

SHIFT

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PROJECT CARS

MIDNIGHT CHASE

JZX100 CHASER TOURER V



The Toyota Chaser JZX100 - some call it the four door Supra, some call it the Japanese M5. All I know is it's my childhood dream to own one. It's pretty simple why these cars are still appreciated and sought after, even 20 years after their initial release. Front-engine rear wheel drive layout, sleek bodylines and a long wheelbase that shouts its presence on the tarmac, making sure you stand out among a sea of dull, silver, basic Toyotas. This particular example is a little bit more special from the Chasers we see roaming the roads frequently.

This particular car started life as an aforementioned Chaser until Mr. Abid Hasan bought a halfcut of a 1999 Chaser Tourer V Series 2, with a, wait-for-it, 5-speed manual transmission and swapped in the whole nine yards of 90's Japanese coolness. This has to be one of the very few examples of a proper manual Tourer V, proper in the meticulous attention to detail and the effort in making it stand out. This is the only way to ensure a full restoration from all the 20 years of Bangladeshi dirt and dust, wavy panels from all countless poor repairs and worn out interiors these cars are subjected to.

The car looks the part too, and I really can't put my finger on why. Is it the lowered stance (courtesy of Tein coilovers and

18" Rays alloys), the dark blue color scheme, or is it the big Blitz intercooler peeking out of the front bumper? All of it, as it turns out. The exterior all comes together and gives a road presence that turns heads everywhere. And this is no garage queen either, goes to show that in the hands of the right person the car can still look factory fresh, despite being driven daily through thick and thin, not



to mention traffic consisting of busses, rickshaws and random jay-walking pedestrians. If that random jay-walking pedestrian is a JDM enthusiast though, it's very likely that a sudden stop in the middle of the road to gawk at this beaut will result in a swift but happy death under its polished wheels.

Setting aside the GTA 5 daydreaming, the inside of the car has a similar story

too - the interior is immaculately fresh with factory carbon-fiber trim on the center console. This car was built in the era where Japanese over-engineering peaked as the power output was limited, at least on paper, to 276 horsepower - contributing to the factory option carbon fiber panels, factory aero kits and lots of other goodies we don't really see much anymore as a factory option in this seg-



ment. Since the Japs couldn't let their engines do the talking, they competed on options offered, which is pretty much the only reason you'll find carbon panels on the interior of a large saloon such as the Chaser Tourer V.

As soon as you turn the keys, you are greeted with a red TRD gauge cluster boasting a 320 km/h speedometer and the first thing you lay your hands on is a TRD

short shifter that offers a click-click action as you put it through the gears. The car is equipped with a factory 2-way sunroof as well to add icing on top of this blue cake.

A peek under the bonnet and you find a carbon-fiber strut tower brace, HKS induction kit and obviously the Tourer V trademark - an ultra-smooth 1JZ-GTE VVTi engine. The JZX100 Tourer V was the first to receive the updated third generation 1JZ-GTE, boasting more torque thanks to variable valve timing and moving to a single CT15B turbocharger from the twin CT12A turbo used in the earlier models. The motor in its current form boosts at 12 PSI and develops 325 wheel-horse power, delivered to the rear wheels via a short ratio rear differential.

Abid intends to up the power even more with an upgraded Garrett GTX turbo, 18 PSI of boost and HKS cams in the future, taking this evil looking Chaser to a whole different level. Whatever the state of the car is in the coming years, we know it'll be in good hands since Abid has shown what he can do with the platform, and won our hearts with his gorgeous Chaser in the process.

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COLLECTIBLES



TRIUMPH SPITFIRE IV BY CHRONO

One of the most unusual 1/18 scale models you can buy, this British Racing Green Triumph is a brilliant piece that you should definitely have in your collection, especially if you're a fan of European classics.

