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PROJECT CARS

Too much is enough Tuned Toyota Axio

The Toyota Corolla Axio is a good car. It's good in the same way a tomato is good for you. A tomato isn't offensive to look at, has the right kind of stuff that is good for health and everyone can have one. That's an Axio. Unfortunately, that doesn't make it exciting. Then there appears these crazy people with madness glinting in their eyes. They have an idea that even a tomato can become an Italian dish lusted after by master chefs. One such



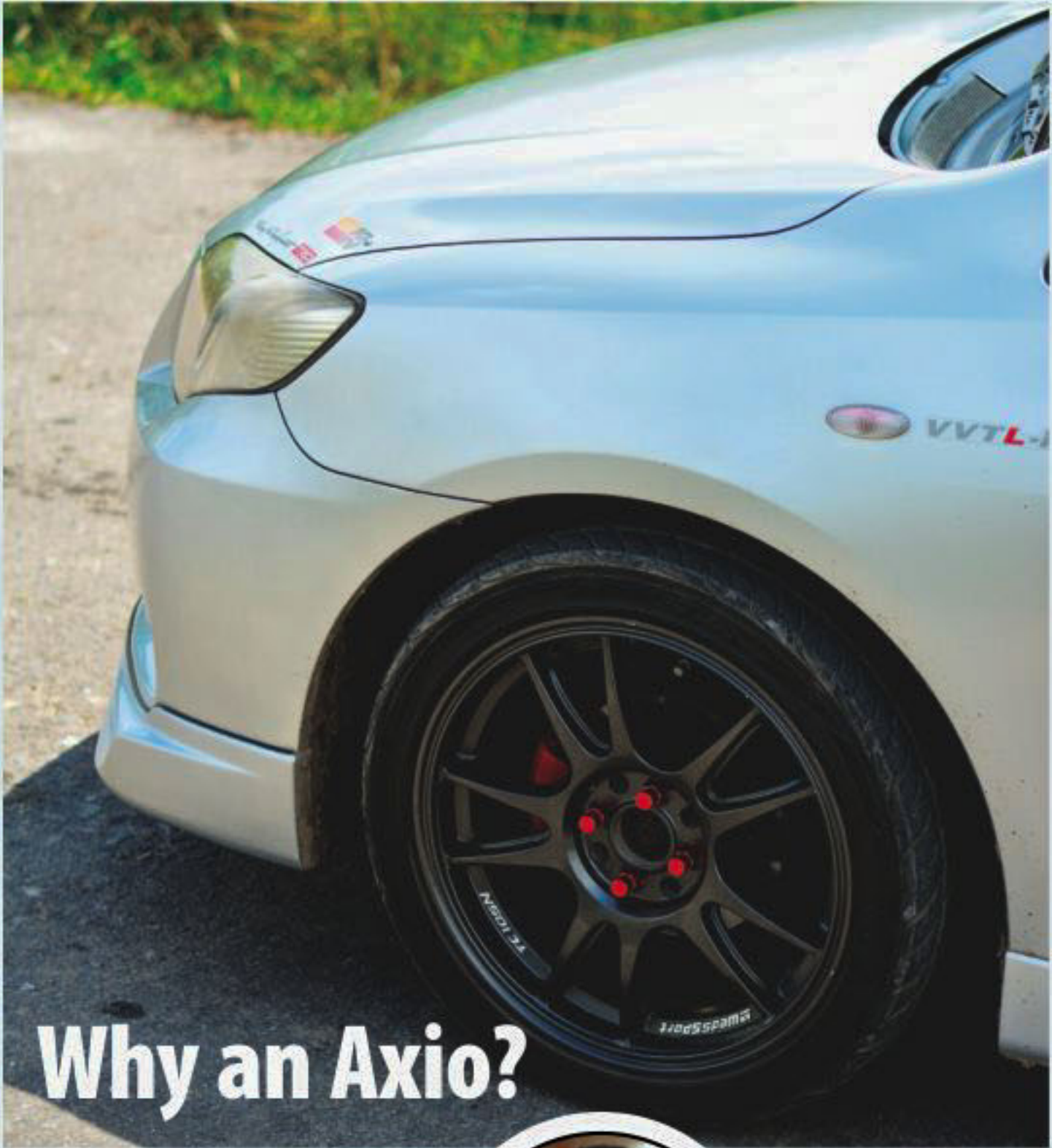
person is Kazi Hamidur Rahman Russell. That's a man with a long name and a long list of car history. I met him ages ago studying biology as kids. Years later he turned up in a car forum, surprisingly not as a biologist of any kind. He's a banker and he loves cars. And he's had a series of projects turning tomatoes into delish-dishes. So what did he do to an Axio? I'll let that spill over in his words later. As for what the Axio became? Let's start with what it was. As a base car it's nothing that'll set your loins on fire. The car had adequate power form a 1.5 mated to a fuel efficient CVT transmission. The car had good ground clearance and soft, comfy suspension to carry four moderately wide people. What it became is a proper sleeper. You look at it and you might think it is a slightly visually tweaked family sedan. Wrong. It's got a heart transplant that now provides tons of magical



