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A NEW WAY TO TRAVEL IN DHAKA - AMPHIBIOUS CARS



If it rains for longer than the time it takes to make a U-turn on Green Road, Dhaka gets flooded. How do you get around then? Get one of these amphibious wonders, of course.



General Motors DUKW

Built as amphibious troop transport during World War II, the DUKW could fit 25 soldiers or carry a weight of up to 2.3 tonnes. Fondly called "Ducky", the first ones rolled out of the factory in 1942 and was famously used by George Patton to land Allied troops in Sicily. They also saw action during the D-day landings in Normandy, France. While overshadowed by the Jeep Willys, the DUKW lent the Allies a huge tactical advantage.

Volkswagen Schwimmwagen

On the other side of the pond during WWII, the Germans utilised the capable but awkward looking VW Schwimmwagen, the amphibious version of the infamous Kubelwagen. In water, a propeller would drop down and propel it forward, with the front wheels being used as rudders. On land, the 1.2 litre aircooled motor moved it along.



Amphibious Lambo Countach

The one and only amphibious Lamborghini isn't actually a Countach - it's a custom tube chassis job, built by Mike Ryan, the person who helped build the amphibious cars for Top Gear's hilarious episodes. It went on sale last year for the meager price of around 18,000 GBP, which is much less than buying a Countach and a boat.



Gibbs Aquada

Powered by a 165 HP Rover 4-cylinder for the road and a jet pump for marine travel, the Gibbs Aquada has wheels that fold away and tuck into the frame when in water. The Aquada's abilities were showcased by Virgin Atlantic owner and billionaire Richard Branson when he crossed the English Channel in just 40 minutes in 2004. The roadster also bears a striking resemblance to a Mazda MX5, which is no bad thing. In terms of actual usability, the Aquada is probably the only amphibious vehicle worth its salt.



Gibbs Humdinga

Strange name, but having proved themselves with the Aquada, Gibbs Sports Amphibians (they really can't get the naming thing right) set about designing a 4WD off-roader that takes things to the next level. It's powered by a 350 HP V8 motor and has the same working principle as the Aquada, called High Speed Amphibian technology. It'll do 100 MPH on land and about 35 knots in the water - not bad for a lumbering off-roader that can seat 5 people comfortably.

Amphicar

It may look like James May's attempt at making an amphibious sail-boat-car for Top Gear, but this one actually works. It was powered by a rear mounted Triumph motor, with propellers for the water that enabled it to reach up to 8 knots. Launched in 1961 and made for five years, the German designed Amphicar is perhaps the only amphibious car that sort of looks good, despite the ridiculous ground clearance.



Dobbertin Hydrocar

The Dobbertin Hydrocar, despite its name, is not made of tin - although it doesn't look it, this amphibian is made out of rust proof stainless steel. It'll transform itself into a closed hull water craft within seconds at the flip of a switch. Power comes from a 750 HP Chevy motor, which is more than enough to propel this savage looking beast to ridiculous speeds on both land and water. It's not pretty, but it definitely is capable.



WaterCar Panther

The WaterCar part is fairly self-explanatory, but why Panther? Unlike common house cats, panthers are excellent swimmers and aren't afraid to get their fur wet. They're also notoriously fast runners - the WaterCar Panther is reportedly the fastest amphibious car ever. Even with the blocky appearance and all that heavy running/swimming gear, the Panther will do 125 MPH on land and a whopping 52 knots in the water. It'll also go off-road properly.



Rinspeed Splash

If speed records were held for amphibious vehicles, the Swiss-made Rinspeed Splash would probably kill off the competition on both land and water. It'll do 120 MPH on land and 45 knots in the water, which sounds like a bad idea since the Splash doesn't come with windscreen - rendering its name highly appropriate. Hydrofoils lift the Splash out of the water like a racing yacht, with a single propeller taking it up to speed. One has to wonder what would happen if those hydrofoils ever deployed on land.



Gibbs Quadski

The Quadski is an amphiquad - an AWD ATV on land, a jetski in the water. It'll do 45 MPH on both land and water and makes dramatic exits off a beach even more dramatic, as it can transition from land to water in just 5 seconds thanks to Gibbs' patented High Speed Amphibian tech. Like the Aquada and Humdinga, that means the wheels fold away and tuck into the frame, allowing you to jetski away to your heart's desire. Wetsuits and shades optional.



CARS AND BANGLADESHI FLOODS

#1 TIP: Stay home

Drive slow
You don't want water going over and into the engine through the grill.

Hole-y Batman

Expect potholes everywhere. Some of them big enough to swallow small cars but not Dhaka University buses.



Check depth

Send your least valuable passenger outside to check depth. Or let other fools rush in front of you.



Love your automatic?
Stay in a lower gear.

Keeps revs high, prevents engine stalling on older cars

PRO TIP: Slip clutch on a manual if revs drop suddenly



Pump brakes a while if you've driven in water higher than the wheel centre.

If water gets in And it will



Avoid rexin flooring on cars. Water will get under it, soak the carpet, making it difficult to dry, Result? Mould and fungus. Rots carpet fibre and seat foam. Bad when you breathe it in.



Stalled? Water was high enough to have gotten in?



Don't try starting. Engine can seize unless water is expelled after removing plugs & manually cranking the engine.

How to tell if you're buying a car that was under water?

- For newer cars, bolts & metal under car seat will often be rusted. In old cars, everything is rusted, including the driver.
- Pop up the rear seat. Foam underneath will appear water stained.

INFOGRAPHIC: EHSANUR RAZA RONNY

AUTO NEWS

TESLA MODEL 3



Tesla's mass-market model is finally out and being delivered to customers across North America. The Model 3 slots in below the Model S and X as the entry-level model, competing with the likes of BMW's 3 series.

The Model 3 will be priced at around US \$35,000, making it the most affordable offering from Tesla yet. To cope with the extra demand that the 3 will undoubtedly have as a result, Tesla is planning on a production plan that is targeting around a 100,000 cars made annually, or around 2000 per week. That price also means the Model 3 will enjoy more sales in other regions of the world including Asia, which has largely been left out of the high-end electric car craze. Some might even make it into Bangladesh, consider-

ing the latest proposed budget is extremely friendly towards the import of electric vehicles.

What about the specs? Unlike the huge amount of options for the Model S, the 3 receives relatively fewer goodies, a tactic no doubt meant to lower cost. The interior is completely devoid of buttons, toggle switches, visible vents and gauges - all functions of the car are controlled by a huge 15-inch display in the middle of the dash. The lithium ion battery pack delivers 350 km of range on full charge, while the car has traditional Tesla acceleration - 100 km/h takes just 5.6 seconds, with a top speed of 210 km/h. Unlike the adjustable air suspension in the Model S, the 3 gets conventional springs and dampers, and they've seen fit to get rid of

the motor-generator unit for the front wheels as well, rendering the Model 3 rear-wheel-drive only.

The 3 is the weakest in the looks department, as the high roofline and slab-sided design is a big departure from the Model S' taut, handsome lines. It's a design that maximises interior space and minimises drag, and for what it is, it somehow works. For the style conscious, there's always the S and X, provided they're willing to pay the much higher price.

The Model 3 has been a long time coming, and if Tesla are able to scale up production, we might be one step closer to displacing petrol power in favour of electrics. That makes the 3 a hugely significant car, not just for the rest of the world, but for Bangladesh as well.

Lamborghini 350 GT
FIRST PRODUCTION LAMBO 120 BUILT
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