

SHIFT

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SHIFT BUYING GUIDE

LIVING WITH THE COROLLA E90

The Corolla 90 used to be the national car of Bangladesh - we all know someone who has owned at least one variant, or we've owned one ourselves. Now, as prices plummet with an influx of new metal, you can pick one up for cheap and have a fun run-about, a second car or a fun project. Whatever the case, the 90 will do it without asking questions.

Infographic: Shaer Reaz
Text: E.R. Ronny, Mahub Hussain
Illustration: E.R. Ronny

Head to our Facebook page to check out photos of Corolla 90s posted by our readers.

WHAT IS IT?

A Toyota E90 Corolla. Made from 1988 to 1991. Basic, tough, reliable.

WHO IS IT FOR?

Someone who wants a first car but without complicated maintenance. Because these cars only need a battery, some octane and an occasional kick to get going. Also for someone who wants a second car that will serve the family needs of sitting in traffic all day and getting scratched by rickshaws.

DOES IT HAVE POTENTIAL?

A good platform for budget friendly performance options. Can be made to look good with slight cosmetic tweaks, such as high offset wheels and subtle bodykit.

HOW MUCH SHOULD YOU PAY?

PRICE RANGE (usually includes CNG):
2.25 - 3.0 lakhs for a decent one with most of the things working.
3.0 - 3.5 for one that has been moderately pampered while AC works.



Why you should get one:

The car is easy to maintain and moderately easy to find as there are still quite a few left that have not been turned into human haulers. Excellent chassis, ripe for all kinds of tweaking. Parts availability is still pretty high despite the age. Thieves target it less than new cars.

Why you should avoid:

Old, often abused. Interiors can look like they might give you Ebola. Centre section of steering wheel will usually disintegrate. Models of this generation are often targeted by rickshaws and buses, who consider it to be "murir tin" and thus, expendable.

PRICES OF TYPICAL PARTS?

Doors (w/ door cards, full set): 40-45,000
Front seats: 12,000 (maroon, from SE Ltd)
Front bumper: 6,000

Windshield: 3,500
Radiator: 3,500
Headlights: 2-6,000
Taillights: 10,000 (show lights incl)

TUNED ONES WE FEATURED

We've featured quite a few, these are the variants.



S.M Fahim Rifat's 2ZZGE Celica powered 90. Clean bodywork does wonders, big wheels for traction.



Tauqir Ahmed's 4EFT turbocharged 90. With a hood scoop for the top mount intercooler.



Eashan Khan's 4AGE blacktop powered 90. Quite common swap, but reliable and fun, forever.

SUGGESTED UPGRADES:

Replace the brakes with something new/modern. Don't skip on it especially if you have gone for a performance upgrade. Also upgrade the fuel tank.

WHAT CAN GO WRONG?

RUST: There's three areas that suffer the most. Spare wheel well and surrounding areas where water and occasionally mice find a way to party. This happens because the trunk seals have deteriorated and the trunk doesn't sit right - shunt at the back from an over friendly bus.

Look for rust around the front windshield bead. Most likely the front windshield has been replaced at least once. People use silicon sealant to put it down, which is acidic and doesn't stick. Look for rust behind the front fender, around the jack mount. Another rust zone is the front floor.

Most 90s have front and rear end repairs, so inspect the chassis properly. Poor early repairs will leave rust all over the place.

MIRRORS: If it says powered, they will never work. Worst electric motors for mirrors ever built.

PERFORMANCE ENGINE UPGRADES:

The daily dose of fun: 4AGE Blacktop. Easy to install, plenty of current users for info support.

Easy install: 4EFT. Little to no mounting issues, turbo power, decent economy.

Madness: 2ZZGE. For wheelspins up to 3rd gear and way too much torque for the chassis.

Frugal daily driver: 1NZFE. Fuel efficiency, decent power and ease of parts availability.



Coming soon 2016 Honda Civic

Now with turbo witch-craft and some seriously cool headlights.

DHS Motors, distributors of Honda vehicles in Bangladesh, has confirmed with us that the mouth-watering new Civic is coming to Bangladesh. For enthusiasts and consumers alike, the new Civic represents a powerhouse in terms of equipment levels and, more importantly, the motor is turbocharged.