whole plethora of body tightening braces front and rear. It's also low. Was that necessary? Not a hundred percent but then a car also has to look right and riding a foot above ground isn't really cool. It makes it a little more of an emotional experience to drive. Every speed breaker is a threat, but then it's also a more involving ride. Basically, the car is no longer a toaster. And all that go is provided by proper brakes with a full on disc conversion for the rear. This is the complete package and you can't go wrong with that. Modern car, modern safety features, plenty of power for such a light chassis and the complementary stopping power. This is how you turn an everyday tomato into something much more exciting: an Italian pizza delivered by Charlize Theron.

WORDS: EHSANUR RAZA RONNY

PHOTOS: RAHIN SADMAN ISLAM



Why an Axio?

Russell: Actually I didn't chose the Axio to put this engine in; rather, I chose this engine to put in my daily driven Axio i.e., my daily commuter. **3 most important things to look out for in a 2ZZ conversion:** **Russell:** 1) Don't go for A/T. There's an ocean of difference in performance between an A/T and 6M/T 2zz. 2) Choose the right chassis. Best if NZE/NZT series vehicles. Though no one has put a 2zz in any AE/EE frame yet, I guess those would be fine as well. 3) If you choose a post 2006 series vehicle (NZE141/NZT260), it requires extensive re-wiring (extra conversion cost), and requires a dual ECU system (you need to use both your car's OEM ECU as well as the 2zz ECU). **Which part gave trouble/was difficult to source (if any)?** **Russell:** The conversion was seamless in my case because I started the swap after I had all the components at hand: engine, wiring, ECU, transmission, driveshaft, shift lever, all sensors, etc.



Estimated cost of braking upgrade: **Russell:** I just changed the rear axle along with disc brakes (from a RunX RS180) which cost me BDT 25 thousand. I use OEM front discs and brake pads along with stainless steel braided brake lines and Motul Dot 5.1 brake fluid. Works perfectly fine for sporty driving, but 100% genuine brake pads is necessary. **Overall cost roughly (engine, transmission, suspension, brakes)?** **Russell:** Approx 400 thousand taka including complete engine swap, full installation and electrical re-wiring charge, K&N intake, Borla exhaust, TRD lowering springs, front-rear upper and lower Ultra Racing Strut bars, and miscellaneous aftermarket parts. **Would such a conversion fall more towards madness or easiness?** **Russell:** It's easy, if you have all required parts at hand, know what you are doing, and of course choose an expert for the conversion work.

SHIFT ZONE

Eid is cows is eid. That's what we primarily think of when it comes to this particular eid. And goats as well. All this mixed with chili, turmeric, salt, twenty other spices and cooked in oil. Eid is also about antacids. All the assorted cattle need to be transported individually after being selected for dinner. Usually they are walked. Sometimes they travel by truck. Other times they travel by trunk, car trunk to be precise. Last year we saw cows and goats being carried via three wheeler vans, human hauler vans and in the luggage space of old clapped out Toyota Corolla E90s. Goats have been seen zigzagging astride the passenger seat of Yamaha's latest 150cc boy racer offering. Below, we bring you some spottings of strange and stylish bovine rides from the world over. And if you spot any in Bangladesh this season, take a pic and mail to us. We'll print it, make you famous, give you money even. Or beef burger. Or a picture of it. Enjoy your Eid. – Ehsanur Raza Ronny, Editor, Shift



It's Qurbani eid, and here are a few innovative ways of bringing your sacrificial animals home. Our favourite is the air lifted bovine (top left).

