar faces to the franchise, Fast & Furious brings back Brian O'Connor and Dominic Toretto. Brian is attempting to get inside the smuggling ring of one of the shadiest criminals on the West Coast, while Dom is trying to get to the killers of Letty, his long-time love interest. Eventually they learn they have to work together because they share a common enemy, and this leads to an epic race sequence across the desert to Mexico, and sometimes even underneath it.



Fast Five

Dom, his sister Mia and Brian are all in Brazil, where they decide to wrong a right by committing another... wrong. They decide that a local druglord needs to say goodbye to his money, as Dom and Brian assemble a team of the best drivers on the planet to literally drive away with the vault. Roman and Tej, friends of Brian from Florida, join them to form the core group including Han and Gisele. After the whole gang is Hobbs, a ruthless American federal agent who is overly fond of baby oil. The first appearance by The Rock, Fast Five would seal his further appearances in the series.

Fast 6

Letty makes a return from the dead and to the silver screen to square off against her former family while running with Owen Shaw, an ex-special forces nutjob who is hell-bent on stealing government tech for his unknown masters. All the different characters introduced over the years (aside from Sean Boswell, who hasn't even been introduced yet because Fast 6 precedes Tokyo Drift in this timeline) is present on screen. Chase scenes are properly hairy, with Shaw using a "flip" car which is used for, you guessed it, flipping anyone chasing it. The movie also hosts one of the most unrealistic couplings of cars and aeroplane in any Hollywood movie ever, as Dom and his team chase down a transport plan on the longest highway ever. The scene concludes with the death of Gisele, Han's love interest, and causes him to move to Japan to deal with the grief. Enter the events of Tokyo Drift.



Furious 7

Set after Tokyo Drift, Furious 7 has Dom, Brian and the rest of the gang hot in pursuit of Deckard Shaw, enraged brother of Owen Shaw, who finds Han and kills him in Tokyo at the end of Tokyo Drift. Deckard proves to be a formidable opponent, beating the likes of whom requires the gang to jump out of airplanes in cars, jump out of buildings onto cars and generally cause mayhem somehow related to cars. At the end of all this vehicular mayhem, the friendship between Dom and Brian reaches a conclusion as Brian goes his separate way in a scene that might just be the only reason to watch this film, if not for the fact that it's the last time you'll see Paul Walker in any role.

Furious 8: Fate of Furious

The first film after Paul Walker's untimely death during the filming of Furious 7, the Fate of the Furious starts with Dom and Letty unwinding in Cuba. Their down time is interrupted by reggae Charliz Theron, as the braided and corn-rowed woman blackmails Dom into working for him. Dom's family is forced to turn against him to save the world yet again, while fighting hacked robot cars, ice, Russians, Russian submarines, bad dialogue and more. This is where the series starts getting convoluted beyond repair, so if you're planning on watching the films from scratch, you should probably just stop at the 7th one.



MOVIE REVIEW

Furious 8: Fate of the Furious



Fast and Furious should really not be a thing anymore. Out of all the sacrilegious things you could say to an automotive enthusiast, that one line might set off a chain reaction that lands my head on a spike with the words "For Paul" scribbled across my bloodied forehead. It does hold some merit - you just need to see the latest movie, the Fate of the Furious, to know why.

The latest and eighth instalment in the massively successful Fast and Furious series is already a box office mega-hit, grossing \$532 million USD globally in its opening weekend. There is no question that movie-goers definitely love watching Dom Toretto and his team of thieves-turned-good-guys on wheels, but that financial success has been the greatest catalyst in turning a movie about street racers into a convoluted thing that resembles GI Joe more than car culture.

On the surface, it doesn't seem like car culture really taken a backseat to the action - the last three movies had segments dedicated to highlighting the local car cultures in London, Dubai and now, Cuba. The cars were location specific, the street races tried to bring out the flavours of these distinct cultures while balancing the implausible vehicular action with the need to progress the story. However, as with any Fast and Furious movie after Tokyo Drift, the link between the real world and the on-screen portrayal of these different car cultures is stretched extremely thin.

