



PROJECT CARS



MODERN CLASSIC

Toyota Corolla E90 GT

The Toyota Corolla E90 is now a thirty-year-old model. For those growing up in the 90's, the E90 is still fresh and modern, providing all the necessities you'd need for a capable, sturdy economy car that is perfect for daily driving. The 90 Corolla can also be fun - with the right motor, the lightweight chassis comes alive and provides a driving experience rivalling most modern cars. For a few people out there, lightweight sedans from the 90's give the kind of feedback that modern cars with their well-insulated interiors and dampened steering setups just can't provide.

Victor has always loved old cars, especially the Corolla. His father owned a KE70 Corolla in the 90's, and that had tremendous influence on Victor and his choice of cars. Couple of years ago he used to drive an EP80 series Starlet that underwent a full Starlet GT turbo 4E1FE conversion. Sadly, the car was totaled in an unfortunate accident.

Emerging unscathed, Victor wanted an immediate replacement so he decided to build a project around his E90 Corolla - the first step was throwing out the 1.5 5AFE motor in favour of a 1.6 4AGE Blacktop. The 4AGE Blacktop is legendary for its high-revving nature, utilising 20 valves, individual throttle bodies and Yamaha designed head combined with Toyota's VVT (variable valve timing) to give approximately 162 HP in stock form. Combined with a C56 5 speed manual gearbox, the setup is potent and delivers an engaging driving experience.

Extracting more power from the 4AGE



requires smart expenditures. Victor opted for a set of aftermarket Tomei Poncam camshafts which increase the duration and angle of valve lift, increasing the top end power and making the powerband more aggressive than stock. While they're quite expensive, the investment is well worth it because the 4AGE's dynamics change drastically for the better. Feeding the motor's needs in the fuel, air and spark departments is a Tomei 255l/h fuel pump, K&N air intake, Denso IK20

Iridium plugs and NGK plug wires. Reliability during enthusiastic driving is increased with a Works Engineering oil cooler. Lightweight aluminum pulleys and a lightened flywheel helps the 4AGE rev freely. Parasitic loss from the engine was reduced by removing the AC power motor, compressor and power steering, all of which saps the engine's output. It makes life difficult for Victor, but the performance gains are worth it.

Putting the power to the ground prop-

erly meant upgrading the clutch and differential, and the Exedy Stage 1 clutch, pressure plate and KAAZ limited slip differential takes care of that. Where the differential and gearbox combo lets go, the Maxspeed coilovers and Achilles ATR sport 195/55-15 tyres ensure maximum grip virtually anywhere.

These are old cars, and stability is a huge concern when pursuing power. To tackle that, Victor installed Ultra Racing front, fender and rear bars, as well as OEM E90 GT anti roll bars. On the braking side, the front has OEM twin-pot brakes from a Toyota Carina GT and the rear is from the AE101 GT.

What's it like on the move? The power builds reliably and surges as the revs climb, the 4AGE working overtime to match the driver's inputs. When the VVT engages, the motor's regular howl turns into a shrill scream, the Tomei cams giving the engine a distinctive note. Victor's shifts are smooth and precise, and the combination of driver and machine results in a smooth pairing that is rare in the 4AGE community.

Only a couple of other people have mechanical setups this smooth or are synched as well as Victor and his E90. For that, this clean 90 is hands down one of our favourite 4AGE swaps in the country.

Take a closer look at Victor's 90 (more photos, details about the car) on our site: www.thedailystar.net/shift/project-cars

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Executive Motors Ltd selected as sub-regional finalist in Asia Pacific 'Best BMW 7 Series Dealer'

Executive Motors Ltd., the sole importer for BMW vehicles in Bangladesh, has been honoured by the BMW Group as a Sub-Regional Finalist in the Importer Region Asia Pacific in the category Best BMW 7 Series Dealer in the international Excellence in Sales 2016 competition.

"We launched the BMW 730Li in March 2016 and by the end of the year, the all-new BMW 7 Series made up 47% of our sales," said Mr. Dewan Muhammad Sajid Afzal, General Manager of Executive Motors Ltd. "The BMW 730Li offers driving pleasure, luxury and comfort and we aim to raise the bar in 2017."

2016 was another record year for BMW Group sales. This awards program was the fifth time BMW celebrated the efforts of its global retail network and it underlines the role the dealers play in the company's success.



Team Red-X from AUST competing in Shell Eco Marathon Asia 2017



A team of engineering students from Ahsanullah University of Science and Technology recently participated in the Shell Eco Marathon Asia 2017, held this year in Singapore.

Team Red-X previously participated in Shell Eco Marathon 2015 in Pakistan, and gained sponsorship from Ranks Petroleum upon qualifying for the 2017 marathon. 123 teams from 20 countries applied to the 2017 edition, and Team Red-X was one of the 66 teams selected.

Competing in the Urban Concept Combustion Engine category, Team Red-X achieved 19th position. Goes to show how Bangladesh isn't lagging behind all that much, and our engineers can achieve a lot, given proper support.

AUTO NEWS



WORLD-CLASS LUXURY, AND A TAIL

2017 ROLLS ROYCE SWEPTAIL

Gone are the days of the sleek, elegant and ultra-luxurious British marques. Bentley has resorted to making idiotic SUVs with way too much power, Jaguar has modernised and they too have an SUV, and Rolls Royce has gone to the dogs at the hands of the Germans. Blame globalisation or millennials or whatever is convenient, but it's a sad day for everyone when Rolls Royce decides sticking a tail onto a dignified and stylish design makes sense.

The 2017 Rolls Royce Sweptail is, thankfully, a one-off car. Someone with a lot of cash and a lot of influence approached Rolls Royce and asked them to make him a two door Roller with design influenced by the swept-tail Rolls' from the 1920s. Because no one wants to let go of that kind of customer, Rolls Royce obliged.

At the front, the Sweptail foregoes the rect-



angular headlights that was a mainstay of the Phantom, Ghost and Wraith, instead replaced by large roundels with a thin rectangular strip above it. The grille is fashioned out of a huge aluminum block, and is the largest fitted to a modern Rolls. The roof is panoramic glass and

shows off the yacht inspired rear deck, ending just short of the tail area, which is flanked by the hideous and slightly vulgar taillights. Does it work? Considering it takes inspiration from the immensely beautiful 1925 Phantom I Round Door, no, it really doesn't. While the Phantom I swept-tail had graceful lines and oozed style from all its curves, the coach-built Sweptail is simply just too boxy to be beautiful. It's like adding a sweeping tail to a brick.

The price for this one-off Rolls that vaguely resembles the early model, Series I Range Rover? 13 MILLION USD. A high price to pay for a ridiculous machine that is neither graceful nor dignified.

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