



SHIFT

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THE LOST SAMURAIS OF



Infographic: Shaer Reaz

The world of Japanese performance cars and tuning has had a few names that are simply unforgettable. Yet, there are plenty of JDM models out there that are relatively obscure, for various reasons. Like the Mitsu GTO, which never gained the popularity of the Supra or the Skyline. This week, we pick our favourites.



MITSUBISHI 3000 GT/GTO 3.0 litre 6G72 twin turbo V6 engine
296 HP, 306 lb-ft torque.

TOYOTA CALDINA GT-FOUR



2.0 3SGTE turbo inline-4 engine
256 HP, 239 lb-ft torque.

Based on the Avensis platform, the Caldina was the last Toyota to have the 3SGTE and to carry the "GT-Four" moniker, referring to its All Wheel Drive. Ceasing production in 2007, it was popular with tuners in Malaysia, but unknown elsewhere. Parts for the engine are available because the 3SGTE is fairly common.



SUBARU ALCYONE SVX

3.3 litre EG33 boxer-6 engine
231 HP, 228 lb-ft torque.

The world was just not ready for a luxury Subaru GT car when the SVX was launched in 1991. It was supposed to be a flagship car, and accordingly had two different kinds of AWD, all wheel steering and a whole bunch of luxury options. It was way too over engineered, overpriced, too complicated and too alien. Guigaro's design was heartbreakingly beautiful and its a shame that no one bought the SVX.

SUBARU LEGACY RS-TURBO

2.0 litre EJ20G turbo boxer-4
217 HP, 200 lb-ft torque.

The EJ20G is a god among Subaru engines, and before the Impreza was even a thing that existed, the EJ20 was incorporated into the Legacy RS Turbo. Very few outside the Temple of Subaru know of the Legacy RS Turbo and Subaru's rallying efforts with a lunatic of a family sedan.



Very little aftermarket support exists for the original engine, those who tune it swap in a newer motor.



MAZDA EUNOS COSMO JC

2.0 litre 20B twin turbo-3 rotor
300 HP, 300 lb-ft torque.

No one has heard of the Eunos Cosmo. Even some proper automotive and JDM enthusiasts don't know that there was a Cosmo after the space-ship from the 60's. The Eunos Cosmo was designed to be a rival to the Skyline and the Supra, but ended up being a rival to literally nothing since it was too expensive for people to actually buy it. It also came with the 2 rotor 13B-REW, and is the first car to come with sequential twin turbos.



MITSUBISHI GALANT VR-4

2.5 litre 6A13TT twin turbo-V6
276 HP, 271 lb-ft torque.

The Galant VR-4, in the 90's, was the mainstay of Mitsu's rallying efforts, and rivaled the Subaru Legacy. In its final form, the VR-4 was similar to a cut-price BMW M5 or Merc C63 AMG, as the Galant came with leather, cruise control, tip-tronic auto, climate control, wooden panelling and a mental twin-turbo V6. It never caught the attention of the tuning crowd because it was too heavy.

TOYOTA AE111 LEVIN BZR

1.6 4AGE 20 valve inline-4 engine
163 HP, 120 lb-ft torque.

The AE111 Levin BZR is regarded by many to be the best handling FWD Toyota of all time. Powered by the 20V "Blacktop" 4AGE, it was equipped with a limited slip differential, 6 speed close-ratio manual and bucket seats. If tuners had given a damn, it could've been a serious contender to Honda's Integra and Civic Type R.



MAZDA FAMILIA GTR

1.8 BPD turbo inline-4 engine
209 HP, 184 lb-ft torque.

Built as a homologation model for Mazda's rally car in the Group A, the Familia GTR had an unlikely name and even more unlikely specs: sodium villed valves, forged con-rods and internals, and a high-tech, fast spooling turbo. It also weighed less than 900 kg too, which could've made for a serious tuner car. Like the Eunos Cosmo, Mazda's pocket rocket was overshadowed by the RX7.



HONDA ACCORD EURO R

2.2 H22A VTEC inline-4 engine
220 HP, 163 lb-ft torque.

An engine that revs to 9000 RPM, a Torsen LSD, 5 speed close ratio manual gearbox, and track spec suspension and exhaust - what more do you need from a four door hot sedan from Japan? How about leather? Or climate control? Apparently none of that was enough to make the Euro R/Torneo popular among tuners. Some were used on the track in Japan, but that too, rarely.

COLLECTIBLES GERMAN MERCEDES FROM CHINA



Turn over almost any die-cast car and you will see one particular badge everywhere: Made in China. It's easier to manufacture everything in China, be it cars, toys or mythical fake eggs. All the big names have headed there, companies proudly calling themselves American such as Greenlight and Johnny Lightning all originate from the land of the Panda.

This week we got hold of a few diecasts that upon closer inspection offer a world of detail reserved for big brands costing several thousand taka.

Pros: This particular Mercedes C63 AMG is a particularly accurate model with clear tampos for the badges. In 1:32 scale it comes with opening hood, doors and trunk. The engine bay has a well detailed engine in typical 1:1 fashion of a plastic cover hiding all the mechanical bits. The bottom of the hood is replete with bolts and grooves like the real car.

