

## PROJECT CARS



## BUDGET DAILY

### 1991 Toyota X81 Cressida

The Toyota Mark II has a long and storied past. Initially introduced as a mid-size sedan to cater to the emerging class of business owners and company executives in Japan—slotting neatly below the larger, more luxurious flagship model that is the Crown. Along the way, the Mark II has grown larger and more powerful with each passing generation and spawned offshoots—badge engineering exercises that appealed to different dealerships across Japan and targeted younger (Chaser) and older (Cresta) crowds, with slight variations in trim and engines. They weren't exported much, with just a couple of generations being experimented upon in overseas market—for 1991, the X81 Mark II



received a different exterior treatment and was sold in Left Hand Drive and Right Hand Drive configurations as the Cressida in the US and



Canada, and as the Camry in Australia.

While the Cressidas sold in the US and Canada were largely fashioned around the mid to large-size sedans favoured by the domestic markets in those countries, they were mostly Japanese in execution. Inline six motors kept horsepower/torque to a useable level, offering very few frills but providing bulletproof Toyota reliability and fuel economy in exchange. It's that reliability that still sees Cressidas plying the streets and highways of the US, even when body panels are rusted away and falling off. With access to tuner magazines and greater awareness of the tuning potential of Japanese cars, the RWD Cressida became a cult favourite of America and

Canada's drifters and hoonigans, with builds often highlighting the ratty condition of the base sedan, a stark contrast to the JDM Mark IIs, Chasers and Crestas, which mostly combined nuclear missile spec power with a smooth and clean exterior. Fast forward to today and Canadian based Kyle Anson's Instagram handle (@cresshita) and profile says all you need to know about these large RWD sedans.

Arif Hossain's X81 Cressida is also a stark contrast to S.M Rifat Fahim's X81 Mark II we featured a couple of weeks back. While Fahim's Mark II features clean, stock lines and ballistic performance, Arif's Cressida build goes for a more eye-catching approach with a setup that

allows him to drive it daily. While the Mark II received a CKD overhaul with the freshest of parts brought in from Japan with money considered no object, this Cressida was built with parts scrambled together on a budget. The Cressida is something of a rarity on our streets and finding parts proved to be a challenge—CKDs aren't really an option as they are just as rare in Japan as they are here.

Considering this Cressida has been in Arif's family for over nine years and happens to be car he learned how to drive in, it's a significant restoration that carries quite a bit of emotion. Most of the tired old panels, bolts, glass and mechanical bits have been painstakingly



sourced and replaced. Where parts couldn't be found, they were replaced—like the rear taillights, which come from an X81 Mark II and



are a completely different shape than the Cressida. Along the way, custom touches were added, like the bumper, side skirts, widened wheel arches, window and ducktail spoiler, as well as rear valances. The BEAMS 2000 puts out about 160 HP of reliable horsepower that makes it a smooth daily driver, with a bit of an exhaust note thanks to the end box from a Subaru Impreza. Inside, there's plenty of space for Arif's friends on his way to North South University or a weekend trip to his hometown of Chittagong, a journey he makes almost weekly.

Arif wants to swap in a JZ and turn it into a proper hooligan of a car. We wish him the best for it.

WORDS: SHAHER REAZ  
PHOTOS: AHBAAR MOHAMMAD

## Bangladeshi drivers get 1-2 position at VW Ameo Cup



History was made at Kari Motor Speedway in Coimbatore, India, when FIA licensed Bangladeshi racers Avik Anwar and Aiman Sadat finished in a 1-2 position at the 2019 Volkswagen Ameo Cup on 23rd June.

This is the first time a Bangladeshi driver has claimed the first place position at any international motorsport event. The one-make Volkswagen Ameo Cup is also considered to be the premier racing event in India, with the winner of the series being crowned India's motorsport champion as well.

While the series features some of the best

drivers that India has to offer, it also has regular contenders from Bangladesh as well. Avik has won multiple Rallycross Championships at home and has been an FIA approved racing driver since 2013. Aiman is only 16 years old and a debutant in this series. However, his elder brother Affan Sadat has been a regular at the Ameo Cup, getting second place finishes twice in 2018 and finishing third once in 2017.

It's clear that Bangladeshi driving talent will take the country far, and the future of motorsport is in capable hands.



1st place - Avik Anwar.



2nd place - Aiman Sadat.

## VW Club Bangladesh celebrates Beetle Day



PHOTOS: ANIS ZAMAN

