

## PROJECT CARS



# POWER RUSH

## 1999 TOYOTA MARK II TOURER V

About two years ago, I wrote the very first article for Shift, about a Toyota Crown. That was not like any other Crown in the country and there's a very good reason for that - it was not really a Crown but more of a turbocharged 2JZ-GTE powered mansion on wheels. To this date that's still on my list of the top ten most thrilling ride-along(s) I've been in, so when we got news that the same guy that built the Crown got his hands on another JZ build, we just had to go check it out in person.

This time though, Salman Farsy took a completely different approach from the Crown for the Mark II X100 build. Where the Crown had a 2JZ shoved into an otherwise stock frame and mechanicals, this was built from scratch with a complete Tourer V half-cut sent with love all the way from Japan. No, sadly, overnight parts from Japan doesn't really work as seen in Fast and the Furious movies - in reality it took a good four months to reach Bangladesh and the same amount of time to rebuild into the locally sourced Mark II base. The gain from this is that you get all the



upgraded brakes, suspension and interior from the donor car, parts which are vastly superior to what you get in the basic X-chassis models.

The Mark II sits on a set of Rays 18 inch alloys paired with grippy Yokohama Advan AD08R tires sitting on Tien EDC controlled coilovers - unlike most X100 builds, this thing is built for grip. Unlike my personal Lancer Evo VI, this car manages to be comfortable enough that you can take it around the bumpy roads of Bashundhara while still being stiff and

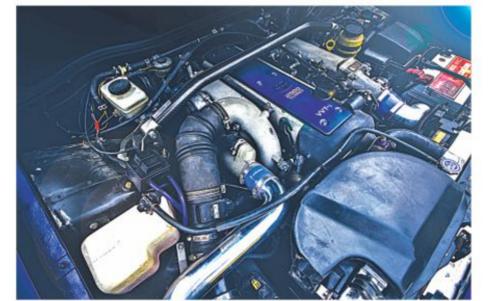
stable enough for when the going gets...fast. The 1JZ-GTE is paired with a R154 5-Speed manual transmission, which is rare for a Mark II because most people would rather opt for the automatic. The car effortlessly gets up to speed and will stay there for quite a while thanks to the torque of the single turbo VVTI motor. And unlike the Crown, this car will actually stop when you want it to, without much drama.

The outtake is dealt with by the Kakimotor exhaust which although

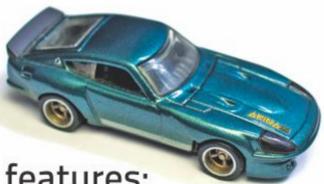
drones a little at the lower revs, sounds brilliant when the boost kicks in. Most turbo cars would have the exhaust note drowned out by the spool noise but the Kakimotor manages to make itself known even at full boost. Aside from the exhaust, you wouldn't even guess what's going on under the skin of this beast. Even the ride height is left near stock, although the owner mentions that's going to change soon - I think it just adds to the mad sleeper cred this car already has. I might just go so far as saying this might be the perfect daily driver for Dhaka - it can go over the mountainous speed bumps with ease, seating five people comfortably thanks to the enormous leg-room offered by the Saloon body style and it still packs so much punch you'll never be late for a date.

Salman plans to take it a notch higher with a complete overhaul, which will take this wolf in sheep's clothing beyond 500 horsepower. Let that sink in for a bit.

WORDS: ZAER ZUBAB AHMED  
PHOTOS: FARHAN AHMED



## COLLECTIBLES



### Custom features: Datsun 240ZG conversion

Let's start with a simple mainline 240Z from Hotwheels. Pros: Accurate proportions with covered headlights and front spoiler.

Cons: But the wheels are off with the rear being larger. Also, not really 1:64 scale but larger.

The goal: Convert it to a 240ZG meaning it needs that aero nose and headlight cover. Also, fix the rear wheel-well size so the wheels are all the same diameter. Along the way I added a widebody that is a cross between a Rocketbunny and a Pandem kit.

Tools: Modelling putty, polyester putty, sanding paper and a custom mix of metallic emerald green. All this is spruced up with an Akina Speedsters decal from Initial D. And no, this car was never in the anime. It's the (anti) hero car for Wangan Midnight.

Do you build custom model cars? Want them featured here? Mail your favourite to shift@thedailystar.net

WORDS & PHOTOS: E. R. RONNY

## AUTO NEWS



### Aston Martin and Zagato building a family

Aston Martin and Zagato have had a working relationship for over six decades, and gifted the world some incredible beauties like the DB4 GT Zagato of 1960, the breathtakingly gorgeous DB7 Zagato of 2002, and more recently, the rakish V12 Vantage Zagato of 2011. The latest additions to that list are the Vanquish Zagato Volante and Speedster, unveiled at last year's Pebble Beach Concours d'Elegance. Those two join the Vanquish Zagato Coupe, completing an entire range of custom-bodied versions of Aston Martin's flagship model.

Aston and Zagato recently unveiled plans of adding one additional model to that range - a dramatic shooting brake

estate. While the idea of an estate Aston might put people off, there's no denying that if you HAD to make a shooting brake version of one of the best GT cars on the planet, Zagato is the right choice to design it for you. It also makes sense - Aston is a British marque through and through, and there's nothing rich British folk like more than going out in the countryside in their station wagons with their dogs and rifles. We're not implying that that's what the Zagato will be used for (in all likelihood it'll never see anything other than a temperature controlled garage somewhere discreet) but it still fits in to the whole British lifestyle, albeit with a bit of Italian Zagato flair.



### BMW Z4 Concept

Following hot on the trail of leaked Game of Thrones episodes came leaked images of the new Z4 concept, just ahead of its unveiling at the 2017 Pebble Beach Concours d'Elegance. Designed to be the harbinger of the next generation of BMW's sports cars, the incredibly sleek, taut Z4 has us foaming at the mouth.

There aren't too many details about the production version at the moment aside from what it might look like, but that alone is enough to whet our appetites. The Z4 is a handsome little beast, with proportions vaguely reminiscent of the BMW 507, only modernised with a shorter hood and wheels placed at the extremities. The front end exudes pure aggression through the extended sill of the bumper, while the headlights swoop

down to stare at the ground ahead in a gracefully menacing way. The rear has taillights perched high up, creating a raked look that suits the tight proportions and short wheelbase look.

Just looking at it, there's no doubt you're in the presence of a performer. Let's hope BMW gets the mechanicals just right, because if it looks this good, it should drive like it as well.



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