



PROJECT CARS

BLUE TRAIN CAMRY

1992 Toyota Camry SV30

Toyota built a reputation out of making reliable cars that don't break down. They excelled even more so at building boring cars that helped people fall asleep more easily than BTV News at 10. This particular Camry, the V30, was one such car that combined both and proved to be highly profitable for Toyota all over the world. It did not need to have performance. Regions like ours though considered it a posh car. It was the big car you bought cause it oozed 'cool'. While Camrys, especially the V30 and the V40 were good looking cars, they never had any sporting pretensions. They were made to be reliable, comfortable vehicles that moved people from place to place while softly playing Yanni in the four-speaker setup. But some people step away from the mainstream and get a ridiculous idea to turn this front wheel drive slushmobile into a thing of interest. They force feed the vehicle some sporting capabilities whether the car wants it or not. This is such a story.

The Camry you see here belong to a friend called Fahim-uz-Zaman who may or may not have all his screws bolted on tight. His car on the other hand is well tightened up. He has had the car in his family since 1996. It went through several guises, all reflecting a



SHIFT ZONE

Blue Train was attached to the name of a car for the first time when, in March of 1930, the then Chairman of Bentley Woolf Barnato wagered he could beat the famous Le Train Blue in a time trial race. The luxury coach, revered for its speed and reliability, would be going from Calais to the French Riviera, and Barnato's Bentley Speed Six would attempt to reach London from Cannes before the train reached its destination. He did win it. Many would castrate us for comparing a Camry to a legendary Bentley, but hear us out. The Camry is a turbocharged beast and pulls like a train out of hell, and it's a fitting tribute to Woolf Barnato's famous wager.
- Shaer Reaz, sub-editor, Shift

young man's stages of growing up. Big spoilers versus small spoilers, evil black wheels versus clean light wheels, loud stereo versus I-don't-care-for-stereo and furious bodykit versus grown up subtlety. What you see now is a ten-year transformation from slightly fast and furious to very fast yet very understated Yakuza-style cruiser.

Currently the Camry sports a 3SGTE giving out anything from 200-220bhp, roughly. While this is a big-ish car, it isn't a particularly heavy car. Remember: there's no powered seats, airbags, traction control equipment, battery packs, heavy audio equipment or dead gangsters in the trunk. The design is subtle with a simple bodykit that accentuates the clean lines with a little touch of purpose. That hood scoop is small and totally

functional to feed air to the top mounted inter-cooler. And the color remains dark and out of the limelight.

We pootled around in side streets till we reached a proper, safe place to see how it runs. The interior is unbelievably clean and well sorted. It used to have Recaros but those are now gone for the stock, sleeper look. The ride is a little harsh thanks to the low coilovers. It's stiff and that's how at least the two of us like it. Family may complain but that's what family does. So we leave them home. On the open road the first stab at the accelerator squeezes out a brutal response.

Wheels spin up to third. Even Fahim, having grown up with this car, is a little afraid to push it completely. One reason is the torque steer. The car wants to go where the wheels grab and all those horses grab hard. These cars never had great,

tight steering to begin with. But the braking is confidence inspiring. It stops how it should, when it should. The coilovers ensure ride stays firm even when taking turns that would have passengers flying out the window. So why this car?

The V30 Camry was popular worldwide and in Bangladesh for its sleek looks and reliable hardware. We had one in the family. It was an automatic and would reach 100kmph in a couple of days. And if you steered it, you would need a football field to make a circle. It wasn't quick and no one imagined it to be. There-in lies the fun factor. No one has done it yet, at least not this well put together. The joy is in owning a unique yet subtle ride that will disappear before you know what happened. At least on those rare days that you get a free, empty road. For petrol heads, a custom built car and those few occasions of rush make up for those mundane days at the office.

Look for the extended story in the online edition of Shift.

All things cars with Fahim



Evolution of Camry so far?

When I was a student, I couldn't do anything to the car as I wasn't earning. So after I started working, got my body kit done, then got the Recaro seats (now taken out) then got the rims and rear disc brakes. Got the air intake. Then quad exhaust and aggressive bodykit. Then finally got hold of a 3SGTE and the Cusco coilovers.

What does it have now?

The car has the following: 3SGTE engine 2nd gen with MR2 setup (ECU, wiring and sensors), Walbro 245lph fuel pump, 3 inch exhaust with Jasma end box, 3 inch turbo down pipe, E153 5speed manual transmission with LSD, Cusco adjustable coilovers, front and rear struts, 215/45/17tyres.

What's the most important upgrade according to you?