A single scroll turbocharger running at 16.5 PSI of boost force-feeds the 1.5 litre VTEC and PGM-FI equipped motor to deliver 172 horsepower and 162 lb-ft of torque. That won't seem like much to the project car owners and enthusiasts in Bangladesh, but it is the most powerful 1.5 litre to ever power a Civic, and it's definitely the most powerful sedan in this class in Bangladesh. Stopping power comes

from vented discs at the front and solid discs rear combined with ABS, EBD and Emergency Brake Assist.

Inside, the Civic comes with dual zone climate control, 7-inch touch screen equipped infotainment system (with the brilliant Apple CarPlay support) as well as voice-control, HDMI, USB, Bluetooth, leather upholstery, and more.

It'll be available in eight colour options, ranging from metallic to pearl. Other notable features on the exterior include a subtle factory bodykit, dual exhausts and all LED headlights with daytime running lights.

Look for a feature on the new Civic in an upcoming issue of Shift.



Honda fans expecting the sweet kick of turbo-boost.

AUTO NEWS



FISKER GETTING REVIVED?

Fisker, makers of the top of the range petrol-electric sedan Karma, went dead until the Chinese owners who bought Karma Automotive recently revealed plans to revive the brand - with the Revero. Visually, it is quite similar to the Karma, albeit some cosmetic trickery including a new grille, revised headlamp components and redesigned alloys.

The interior will have a lavish assortment of 'feel good' materials and tech that will keep the repete of the predecessor. Like the Fisker Karma, the Revero will also be a four seater.

The Revero will also have a petrol-electric hybrid power train, Karma claiming a 50-mile range in electric mode alone with a full charge. However, we are intrigued about another detail - Karma might be introducing a true cordless electric car in the market. The Revero has a large roof mounted solar panel that is supposed to "generate enough energy to charge the car". However, many automakers including Toyota have tried it before, and it can only produce enough juice to power the air conditioner.

Interestingly, Karma is openly admitting that they are going head to head with Tesla. It will certainly gain an obvious advantage over Tesla if their claim of Revero being a true cordless electric car is proven right in the launching of the hyped hybrid next month.

COLLECTIBLES



BMW CSL BY IXO

This 1:43 scale BMW 3.0 CSL Le Mans racecar, built by IXO, is lovingly handcrafted with pin-precise detailing, complete with roll-cage, extinguisher, racing seat/belts, gauges and more period correct racing equipment on the interior.

Outside, the livery is period correct (according to the beautiful mirror finish plate, the car was raced in the Gossler Beer livery in 1978) and a joy to look at. It'll set you back around 2k if you get it off Ebay - worth it.

SHIFT GARAGE



Short shifters— how do they work?

A common misconception in the tuning world is that a short shifter is just a chopped off version of the stock shifter. In fact, chopping your shifter has no effect on the angle that your shifter shaft travels through between gears and therefore does not reduce the shifter's angular throw. This sort of shifter is most common amongst the folks new to manual transmissions. While this may have a placebo effect on the throw distance, and depending on how much material you take out, it increases shifting effort and makes the shifter quite "notchy", speaking from personal experience.

A true short shifter decreases throw by reducing the angle that the shifter shaft travels through

during its stroke between gears. By reducing the angle that the shaft travels through between gears, the distance that your hand needs to move between gears is also reduced. In many cases, the shifter shaft is also re-designed to be shorter than stock thus creating a sportier look and feel, as well as aiding in reducing the linear throw length when coupled with the reduced angular throw. In layman's terms, this means you can shift faster thus in high speed situations it might just provide the edge you need.

The only working option is to get an aftermarket short shifter for your specific vehicle, while this may end up being more expensive this guarantees OEM fit and finish

along with reduced shifting effort.

A short shifter can cost anywhere from \$30 - \$150 USD with all the bits and pieces needed to be installed in your car. For the buck, this is by far the most cost-effective mod you can do to enhance the fun-factor on your manual transmission car, although you won't get a proper performance boost if you're not good with manual gearboxes anyway. Short shifters are a good way to elevate your driving experience in cars with other performance modifications, and as a standalone mod on a stock car, it won't do much.

WORDS: ZAER ZUBAB AHMED
IMAGE: SHAER REAZ

