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PROJECT CARS

A tale of three 90's

The 6th generation Toyota Corolla nicknamed E90 was a successful model in Bangladesh. Mainly because of its bullet-proof reliability, availability of parts and price. There were more variations of the 6th generation Toyota Corolla than a women's shoe. But this issue is not particularly focused on what it was from factory, rather what it can be turned into with a little effort. Most of these cars were beaters turned into beautiful project cars that look like they rolled off the factory line not too long ago. And there is a very good reason for that, these E90 Corollas are cheap to buy used and if your wallet agrees, they can be built right to your heart's desire. Here are three very different approaches of exactly that.



The go-fast Rolla

Another worthy contender is S.M. Fahim Rifat's brutal E90 powered by the 1.8L VVT-I engine offered in the sporty variants of the 9th generation Corolla and Celica GT-S. He had this car for the last 23 years, and on 2006 he did a 4A-GE 20v Silvertop conversion following an E90 which inspired him the year before that. But the chapter doesn't end there, he wanted it to be the fastest one of its kind in Dhaka, so fast-forward 9 years and this car is boasting a 2ZZ-GE swap, the first and only one ever done to a 6th gen Corolla. The owner didn't even bother to put in creature comforts such as power windows or stereo. The particular car might not have the most fun-factor or attitude of the "4A-GE" but you forgive its kinks when the mile meter climbs so rapidly. It's also the most economical of the bunch too, covering 12-14 kilometers per liter of octane if you short-shift it. And when that becomes too boring, you have at the disposal of your right foot 190 BHP and 8400 revs to play with.



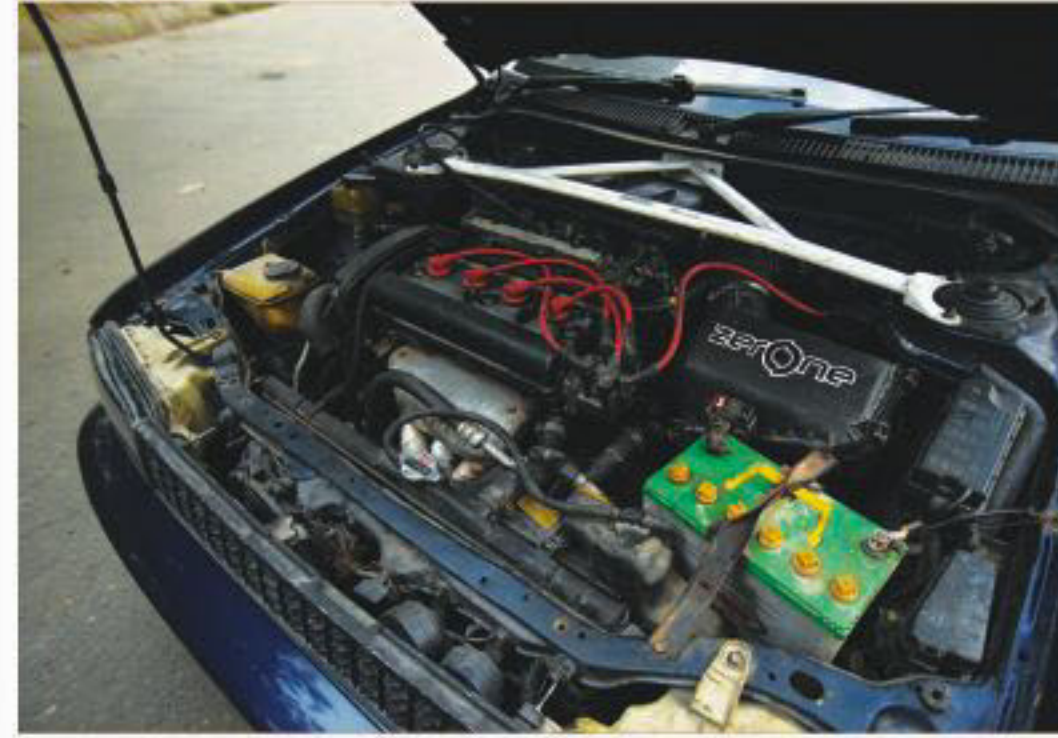
The turbo

Let's focus on the unique shiny red Corolla built and driven by Tauqir Ahmed. Tauqir always wanted a sports car but didn't have the budget for one. His family owned this Corolla for the last 21 years, so he thought of personalizing this car to his liking. Since he was a big fan of a turbo-charging and sticking to the originally of the car being a 1.3L, he opted for the turbo-charged 4-cylinder 1.3L "4E-FTE" commonly found in the sporty variations of the Toyota Starlet. This may not be the most powerful or fastest Corolla in the breed with its engine producing a mere 130 BHP but if you can look past the brochure, this car does not feel like it is lacking in terms power in any way. This actually feels quite different to the other two in the sense that this being turbo-charged, you do not need to rev it up all the way in the same fashion as a naturally aspirated engine which makes the power a lot more accessible. The owner does however intend to tune the car for a better power output in the near future.



