



SHIFT

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PROJECT CARS

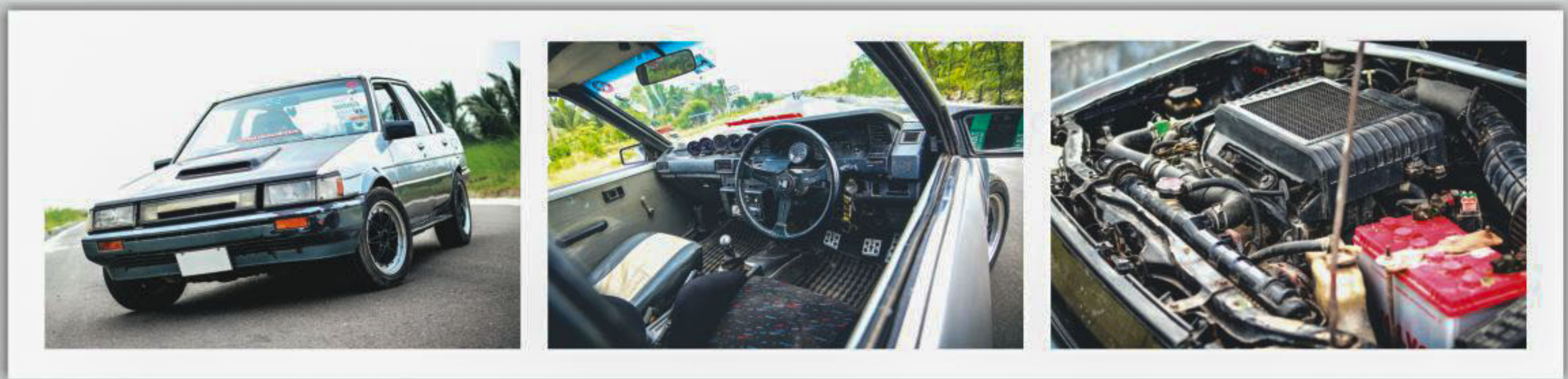
THE TREND SETTER

SUPERCHARGED 4AGZE POWERED TOYOTA E80 COROLLA

Mohtasem Munir Chowdhury Sakin is a self-styled person. How? Well, the shorts clad DC shoe flaunting Club GT t-shirt boasting jolly fellow is a die-hard car fan, to start with. It would require more than just one feature to cover his total scale model collection, which can be deemed pricier than his AE80 Corolla. Not only does he own a rather unusual AE80, he also has an extraordinary X90 Mark II and a war hero Jeep. Instead of getting distracted like how any car enthusiast would, we focus on attention the Corolla.

What is the story of the chassis? Sakin's motor-enthusiast father owned a fleet of VW Beetles when Sakin was a kid. In 1991 he got hold of a then new AE80, to Sakin's joy. The son inherited the 80 during college years and the magic began. It is very difficult to find one in a good shape and Sakin considers himself extremely lucky in this regard, given the fact that after so many years the 80's chassis is still intact. Modern day amateur tuners do not go for the 80 Rolla when it comes to car modification; rather choose the E90 model due to the sheer availability of the thing. As a result, Sakin's worked out Corolla is exceptional.

Evolution of the 80: Once the old 2A carburetor engine died, Sakin sourced a 20 valve Silvertop, wired it with Blacktop MAP wiring and chucked it in the AE80. During the early 2000s, there were literally five cars with swapped 20Vs in them, unlike now, since the 4A-GE is regarded as the national GT engine of the nation. The fading black car got extended fender flares built out of sheet metal, giving it much needed aggression. These days kids with 20V swapped E100s and E90s like it when they zoom past innocent drivers. That is nothing compared to the awe that Sakin's old unsuspecting E80 used to generate when it would rev over 8,000 RPM and fly by during the mid-2000s. Sakin's 80 was a daily driver-not only engaged in university duties, but



would occasionally run to Bandarban as well. That means it was a conqueror of rugged terrain, potholes and steep speed breakers. Eventually after half a decade of (ab)use, he contemplated on an identity change. After much debate, a two-tone scheme of silver and grey was selected for the Rolla. During the make-over, Sakin found the time and worked on the motor. Thanks to his occasional Malaysia-Indonesia-Thailand spree, sourcing some shiny gizmos to fire up the 20 valve was not an issue. He installed brand new Toda valve springs, oil pump, TRD head gasket, ACL bearings and replaced a few other tidy bits.

