

## SHIFT BUYING GUIDE

# TOYOTA STARLET EP8X

1990-1995

Infographic: Shaer Reaz  
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## WHAT IS IT?

A small hatchback/sub-compact produced for five generations between 1973 to 1999, with the P80 generation produced from 1989 to 1995.

Hot versions were called GT and were powered by the 4EFE turbocharged 1.3 litre 4 cylinder. Relatively low on power, but light weight meant they were sharp and tossable, while returning brilliant fuel economy if driven right. Combine that with rock solid Toyota reliability and you have a winner.



## WHAT CAN GO WRONG?

Other than the odd electrical gremlin typical of 90s cars, not a lot can go wrong with these bare bones cars.

If you have the basic 4EFE non-turbo motor with even a lot of miles on it, it'll continue to run with basic maintenance. Watch out for the 2E/2E-E motors, they tend to be quite wheezy and will give you zero street cred/pulling power.

Watch out for suspension wear and tear, for the bushes. Being based on an economy car, the rubber items don't hold out as long as they should.

## UPGRADES?

Chassis stiffening bars, lowering springs, better brake pads, stickier tyres and a basic intake-exhaust system can unlock a lot of potential of the EP82 GT.

Ultra Racing has a full catalogue of strengthening bars, while lowering springs can be found in Dholaikhal for nearly next to nothing. Forget the turbo upgrades, the 133 HP and 116 lb-ft torque from the 4EFE is enough for Dhaka roads. Focus on making it look good with JDM wheels and slight body mods (plus the handling upgrades) and you're all set.

## ENGINE SWAPS?

Engine swaps are generally a bad idea for the Starlet, as a few local 4AGE and 2ZZGE swaps saw iffy operation and cooling problems. The Starlet doesn't really need more power for what it is and what it's good at. Just...try to get a two door GT.

## COOL LOCAL BUILDS?



## COLLECTIBLES

# KK Diecast VW Type I and the case for closed shell diecasts

A recent thread on the Die-cast Car Collectors Club Bangladesh group on Facebook had a discussion on the pros and cons of closed shell die-casts (not resin). Some collectors opined that these 1:18 scale models are hardly a significant step-up from 1:43 scale models. The general consensus was that of disappointment, as major manufacturers like Minichamps releases closed shell die-casts in the pursuit of cheaper models that offer better build quality than most entry level items.

Case in point—KK Diecast's



limited edition 1:18 VW Type I. For near about 7000 TK, you get a top shelf die-cast that stands apart from others in paint/build quality, detailing and packaging. There are no openings—the doors stay shut,

as does the rear engine hatch—and the foam packaging doesn't come with a window. It still looks fantastic and carries the weight of a top-end die-cast, though. While you can't display the guts of the car, it still does look fantastic on a shelf or desk, provided you invest in a clear acrylic case which protects the paint. Considering the alternative is paying at least double the amount for an Autoart or Kyosho model, it's not a bad deal for what is essentially a display collector's shelf fodder.

SHAER REAZ



## AUTO NEWS

# The (richer) man's F-type: Aston DB11 Volante



For 2020, the ultimate production Aston Martin goes topos, amalgamating three iconic monikers in one flagship model—DBS Superleggera, being the top gun of Aston's current Super GT range, takes its "super light" ethos and sticks the Volante nameplate to the grand tourer, losing a roof while retaining the handling dynamics that the coupe boasts.

While the DB11 Volante is offered

with the much contentious Mercedes V8, The DBS Superleggera Volante preserves the conventional in-house 5.2 litre twin-turbo V12, churning out 715 HP English thoroughbred horses and 664 lb-ft torque, mated to a new 8 speed ZF automatic transmission, propelling the open top GT from 0-62 mph in 3.6 seconds, VMAXing at an eye watering 211 MPH. That's a whole lot of bugs if you stick your head up

above the sharply raked windshield. Although it may look uncannily like an F-type taking a gap year and backpacking through California, it goes like stink, while irradiating the Bond-car aura every Aston gives off. Be it cruising through Sloane street traffic, or being parked at a casino in Monaco.

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