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PROJECT CARS

# Square cut

## 1992 Honda Integra DA8



As far as cool looking sedans from the close of the 1980s go, you actually can't go wrong with a Honda. Family sedans with a dash of sporting genes and handsome, square chiseled faces, Honda Accords, Integras and even the Civic was the rage at the time. The Integra, placed between the Civic and the Accord as a best of both worlds sedan, was a pretty massive hit with the world market at its launch.

The DA8 Integra you see here belongs to Prithbi Rahman Khan, and as he tells us the story of the transformation of his pride and joy, we realize how incredibly versatile the Integra DA is, and how well it responds to customization.

The first step was a carefully conducted restoration. The DA was almost a junk when Prithbi bought it, and as he painstakingly rebuilt the car to a respectable condition, getting the bodywork sorted and painted, he found a hunger for more power. This hunger he fed with a B18C, non-VTEC, but still serving the purpose of getting the light sedan up to speed. An aftermarket air intake and a host of other bolt on mods round up a good looking, well performing sedan.

Hiding behind the bright, eye catching Lenso wheels (contrasting perfectly with the jet black paintwork) are two piston VTS aftermarket brakes at the front, larger and grippier than the stock items. The discs at the rear have been left stock, the front upgrades enough to stop the Integra, hard when necessary. On the ride along, the DA8 had the unmistakable sounds and smells of a 90's car. It's a solid car, well held, but as with most of these old cars,

something or the other shakes about. Bad thing? Oh no. It reminds you the car has seen a lot, it is a wise and a veteran serviceman (car?). It is low, not really slow, and more importantly, it is drivable in Dhaka if you're careful about it. The 5 speed manual also helps in some much needed stress

stickers. Those unaccustomed to the Integra will be very surprised with how low you sit; it can be quite an adjustment, getting used to the tall windows and low seating position. That's the case with most Hondas of the time.

The DA Integra is one of the more affordable Hondas. Relatively available and almost inexpensive parts, simple and clean mechanisms, and good value



relief when Prithibi encounters an open road (quite rare in our lovely city).

The interior is the hardest bit to restore. Older cars have gaps in between the interior panels, seat materials start coming off, and dashboard surfaces crack. This Integra's interior has survived the test of time surprisingly well, and is complemented by a set of gauges, a solid metal gearknob, and a bunch of



for money make this generation of the Integra a bargain Honda project car. Swap in a B-series engine, a couple of bolt-ons, and minimal body mods can earn you the respect Prithibi has earned from us.

WORDS: SHAER REAZ  
PHOTOS: TASDID HOSSAIN

## SHIFT ZONE

We love old Hondas. Having owned one myself (CB series Accord), I know the charm and years-ahead of it's time tech that came with most Hondas of the period. If there is one Honda that is well represented in Dhaka from that era, it's the DA Integra. Which is why it's a special kind of joy for us to see one customized so cleanly. Enjoy.

--Shaer Reaz, Sub-editor, Shift.

## Haojue BIKER TIPS

### Chain maintenance



Lubrication is key to keeping things smooth. This applies to a lot of things in life, more so if you're talking about motorbike chains. Most bikes that we're used to seeing in Bangladesh are the potatoes of the bike family: common, low-powered, safe. They come with chain covers to protect from dirt and water. Cool bikes do away with that unsightly thing. They have exposed chains with a guide cover. Exposed bits always excite as evidenced by rap videos and skimpy clothing.

Exposed chains also suffer from the abuse of road tar, dirt and water. You need to protect them with regular cleaning and lubing. You can use a spray like WD40 (price 240-450 depending on size of can) or if you can find a good specific chain spray which we haven't found, yet. If you know of any, send us a message. Avoid engine oil or "mobil" as we like to call it. It gums up over time and collects dirt into clumps. That in turn also holds water. Definitely not good for moving metal parts.

Make sure you spray both sides of the chain. Use a newspaper positioned behind the chain to avoid spraying the wheel. Let it soak in for a few minutes and wipe off any excess with an old cloth. Do it often. WD40 is water repellent but doesn't last forever. Other oils break down quick. Keep your chain lubed and it should last for a long time without squeaks, rattles and snaps.