Why the supercharged 4AGE? The old fighter was back with a bang- better looking and faster! However, good things don't last. Sometimes they get better. With the swelling number of

indifferent 20V swaps in the country, Sakin adopted a different story that matched his trendsetter attitude. Since extracting some extra juice from the already high strung motor would mean going the higher duration camshafts way with tuned ECU (which would be ridiculously expensive), Sakin thought of a better approach. 4A-GZE.

"It is the rush you get when the supercharger spools at 10 psi and because the blower's pulley is relatively small, it does so at lower RPMs. As a result, there is more grunt without having to press the right foot farther. This conversion is not the first of its kind in the country- just about one or two such examples exist, but not in an 80 Rolla. That's what it makes it so special." Not only that, his particular 4AGZE is from a last generation AE92 supercharged MAP unit with a compression ratio of 8.9:1, throwing

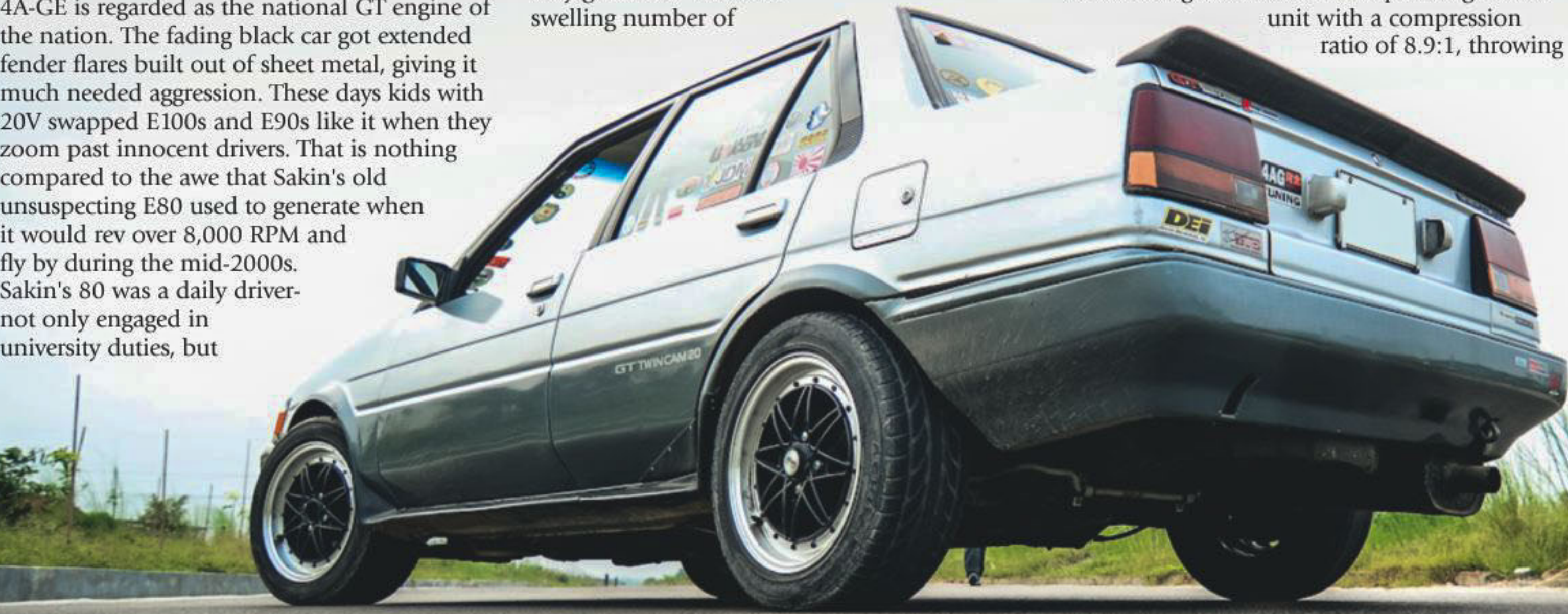
in 162HP and 154 lb-ft of torque as opposed to 123 N-m of torque of his previous N/A 20V.