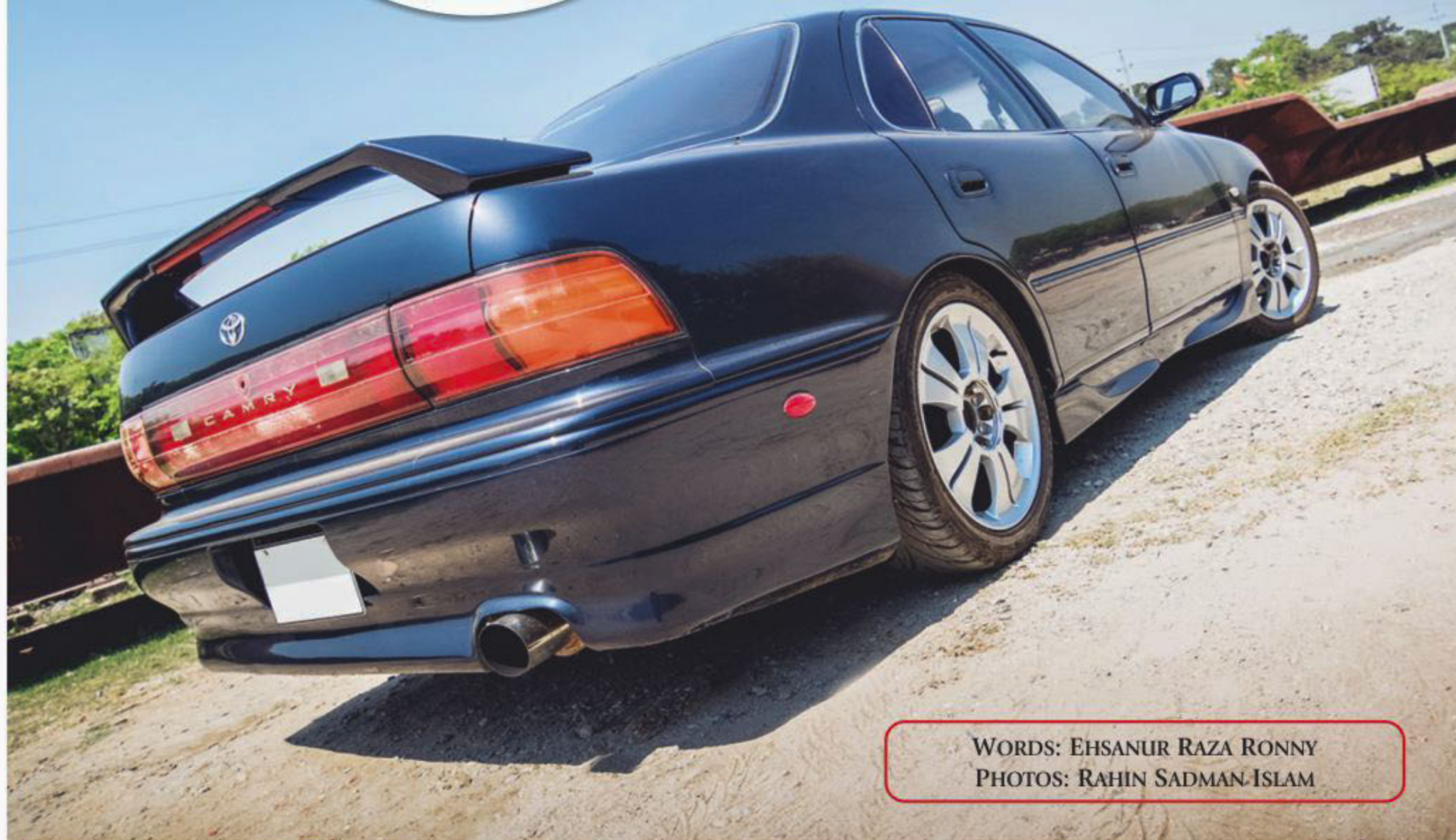
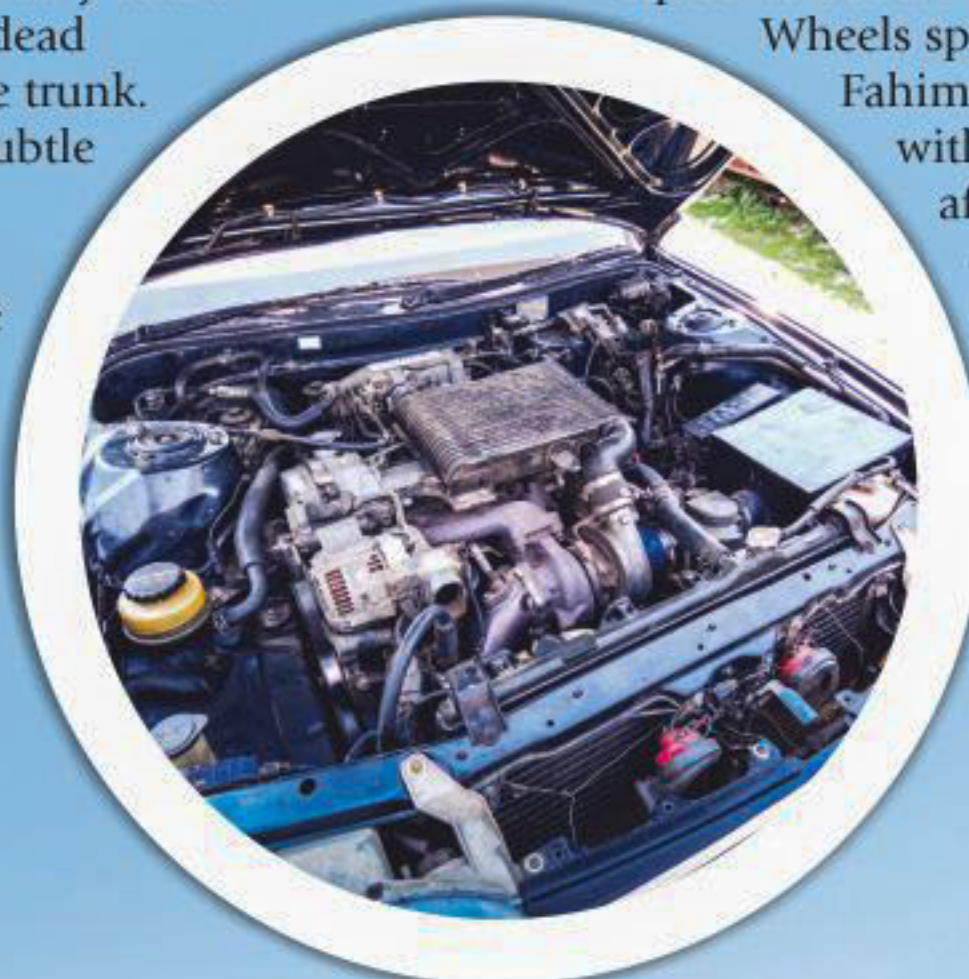
Most important was the suspension. As this is a family car, it used to handle like a tea trolley. With the coilovers its just better in every way. Next is the engine, where all the power comes from.

