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PROJECT CARS



What is this?
The entries in the Honda lineage of the 80s and 90s served very specific purposes for the brand – much like the established German brands like BMW and Mercedes Benz, Honda stuck to a segmented approach to their models from the mid-80s onwards. Unthinkable in today's variant driven world, the Hondas of the time were neatly packaged into different classes. The City was the entry level urban runabout, the Civic was a sub-compact with loads of charisma, the Accord and its Japan-only variants made up the entry level luxury segment and the Legend, badged as an Acura outside of Japan, was the full bore luxury model post-1987.

Come 1985, with Honda doing very promisingly in North America, it was time to introduce a sub-compact that would slot in between the Civic and the Accord – combining the fuel efficiency and the lively driving dynamics of the Civic with the style and the equipment of the larger Accord into a new segment. The Integra was born – the best of both worlds and an enduring name in the compact sports segment.

The rest, as they say, is history. The Integra, sold as an Acura in North America in varying body styles from sedan to hardtop to coupe, would become a mainstay of the American import car scene beside the Civic, spawning refreshed models one after the other. The DA8 is already a sleek 90s classic in markets



like ours, the DC2 was once heralded as the "best handling Front Wheel Drive car of all time" by Evo Magazine and the DC5 is still a sought after modern sports coupe.
So what about this one?
What we have here today is Sadi Mehedi Zaman's DA5 Integra coupe, possibly one of only two surviving examples in the country. When we say surviving, we mean revived – according to Sadi this nearly complete-on-the-outside Teggy came in with plentiful work still remaining.
On the outside, the sleek 90s lines are so striking that the Integra Coupe needs little

else to shine in Dhaka's summer sun. A simple front lip, subtle side skirts, a low wing, custom headlights and taillights, not to mention the right wheels make this machine quite the looker, a sentiment shared by most people in the local automotive community. Silver is very hard to pull off when trying to make a car interesting look interesting, but Sadi's Integra is spot on with the shimmering gloss paint.
What does our resident Toyota and Mitsubishi dude (Zaer Z. Ahmed) think about it?



This was my first ride in a tuned Honda. I've seen them rolling, I've heard about them and I've always wanted to experience them. The car is running a 2 liter non-VTEC B20 motor lifted off a CR-V which means the car has no shortage in torque from the get-go. The revs climb and the car just moves in every gear. The traditional VTEC kick that sends you rocketing towards the horizon is sadly missing, but the Teggy makes up for it with street presence and noise. While the interior is starting to show its age, the short-shifter has way too much slack but the owner assures us it will be addressed.

The car is a cruiser according to the owner. The stance upfront doesn't really allow for a lot of spirited driving. But all of that is going to change very soon according to Sadi. He says he has a lot left to do to the car, and we'll be waiting. It's a rare machine in Dhaka streets, and is slowly being taken back to its 90s cool coupe roots.

What's it like to live with?
Being an extra rare sight on our roads, this Integra Coupe would give any owner nightmares when the issue of parts availability comes up. Sadi says he had to ship in parts from Japan on a regular basis when trying to get the Teggy up and running, and that locally available parts are next to non-existent. However, he puts up with it because of how head-turning this machine is, and what it can be in the future.
So what's that future like?
Sadi Mehedi Zaman loves his Integra, but he's mulling a Subaru STI build to satisfy the AWD/Turbo cravings that everyone in Dhaka has been having recently. Till that happens, the Integra might undergo a heart transplant with VTEC machinations, taking this already cool little coupe to the next level.

WORDS: SHAER REAZ & ZAER ZUBAB AHMED
PHOTOS: FARHAN AHMED

COLLECTIBLES

Want a Honda Integra scale model?

This 2nd Gen Integra coupe in our lead story today is one fine example of how good these cars looked. Honda made their compact, budget grocery getter into a sleek, sharp, low slung piece of art that just became better the moment you put on some decent wheels. The first gen had pop-up headlights which they ditched in the next version by introducing long, narrow headlights. It gave the tapered front a visually lower and wider appearance. Made from 1989 to 1993, this car in its 4-door guise became quite popular among the enthusiast crowd.

Except, if you want to find a scale model of the second gen, there is nothing to be found. Which is ridicu-

lous because the car is quite popular among the tuner culture in Asia. Its combination of sleek lines and well balanced handling makes it a cult favorite. So you would expect someone somewhere to have made a model. Not even in 1:43 scale. That is one scale that contains even the most obscure cars ever introduced to pedestrian fear. How obscure? How about the absolutely boring Dacia 1410?

So, if you want an Integra, your options are limited to everything other than the 2nd gen with the 3rd gen receiving the most attention especially for the DC2 Type R.

