

SHIFT

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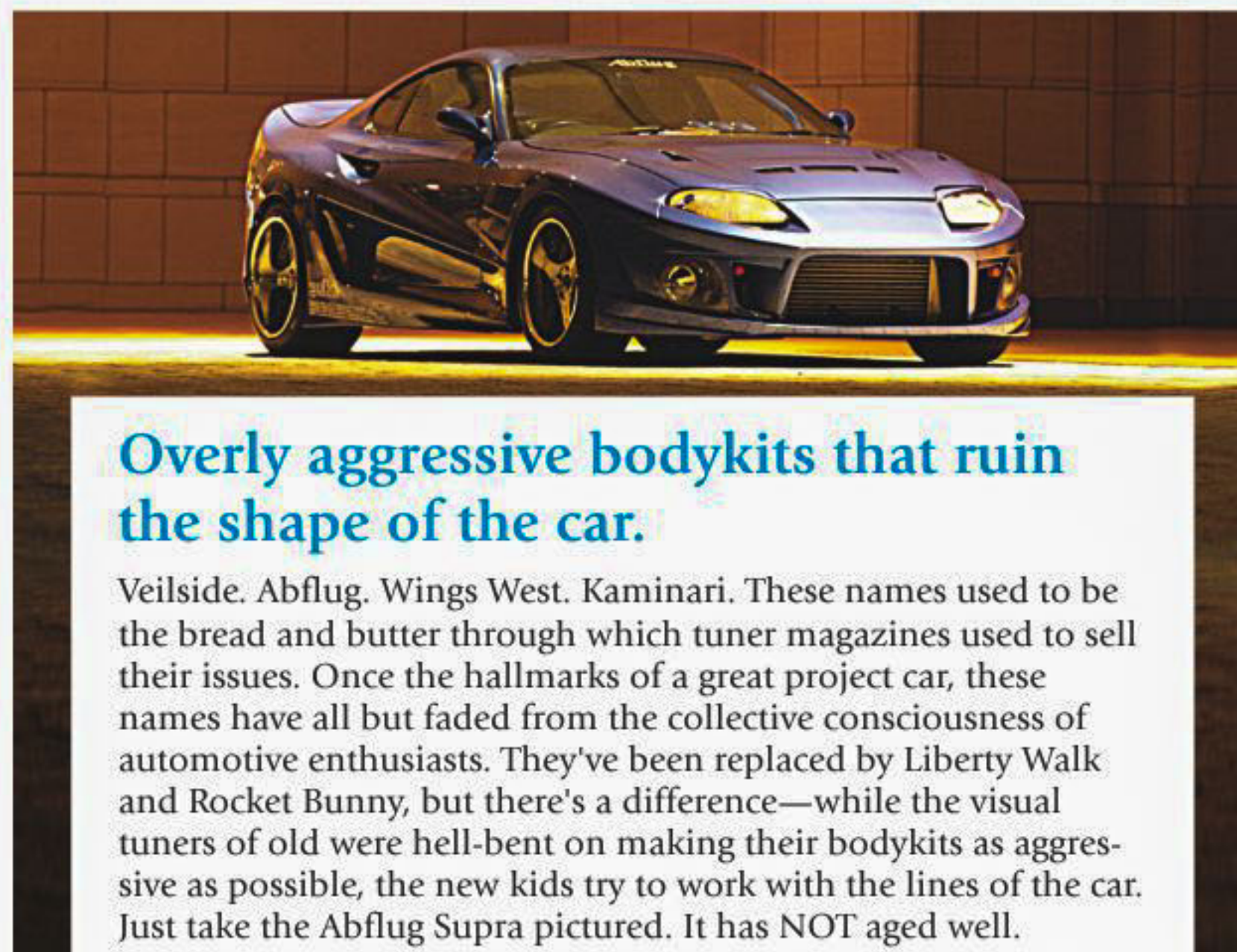


6 TUNER TRENDS WE'RE HAPPY TO SEE DEAD

The car customisation scene has gone through many fads and changes of taste over the years. Car culture has been sorted into boxes—if you want to be recognised for your custom work, you build show cars; if you're a performance enthusiast, you build race cars; if you're a raving lunatic, you stance your Civic and make it undrivable. Whatever you build though, there are some tuner trends that are on their death-bed and we're super glad. Here's our roundup.

Crazy trunk mounted stereos. And lots and lots of ugly neon.

There used to be a time when having the loudest stereo meant street cred, the theory being a loud stereo brings all manner of female attention to the yard. Over time, these "tuners" learned that no one is impressed by a stereo that warbles whatever sad music you decide to play through them—years of heartbreak and loneliness finally killed off the loud, neon-basked stereo systems for their disgruntled owners. Someone needs to let the Canibeat racers driving Allions and Premios in Dhanmondi know this. No one thinks you're cool if you blast The Weekend's Starboy over your obnoxious police horn. Absolutely no one.



Overly aggressive bodykits that ruin the shape of the car.

Veilside. Abflug. Wings West. Kaminari. These names used to be the bread and butter through which tuner magazines used to sell their issues. Once the hallmarks of a great project car, these names have all but faded from the collective consciousness of automotive enthusiasts. They've been replaced by Liberty Walk and Rocket Bunny, but there's a difference—while the visual tuners of old were hell-bent on making their bodykits as aggressive as possible, the new kids try to work with the lines of the car. Just take the Abflug Supra pictured. It has NOT aged well.