Why is it unusual? Usually reserved for 1/36 scale, cheap models of Chinese origin, you simply don't expect a 1/18 scale car to have a pullback feature. Made by Sunstar/Chrono, this Triumph has incredibly minute details on every front - the hood opens up to reveal the tiny 4 cylinder carb motor complete with wiring and colour coding, the dashboard has beautiful wood paneling (looks more realistic than in the actual car, probably) and has the best headlights on a scale model you'll ever see. The paint bubbles pretty fast, though, but otherwise it's a fantastic addition to any collection.

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SHIFT GARAGE

POWER SHIFTING: EFFECTIVE OR DISASTROUS?

What is Power shifting and how is it done?

Power shifting is when you change gears in a manual transmission equipped car at full throttle, without releasing the accelerator (gas) pedal. When you reach your desired shift RPM, you quickly press the clutch, select the next gear and release the clutch pedal as quick as possible without taking your foot off the fun pedal.

Why should one power shift?

When in a high speed scenario, some people often power shift to keep the RPM up when changing up to the next gear, in an effort to stay in the power band or cut shifting time.

Does it really work?

Sort of - it does provide a slight bump in acceleration and you "land" at a higher RPM, when the next gear is engaged with a

slight jerk as you lurch forward. But when in a car with enough power, you will lose traction and just spin the front wheels, costing precious time and rendering that power shift useless.

Are there any side-effects?

Yes. Power shifting puts extensive stress on the little synchronizer rings that live inside your transmission and the jerking motion will quickly disintegrate the engine mounts, not to mention the loading of unnecessary stress on your entire drivetrain.

Any alternate method to shift without breaking parts?

Yes, definitely. Quick shifting is a much more effective method to get power down without breaking your car or your bank. Just before reaching your vehicle's redline, put a slight amount of pressure on your shifter towards the next desired gear and as

soon as you let off the throttle your transmission will let you go into neutral without engaging the clutch. As you pull the shifter towards neutral you have to push the clutch in simultaneously to put it into gear, it will "pop" into the next gear without much effort and you release the clutch as quickly as possible and get back on the gas. All of this should be in one fast motion for an effective quick-shift. When done right, you will shift as fast as you would when power shifting, without damaging your drivetrain. If it grinds, it means you tried to engage it into gear too fast without engaging the clutch fully - this technique is all about practice so don't be scared if you don't get it right the first few times.

ZAER ZUBAB AHMED



AUTO NEWS



The BMW 5 series is undoubtedly the best-selling BMW model in Bangladesh, and loyal customers of the Bavarian luxury marque will be over the moon to learn that the long running F10 series of the 5 is finally being replaced with an all new model.

Outside, the new 5er takes the best of BMW's current design cues and delivers a product that is finely honed in the way it flows from one end to the other. Borrowing an elongated face from the current 7 series, the 5 has neatly integrated headlamps that take a u-turn from the F10 and merge into the signature kidney grille,

now 30-40% larger than the previous model. Below the kidney grille, the upturned bumper vent at the center of the M-pack equipped 5er is lifted straight off the M4, while it gets a smaller, chromed slat behind the front wheels, similar to the 7 series. While it looks odd and misplaced on the uber-luxury flagship, it looks right at home on the 5 - letting people know it's an executive sedan that can have some fun as well. The midsection is classic 5 series, rear doors tapering off at an extreme angle and traditional BMW surfacing along the sides. At the rear, the 5 is at it's newest - the taillights are unique and set

2017 BMW 5-SERIES REVEALED



the 5 apart from its smaller siblings (2, 3, 4 series) and older brother (7 series).

On the inside, there's a certain sense of familiarity in the driver focused cabin. We've all seen this layout before, and it all

works perfectly fine. The only note-worthy changes come in the instrument cluster (with a sporty, retro-esque rev dial) and a honeycomb pattern on the aluminum inserts coming standard.

As far as powertrains go, we're likely to receive the smallest units in the range - 2 litre turbo four (530i), developing 252 HP and 258 lb-ft of torque, the car sprinting from 0 to 60 MPH in 6.2 seconds.

We'll keep you updated - stay tuned for an exclusive up-close look at the 5.

SHAHER REAZ