The quirky bits? There are no windshield wipers. No wiper fluid container. Despite having an illuminated interior thanks to the many 'essential' aftermarket gauges, Sakin's RPM gauge still does not work! The sticker covered 80 guarantees a treat to inquisitive eyes. It almost seems like an oversized HotWheels replica with matching matte black TOMS side skirts, trunk spoiler and hood scoop from an AE92 Levin. The driver's seat was replaced with a Bride mesh bucket with Takata 4 point harness, although the remaining seats were kept bone stock squishy soft. The best add-on in the 80 has to be the sunroof, from a Honda. The face of this particular Rolla is in fact not from a Rolla: AE86 HachiRoku head lamps along with perspex grille, integrated fog lamps and de-bossed LEVIN badge.

What does it do to onlookers while it spools away? Due to the ruler chiseled high rear of the 80, you cannot fail to notice the rear solid arms wrapped with shiny white Ultra Racing sway bars and slightly cambered Yokohama tyres. It is when Sakin notches down a gear of this toy-like car, when all the drama begins. The slightest throttle fires up the blower that whines like a wolf while you will try hard to keep up with the speed trails.

Timeline of the heart transplants
1984 - 2004 2A-C
2004 - 2013 4A-GE grey top (silver top motor with black top wiring + MAP)
2013 onwards- 4A-GZE
Current specs
Engine and accessories- 1.6L 4A-GZE with a SC12 supercharger, K&N 3" air filter and oil filter, Samco radiator hoses, AE101 dual core radiator, TRD fuel filter, AE101 fuel lines and Walbro 255LPH fuel pump, 3" mandrel bent exhaust piping with a MagnaFlow inspired endbox
Transmission- E52 5M/T with a TRD short shifter
Fluids- Motul .4 brake oil, Total SM900 engine oil, Toyota radiator coolant
Brakes- AE101 Ceres GT front slotted discs and rear solids, AE101 master cylinder and booster, Safe Brakes steel braided hoses
Suspension- Ultra Racing front and rear strut bars, front and rear sway bars, front fender bars, Zerone springs, KYB shock absorbers, Cosco polyurethane bushes
Wheels and Tires- Equip 03 15" 7J wrapped with Yokohama S- drives 195 55 R15
ICE- Pioneer head unit with Kenwood amplifier and speakers
Electronics- Racetech oil temperature, oil pressure and water temperature gauges, NRG AFR and boost gauges
Interior- Nardi Signature series steering wheel, Honda Integra DC 5 gear knob, driver seat Recaro bucket with Takata harness
Exterior- TOMS AE82 side skirts and boot lid spoiler, AE86 Levin facelift- headlamps and grille with built in fog lamps, AE92 Levin supercharger hood scoop to air the top mount intercooler and too many stickers that weighs down the SC12 blower's boost

