



SHIFT

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PROJECT CARS



SPECS TOYOTA JZX100 CHASER

ENGINE: 3.0 litre 2JZ-GTE, CT12B twin turbo, GReddy front mount intercooler, NGK plug wires.

DRIVETRAIN: 5 speed M/T, Clutch Master FX400 clutch, Fidanza light-weight flywheel, JZX100 differential with Torsen LSD.

MANAGEMENT: GReddy Profec B-spec 2 boost controller, HKS turbo timer, AEM AFR, oil temp and boost gauges.

INTAKE-EXHAUST: AEM intake, Fujitsubo Super Legalis R exhaust.

CONTROLS: NHT short throw shifter, NRG boss kit with Nardi steering wheel, Razo pedals.

HANDLING AND BRAKING: K-Sport adjustable coilovers, TRD four pot big brake kit front and JZX100 rear rotors with Discel Z brake pads, Cusco front and rear sway bar, strut bar and lower arm bar, Work Meister S13p 18" wheels, Michelin PSS tyres.

BODY: TRD grille and body kit.

THE BEST OR NOTHING: 1998 TOYOTA JZX100 CHASER

You either do it differently or don't do it at all. Two brothers Ornob and Akib made it a point to stand out from the trend that has caught up in the past year or two- throwing in a turbolicious 2.5L 1JZ Tourer V transplant into an X chassis. Mark IIs and Chasers being the common choice, Dhaka has seen plentiful of these from early and late 90s generations transformed into glorious appeal-mobiles. The brothers previously owned rare JDM gems such as a factory SV30 Vista GT and an S type 6 MT Mazda RX-8, and they certainly knew very well what to do with their 1998 X100 Chaser Tourer.



turbo- around 280 hp and 320 lb-ft of Supra performance is packed into this Chaser; one of the first of its kind in Bangladesh too. Otherwise, it is a sober looking JZX100 Chaser- a humble silver coat, subtle TRD kit all over and late model LED rear lamps. Even the front bumper with its centre support panel still intact, trying hard to conceal the large GReddy intercooler.

RIDE IMPRESSIONS.

Now I'll be very honest. I've been in some fast cars and some serious fast cars. This sleeper of a Chaser will pin you back to the factory semi buckets from the moment the throttle is dabbed. Very minimal turbo lag, that's twin turbo efficiency for you. The brothers wanted to have proper fun with the machine- hence the 5 speed tranny along with the bullet proof Tourer V differential and Torsen LSD. The sick gear ratios will shoot the car naught to 80

km/h in first gear and 130 in second. By the time you finish third, the Chaser's rear jolting to keep up with the RWD traction, you are doing speeds which I should not bother mentioning here. And all that in under 15 seconds. You do realize there are two more gears left to go berserk with, and to accommodate that, there is no speed lock in this madhouse either.

All this nerve wrecking drama is unexpectedly not so wild. The Chaser's butt squats at every short shift, the speedometer synched with the tachometer as they simultaneously climb north. The car behaves like a prowling Doberman on a leash, obedient and ready to do exactly what you command - shoots comfortably at a straight trajectory beyond 200 km/h and brakes like a performance German sports saloon. That is because the brothers went out of their way to ensure the Chaser gets all the handling upgrades necessary for a balanced ride. 18" Work Meister S13p rims with sticky Michelin PSS grippers hug the road in the direction you steer despite the tail wanting to go happy with all the torque from the behemoth motor. K-Sport coilovers and Cusco sway and strut bars in the front and rear was thrown in for minimal body roll. They even installed the lower arm and nose bar between the front bumper and intercooler - now that's dedication to handling detail. With all that to control the body dynamics, sharp turns in the rather heavy Chaser merely feels like lateral G-force tug of war.

PARTS SCAVENGING FROM ALL OVER THE PLACE.

Hunting down genuine parts for a project car is painstakingly agonizing, says Ornob, who spent more than what was required to get to this point of the Chaser build. Importing parts from Japan has been challenging, specially large ones such as the front mount GReddy intercooler, Fujitsubo Super Legalis R exhaust system and the TRD body kit. Then there are the imported tyres, rims, stabilizing bars and the tid-bits. The engine and box was bought separately from our very own *Dholaikhal* due to the sheer unavailability of this 2JZ-GTE 5 speed combo.

WEEKEND QUEEN OR DAILY?

