



PROJECT CARS

Mark! Set! Go!

JZX-100 Toyota Mark II

It was 7 am and I needed to be there. I needed to see this one for myself, and I knew it was going to be special. An inner child surfaces every time I think about large luxury sedans, and Toyota sure made their mark with this one.

The Mark II you see here today is an eighth generation JZX-100. It's a car that has a long lineage of reliability and comfort. It followed after the X-90 retained its throne for a good four years. By the time Toyota was looking to make a newer model, they had very little to work on because the car was just that good. Sure, they changed the design later on and made the X-110s larger and more comfortable but they weren't as impressive as the X-100s.

Let's focus on my little ordeal. So it was 7 am in the morning and I made it a point to be at the rendezvous point precisely on time. I heard about it and saw photos, but I have

to admit that nothing prepared me for what was to come. Unfortunately, though, I waited for well over an hour for the man behind the wheel to arrive. In the meantime I managed to lose my way around Hatirjheel three times but that's a whole different story. The wait was worth it. Oh my god was it beautiful. In front of me stood a 13 foot long JDM legend. The unforgiving sun made it gleam like a new penny. Pearl white looked good on it. It wore black shoes with yellow socks. It demanded attention, and I couldn't help but stare. This particular unit wasn't just any regular family luxury sedan. In fact, a 2.5 liter 1JZ-GTE twin-turbo motor currently powers this neighbourhood bully. This means that the car comes with a temper; a short one at that. Searing rage can easily course through its drive-train and pump out over 300 brake horses

of brute force. The engine, bone stock, would pack around 280 bhp, but no proper enthusiast would stop there, would they? Let's talk about the vocals. The car has a loud and aggressive Japspeed Exhaust, an entire unit from the header, the pipe diameter being well over 2" inches fat. When I first heard the car pull up in front of mine, I let off the gas pedal, turned off the music, and wound down the windows. The rest was orgasmic! The turbo blow off valve made the perfect whistle every time the pedal was released. It wasn't annoyingly loud, but hummed just enough to make its approach lively. To make sure all that power doesn't kill the driver, the car is outfitted with aftermarket disc brakes. The front discs were swapped with K-Sport 8 piston 330mm ones. Delicately hidden behind the matte black 18" rims, the brakes stole the



Smooth lines and a fat exhaust.



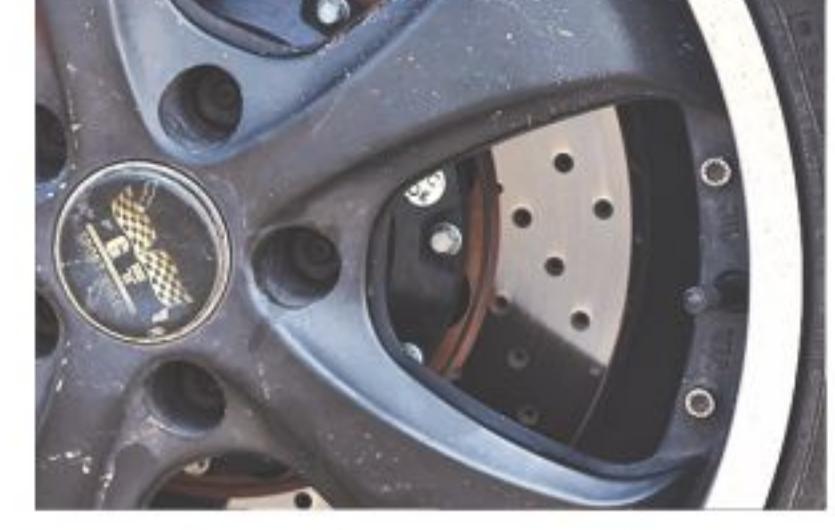
1JZGTE under the hood: Supra power for a Mark II.



show. It makes sense to include rear discs as well, but the owner didn't swap them yet. Lowering springs were a necessity and K-Sport was the brand of choice once again. The car looked perfect with its tight fitment, and it even had noticeable camber. The Supra-Mark II love child had other impressive aftermarket parts. It has a Greddy boost controller, Apexi Boost gauges, AEM air/fuel ratio meters, and an HKS turbo timer, just to add that race-car feel to the cockpit. But all the fun was behind the front bumper. If you look closely, you'll see the Greddy intercooler with the fat Autobahn88 hose peeking out. You can tell right then and there that this mother has twins. And the twins were a duo really hard to handle. From Mr. Yakub Ali's personal experience I got to learn that every time he drives this, it's like putting his life at risk. The car at times has a mind of its own and amateur drivers wouldn't be able to steer it in a straight line.

