

Audi Prologue Concept: A prologue to what? The moderately exciting thriller that is the Audi A5. The Prologue is more of a design evolution than a full on concept, and looks a lot like the outgoing A5.



PROJECT CARS



Bug eye Beauty

1995 St202 Toyota Celica

The Celica is, despite the immense popularity of Toyota's venerable Supra, is one of the best selling sports cars from the Japanese giant. The fact that first generation Supra was called the Supra-Celica and was based on the Celica platform itself should tell you how important the Celica name is.

Undergoing a permanent shift to front wheel drive powertrains at the dawn of the 90's which remained till the opinion-dividing 7th gen model, the modern Celicas sort of dwindled into less focused, less pure street machines with only a dabble of power, but with low weight and very stable handling. The performance variants of these front-wheel drive Celicas were rare and expensive to buy/maintain, and as a result, you won't see any of the high-performance four-wheel drive variants of the early to mid-90s Celicas in Dhaka. So what do you do if you want to own one? You try and convert a regular Celica, obviously.

For many, the last great Celica is the ST20x generation, an example of which you see here today. Tanvir Hassan's red beauty is a very well maintained, tastefully modified bug-eye Celica with a handful of parts from the car's virulent older brother, the Celica GT-Four. The crown jewel of the parts list? The



2.0 liter turbocharged 3SGTE, a majestic powerplant on display to the world (but only because the GT-Four hood with the hood scoop that Tanvir ordered has not yet arrived).

Other goodies from the GT-Four parts bin includes the full suspension setup and brakes, rounding off the basis for a GT-Four conversion. Tanvir is already sourcing a rear axle for his prized Celica, so that he can go the full nine yards in his quest to convert it to a GT-Four. The parts list doesn't stop there, however. A handful of smartly picked aftermarket parts complement the OEM GT-Four parts, such as lightweight pulleys, Apexi air intake, custom 2.5 inch exhaust, among others. The gear shifting duties fall on a 5 speed manual gearbox sourced from the SW20 MR2, coupled with aftermarket stage one ACT clutch and pressure plates, while the power is transmitted through a lightweight ACT flywheel. The GT-Four suspension is made stiffer (and the car lowered) by a set of Tien springs, while Ultra Racing front and rear strut bars tighten up the handling. For braking duties, the only necessary upgrade was a set of Project Mu brake pads.

The rally bred GT-Four suspension allows the lowered Celica to go over bumps, rough roads and uneven terrain

with the kind of ease you would usually associate with full-fledged SUVs, not a small sports car. It's surprising how easily it could be maneuvered over the unfinished, gravelly and bumpy roads of Uttara as we made our way to the photoshoot location. When there was an empty stretch of pavement though, a downshift and a press of the accelerator pedal resulted in a whoosh from the blow-off valve, and we're off to triple digit speeds in the blink of an eye. It's the best way to experience the power of the 3SGTE at full boost, with the uncovered engine sitting less than a foot ahead of the cabin, grunting and whistling away.

Outside, it's quite the looker. The only exterior modification is the ST205 front headlights, but, while my editor vehemently disagrees with me, I find this generation of the Celica to be the prettiest, aside from the first gen TA22 Celica of course. That rear end, a faint mimicry of the Aston Martin DB7, is to die for.

We're eagerly waiting to see what Tanvir does in the future with the already cool project car he has built. The full GT-Four conversion, complete with body parts and four-wheel drive, would be a brilliant sight to see. Look for an update on Shift when the project is completed.

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SHIFT ZONE

Back in the 80's, tuning meant at most chopping off the roof to make a humdrum family sedan look like a sports car. Those were scary, twisty times when cars died at the hands of shade tree mechanics trying to fabricate cool.

Times have changed a bit. We now have knowledge, skills and Google. Tuning culture is no longer adding extra lights and chrome plastic bits. The latter is still considered the defacto trick for many. But real tuning, that of tweaking and upgrading, is a new-found art. And many indulge with charisma. Case in point? Check the car we're highlighting this week. An old Celica, it was doomed to remain old. But now it's given a new lease on life. It's better than when it left the factory. It's different too, but without becoming an eyesore. And why not?

