

PROJECT CARS

CONVERSION THERAPY

3SGTE AWD Toyota ED

In the late 80s, there was a surge in the demand for stylish, hardtop sedans in Japan. Fueled by rampant economic growth thanks to a booming consumer electronics industry, times were good and the Japs wanted sleek, pillar-less and sporty sedans since things were looking up. Cars like the Toyota Ceres, ED and EXIV flooded markets not just in Japan, but in places like Bangladesh. Now, two decades and just as many global financial meltdowns later, these cars are often cheap, severely abused and in urgent need of TLC.

Nafees Imtiaz Ahmed's 1994 ED is one of the last hardtop models to be released by Toyota. Based on the concurrent Celica ST2xx chassis, the ED was a bit of a weird mix – it had the looks of a sport sedan but not much power, it had the dimensions of a mid-size luxury sedan but not much space, it was originally highly priced but lacked equipment to justify it. The ST202 ED, then, was very much a sign of the times that birthed it – confused, not very

potent and yet, with a boatload of potential in the right hands.

Nafees knows a thing or two about taking an underrated car and fully realising its potential. His original AE111 Sprinter GT has had its motor turned all the way up to eleven, and in some circles in Dhaka's automotive scene, he's called "The Professor" – not just for his profession as a university faculty member, but for his ability to wring the most out of his cars. When it came to the ED, a simple 3SFE would not do – he needed to go all out and give it some proper conversion therapy.

That came in the form of a halfcut – a ST205 Celica GT-Four World Rally Championship spec one, to be precise. Toyota had won a significant number of WRC events with the bug-eyed ST205 GT-Four, so there should be no doubt in anyone's mind that the 2.0 litre turbo 3SGTE motor, AWD, differentials and homologated suspension components are a winning combo.

The swap was more straightforward

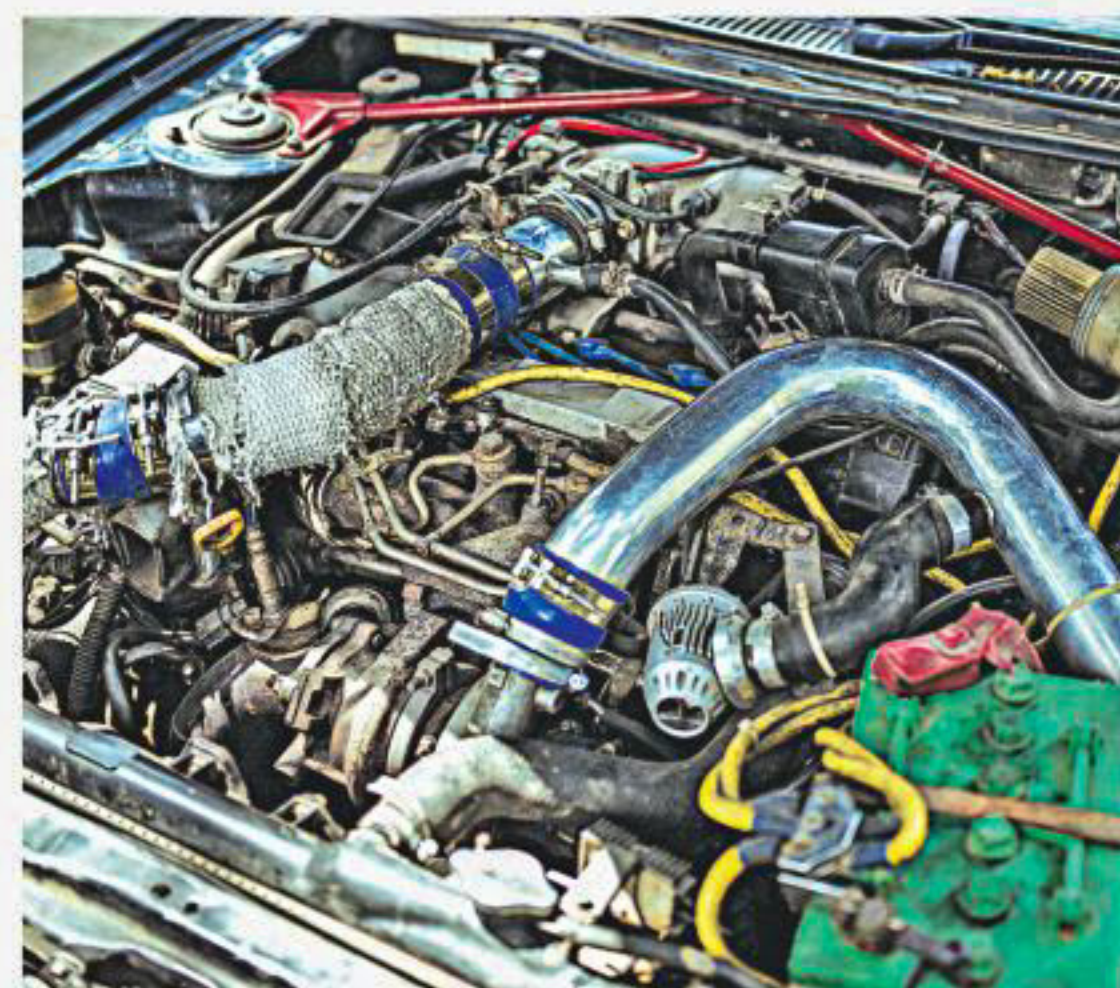
than expected, says Nafees. The ED, since it shares major chassis design areas with the Celica, snugly accepted the 3SGTE, complete with WRC-spec anti-lag and a massive Japspeed aftermarket air-to-air front mount intercooler. The rear differential and AWD drivetrain went up without any hassle – the FWD ED already has mounting points marked, and the GT-Four exhaust route is different from the base model, making it a simple affair once you test-fit the various items. The fuel tank was an issue, however – the Celica GT-Four has a trunk mounted fuel tank while the ED has a floor mounted one; the issue was finally solved by fitting a Toyota Crown fuel tank in the trunk and routing the fuel lines from there.