Ridiculous wings with complex shapes on cars that don't need downforce.

A good wing on a car built to perform can do wonders. Take the Nissan Skyline GTR. For three generations, every model has managed to produce positive downforce and harness aerodynamics and bend physics to their will in making a car go around a corner. For most aftermarket tuners, a wing is just an accessory, tacked on to cars that were never designed for them—like a front wheel drive Corolla that has no use for downforce at the rear. Lip spoilers are fine, but a big GT wing on a car that barely makes 150 HP and drives the front wheels? Nope.



Graphics. Anime (itasha), tribal, stripe, all of them.

The Japs love their anime enough to turn it into a whole automotive subculture. Americans love tattoos of tribal designs on their arms. Out in the real world, these look ridiculous to the point where you're in the green if you question the sanity of owners who drive around with excessive graphics on their cars. Games like Need For Speed popularised them, now they're dying a slow death as people realise their tastelessness. Good riddance.



The shopping list of parts you (probably) don't have.



It's okay to have a few stickers that personalise the exterior of your car and hint at your allegiances for aftermarket parts manufacturers. By all means, show your love for your tyre manufacturer or the folks that made your super loud blow off valve. However, we have to draw a line when you start slapping on stickers that have no relevance to your build, or an excessive number of letters scattered about your car's exterior.



Oversized wheels.

Modern cars look skinny if they have small wheels. But 18 inch wheels on an old Corolla should always be a big no. Even modern cars look ridiculous if you overdo it. Bragging rights over how many inches you have is as inappropriate now as it should have been in the early days, and we welcome this change with open arms. Insecurity about size stops at the door now.

FORZA HORIZON 4 - A MASTERPIECE WITH SLIGHT FLAWS



Combining a great mix of tuner culture, realistic settings, new standards in graphics and a perfectly balanced car list that offered something for everyone, Turn 10's Forza Horizon series was an instant hit when it came out in 2012. It even overshadowed their flagship Forza Motorsport simulators to some extent as well. Last month, they launched their latest in series—Forza Horizon 4.

Set in the UK, FH4 immediately turns things up a notch by giving you a comprehensive preview of what's in store with their latest innovation in the arcade racing genre—changing seasons. Featuring a wide range of changes to the game modes, car tunes and the game world through the cycling of Summer, Autumn, Winter and Spring, FH4 essentially packs four different games into one. Your McLaren Senna handles like a grippy go-kart in sun-soaked Summer, gets unsettled by falling leaves in Autumn, gets stuck in the snow and slides about on sheet ice in Winter, and has you grappling for grip in the puddles left behind as the

ice melts and Spring sets in. Of course, if you'd rather drive something purpose built for the harsher terrain, feel free to switch to the huge range of SUVs, extreme off-roaders or trophy trucks (or the latest addition of race trucks) to tackle the changing seasons.



The seasons have a profound effect on the gameplay. The complete changes to the map and the game world in the changing of seasons leaves its mark and makes the game worthwhile, rather than feeling like a gimmick. However, with Winter bringing about the most changes

to the game environment, you're left feeling a little lost in the other seasons.

The racing is as varied and as fun as before. FH4 is also quite rewarding in multiplayer, more so because of the UK setting—feel free to indulge in aping a few Top Gear style road-trips in old cars



or exotics, or recreate Clarkson's Farmkhana shenanigans and get a friend to film the whole thing in drone mode. The possibilities are endless.

Car customisation gets a bump as well. More cars get unique upgrades than in FH3, allowing you to build them with

widebody kits and engine swaps than ever before. The car list has a few glaring exemptions—Mitsubishi and Toyota are absent as a whole, a result of short sighted licensing on the part of the Turn 10 legal team, no doubt. The barn finds are just as cool—we won't name them and ruin the surprise, but they're quite...British.

Overall, Forza Horizon 4 is a fantastic game that adds a lot of qualities to a very good base. The few flaws lie in a lack of excitement in the activities and the subpar character customisation—it can feel a bit repetitive at times, while the addition of clothing items into the wheelspins make no sense. No one really wants to win a "pleated white skirt" from a hard-earned wheelspin they got from stringing together a bunch of badass car stunts. Other than that, FH4 is a sweet escape for any gearhead and you can easily sink six plus hours into the game on a daily basis.

SHAHER REAZ

COLLECTIBLES

TLVN CTR – worth the premium?



There's high end 1/64s and then there's Tomica Limited Neo Vintage 1/64s. Forget the Greenlights and Auto Worlds and rubber tyre Hot Wheels, TLVN is in a class of its own in the number of details they can pack into something that barely goes over two inches.

TLVN also has a range that fits into the crazy dreams of JDM fanboys worldwide—everything from track ready Hondas to vintage Japanese luxury sedans like Toyota Crowns and Nissan Cedrics get lovingly recreated in 1/64. Costing anywhere between TK 3500 to TK 6000 depending on rarity and limited-ness, TLVN die-casts are an expensive, albeit warranted additions to any collection.

Pros include absolutely crazy details on both the exterior and interior, cons include a slight mismatch in the scale of the details—this particular Civic's badging is too big, while the carbon fiber weave on the hood is a bit too thick.

So, worth it? Absolutely.

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