**Suggestion:** Do this once a week for regularly used bikes. Wash first in rainy season. Also applies to bicycles.

WORDS AND IMAGE: E R RONNY

# Furiously fast

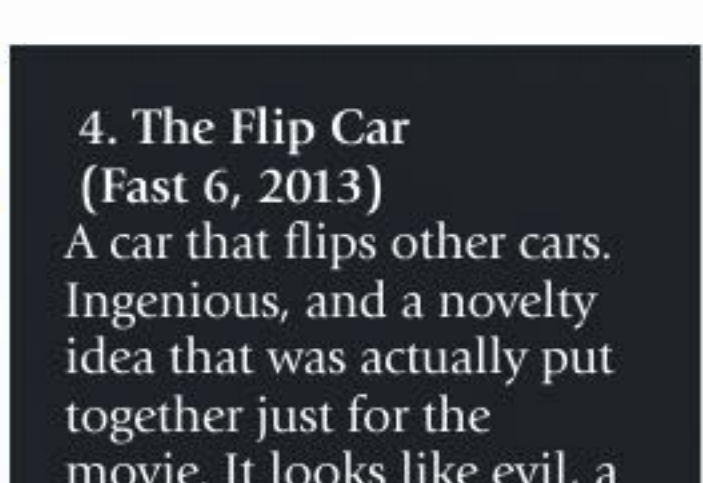
## The cars of Fast and Furious, ranked.

Fans of Fast Furious are complaining that the recent cars featured in the iconic franchise do not reflect the street racing, import tuner scene roots it started with. There is some truth to it, and as we approach what could be the final movie in the series, we take a look at the cars which made the franchise a hit with the car scene.

10. Mitsubishi Lancer Evo 8 (2 Fast 2 Furious, 2003)  
The lime green Evolution was a rare sight on US streets when 2 Fast 2 Furious was launched. It would prove to be the single greatest product placement move from Mitsubishi in that decade, as it pretty much inspired the next gen car owners to move out of their bespoilered Honda Civic phase and start tuning some proper turbocharged Jap rockets.



9. Mitsubishi Eclipse GST (The Fast and the Furious, 2001)  
We know of people who actually cried when the iconic Eclipse went up in flames in the first movie. It may have had tacky vinyls, mass produced bodykits and bad "intake welding", but it was epic enough at the time to get us all revved up in trying to recreate the green machine in games like Need For Speed: Underground. It's a sad realization that the Eclipse is mostly ignored by tuners today.



5. Mazda RX7 Veilside (Fast and Furious Tokyo Drift, 2006)  
Veilside may be out of favour in recent times as a bodywork specialist, but their legendary influence and wild creations were forever immortalized with Han's orange and black monster in Tokyo Drift. Widebody, custom lights, and incomprehensibly aggressive, the RX7 could only be easily identified by enthusiasts who memorized every inch of the car's distinctive window-line.