To add more stability the owner installed a Cusco front strut bar and did some tweaking with the suspension. The car is reasonably fast. According to the owner the engine was very good value for money, surpassing his expectations. Seeing a majestic luxury sedan go that fast is surprising any day of the week. I stared as the rpm needle lost control every time. I was afraid we'd kill some innocent cyclist during the test-run.

The car is a proper enthusiast's car. It's like owning a raging bull. You'll feed it the greenest grass but it will never play along. It takes real love to tolerate the high repair costs, and bad fuel economy. One would have to forget about the environment once behind the wheel. Who cares if Mother Nature is hurting, right? You're driving a JZ, and very little matters after that. For a true enthusiast it's hard to take one's eyes off the behemoth that is this car. They don't make them like this



anymore. I almost wish Toyota stopped with the hybrid nonsense and went back to making car's for real men.

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PROJECT CARS



Budget Rallying

21 year old kid from New Zealand builds ballistic rally car in his own backyard

What does the typical 21 year old kid do in his free time? Well, other than having problems with a love life and spending countless hours on the phone trying to fix it, the typical 21 year old has little else on his plate.

And then there's Alex Kelsey, from New Zealand. He's terrible at school due to a condition of dyslexia, but when he found his true calling in motorsport, he was all set. He's raced a modified Subaru Impreza in a rally stage, and he's the youngest person ever to have come away with a rally stage win in the New Zealand National Rally Championship.

Aside from the driving, he's also an ace mechanic, and a master welder. Want proof? Check out his MC2 Peugeot rally car, which he has fabricated from a bare shell, all the work done in his home garage. MC2 (aptly named Mad Creation 2) is a Peugeot 207 bodyshell, with a screaming Formula Renault V6 engine under the hood.

"It needed to look good, it needed to sound good, and it needed to be easy to work on and cheap to maintain," he said in a recent interview with New Zealand's 3 News. Alex did all the fabrication work on the car himself, from the custom roll cage to the suspension, to reworking the body and fitting carbon-Kevlar panels for weight savings and more strength. The wheels are discarded items from his WRC team. The brakes are retrofitted from a Subaru WRC car, so his MC2 is fully covered from all sides. Alex built the car over an 18 month period, scavenging parts and painfully making them fit together properly. And he can't wait to get it into competition.

Makes you wonder, what are you doing at his age?



NEWS

New kids on the block

Nissan 370Z Nismo

Nissan's 370Z has been around for a while now, first launched in 2008. With minor facelifts and upgrades throughout its lifespan, the 370 has been a resounding success, albeit less popular than its predecessor, the 350Z. However, we're not far from seeing the next iteration of the Z car, as a Nismo version usually signals the end of a Z car's production span.