This four door Supra is not a garage queen or a once a week fling. Neither is it a daily. It has been made for practical fun. When your fourth car in the house is a 2JZ-GTE JZX100 Chaser, it is more of a thrashing fun machine. Think of it in this way- Toyota endowed the X chassis with a 2.5 1JZ-GTE as a performance top off the line Tourer V, but what these brothers built is more than that. When the pulse tickles for some boost rush, the Syed brothers sets the Dhaka roads on a turbo wheeze and blow off trail unmatched by many.

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ELECTRIC WARS

INFOGRAPHIC: SHAER REAZ

TESLA MODEL S P85D

THE MODEL S HAS BEEN AROUND FOR A WHILE NOW, AND IS A TECHNOLOGICAL LEADER IN THE MARKET FOR ELECTRIC VEHICLES. IN TERMS OF SALES FIGURES THOUGH, IT HAS BEEN OUTSHINED BY CHEAPER, MORE PRACTICAL ALTERNATIVES SUCH AS NISSAN'S LEAF. TESLA HAS A NETWORK OF "SUPER-CHARGING" STATIONS SPREAD OUT STRATEGICALLY OVER NORTH AMERICA, BUT TILL IT HAS THE SAME KIND OF INFRASTRUCTURE SUPPORT IN EUROPE, TESLA WON'T HAVE AN ABSOLUTE ADVANTAGE.

NISSAN

OUTSOLD BY: NISSAN LEAF

PORSCHE MISSION E

THE MISSION E IS AIMED SQUARELY AT THE THREAT OF TESLA, AND WITH CONFIRMATION OF THE MISSION E GOING INTO PRODUCTION, WE CAN EXPECT A RESHUFFLING OF THE EV HEIRARCHY. TESLA'S DOMINANCE FACES A MAJOR OBSTACLE IN THE CHARGING STATION DISTRIBUTION, WHICH PORSCHE CAN CONQUER WITH ITS SUPERIOR CHARGING ABILITIES AND VOLKSWAGEN GROUP'S GIANT BACKING. WILL THE MISSION E PAVE THE WAY FOR A RETURN TO THE GOOD BOOKS FOR SCANDAL HIT VOLKSWAGEN GROUP? ONLY TIME WILL TELL, BUT THE PROSPECTS LOOK GREAT FOR THIS UP-MARKET ELECTRIC LUXURY SPORTS CAR.

FORD FOCUS ELECTRIC
(WITH MORE TO COME)

EARLIER IN DECEMBER 2015, FORD ANNOUNCED ITS MASTER PLAN TO PRODUCE ELECTRIC VEHICLES AND EV SOLUTIONS. AS PART OF THE PLAN, FORD WILL INVEST 4.5 BILLION DOLLARS ON CUSTOMER EXPERIENCE DRIVEN PRODUCT DEVELOPMENT. UNLIKE PORSCHE AND TESLA, FORD IS A RELATIVE GIANT AND A MARKET LEADER IN BOTH EUROPE AND NORTH AMERICA. IF ONLY ITS FOCUS ELECTRIC WAS A MAJOR FOCAL POINT OF ITS EV CAMPAIGN (THE IRONY).

AUTO NEWS

BARVIDA CAR EXPO 2016

Bangladesh Reconditioned Vehicle Importers and Dealers Association (BARVIDA) are organising a car expo highlighting the reconditioned vehicles market to be held from January 22nd to 24th, 2016, at Bashundhara Convention City in the capital, Dhaka.

With sponsorships from bikroy.com, Reliance Insurance Limited and IPDC and media partnership with Shift-The Daily Star, the car expo is scheduled to be a platform for the launching of Next Generation Vehicles (NGVs) with a special focus on environmentally

friendly hybrid vehicles. Insurance facility providers, engine oil, tyre and battery vendors and automotive modification and accessory companies are slated to participate in the event.

The BARVIDA car expo will also feature informative sessions on driving safety, environmental impact of cars, discussions on the traffic situation in the country, as well as cultural programs. Organised by Splash event management, the BARVIDA expo promises to be a worthwhile event for automotive vendors and users alike.

HONDA S2000 TO RETURN?

Recently we got excited at the internet chucking out speculated images and news of the new Honda S2000. All we can contemplate at the moment is that it will possibly have a 1.5L power plant with 150- 180-ish HP that should make it the new Mazda MX-5 beater. A bit underwhelming, isn't it? The old FR S2000 VTEC screamer was an RX-7 challenger.

We've got to wait and find out.

