

SHIFT

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SHIFT BUYING GUIDE

ST182 TOYOTA ED/EXIV

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WHAT IS IT?

Large-ish “sporty” sedan based on the actually sporty Celica chassis. Hardtop style body meant wonderfully sleek shape and distinctive design. This is the second gen of the Carina ED, which stands for “Exciting, Dressy”. God bless the Japanese. The sister car is called the EXIV, which is basically the same but less cool looking (obviously subjective).



PRICE? TK 2,00,000 FOR ONE IN DECENT SHAPE.

POWERTRAINS

The ED comes bog-standard from the factory with the torquey but underpowered 1.8 4SFE, usually attached to a slushy automatic gearbox. In slightly higher trim, you get the 2.0 3SFE, which offers slightly more power and torque than the 4S but nearly the same kind of fuel efficiency.

The rare JDM quirk comes from the top of the range 2.0 X, which has passive four wheel steering, chassis strengthening bars and a few other goodies. Too complicated for daily use.

Make sure you get a manual gearbox. That way, even if you aren't interested in engine swaps, you can use the stock motors to their full potential.



UPGRADES

Take a basic ED, add a few months of searching for parts, another couple for the build and the ED actually makes a great project car. Being based on the Celica means it can take pretty much any power-making engine in the Toyota S family. There's the naturally aspirated 3SGE (178 HP for 3rd gen and 187 HP for 4th gen BEAMS), and the force induced turbo monster that is the 3SGTE (230 to 260 HP depending on generation).

These are old cars, so bigger brakes, chassis stiffening and coilovers are quite necessary. Thankfully pretty much everything from the Celica can be fitted to EDs, even rally bred GT-Four stuff. No one's done a total GT-Four AWD conversion on this chassis yet (although someone recently did it on the 3rd gen ED) so you'd stand out (and not have to deal with torque steer).

PROS

- ~ Looks cool. Just needs wheels.
- ~ Handles well despite size.
- ~ Four doors and a boot despite sports car aspirations.
- ~ Cheap to buy.
- ~ Shares some mechanical parts with Toyota Camry, Vista, Windom and shares everything with sister car EXIV.

CONS

- ~ Not very cheap to fix the minor (and major) stuff. Oil leaks are inevitable with 3SFE and 4SFE engines because they lose compression pretty quickly.
- ~ Road tax is pretty steep at TK 30,000.
- ~ Nearly impossible to find a clean one.

STILL, BETTER THAN BUYING...
A USED ALLION



EX-OWNER'S ADVICE



“As long as you pamper it well it won't let you down. A big problem is the interior. It has aged pretty badly due to a lot of change of ownership and lack of care. So the first thing you can expect to fail is the AC panel. The buttons fall off or don't align properly. The rimless windows and the sunroof (available on limited editions) cause problems as well.

If you are patient and have the passion you can build a powerhouse with one of the cheapest platforms out there. These cars are very stable at high speeds and have a very good seating position. If anyone is willing to buy an ST182 for a project, would advise on buying one without the 4WS as it gives a good amount of trouble after running all these years.”

-- Shafayet Bin Afaz, ex-owner of a 3SGTE swapped ST182 ED



COLLECTIBLES



Hot Wheels JDM invasion

It has been a few revolutionary years at Mattel's Hot Wheels as the designers have started dishing out JDM pop culture cars to hungry petrolheads. If I had to pick that one car that marks the JDM invasion, it would be the KPGC10 Hakosuka Skyline debuting in 2011. The R32 came earlier in 2002 but it really didn't catch everyone's fancy initially. It later went on to demand ridiculous prices among collectors. Now it seems people simply can't get enough.

This year ends with the release of the Mazda RX7 FD and Honda City Turbo. These are notable for two reasons. The FD is the best HW casting I have seen so far, it is super accurate in proportions. The Honda on the other hand is a quirky little car denoting the madness of 80s tech superiority in JDM cars. It was an inexpensive little car with a lot of techno wizardry. The 1.2 litre engine produced 108 HP pulling just 700 kg. It was nicknamed the Bulldog. Admittedly, I have not seen one in the market in Dhaka yet but it is out in Malaysia, where I got one. Details are spot on except the scale is a little bigger than 1:64.

While the JDM invasion has a lot more coming, these two really stand out as the year draws to an end.

EHSANUR RAZA RONNY

AUTO NEWS

ASTON GOES ROWDY – 2018 VANTAGE



Things at Aston Martin, everyone's favourite British sports car manufacturer and the brand of choice for a certain super-spy whose name rhymes with pond, has taken an interesting turn. It seems Aston would like to shake off its classy, composed and elegant image and adopt a sharper, rowdier, hooligan one while pushing forward. This switch manifests in one of Aston's most important models, the Vantage.

The small Aston has competed, quite successfully, in a segment that has been dominated by the Porsche 911 for more than five decades – the sub-supercar sports car segment has been increasingly cluttered since the turn of the millennium, with able competitors coming from unlikely sources like Chevrolet and Nissan. The Aston Vantage was a left field choice for the kind of people who would be liable to turn their noses at the 911's (and its competitors') vain attempts at performance through the employment of garish wings, deep ducts and general in-your-face looks; the same kind of people would be shocked to the core by the Vantage's sudden transformation.

For one, most people say the unthinkable about the new horse in Aston Martin's stable – that it is, without much room for debate, quite ugly.



Resembling a slightly elongated and significantly bulkier Mazda MX5 both from the front and back, the new Vantage is clearly not winning fans for its looks. The interior is pretty trumped up as well – garish accents, over-the-top jet fighter influenced switch-gear placement, and an overall lack of...class. Could be the new partnership with Mercedes Benz and AMG – Aston has seemingly lost the composed restraint in its design as part of the deal.

Will it perform? On page, the all new alloy 4-litre



twin turbo V8 engine produces 503 HP and 485 lb-ft torque, with a rear mounted 8-speed ZF automatic, adaptive damping for the bonded aluminium chassis, electronic rear differential and torque vectoring. It'll do a claimed 60 MPH run in 3.5 seconds and run all the way to 195 MPH. But those are just numbers and features – how it does on the road and track will determine whether the performance can overcome the divisive looks and make the new Vantage a “proper” Aston.