

SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

MCLAREN'S BIG THREE

McLaren, the second most successful team in Formula 1 in history (after Ferrari) might not be in the most confident of positions this year, but 2018 will still be cause for celebration, for three decades and three historic wins by three of the most prolific drivers in modern F1 history. Here's McLaren's story of three.

Infographic: Shaer Reaz



1988 AYRTON SENNA MP4-4



Gordon Murray may be fondly remembered for being the engineer who gifted the world the gem that is the McLaren F1, but he got there by being a fantastic engineer. His design input on the MP4-4, roughly based on the underperforming Brabham BT55 FROM 1987, became one of the most iconic F1 machines ever built at the hands of Ayrton Senna and Alain Prost. Together, the Senna-Prost-Murray combo landed McLaren wins in 15 of the 16 races in the 88 season, with only a single race at the Italian GP slipping out of their grasp and going to Gerhard Berger, in itself a fitting tribute to Enzo Ferrari, who had passed away just weeks before. The records set by Senna and Prost stood for nearly a decade, and made Senna a household name. Many point to the 88 season as the greatest season in the career of one of the greatest drivers ever. F1 fans are still obsessing over Senna's wet weather laps of Monaco, three decades on.



1998 MIKA HAKKINEN MP4-13



The Ron Dennis led team of 1998 was graced with the brains of ace designer Adrian Newey, who would go on to be a major force for McLaren in the coming years. With the new grooved tyre regulation aimed at reducing cornering speeds, Newey focused on aerodynamic efficiency and built a car that was both compact and able to compensate for reduced grip by shoe-horning air around it. The Mercedes FO110 was 20kg lighter and produced an impressive 760 BHP at 16,000 RPM, the 1-2 finish by Mika Hakkinen and David Coulthard in the first race of the season was a sign of things to come. While the cheeky assymetric braking system, which allowed the drivers to steer with the brakes, was quite hotly debated, especially by chief rival Ferrari, Hakkinen's outstanding performance at the season finale at Suzuka left no room for doubt. It was the first drivers' and constructors' title for McLaren since the early 90s, and definitely one of the bigger moments in McLaren racing history.



2008 LEWIS HAMILTON MP4-23



After an incredible rookie year that saw multiple controversies and left him second from the top by 1 point, Lewis Hamilton followed through in the 2008 season and established himself as a genuine find in the world of F1. Even with the imposing figure of overachieving teammate Fernando Alonso, Hamilton blazed through the 08 season, driving the McLaren MP4-23. The 23 was based on the MP4-22 of the previous season, with the major changes coming in the bodywork and aero. The wet and difficult British GP saw one of the best performances put forth by Hamilton, with most of the season a see-saw between him and Felipe Massa. Hamilton's aggressive driving style took the MP4-23 to victory and made him the youngest ever champion in F1, all in the face of racial abuse and scathing critique of his attitude and driving as well as heavy penalties.

HONDA 1.5L TURBO V6 GOODYEAR TYRES



MERCEDES 3.0L NAT ASP. V10 BRIDGESTONE POTENZA TYRES



MERCEDES 2.4L NAT ASP. V8 BRIDGESTONE TYRES



Thrills and spills at RWD meet

Rear Wheel Drive. These three letters can incite much excitement and induce much drama in the minds of petrolheads, as every last one dreams of leaving long, snaking tyre marks on asphalt as they drift out of a cloud of smoke. To celebrate all that is good about RWD cars, Kazi Farhan and Navid Hussain, two like-minded petrolheads, organised a RWD meet at 300 feet, Purbachal. You can guess what happened next.

PHOTOS: FARHAN AHMED



COLLECTIBLES



Latest from Matchbox



Matchbox has always been known for rather realistic castings that are true to stock designs. In comparison Hot Wheels veered towards custom tweaks and oddly proportioned cartoon cars.

A few years ago, Matchbox seemed to slowly disappear from the scene with fewer new models released. 2017 proved to be a surge year where many new models showed up with an increasing focus on classics and modern JDM. This year we have the brilliant Jeep Wagoneer and the completely at odds Honda Civic Type

R. Both have superb castings and good choices of wheels. One of the Matchbox highlights are the tampos showing number plates and badges. The Jeep features a neat wood trim on the sides. One issue though is that some lighter colors are laid on too thick. The Civic has thick paint making the panels gaps oddly bulbous. Aside from that, these are great additions to any 3 inch model collection. And these were priced almost right at TK 190 each.

WORDS & PHOTOS: E.R. RONNY

Corrigendum

Last week, in the review of the 2018 Proton Saga, we erroneously mentioned how the Saga's handling dynamics were tweaked by Lotus and talked about the "Handling by Lotus" badge. We would like to apologise for the error, which was

the result of a mix-up between the Saga and the Preve, as both reviews were supposed to go into print at the same time. The Preve is in fact the one that carries a "Handling by Lotus" badge, not the Saga.