

SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star



SHIFT BUYING GUIDE

RESTOMODDING ROLLAS

TOYOTA COROLLA EE/AE80

WHAT IS IT?

Bare bones economy car produced by Toyota from 1983 to 1987. Came in DX, LX, SE and GT trims. Good for daily driving and restomod project.



PRICES?

~TK 1,50,000 - 2,50,000 for a useable one.

VISUALS:

Keep it simple and clean. It's a squared off shape so go for accessories that complement it. A simple straight ducktail spoiler or even the EE90 GT spoiler will suffice. A EE90 front bumper is a neat and a factory looking replacement as 80 bumpers are hard to find. Likewise, put on 90 mirrors but don't count on the power features working. EE90 mirrors had the worst power motors I've ever experienced. Celebrate the stock lines instead of changing it to something else.

What to watch out for:

Rust behind front wheel where fender gets eaten up. Spare wheel area and the inside of the trunk where water often pools. Driver side and passenger floor had thin rust proofing. Worst is entire rocker panel where you place wheel jack.

Must have upgrades:

Please upgrade brakes and fit original tie-rods and suspension bushing. Poly urethane bushing available online for this model. Drastically changes handling.

DRIVETRAIN:

The factory E80 GT came with the 16 valve 1600 cc 4AGE motor. Easiest upgrade comes in the form of a more modern 20 valve Silvertop or Blacktop 4AGE, although these motors are getting pretty old now. Want more power? Try the supercharged 4AGZE (if you find one). The 4EFE Starlet motor is a nice turbo option. If you want to daily drive it, try a 4AFE with a manual - okay performance, great reliability.

PROS

Cheap to buy, easy to upgrade. Many compatible parts with 90 and 100 Corolla. Thieves aren't particularly fond of it anymore. Fully independent suspension so handling can be rewarding if upgraded.

CONS

Not many left in good shape as most serve in 300ft Purbachal road battles. Door rubber trim tough to find. Rubbish original brakes. No sway bar so front handling is 'twisty'. Noisy interior.



A few local E80 heroes...

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AUTO NEWS

All new Suzuki Swift



The Suzuki Swift, one of the best-selling hatchbacks in Bangladesh and India, is about to grow up for 2018.

The latest model of the Swift has changes inside and out (the body is 10mm shorter but 20mm longer wheel-base), with a more rounded design for the exterior and better materials for the interior. Designed to compete in the entry level economy class of hatchbacks in Europe, this is good news for markets like ours. The rounded design may be opinion dividing however, since we're big fans of the older, squarer models. The visual link to the original Swift is still there though - you can't mistake it for anything else, yet it looks fresh and modern.

Under the hood you'll find a 1.2 litre Dualjet motor, paired to manual transmissions. There's six airbags, Bluetooth, LEDs, leather, rear cameras and more. There's also a 1.0 litre Boosterjet and optional automatic transmissions, spelling good news for markets which place restrictive tax on engine displacement.

We're likely to see the new Suzuki Swift coming to our shores soon enough. We'll bring you more updates on the specs soon.



CAR SPOTTING



Volvo's gorgeous S90 sedan is a legitimate Swedish competitor to the BMW 5 and Mercedes E class.



The sleek, square jawed S90 looks great from every angle. Lets hope AG Motors brings in more of these.

PHOTOS: SHADMAN AL SAMEE

COLLECTIBLES

The art of diorama photography

When it comes to displaying your precious model car collection, few ways are as rewarding as having a scale specific diorama. The idea of diorama displays were adopted from model train enthusiasts, who would often use model cars as a way of making their displays more realistic.

In Bangladesh, your options for purchasing dioramas are quite limited. RMZ makes a line of city-based plastic dioramas, with somewhat flimsy plastic bits fitting together to make up streetside cafes, cinemas, and more. The RMZ City line also comes with 1/64 scale



cars, but if you want to display your high-end scale model in an accurate environment, it's better to custom build your diorama.

That's exactly what Saiful Hasan Tariq does. An architect and an educator by profession, Tariq has all the tools and the necessary modeling expertise to build dioramas. He's made garages, service stations and pit-lanes for almost all the different scales - it started with a desire to showcase and photograph his model car collection. Usually made of various styles of card paper, the intricate details require laser cutting and careful design and mod-



elling. When actually making the diorama, machine shops used to make architectural models for students can come in handy.

Taking photographs of model cars placed on a diorama can be highly rewarding, especially if the models have tiny details that pop next to carefully crafted and placed boxes, wall art and other items that make up an authentic environment. Lighting is a crucial element in diorama photography, so light sources such as torches, table lamps and the flash feature on phones can be utilised properly if the diorama allows light in through windows, moveable roofs or other openings. Other elements like smoke, weathering effects and dust can be incorporated as well.

You don't need fancy camera equipment to shoot diorama cars either. A good camera phone with the right options can do the trick, same as a decent point-and-click made by the likes of Sony and Panasonic. The photos taken for this story were taken with an iPhone, so go figure.

Have an interesting diorama you've built or bought? Send us snaps, we'll show the rest of the world.

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