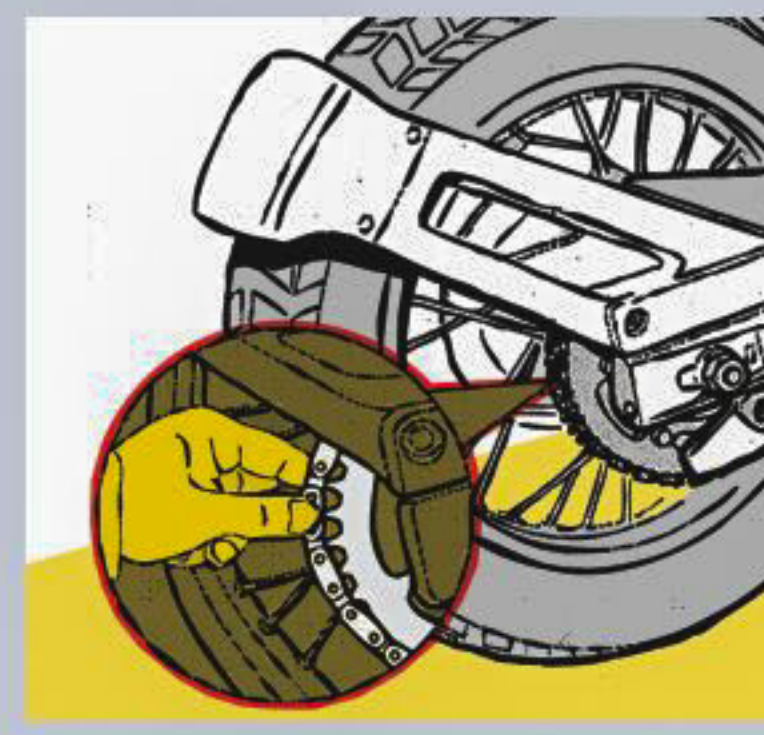
Cars represent individuality and creativity for many. These are not just toasters to be discarded when old and the spring becomes jiggly. And it's always a joy to see old cars given a personal tweak and an upgrade.

-- Ehsanur Raza Ronny, Editor-Shift

Haojue BIKER TIPS

Chained up

Chains are not made for life. Over time they will stretch no matter how well they are cared for. Many of us remove the safety cover on our bike chains because those covers look cumbersome. The danger of removing that chain cover is that a rider wearing a sari or 'lungi' can get the garment tangled up. It also introduces the chain to dirt and water more easily. This accelerates wear and stretch.



How do you know? When you can pull the chain off the back of the rear sprocket like. This is also the case with bicycles.

Note: Motorbike chain guards are primarily an Asian market requirement. We love our long flowing saris, lungis and ceremonial robes while riding motorbikes.

NUTBOLTU

Beasts with humble beginnings

THE GREEN STIG

Rally cars are notoriously powerful speed machines with the ability to go as blisteringly fast around corners as they are able to accelerate in a straight line. More often than not, these insane beasts are based off mundane production cars or entry level sports cars, and that just makes them more mental. This week, we list a few of the beasts which had humble beginnings, but were transformed into something else entirely for the sake of motorsport.

Toyota Celica GT-Four

The ST205 GT-Four may have enjoyed less success than the previous model in the World Rally Championship, but the homologated road going version was a lot more popular than the ST185.



Ford Sierra Cosworth RS500

Like the Volvo 242, the RWD Sierra was more suited to touring car racing, but on the road, the RS500 was one of the best European Fords ever sold, and helped Ford establish a stronger foothold in Europe.



Volvo 242 Turbo Coupe

While primarily enjoying success as a touring car, the 242 was also raced in Group A. While not very successful due to lack of factory support, it's the banger rally car of choice for thousands.

Nissan Pulsar GTI-R

Group A saw the debut and subsequent failure of what could have been one of the brightest stars (pulsars?) of WRC. That hood scoop alone should guarantee a spot on this list, but damn, seriously cool, albeit underappreciated car.



Peugeot 205 Turbo 16

Declared Car Magazine's "Car of the Decade" for the 90's, the 205 is an amazing little economy car. In Turbo 16 form, it was a manic terrier foaming at the mouth to start sprinting after the mailman.



Renault 5 Turbo

Another Group B icon, the 5 applied the same formula as the Metro 6R4 using a turbo 4 cylinder instead of a V6, and later on inspired the utterly mental Clio V6 road car. Youtube videos of it wreaking havoc.

MG Metro 6R4

An icon of the short-lived but iconic Group B rally series, the 6R4 was based off a terrible city car from MG, but the rally version had a mid-mounted 3 liter V6 encased in a seam-welded chassis.

SHIFT GARAGE

DIY scuff mark removal



What do you do when that rickshaw tyre or another car's bumper lightly grazes your paintjob and leaves a scuff mark? There's a household DIY to resolve the issue; it's quick, simple and moderately effective without harming paint. Toothpaste will not only provide you a happy, sparkly smile but also clean up your scuffed paint. It's goodness in a tube.

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