

# SHIFT

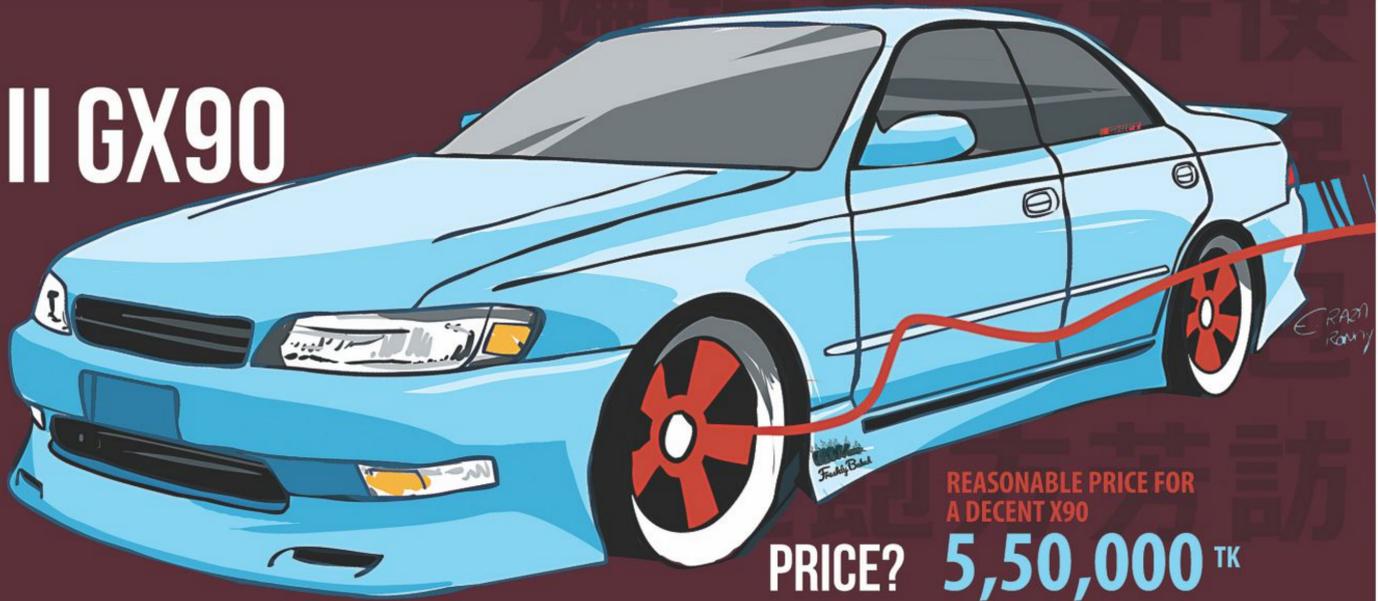
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## SHIFT BUYING GUIDE

# TOYOTA MARK II GX90

INFOGRAPHIC: SHAER REAZ  
ILLUSTRATION: E.R. RONNY

Special thanks: Munir Chowdhury Sakin



REASONABLE PRICE FOR A DECENT X90

PRICE? **5,50,000 TK**

## WHAT IS IT?

Mid-90s full-size luxury sedan. X90 generation produced between 1992-96. Came in different specs - basic GX90 (and most common in Bangladesh) versions came with the 1GFE inline-six, while high performance Tourer V versions came with the 1JZGTE twin-turbo inline-six motor. Plenty of creature comforts such as leather inserts, wood garnish, digital displays as optional extra, and plenty of leg-room both front and rear. In the right hands, a ballistic drift missile with acceleration and handling that belies its large dimensions. On top of all that, very pretty.

## ENGINES

The basic 1GFE motor is quite low on power (135 HP, 130 lb-ft torque) but has pretty good fuel economy. If you want more power, the best way to go about it is to chuck out the 1GFE in favour of a twin-turbocharged 1JZGTE from the Tourer V version. That will get you about 276 HP and 268 lb-ft of torque. More power can be had through a single turbo conversion with an aftermarket turbo and intercooler (with piping, blow-off valve, exhaust manifold). Or if you're hungry for more power and would rather avoid aftermarket parts, go for the 2JZGTE twin-turbo VVT-i motor from the Toyota Supra - you'll basically be driving a larger, four door version of Toyota's most famous sportscar.

While going turbo is the more effective route for more power, some may want to look at the naturally aspirated options. The 1JZGE and 2JZGE naturally aspirated variants of the Supra motors offer a decent balance of power, drivability and fuel economy. The second-generation 1JZGE puts out 197 BHP and 185 lb-ft of torque while the later generations of 2JZGE put out 227 BHP and 220 lb-ft torque, which is more than enough for a large rear wheel-drive sedan on Dhaka's cramped streets, where finding empty roads to put all that turbo power to the ground can be quite difficult.