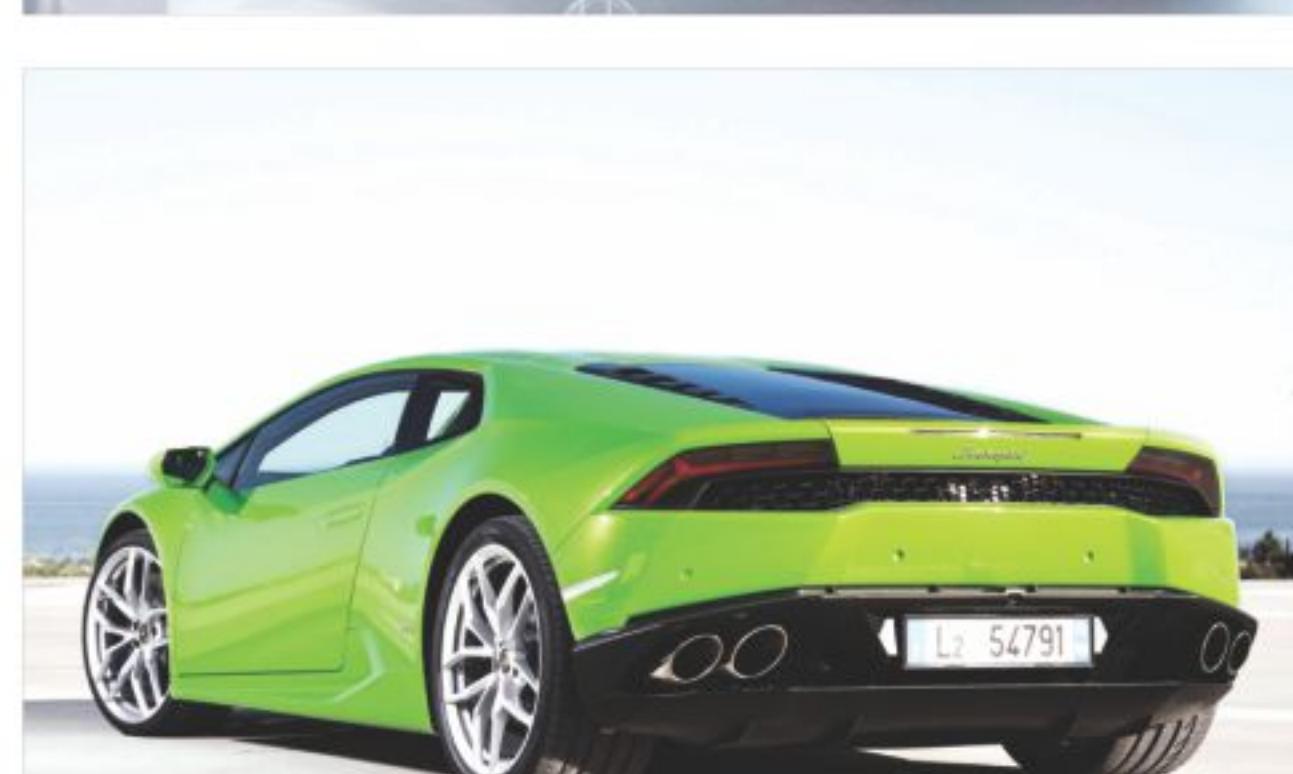
The 370Z Nismo features a range of handling upgrades, including Nismo strut tower bars, special dampers, and Nismo tuned independent suspension sharpening up the performance in the corners. Brembo brakes and a viscous LSD, coupled with a tuned mapping for the engine and exhaust (18 more horsepower, bringing the power figures to 350 hp and 276 lb-ft torque) bring up the list of performance upgrades. On the exterior front, the Nismo edition features an exclusive bodykit, Nismo badging, and distinctive red striping, as well as special Rays alloys. Interior features special Recaro buckets layered with Alcantara.

Lamborghini Huracan LP 610-4

The Huracan is finally debuting in full road going form, with Lamborghini taking orders in Spring 2014. The Gallardo's replacement uses the highly evolved 5.2 liter V10 engine from the Huracan's established predecessor, with the numbers reading 610 hp and 410 lb-ft of torque. With the aggressive exterior design and ultra-modern interior, the Huracan is the first of the new gen supercars, and the numbers can only increase from that initial 610 mark. Priced around the 170,000 Euro region, it's a lot of power for that kind of money. We can already feel the entry-level supercar game heating up. How will Ferrari respond?

Audi R8 LMX

Coinciding with the Huracan's launch is the latest version of its cousin from Audi, the R8 LMX. How many R8 versions are there? Well, more than you can count on your fingers. The R8 has been around for more than three Iron Man movies, and in Hollywood years, that's close to an eternity. Its starting to show its age, but Audi's rock solid build quality and value for money supercar



experience is still keeping the sales going strong. The biggest feature on the LMX? Laser headlights. That's about it, other than exterior carbon-fiber touches and special paint. It still accelerates to 100 km/h in 3.4 seconds, so you gotta give it that.

BMW i8

It looks alien, and everything about this car, from the crisp, hyper-modern design to its propulsion, makes the i8 a concept car for the road. Marketed as a green sportscar, the turbocharged three-cylinder combustion engine in the BMW i8 makes 231 hp and powers the rear wheels, while the 131 hp electric motor powering the front wheels draws its energy from a lithium-ion battery, which can be charged from a



domestic power socket. Boasting a more than decent range thanks to its hybrid drivetrain, the i8 is not low on performance either. The low center of gravity and low weight of the i8 promises great handling characteristics, while the sprint from 0-100 km/h takes just 4.4 seconds. A new dawn for BMW? It certainly seems like it.

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