



SHIFT

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THE MADDEST, BADDEST OF THE EVOLVED



The Lancer Evolution has graced us with two decades of crazy all-wheel-drive, turbo-charged fun. Over the years, it has enjoyed an immense level of support from aftermarket tuners, and has participated in countless grassroots and professional motorsport events. We do a roundup of the best of the tuned Evos from the past, as a way of saying goodbye.

The final evolution of the Evo



Mitsubishi recently revealed details on the last of the Evos, and the compact sport sedan is a going out on a high note. Mitsubishi is releasing 1,600 examples of the 2015 Lancer Evolution Final Edition model, which gets a little more power, a unique look, and a few more performance features.

Based on the GSR model, the Evo Final Edition increases the output to 303 HP and 305 lb-ft of torque, up from 291 and 300, respectively.

This is put to the roads through a five-speed manual transmission and the Evo's Super All-Wheel Control all-wheel-drive system. Other performance equipment consists of light-weight Brembo front rotors and Bilstein shocks and Eibach springs at all four corners.

Exterior changes include a black-painted aluminum roof, gloss black on the center bumper and hood air outlet, dark chrome on the grille surround and Enkei alloy wheels, and a Final Edition badge. Bi-xenon headlights with leveling control are also standard. Color choices are Octane Blue, Rally Red, Mercury Gray, and new Pearl White.

We at SHIFT would love to see a couple of these in the Bangladeshi roads although we doubt that would happen.

While the interior is pretty much the same as previous versions, the Final Edition gets red stitching on the seats, steering wheel, shift knob, center console, floor mats, and e-brake handle. The headliner, pillars, sun visors, and assist handles are black. The center console box is gloss black and has a serial number plaque labeled with a number between US/IP0001 and US/IP1600. There is also a Final Edition animation on the meter display.

The Final Edition Evo is on sale now for \$37,995. Note, while the Evo may be dead, the humble Lancer on which it's based lives on for now. Mitsubishi last week unveiled an updated version for 2016, and we must say that its not particularly good looking. At all.

MAHBUH HUSSAIN

Sierra Sierra Time Attack Lancer Evo IX

Built for the World Time Attack Championship by Sierra Sierra, this insane Evolution IX was the first to beat the 1:43.523 lap time of Buttonwillow Racetrack (Set by the HKS developed CT230R Evo in 2007), way back in 2010 by setting a time of 1:43.20. Since then, the evil looking Evolution has been the talk of the Time Attack enthusiasts because of its "World Champion" status.

Cyber Time attack Evo IX

While the Sierra Sierra and HKS CT230R dominated the US time attack championships, in Japan, the Cyber Evo and its eccentric driver Tarzan Yamada was definitely the winning formula. In 2011, the Cyber Evo set a blazing time

around Tsukuba, the time attack holy ground in Japan. They haven't looked back since.

APC drag Evo II — While there have been more recent successes by Lancer Evolutions in Pro-drag racing, with faster trap speeds and quarter mile times, the pioneer has to be what many called the "Australian Assassin". APC's bonkers 1994 Evo III has close to a thousand horsepower underneath that flame ridden fiberglass composite shell, and its fastest quarter stands at 7.943 @ 176.47 MPH. If there's anyone outside the Japanese circle of influence who can build a proper Evo, its surely the Aussies.

Nemo Racing Time Attack Lancer Evo VII

The Nemo Racing time attack Evo is so far removed from its street car base that

it can barely be called an Evolution anymore. It still retains the legendary 4G63 under its composite body though, so its still very much an Evo. The main highlight of this insane Evolution is the full-race spec aero, which, with the WTAC's lax rules regarding unique aero, is balls to the wall mad.

Kyoichi Sudo's Evo III from Initial D

Takumi's Toyota AE86 Trueno might be the star of the anime Initial D, but the Evo III driven by Kyoichi Sudo of team Emperor was the highlight for many in the first season. Sudo and his insane Evo III, equipped with a monstrous anti-lag turbo setup, was the first opponent to well and truly trump Takumi Fujiwara and his underpowered Trueno in a downhill race. For its fearsome stature and poise in corners, the Evo III deserves a spot on this list.

HKS CT230R Time Attack Lancer Evo VIII

For a time attack lap record to stand for three whole years is no mean feat. If anyone could do it, the Japanese maestros of the tuning world would be able to do something like that. The full carbon, 100-percent evil CT230R is legendary, and some claimed it was unbeatable. Such was the power and stability of the car, which has essentially been running since 2003 (back then it was known as the TRB-02, and had unpainted dry carbon covering every square inch of it).



APC DRAG SPEC EVO II



NEMO RACING TIME ATTACK LANCER EVO VII



HKS CT230R TIME ATTACK LANCER EVO VIII

COLLECTIBLES



Vintage Carina from Tomica

I received this Tomica Limited Vintage Neo courtesy of Aswad Chowdhury. This is my first Neo after a very long time, having given away my earlier stash ages ago. What's special about this?

There's the regular, base Tomica that comes with those strangely thin button wheels or deep dish small diameter rims. Then the Limited editions are those very cars with additional detailing, accurate wheels with rubber tyres but with the same low detail interior. Finally, Limited Vintage Neo is a step above that with a perfectly reproduced interior and an exterior detailing accurate to the last emblem, even if you can't really read those tiny emblems. We checked with a magnifying glass. It's all there with proper scripting. If you are in love with 1:64 classic JDM models, this is where it's at. More details on this classic Carina online.