Haojue

Biker Tips

Pre -Riding Checklist

Riding motorbikes can be unsafe, but there are ways to minimize the risk. Following this checklist will also ensure you wont have to suffer the humiliation of walking your bike home, while people on the road yell "How much?!" after you (it IS Qurbani eid, after all). 1) Check your tyres for leaks, foreign objects stuck in them, as well as tyre pressure. They're the most vital part on your two-wheelers, so even if you don't look after anything else, do look after the tyres. 2) Cables and controls. Check for leaks along the brake lines, and make sure everything is well connected. 3) Brakes. Before rolling off, pump brakes a couple of times to check if the bike stops when you tell it to. Apply the front brake and push the bike forward. The front wheel should not move at all. Same with the rear. 4) Check your drive-chain. If the chain is not well lubricated or set in place, it can cause problems. The maintenance periods are few and far between, but its always good to check.

Toyota's front wheel greats

SHAER REAZ

Front Wheel Drivetrains were developed to make it cheaper to build cars. As FWD technology was refined and efficiency rose, hot new FWD vehicles started appearing, led by the charge of European hot hatches. The Japanese took it as their mantra, and over the course of the 90s, embraced FWD as the cash cow it would be for them. When you think of cool Japanese FWD cars, you automatically think “Honda”, but that's not the entire story. Toyota has had some very affordable front driven cars which won the hearts of enthusiasts, throwing further fuel into the whole Honda-Toyota rivalry. This week, we compiled a list of the hottest front-driven Toyotas.

Ae9x Toyota Levin/Trueno – The first time Toyota's lightweight Corolla based sports car came with Front Wheel Drive, it outraged people. Enthusiasts simply couldn't wrap their heads around a Levin or Trueno which wouldn't slide around corners. That'd be unfair, because the AE9x generation came with a supple, capable chassis and some very good engines. They also looked pretty damn cool.



St202 Toyota Celica – While the Celica GT-Four version of the ST202 is the more famous one because of its rallying heritage, the basic front wheel drive version offers cheaper thrills and almost equal sized grins. 3SGE, buckets of tuning potential and, an Aston Martin DB7 inspired rear design made it a big hit with enthusiasts.



Xv50 Toyota Camry – Okay so it's the (relatively) boring one here. The Camry, the best selling car in the US for almost a decade straight, has always been the unassuming entry level luxury sedan, hiding a good amount of power and torque behind its bulky looks. Full throttle, the Camry will surprise you.

Ae111 Toyota Levin BZR – Often touted as Toyota's best front wheel drive offering to date, the BZR was a track focused, lightweight sports car. With the legendary Black Top 4AGE engine powering it, the Levin just needed high performance brakes and a limited slip differential to be transformed into a Honda eater, and Toyota supplied all of that and more in the BZR.



Ep91 Toyota Starlet Glanza V Turbo – Take a super lightweight hatchback and put in a 1.3 liter, intercooled, turbocharged 4EFT engine. What you get is an economical city car with a super responsive turbo which is easy to boost, matched with zippy handling.

NZZE120 Toyota Corolla T-Sport – A hit in the UK, the T-sport received the adoration of automotive journalists far and wide, many of whom would go on to label it a worthy alternative to the EP3 Honda Civic Type R, the king among hot hatch kings. It happens to be powered by the same 2ZZGE engine found in our Axio feature car (above).



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Haojue

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150 CC

- Haojue and SUZUKI branded bikes are being produced in state of the art facilities in China by a Joint Venture between Haojue Holdings and Japan's Suzuki Motor Corporation.
- Haojue bikes are being exported to 70 countries including Japan.
- Haojue has been consistently ranked number one in sales and customer satisfaction for past twelve years in China.

Karnaphuli

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