1GFE - 135 HP, 130 LB-FT  
1JZGE - 197 HP, 185 LB-FT  
1JZGTE - 276 HP, 268 LB-FT  
2JZGE - 227 HP, 220 LB-FT  
2JZGTE - 321 HP, 333 LB-FT



## UPGRADES

Cooling needs a proper upgrade - go for aluminum radiators if you're going turbo with your X90. Brake upgrades necessary with aftermarket pads and bigger discs. Invest in quality tyres with plenty of grip to keep that slidey rear end in check when things get lairy (unless you're fond of intentionally frying rubber on grocery runs). Ultra Racing makes every possible chassis stiffening bar that you can put on the car, so if you want your large, heavy 90s sedan to turn on a dime, go for them - just make sure you're ready to sacrifice the plushy, comfortable ride these cars are known for. You'll need coilovers to get that sweet spot for your ride height - adjustable ones make sure your car is not too low so it's drivable and not too high that people mistake it for a Toyota Noah.



## EXTERIOR

The X90 is a supremely good looking car. It even makes the average Snapchat Queen millennial look up and stare as the low, sleek sedan drives past. Not much to be done here aside from simple lips and a good set of wheels. Unless you want to *really* stand out and make yours look like a Jap drift missile. In that case, look into tasty ducktail spoilers, overfenders and flared bumpers. Whatever the case, it'll wow most folks so why spend a lot on visuals when you could be saving towards converting it to Supra power? Nice paint, dished wheels, you're goooooood.



WHO NEEDS BUMPERS WHEN YOU CAN DRIFT?

## PROS/CONS

You can finally show the world that you can, indeed, slide. But please don't. We know that is a burning question, but not at the expense of innocent people's lives. Drive safe, drift safer.



It's a difficult car to maintain if you aren't the type to find good mechanics or garages. If you do and if your X90 is maintained properly, it'll go on for years. Regular users report that they're nearly indestructible even if you abuse them, but please don't think that's any excuse to mistreat a 90s JDM beauty. Parts are a little on the expensive side so if you've got a lot of work pending, get a halfcut for complete restoration/upgrade. Cheaper that way.

## LOCAL HEROES



Plenty. They come out to play regularly too.

## COROLLA E100 MEET

A bunch of good-looking Corolla E100s showed up to a meet held last Friday at the Cantonment Railway Station, along with a handful of other interesting cars spanning from Evos to RX8s, to even a taxicabrefusing to move out from the frame. Photos: FARHAN AHMED



ALL-NEW XC90  
PODIUM FINISH

THE MOST AWARDED SUV OF THE CENTURY  
EUROCAR'S Volvo Bangladesh  
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Have you seen the new hybrid electric Toyota? Electrifying it is not. We imagine the following being part of the memo running through the Toyota design team. If not, it should be.

**\*\*This is a complete work of fiction and is not to be taken seriously. The car, unfortunately, exists.**

INTERNAL MEMO - DESIGN DEPT D-1504

08/10/2017 DATE

This is **highly irregular**. After nearly 12 years of being a valued member of Toyota's branding efforts, it is highly disappointing to see the Toyota brand being diluted like this, to the point where a design as half-baked as this is allowed through the strict design parameters that we usually hold ourselves to.

Toyota has gained the reputation of making efficient but "boring" cars. It's not ideal, but I know we are trying. It is perhaps better to exercise caution than to resort to drastic measures such as preparing to launch what may be our **most significant hybrid in recent years** at the Tokyo Motor Show with what may only be described as an **amateurish design** for the body.

The GR brand was launched as an initiative to re-imagine the current Toyota lineup in an effort to revitalise the brand, so that youthful synergy may drive our brand forward. It was supposed to take youthful, sporty energy and infuse it into more mainstream models. A big part of that was the push for sportier hybrids, a proposition I am sure most in the auto industry took with barely contained enthusiasm. To reward these bright hopefuls with something as **ugly and...snouty** as the **GR-HV Sports Concept** is preposterous.

Where are the Supras, the S800s, the 2000GTs? You say the design of the GR-HV was inspired by the Sports 800, one of the most significantly beautiful cars we have made as a company? Only the blind will fall for that. And how does that front end resemble the Toyota Gazoo Racing TS050 race car in any way, shape or form?

I cannot bear to see my beloved brand spiral into yet another decade of mediocrity.

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## AUTO NEWS Turbo AND manual 2018 HONDA ACCORD



The best-selling Honda model in the North American market and a veritable giant in the entry-level executive sedan class returns for a 10th generation, bringing with it some great news for enthusiasts. The 2018 Honda Accord will get the 1.5 turbo four-cylinder motor that is building hype in the new Civic and CRV, paired to a, wait for it...manual gearbox in Sport trim. Yep.

The 1.5 turbo is the first force-induced motor fitted to an Accord, and puts out 192 HP and 192 lb-ft of torque thanks to direct injection and dual Variable Timing Control (VTC), not to mention the free-spooling turbo. There's more boost coming your way in the new Accord - it'll get Honda's new Civic Type R derived 2.0 litre turbo four-cylinder, which puts out 252 HP and 273 lb-ft of torque. The 1.5 replaces the old 2.4 four-cylinder, while the 2.0 replaces the old 3.5 V6, and both of the new engines make more power than the powerplants they replace. Yikes.

It's loaded with tech as well - Apple CarPlay, Android Auto, 4G LTE in-car WiFi, voice control, NFC, wireless charging, remote engine start, speed tracking, customisable HUD and infotainment, remote diagnostics and over-the-air system updates.

Best part? Because it's now in the 1.5-2.0 litre segment, we'll definitely be getting the Accord in Bangladesh at an incredible bargain for all its power, tech and brand value.