The fun GT

The Corolla 90 was originally offered in the GT trim with the early iteration of the 1.6L 4A-GE 16v called "Red-top". But this is not a Corolla GT, it's a little more than that. Eashan Khan bought this car a year ago and it desperately needed some love. Eashan was a huge fan of the Carina GT which influenced him to select the last generation 4A-GE, the Blacktop 20 valve, for his project. Married to a short ratio 5-speed transmission and boasting 165 BHP, this car is adequately fast to back-up the body kit it carries. The 4AGE was designed to be a fun and affordable 1.6L which won't land you into much trouble, and to me it surely meets its design criteria and beyond. The 4A-GE is not refined, it's raw, it screams every time you take this car to its 8300 RPM redline, and it will happily do it all day to put a smile on your face. It really is one



of those things that you need to feel to understand, I'm tussling to find the right words to explain it. While driving this car you certainly get the vibe that the chassis was designed for it; which it was.



The verdict

Which one is best? Frankly speaking, I couldn't choose between the three, not even after dedicating countless hours of thought into it. They are so extensively different approaches to what a E90 could be that you'd be hard pressed to pick one. In my opinion, they are all unique and they're all the best of their kind in their own distinct approaches, each making the point that you don't need a ton of money to build your very own dream car.

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BMW celebrates 100 years of the ultimate driving machines

BMW began its scintillating journey in 1916. That's 100 years this year and to commemorate that milestone, the marque has showcased its vision to the immediate future with the BMW VISION NEXT 100. The vehicle made its world debut at the Centenary Event in the Munich Olympic Hall on 7th March 2016- exactly a 100 years from the day BMW AG was commercially registered. The car will then go into a world tour stopping in China, UK and the US. The Vision Next uses advanced tech such as "Alive Geometry" to enhance the link between the driver and

the vehicle, with varying degrees of control over the functions. This, BMW feels, is the future of its vehicles. "If, as a designer, you are able to imagine something, there's a good chance it could one day become reality", said Adrian van Hooydonk, head of BMW Group Design.

President and CEO of BMW North America, Ludwig Willisch, said that the BMW brand was forged on and continues to be refined on racing circuits all over the world. Hence the rich heritage of the Ultimate Driving Machine will be celebrated at the 2016 Rolex Monterey



Motorsports Reunion to celebrate the 100 years of great engineering. The celebration will take place between August 18 - 21, 2016 at Mazda Raceway Laguna Seca.

Hypercars dominate at Geneva

MAHUB HUSSAIN



Bugatti Chiron
The world's fastest car just got faster. A definite replacement to the ludicrous Veyron is this 16 cylinder quad turbo 1,500hp 1,200 lb-ft 0-100 in under 2.5 sec 261 mph missile. Mind you, this 261 mph is electronically restricted, meaning the Chiron is well capable of doing more. The speedometer reads 500 km/hr. Eat that.



Aston Martin DB11
With the one off DB10 showcased in Spectre, Aston Martin is very hopeful with its new DB11. It boasts a brutally powerful V12 engine, a long hood and a sweptback design. The classy coupe will go from 0 to 62 mph in 3.9 seconds and up to 200 mph. But can it save the company from competitors such as Ferrari and McLaren?



Apollo Arrow
The previous Gumpert German hypercar manufacturer has undergone massive changes recently. Under the new Chinese ownership, a new car has been unveiled and it goes as fast and mean as it looks. The Audi sourced twin-turbocharged 4.0 liter V8 engine produces 986 hp and catapults the car from naught to sixty in 2.9 seconds and can reach 224 mph. Fast.



Lamborghini Centenario
You can call it arrow or spear as it's shaped likewise. Its 8,600 RPM screaming V12 punches 770 hp and is made of carbon fiber. The Italian monster was created to celebrate the 100th birthday of Lamborghini founder Ferruccio Lamborghini, who died in 1993. Only 40 of these supercars are being built, and they've all already been pre-sold for at least \$2 million each.

For an extended list of our favourites from the Geneva Motor Show 2016, visit our site www.thedailystar.net/shift

Import Face-off 2016

PHOTOS: TASDID H. CHOWDHURY

Import Face-off is one of the largest tuning and import culture events in the United States. Filled with drag racing, show cars and aftermarket support, it's one of the biggest events of the year for modifying and tuning culture in the US. This year, our photographer went and covered it from Bakersfield, California. His jaw has not come up from the floor yet. Visit our site for more exclusive images.