WORDS AND PHOTO: E R RONNY

TEST DRIVE

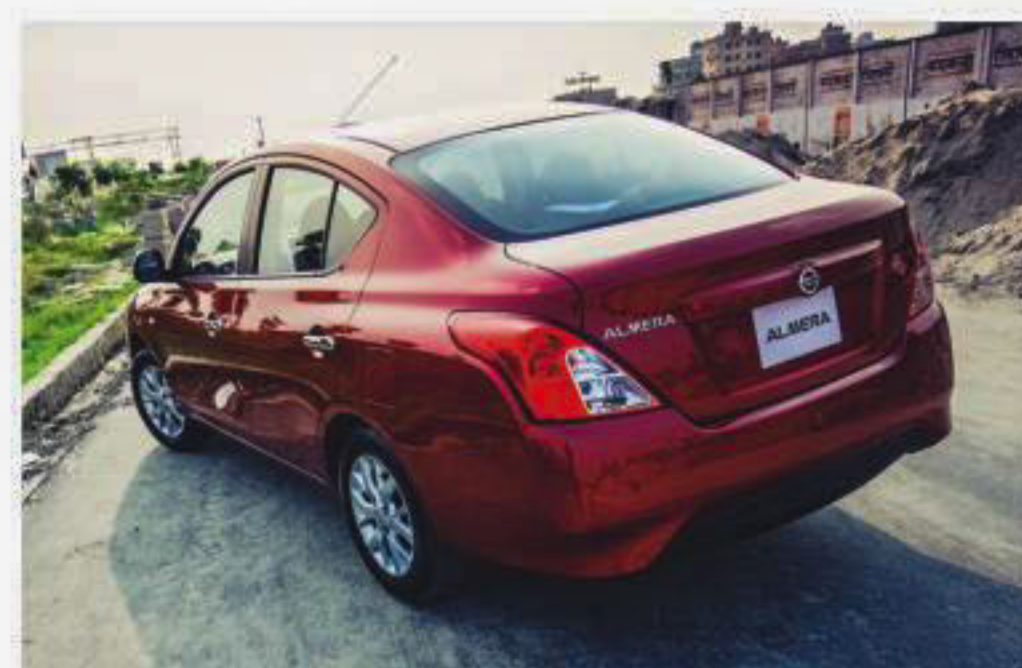
SPACIOUS COMPACT : 2015 NISSAN ALMERA

The marque that has given the world a 2.9 second 0-100 KPH car has a lot to live up to. It starts from the grassroots level. Nissan's Sunny has been the entry-level sedan since 1966 and it still holds repute. The Almera badge was used in parallel to Sunny in the European and South American markets since 1996.

Are those redesigned 370Z front lamps? The 2015 face lifted Almera has 370Z sports car derived front lamps with reduced aggression and boomerang effect follow through. The wide, large gaping grille is almost comical due to the abundant chrome plating on it, but you'd be glad to know this is reminiscent of its bigger stable mates, the Sylphy and Teana. The exterior is otherwise free of drama, with flowy curves by the hind quarters and an arc shaped roof line to match.

The interior. It's spacious. Despite the curvy roofline it is so roomy that it will put its competitors such as Toyota Vios and Honda City at shame. The head and leg room in the front and back is unmatched too- the editor and I are well above the average height of Bangladeshi male and we sat comfortably simultaneously in the front and back of the Almera. The driver's ride height is favorable, but the seat adjustment consoles are not. If you have the seat belt on and want to change the setting of your back rest, you are in for a scuffle. However, to compensate, there's plenty of nicely designed stow-away compartments near the glove compartment, door and center console. Nissan wants the Almera buyers never to get dehydrated- there's drink holders everywhere.

How's the driving feel? The first thing to notice in the dash is the polished piano black finished center console, with the auto climate controls integrated into a large circle. Oddly interesting, as the only other car I can think of having a large center circular console is the Koenigsegg Agera. The multi-information display keeps your driving information in-check with real time information feed, be it the outside temperature or your fuel consumption patterns. Steering



mounted audio controls make your life more ergonomic.

Pacific Motors Ltd. has just one variant of the Almera for you- 1.5L petrol motor with a 4-speed automatic that throws out 97 HP and 99 lb-ft of torque. The power comes in nonchalantly and you feel the thump of the motor only higher up the rev. The 4 speed auto tranny helped pick speed up without any drama during acceleration, but it seemed a bit too responsive at times, as the box would shift down during the slightest of decelerations. MacPherson strut and rear torsion beam suspension allows a smooth, comfortable

ride. Because of the tall nature of the vehicle, a little body roll is expected at sharp turns.

All throughout these years, Sunnys have been around us to enlighten the otherwise drab road sceneries with the relatively sleek and bold designs. Eventually Nissan opted for the bloated appearance with the last gen. Now with the latest iteration of the Almera, Nissan went for the inevitable corporate appeal with a befitting name: surely the Almera is a moving wardrobe. From doing groceries to fetching kids from school or sitting back through an official tour, it will not disappoint you in any way.

SPECS

2015 NISSAN ALMERA

Engine: 1.5litre 4 cylinder gasoline engine (97HP @6000RPM and 99 lb-ft of torque @4000 rpm).

Transmission: 4-speed automatic transmission.

Brakes: Ventilated front, rear drum, ABS, EBD.

Suspension: MacPherson strut front and torsion beam rear.

Features and options: CD, USB, auto climate control air conditioning, push start ignition, intelligent key, 15" alloy wheels.

Price: 25,90,000 taka.

For details, contact Pacific Motors Limited.

VERDICT

We would have picked a Nismo edition with added cosmetic enhancements and a meager firm suspension over the standard Almera. It's a shame this will not be there for a pick in Bangladesh. Nevertheless, we leave it to your imagination to do the rest with your Almera.



WORDS: MAHBUH HUSSAIN PHOTO: RAHIN SADMAN ISLAM