

FERRARI: UNDER THE SKIN

Design Museum, London

A special exhibition on Ferrari's design, construction and craftsmanship at the Design Museum in London wraps up this week. The exhibition starts with an introduction to Ferrari - what it is, how it was born. Visitors see the first machines like the 125S and 166MM and realize the work and effort that goes into building them, as well as the experience and knowledge Enzo already had from working at Alfa Romeo. Then everyone sees the amazing race

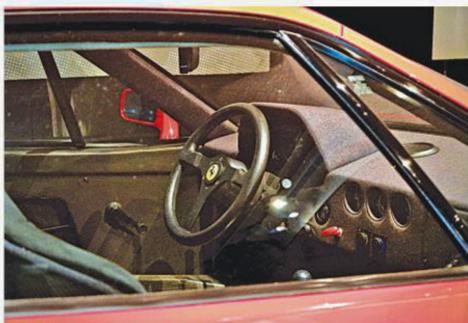
cars and road cars built to 'perfection' by Ferrari's ideas and engines sitting side by side with the artisan work of coachbuilders like Scaglietti, Bizzarini and Pininfarina (among others). What's noticeable is how each creation is very similar, yet unique at the same time, all oozing character and charm like no other vehicle ever made. Eventually it ends with the LaFerrari, where you realize and understand why Ferrari has the hype surrounding it. All these classic 60's

Ferraris start all the way from 1 million to 60 million dollars in today's market, making the LaFerrari seem like a bargain - especially given it was the only car in the exhibit without 3 oil pans underneath to catch all the leaking oil. Seeing these machines up close leads to an understanding of the heritage and lineage of the Ferrari brand and why they're so exclusive.

WORDS AND PHOTOS: ZAYAN KHAN



Pininfarina and Ferrari - two names that go together like bread and butter.



Ferrari's craftsmanship can truly be seen in their older engines - racers from a different era.



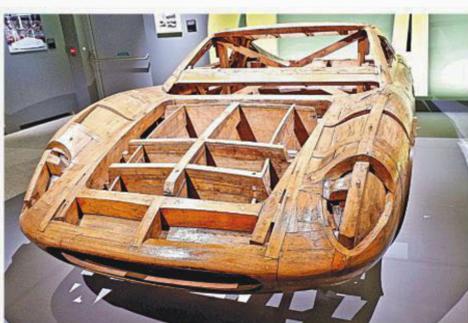
Ferrari's blues are underrated next to the Rosso Corsas - but shows how iconic the designs are.



Before carbon fiber tubs were a thing - simple construction from the early days of GT motoring.



Unpainted and iconic 250 GT LM suspended in the Le Mans winning glory of its brother.



The 250 GT SWB - one of the most desirable Ferraris, and even better with racing decals.

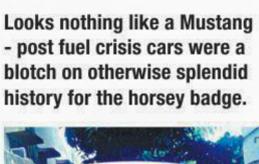
17 April- National Mustang Day



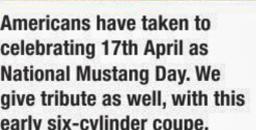
Recently restored 69 Stang in Aussie spec, with a racing motor. 550 HP+ is no joke.



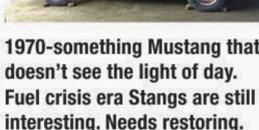
1970-something Mustang that doesn't see the light of day. Fuel crisis era Stangs are still interesting. Needs restoring.



Looks nothing like a Mustang - post fuel crisis cars were a blotch on otherwise splendid history for the horse badge.



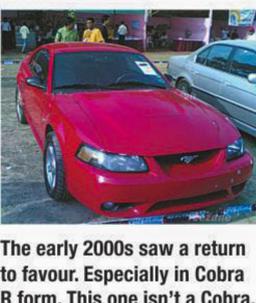
In 2014 we shot this California Special. Lovely V8 soundtrack with an open top. Good mix.



Our photographer Tasdid (who shot the GT CS, left) is now in California and owns a Stang. We're not jealous. Nope.



Bangladesh recently got the Mustang as an official product in Ecoboost form. Not the full yard, but still good.



The early 2000s saw a return to favour. Especially in Cobra R form. This one isn't a Cobra.



Slimy green monster

Audi RS5 Sportback

Audi's 5-door performance coupe claims to be the benchmark in a segment with no competitors, and ahead of Benz and BMW launching their interpretations, the RS5 actually is in a class of its own. The latest RS5 gets 155 MPH (limited due to German regulations) performance thanks to its 444 HP/443 lb-ft 2.9 litre TFSI V8 biturbo motor, with 60 MPH coming in under 4 seconds. Paired with the signature Audi

Quattro AWD, the RS5 promises blistering performance to match its over-the-top looks and paint.

With relatively low-displacement, one would hope at least one makes it to our shores via Progress Motors Imports Ltd, but the reality is the MSRP for the new RS5 might be prohibitively high for our market. So no poisonous green sportbacks for us yet.

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