The few additions made by Nafees make the ED stand out even further – the TOM's Tec ECU is ultra-rare, optimising the power-band so that the 3SGTE is responsive even when it's not on boost, aiding the anti-lag system in

making sure the motor is always on power. On the road, the ED's violent acceleration even at low boost hints at the explosive power hiding inside its understated, almost boring body. Don't get us wrong – the ED is nice to look at, but it's a shock to find out that this car can almost give Mitsubishi Evos from the same decade a fair bit of challenge.

The rally spec suspension and AWD gives the GT-Four ED a sure-footedness that makes it useable on any road condition, with plenty of power put down on the ground. Over broken roads, dirt, rain soaked tarmac – the ED powers through it all with the kind of confidence that only rally bred genes can afford it. It's a fantastic project car that has had its full potential realised. Nafees Imtiaz Ahmed loves his ED, loves driving it, and it shows.

WORDS: SHAER REAZ
PHOTOS: RAHIN SADMAN ISLAM



AUTO NEWS

Italdesign celebrates 50 years of Nissan's GTR



Italdesign, the Italian (how did you guess?) coachbuilding and design firm, has come up with a concept that celebrates 50 years of Nissan's GT-R badge. Used on the very best that Nissan has to offer in terms of performance, the GT-R badge has carved its own niche in history, and Italdesign feel they did justice

to the name with this unique bodied concept. The roof is lower, with a redesigned front end that largely retains its original shape and a rear end that is seemingly completely new. We're not big fans of it, but we can understand the sentiment behind it. Maybe it'll look better in pictures instead of renderings?

CAR SPOTTING



PHOTOS: SHADMAN AL SAMEE

IN CONVERSATION

Sanjay Jadhav, Vice President, Head of International Operations, Mahindra

Mahindra, global manufacturer of commercial, consumer and farming vehicles, recently announced Bangladeshi cricketer Mashrafe Mortaza as their brand ambassador. We took the opportunity to have a conversation with Sanjay Jadhav of Mahindra about the brand's operations in Bangladesh.

What are some of the challenges you're facing in the Bangladeshi market?

We look at Bangladesh as a market that has been growing really well over the past decade. There is a lot that can be done jointly in the country, and we do not foresee any major obstacles in achieving mutual benefits for both Bangladesh and India. Mahindra's motto of "Rise" shows our commitment to meeting challenges and rising above them.

What role do you see CKD manufacturing playing in the growth of local industry?

We are always looking for value addition in any market we operate in. CKD manufacturing creates significant employment, which we complement with training programs, capacity building and knowledge sharing. The next step is local manufacturing and industrialisation,

and encouragement of CKD manufacturing will lead to that. As such, we already have two plants manufacturing commercial vehicles from CKD in Bangladesh.

What qualities does Mashrafe Mortaza have that aligns with Mahindra?

Mashrafe has a similar story to that of Mahindra. His general attitude towards cricket goes well with our brand motto of "Rise", and his personal story of coming from humble beginnings to be a national and international hero is something we can all learn from.



জোড় ধামাকা! অফার!

facebook.com/BridgestoneBD

বিশ্বের
BRIDGESTONE থেকে
জোড় প্যাসেঞ্জার কার টায়ার
কিনে জিতে নিন

একমাত্র পরিবেশক
EASTERN MOTORS LTD. বিস্তারিত জানতে
কল করুন | +880 1708 484 855



TV, Smart Phone, Blender, World Cup T-shirt & Key Ring

অফার চলবে আগামী ১৫ জুলাই পর্যন্ত।