The action scenes are admittedly top notch. The jail break scene with Deckard Shaw and Hobbs has many broken bones and parkour influenced fighting, which are a treat to watch. There's a scene where Dom has to get nuclear codes from the motorcade of a Russian diplomat, and that requires hacking into half the cars in New York and making a huge pile of them around the motorcade to trap them (you might be asking why Dom's blackmailer, master hacker Cipher, can't just hack into the limousine to stop it). Even the half hour long, downright ridiculous chase sequence between cars and submarine has some merit in terms of the sheer drama of the thing. You have to completely disconnect yourself from reality and your knowledge of physics to enjoy this movie, but you will be entertained if you do.

What of the story? As always, the argument against critics of the franchise has been the futility of looking for a story in these kind of movies. However, when the basic foundation of the characters in the movie are overturned, the audience is expected to stomach this change for the sake of the story. Dom goes on and about how important family is to him, but when the time comes, he doesn't think twice about shaking hands with Deckard Shaw, a man who killed Han and went after his family (and someone the gang spent an entire movie going after), for the sake of getting out

of a bind. This tendency to do away with the core tenets of characters when convenient is one of the biggest gripes I have with the new Fast and Furious movies, and it reeks of sincerity taking a step back in the face of financial gain. At this rate, I wouldn't be surprised if the movie brought back Brian in the coming movies, with CGI talking the place of Paul Walker.

It's not like the franchise could not be wrapped up with the final scene of Furious 7, where Brian and Dom separate and go their own ways after a decade of friendship. It was a rare scene of emotional depth from these characters, weighed down even more by the tragic death of Paul Walker while filming the 7th movie. Those in the film were happy, content at being together and all was right with the F&F universe. Instead of ending on a high note and respecting the departed soul of Paul, who had given the series his whole career, the suits at the helm of the franchise decided to beat their cash-cow of a series and see how many more pennies dropped out of it. Because it serves no purpose in uniting automotive enthusiasts all over the world and is only a money making venture feeding off the wallets of fans of the series, Furious 8 is a disappointing attempt and it ensures that I personally have no intention of continuing to watch. However, purely as entertainment, it's not a bad watch.

SHAER REAZ

COLLECTIBLES

Small but still furious



The Fast and Furious franchise is minting money off family, death, brotherhood, muscle growth products and model cars. Everybody loves crashing, exploding cars and the safest and easiest way to do that is to do it with model cars.

For fans, what's out there in scale models that you should get or avoid? Starting with 1:64, look no farther than Hot Wheels. They have almost the entire slew of cars including the famed Charger in both blown and skydiving form. They did it well with good proportions and relatively good attention to detail. Can't get better at 150taka.

Jada specializes in licensing these cars in 1:55, 1:24 and some 1:18 scales. However, Jada takes extreme liberty with their designs. Take for instance the halo car: the 70 Charger. Every Jada version is horribly disproportionate. The front wheels are situated far, far back like a front wheel drive car. And it's too short. And what is up with the red C2 Corvette from the latest movie? The Jada version looks like it has been stretched by about a foot or two. Avoid both. What they did get right was the 70



restomod Barracuda driven by Letty in Furious 7. Perfect proportions, good wheels and nice decals.

Greenlight does ace recreations of many of their cars especially in 1:43 scale. The cream of the crop is the Escort RS1600 driven by the late Paul Walker in the sixth movie. They have excellent recreations in 1:18 scale offering both closed shell metal versions as well as full opening diecasts such as the fantastic orange Challenger from the second movie. One thing they haven't released is that delectable Jensen Interceptor.

There's more to choose from and more to avoid. Head online for the rest.

EHSANUR RAZA RONNY

AUTO NEWS



PEUGEOT 3008 Car of the Year 2017

The Peugeot 3008 has recently been voted to be the "Car of the Year 2017" in Geneva by a panel of 58 independent European journalists from 22 countries, with the judges applauding the exterior design, tech-filled stylish interior and its performance.

The compact SUV is packed with equipment like the Peugeot i-Cockpit, which massively streamlines the driving experience and the infotainment system, not to mention connectivity.

The 3008 also holds the coveted title of being the first SUV to be awarded the Car of the Year prize since the trophy was created in 1964. It is also fifth Peugeot vehicle to be named COTY. The latest award joins the twenty other prizes the 3008 has already won all over the globe.

The 3008 will hopefully make an official appearance on Bangladeshi roads soon, with Peugeot being officially represented in Bangladesh through AG Motors.



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