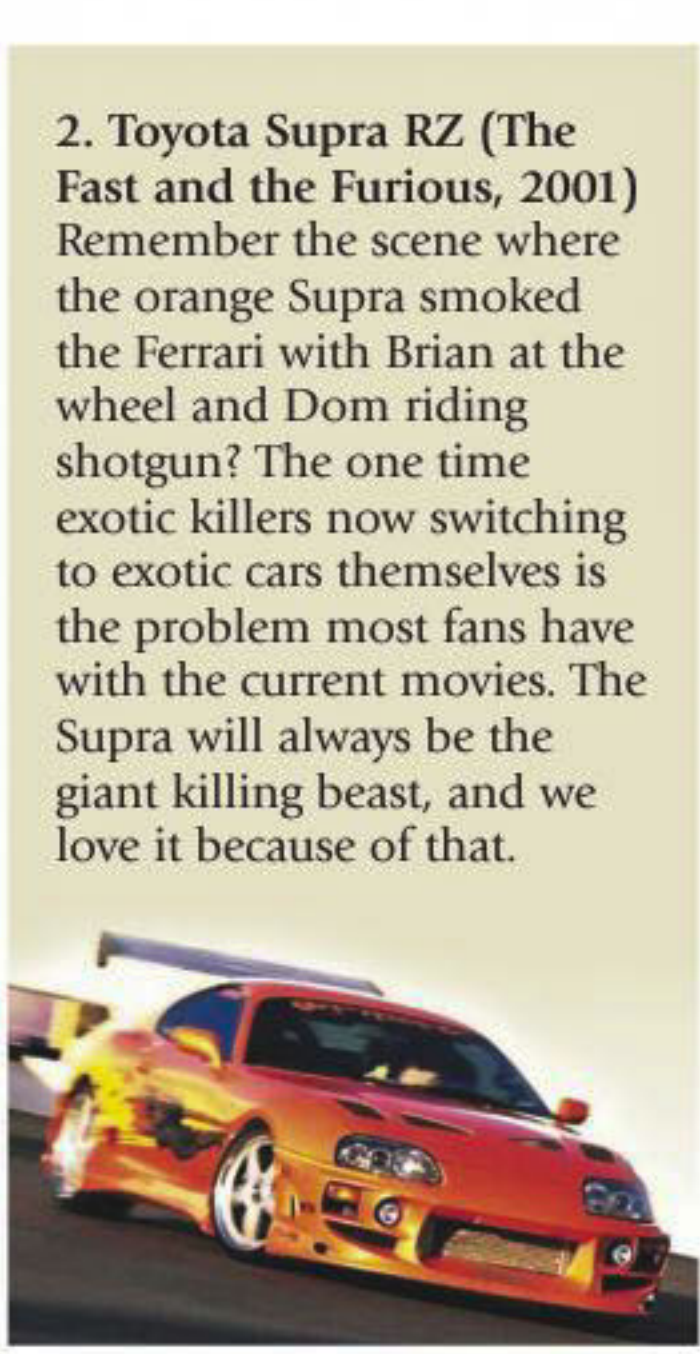
8. Dodge Charger bank heist (Fast Five, 2011)  
Bank vault, two black-as-night Dodge Chargers, Dom and Brian at the wheels. Drifting through the streets of Rio with a massive vault tethered to their cars, the scene defied physics and boggled the minds of moviegoers. Dubiously epic, or epically dubious?



3. Nissan Skyline R34 GTR (2 Fast 2 Furious, 2003)  
The neon was in terrible overdose, the decals and vinyls were bountiful, and the audio setup would embarrass a trailer queen show car today. But it was the first appearance of the R34 GTR in the franchise, and like Dom and his Charger, it would come to be associated with Brian. It was this match-up of personality of the car and the driver that stuck with us all throughout.



7. Terradyne Armored Vehicles GURKHA (Fast Five, 2011)  
Fast Five was the beginning of the end for the series in terms of accessible cars, and was further glorified with Dwayne "The Rock" Johnson taking a roller coaster ride on the GURKHA, bouncing up and down Rio. It had the face of a mad rhino, features shared with the wrestler-turned actor at the helm. Biiiiig car for a biiiiig man.



2. Toyota Supra RZ (The Fast and the Furious, 2001)  
Remember the scene where the orange Supra smoked the Ferrari with Brian at the wheel and Dom riding shotgun? The one time exotic killers now switching to exotic cars themselves is the problem most fans have with the current movies. The Supra will always be the giant killing beast, and we love it because of that.

6. Ford Mustang Nismo (Fast and Furious Tokyo Drift, 2006)  
American V8 engines in Japanese cars are commonplace nowadays, but back when Tokyo Drift was launched, everyone scratched their heads and pondered on the sanctity of the concept of putting a SR20DE-T into a Ford Mustang. It was a new idea to digest for the people who thought they'd seen everything in the car tuning scene.



1. Dodge Charger R/T (The Fast and the Furious, 2001)  
Dominic Torretto and the Charger. We can't think of any other car that goes better with Vin Diesel's portrayal of the man who lives his life a quarter mile at a time. The Dom-Charger pair are the perfect antithesis to Paul Walker as Brian and his love of Skylines. On the road, in real life, the two should be enemies. On screen, they are brothers.




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