What would be your top tip to look out for when doing a similar project?

Wiring the engine gave was the most difficult part. Look out for the wiring

What's left?

HID lights, as well as more stopping power



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Toy cars but not toy cars



Toy cars are the best possible things for kids when they are kids. Then they grow up and some of them still continue collecting their toys now known as collectibles. Family members may often laugh and point and still call them toys, but for certain grown ups, scale model cars offer an outlet into a world of possibilities.

Scale models provide an outlet as a smaller, more intense version of our passion for cars. And bikes. You'd think it is cheaper because it is smaller. Not quite. Scale models can run up \$100 (roughly 8000BDT) or more for a basic Autoart 1:18 scale model. In Bangladesh we have a complicated process of ordering online purchases from abroad that jack up the prices of these scale models by 1000-3000BDT based on weight. That basic Autoart model will end up being 10K easily. Buy twenty of



these and you've spent enough to buy a starter kit of a project car. Think AE80 Corolla. If your wallet isn't deep enough or you're not seated at your grandfather's garments factory board of directors, this is a tough hobby to have. But scale models are not all about the fanciest. A 400BDT Tomica built Toyota Probox is just as joyous to hold. Or crush with a hammer.

The last couple of years has seen a growing trend in collecting model car and bikes. Hotwheels is the fad but there are so many different avenues to explore it is mind boggling. People have even gone into customizing scale models the way others customise 1:1 cars. It's a business even.

There's more coming on scale models, what and where to get, who to avoid and how to customise without destroying the house. Watch this space.

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We have a new and revamped website for The Daily Star. Make sure to check out:

www.thedailystar.net/shift

for regularly updated automotive news, reviews, and everything in between. We will be running web-exclusive features on project cars, modification/maintenance tips and tricks, and more. As a bonus, you get access to exclusive hi-res wallpapers ready for download.

Ford Everest coming to Bangladesh

Ford's latest seven-seat off-road SUV features intelligent four-wheel drive and a host of driver safety and driving aids. Powering the local version will be a 2.2-liter Duratorq four-cylinder TDCi diesel, putting out 118 kW of power and 385 Nm of torque. The Everest has a true body-on-frame design, assuring the torsional strength required for challenging terrains.

The previous Everest model was sold in Bangladesh, and Ford hopes to grab a hold of the premium SUV segment with the new one, which is manufactured in Thailand. It's a good looking SUV, with a distinctively squarish front end and sharp cut profile. The interior looks great in the pictures, with an upmarket, elegant design, and Ford isn't



the kind of brand to cut corners when it comes to interior quality even on their export models, so expect proper fitment and materials.



There's no hint of the pricing, but from the specs list, which is quite well-populated, expect the pricing to compete with the best of them out there. You'll hear more about the Everest when it comes, right

here on Shift. The new Everest will be available from May/June in Bangladesh.

TOYOTA BANGLADESH

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