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SHIFT

AUTOMOTIVE PUBLICATION OF The Daily Star

LANCER EVOLUTION

SHIFT TUNING MENU

*CONVERTED ONES

INFOGRAPHIC: SHAER REAZ



SPOILER ALERT!

The Lancer Evolution is a car that all petrolheads desire. With astronomical costs of importing a newer generation Evo and the fact that the Evolution is now officially a badge of the past, we have no choice but to turn to older generations in search of horsepower fueled AWD fun. As luck would have it, there are plenty of old Lancers from the 90's still plying our streets, many of them workhorses previously employed by the government. Some are even AWD. Recently, a host of Dhaka's petrolheads have snapped up these sedans and converted them into full blown Lancer Evolution mimics.

As Evo V clone owner Saad Mujtaba Zaman says, "I am more than happy with the performance. It feels and handles like an Evolution out of the factory. I faced no difficulties in the swap, but finding the proper AWD components is tough and rather next to impossible."

Here's what you will need:

- a base car, preferably with AWD from the factory.
- a halfcut shipped in from Japan with ECU, complete wiring, gearbox, front axle, brakes, suspension, mounts, radiator and more.
- intact fenders, bumper, hood, and bodykit.
- lots of cash.
- a mechanic who knows what he is doing.
- patience.
- a loving and caring home.

DRIVETRAIN

It's not all that difficult to find a donor car and ship in a halfcut from an Evolution from Japan. The 4G63T is a venerable powerhouse, offering huge potential in terms of how tuneable it is. There's also the 4G93T, 1.8 litres providing similar power but cheaper and easier to find. The hard part is finding a rear axle and fitting onto a 2WD Lancer, which is why veteran Evo converters suggest having an AWD Lancer as a base.



COST

People who've done the swap say it is on the expensive side if you get top quality parts and want to prepare for further tuning. Estimated cost is around 25 lakhs including the cost of the Lancer base car. With the chances of buying a used Evo VII/VIII/IX quite slim, it's still a bargain for an Evo.

EXTERIOR

A regular Lancer does not even come close to the muscular lines of the Lancer Evo, so its wise to opt for a full front halfcut and transfer the bumper, lights, fenders and hood onto the car being converted. Some may want a sleeper look, but the Evo's track is significantly wider and will require body modifications to accommodate. Skip the wing if you want.

HANDLING

It's important to invest in handling upgrades in order to get the power of a

4G63/4G93 to the ground in a Lancer. Best not be cheap in this regard, as there is an ocean between handling abilities of a regular Lancer and an Evo. Go with branded aftermarket items to be on the safe side, although OEM Evo items are great as well. Recommended brands: Cosco (coilovers), Ultra Racing (bars), OZ Racing (wheels), Yokohama (tyres).



COLLECTIBLES



Hottest HWs of 2016

Hot Wheels in 2016 started off with a bang with more JDM specials and factory USDM hotrods. This year we saw a raked, custom Acura Integra and NSX, along with a rear engine CRX and a 240ZG modelled after famed HW designer Jun Imai's very own 1:1, not to mention the excellent 180SX Silvia. Then there's the 2016 Charger and Mustang GT350R, cars that are built precisely down to factory looks. The excellent Porsche 356A Outlaw based on the design by Magnus Walker shows off the subtle, clean hotrod styles of German cars. There's also the Austin Minivan complete with a spoiler and bolted on fender flares.

Go online for a full feature on the hottest HWs of 2016.



The CRX, a cult classic, joins the Honda Civic EF in HW's tribute to street racing greats.



Nissan 240ZG modelled after Jun Imai's own ride. Cool touch are the Skyline Kenmeri taillights.

WORDS AND PHOTOS: E. R. RONNY

Peugeot coming to Bangladesh New BMW 7 series



French automaker Peugeot signed a dealership contract with AG Motors (a subsidiary of Anwar Group) last Tuesday, 5th of April at Dhaka Westin. Didier Richard, Director - Head of Sales and Marketing for India and Asia Pacific region of PSA Peugeot Citroen, and Karl Bouche, coordinator for India and Asia Pacific region of PSA Peugeot



Motors, were present at the event. AG Motors will initially bring two models, the 2008 mini-SUV and the 508 sub-executive sedan. Expect low displacement, 3 cylinder turbo motors, much along the lines of marques such as Ford and BMW - not much displacement, but more than enough power and efficiency. Top of the line 6 speed automatics are to be paired with these motors to provide the most efficient driving experience, as stated. 70 % of Bangladeshi automobile demand

lies below the 1.5 liter segment because it enjoys a relatively smaller tax slap of 137% on the MRP. Therefore, the vehicles to be imported will mostly have drivetrain within that, as indicated by the 2008 and further two anticipated models. Furthermore, all vehicles that will be brought into the local market will be of European origin.

The targeted timeline for the first launch is the last quarter of 2016. The pricing structures of the Peugeots are still under development. Each sale will come with a minimum of two years warranty. The event also hinted at the possibility of another French brand, Citroen, hitting the Bangladeshi streets in the near future.

MAHUB HUSSAIN



The authorised dealer of BMW in Bangladesh, Executive Motors Limited, recently unveiled the brand new BMW 7 series in a glamorous event at the Radisson Blu Water Garden Hotel.

Product Manager of BMW Asia, Laurent Luc David Jaegle, along with Dewan Muhammad Sajid Afzal (General Manager) and Mizanur Rahman Bhuiyan, Chairman, Executive Motors, was present at the unveiling.

The official unveiling also hosted live dance performances and an appearance by Miss India and Miss Universe contestant Urvashi Rautela.

Look for a test drive of the latest BMW 7 in an upcoming issue of Shift.



Citroen along with Sophie Aubert, French ambassador and Hossain Khaled, managing director of AG

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