Cons: It has music and lights and is a pullback. Where to find one? Now that's a tricky part. Buy direct in China, these cost less than 300tk a piece. All I could find online was on Alibaba and it costs quite a lot there.

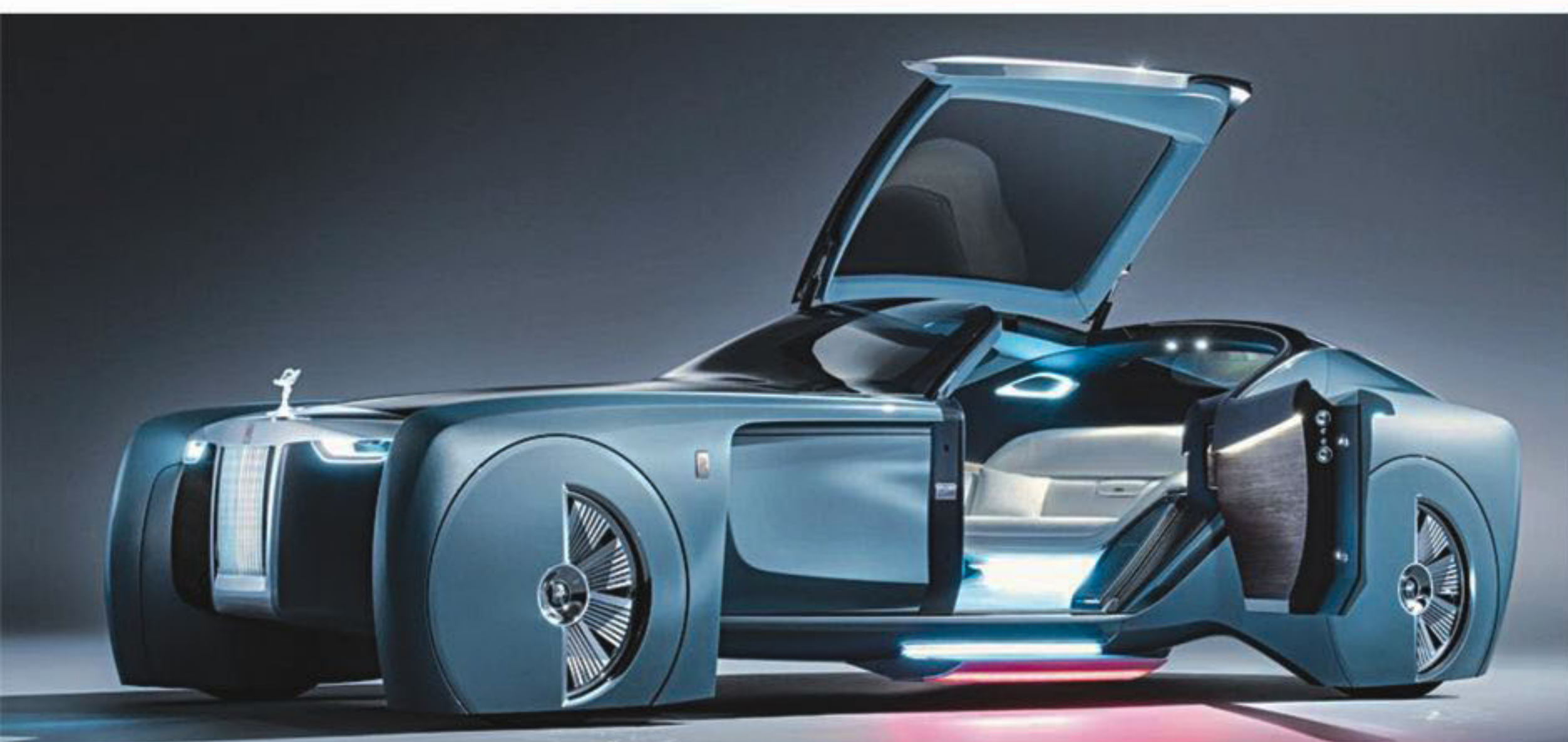
Considering the fine detail and craftsmanship, all they had to do was design a beautiful packaging and sell for big bucks. Once the Chinese build their own brand of diecast toys, the others better watch out.

WORDS & PHOTO: E.R. RONNY



Lucrative offers on Ford vehicles from AG Automobiles

Selling off a used car is sometimes hectic. AG Automobiles, the only authorized dealer of brand new Ford vehicles in Bangladesh has realized this and come up with a brilliant offer for its clients. "Ford Trade in & Guaranteed Buy back" policy is aimed to take in Ford vehicles at a depreciated value after a certain period and the clients can choose a newer model from the current fleet. Furthermore, the company has a mobile team deployed to assist clients in any emergency calls anytime, anywhere in Bangladesh, as well as offering free registration of brand new vehicles. This is a limited time offer, so if you're looking to upgrade to a new Ford, now is the time.



Rolls Royce Vision Next 100 Concept

Rolls Royce has redefined eccentricity with the 103EX Vision Next 100 Concept. It is a humongous next gen futuristic coupe that is intended to look brilliant and out of this world. It has been so exaggerated, that it defies automobile design concepts.