WORDS: MAHBUB HUSSAIN
PHOTOS: RAHIN SADMAN ISLAM



BEHIND THE WHEEL

Avoiding traffic issues before(and during) Eid

- 1) Don't get out of the house. Dhaka is hot, chaotic and about as fun as being tied to a chair while Moran Atias struts her stuff about, tantalizingly out of reach. Its a hot mess, Dhaka.
- 2) If you do get out for whatever stupid reason (read: to buy overpriced panjabis from chic high end stores, only to realise you could've bought the exact stuff from Dhaka College), make sure you carry your valid and updated car documents. Don't forget your license either, unless you want to pay hefty fines and be served cases.
- 3) Parking illegally is the trendy thing to do these days. Clamping and fining illegally parked cars is the trendy thing to do as far as the cops are concerned. Avoid parking on main roads, and avoid tight spaces which are hard to get out of, if and when you spot other cars getting clamped. Most supermarkets and coffee shops/restaurantshave dedicated parking spaces: USE THEM.
- 4) As close as we are to Eid (just two more days to go), the roads are likely to get emptier with each passing day. This is when

the noob drivers come out, people with little to no experience in driving, as the regular drivers go home for Eid. If you spot these people driving like maniacs on the road, AVOID. Avoid like that aunt who makes you touch her feet and pay respect, yet skimps on the saalami. Better yet, wrap your car in couch foam or bubble wrap before you head out, to prevent the scrapes and bruises the amateur drivers might inflict.

THE GREEN STIG

ONLINE EXCLUSIVE



COLLECTIBLES

SCALE MODEL MUSTANG MANIA

Rubab Momen

Saikul Ahsan Poppy

Ucchash Marzan Hossain

Ehsanur Raza Ronny

Die Cast Car Collector's Club Bangladesh. While that is a wordy tongue twister of a name, it gets the point across: it is a group of like minded scale model collectors, sharing, buying, selling and appreciating each other's collections. Recently all the members got into a friendly competition of sorts, sharing the Ford Mustang models in their collections so others can drool over them. If you want to join in on the fun, join the Facebook group. Look for more pictures in our online edition.

Car geek Eid shopping list

We all love Eid, partly because it's the end of Ramadan and partly because of all the saalami. But what do you do with the saalami? Eid shopping for your car, obviously. Here's a short list of things you can get for your car. For BDT 5000tk or less (equivalent to about USD \$60), you can get the following parts for your car.

1. **Gauges** – Gauges are useful tools to monitor your engine's vitals. A good branded unit can cost anywhere from 6000 – 22,000tk while low quality eBay brands range from 3,000 – 5,000tk.
2. **Body kits** –A set of fiberglass lip kits can cost around 5,000-7,000tk which, if painted by a professional, can look awesome. Just don't overdo it, if your particular car model had kits as a factory option, chances are that's what will look best. No need to head to eBay for kits, have them made locally, but make sure the material is fiberglass (not tin) and die-made (not hand-moulded).
3. **Steering wheels** – Although we prefer the decency of OEM wheels with airbags, if you're that type of guy, you could opt for Nardi, NRG, Sparco or other brand name replicas which go for around 4000-7000tk. This doesn't include boss kits, the round

thingy that serves as a mount hub for the aftermarket wheel. A good boss kit can be found in Bangla Motor or Scout market for about 2,000-4,000tk.

4. **Aftermarket air filter** – An aftermarket air filter just does not flow better than the factory part, but is usually washable which means it will be the last filter you buy for the car. Whether you get a drop-in panel filter that goes in the stock intake box or an open pod filter is upto you. An aftermarket filter costs around 7,000-8,000tk.

5. **Rubber lips** –A set of rubber lips might be just what your car needs, whether it's because you like the look of it or because you want to save your bumper from scraping on those horrible speed bumps we have. A front lip can cost around 2,500-3,500tk.
6. **Stereo** – If you have a car that is older than 5 years, chances are your OEM speakers are busted or don't sound very nice anymore. A decent pair of speakers will set you back around anywhere from 3,000-8,000tk.
7. **Spark plugs** –Spark plugs are crucial for your engine to do it's thing. A set of Iridium plugs can be a good upgrade over those tired copper plugs. They cost around 3,000tk.

If you opt for buying the parts online and bringing them in, keep in mind the shipping cost, customs duty and the possibility of the parts not reaching you. If you feel it isn't safe ordering online by yourself, there are plenty of pages on Facebook who will take your order and take the responsibility of getting the parts to you. Happy shopping!

ZAER ZUBAB AHMED