We can start with 1:64. It will also be the cheapest

range from \$20-\$50 depending on detail. Plastic kits are available by Fujimi and Revell in various Spoon and Mugen editions. The Revell kit is the bug eye model that comes with multiple parts to either rice out or build your car stock. All of them are superb kits but need a bit of fiddling to get the ride height to go down. I was tempted to convert one of my DC2 Type R into a second gen as the head and taillight for a scale model are similarly shaped and would mostly require adjusting the belt line and smoothing the sides down. The plastic kits are cheap at about 1500tk but online parcel services jack up the prices by almost double based on dimensions.

And finally, we come to 1:18. Autoart had a few post 2002 DC5 models within \$100-140. But these have been discontinued and prices on eBay are up. I've seen a few inching up beyond \$250 but no one is bidding. Sellers are sitting tight hoping these become mega collectibles. Er, no. If you're okay with static wheels and a closed shell, OTTO and Onemodel have a few choice resin models mostly of the DC2. Prices start from \$120 and above. Resin models have excellent shut lines because, well, the parts don't open. Panels are etched out cleanly and tightly similar to the real car. But then, prices will make you cry. About \$20 will get you the Hotwheels 1:18 Tunerz series. Spelled with a Z, it is obvious the car is riced out to beginning of Fast And Furious levels. But it's cheap and it can be fixed if you're willing to put in the work. Take for instance the blue car. It used to be yellow with tacky bumpers, spoiler and bling, bling chrome wheels. All that has been chopped, cut, sliced, sanded and molded to create a simple, clean version. The biggest challenge was in lowering on the replaced wheels while making sure the wheels still roll.

Well, there you have it. If you want a 2nd Generation Integra, you are plain outta luck. If you know of any, send me a note to ronnyraza@gmail.com
Head to our site tomorrow for more details and a trunk load of pictures.

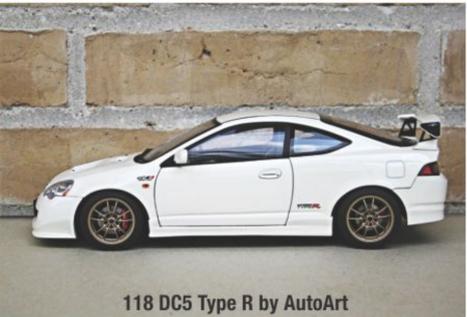
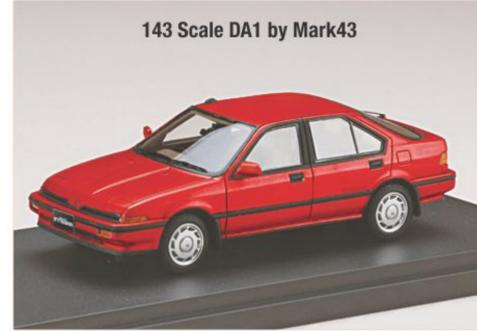
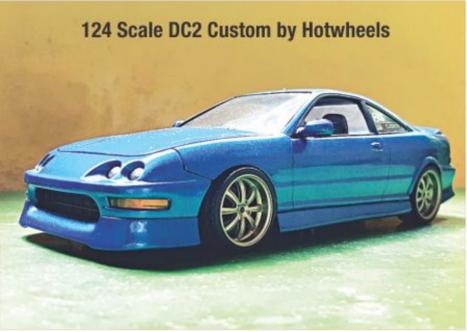
STORY AND MAIN IMAGES: EHSANUR RAZA RONNY
SOME PHOTOS COLLECTED FROM OTHER SOURCES.

AUTO NEWS



2018 Porsche 911 GT2 RS

Most powerful road-approved 911? Check.
This Porsche delivers knowckout numbers good enough to make the famed Muhammad Ali proud. The grunt? 700 hp biturbo flat engine.
Float like a butterfly: Weighing in at 1,470 kg with a full fuel tank.
Sting like a bee: Zero to 100 km/h in 2.8 seconds. Tops out at 340 km/h.
What else? At high temps it brings on a water spray-on charge-air cooler like Evos and STIs of past.
Power comes down via seven-speed double-clutch transmission (PDK).
Geek trivia: Special exhaust system is made from extra-lightweight titanium to weigh 7KG less than current setup. A lot like how Toyota used hollow carpet fibre in the MKIV Supra to reduce weight.
What about us in Bangladesh? We read about it while trundling through traffic at 2.5 kmph. And we laugh. We laugh sadly inside.



entry to this model. Hotwheels launched their DC2 tuner version first in yellow over a year ago. Big hit. Customisers went nuts. I did a toned down, cleaned up stock version of it. At 150tk, this is the lowest. Kyosho and Revell both make well detailed versions of both the bug eye and the regular DC2 Type R.
1:43 scale offer the first gen Integra in all both coupe and sedan variants by Post Hobby's Mark43 Series. Pricey on eBay at nearly eye watering 1:18 prices converted to about 6000tk plus. EBBRO and a recently stumbled upon company called Hi-Story make brilliant reproductions of the 3rd and 4th gen models in 1:43 scale along similar prices.
Next would be the 1:24 scale. There's a few of the DC5 models made by various toy companies and prices

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