It has a hideous nose - no bumper and you can see the axles. The front fenders were intended to portray the typical Rolls language, but it failed miserably because the half hidden wheels make no sense - either show 'em or conceal them. Rolls went all i,Robot Audi RSQ style with the 'floating' concept, but Audi did a far better

job a decade back. The same goes for the rear wheels too. From the tail end, a similar nakedness prevails - it seems like a boat's hull has replaced the car's underbody. No matter which angle you look into it, you are bound to notice the tall but skimpy bicycle tyres. Although the long nose and wheelbase give it some Rolls appeal, the rest of the side profile is more of an Italian coupe than of a majestic showstopper. The rear isn't as bad as the front.

Interestingly, you can only have one suicide door on the left; there is no door on the right side. The glass canopy opens up when you open the

door, making entry easy.

BMW group has given us three vision concepts - one each from BMW, Mini, and Rolls Royce. While the BMW displayed the innovation and driving experience of cars in the future, the Mini was meant to portray urban mobility like never before. The Rolls is all about redefining the term luxury. While we might find its design weird now in 2016, but a 100 years from now, things will definitely be very different - pretty sure if someone showed a person from 1916 the latest BMW 7 series, they'd think it was hideous.

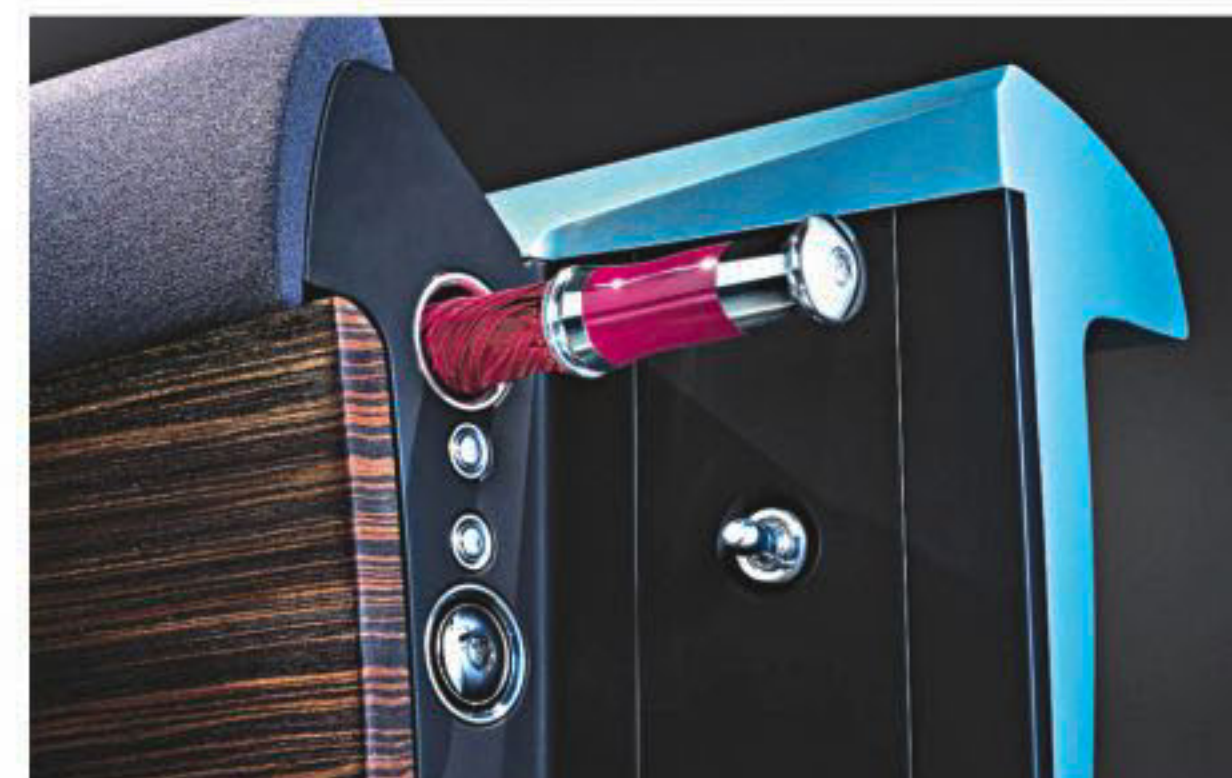


THE BUTLER

The Rolls tries to make the lives of its occupants easier - there's an automatic compartment for your luggage, a new age butler to take care of things you don't want to



bother with. Clearly driving is another chore that the customer of this future Rolls will not bother with - as driving duties and vehicle management is taken care of by a computer program called Eleanor. Master Chief should feel right at home.



LUXURY ABOUND

The single couch dominates the interior - with the lack of driving tools such as the steering and pedals and instrumentation, that sofa of silk is the focal point.



There's soft mood lighting and sumptuous wood surfaces that spell luxury and elegance. Even if this car isn't a Rolls Royce in the conventional sense, the interior of this "car" signifies all that Rolls Royce stands for - it even has the signature umbrella.