

SHIFT

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PROJECT CARS

RED ROCKET

1999 MITSUBISHI LANCER EVOLUTION VI

Nearly a decade ago, at an open air contest organized alongside the Dhaka Motor Show, cheered by a couple of hundred people, Adeb Iqbal won "the best modified car" award for his blue 1992 Toyota Corona. It had extended body kits that made the car a foot longer. Rice much? Maybe. But the stubby witty fellow knew how to drive since then – eventually he ditched the FWD and moved on to a RWD platform. His new toy was a pristine JZX twin turbo Mark II, but because he did not "build" the car himself, he parted with it. Moreover, he wanted to enjoy boost with AWD grip; hence, a Mitsubishi Evolution. Adeb is a classical depiction of the evolution in the automotive scene in our country over the last ten years or so. This is Adeb Iqbal's story.

Adeb did not want to buy the later model Evolutions. He wanted something raw and light-weight – Evo VI. Although you would find a handful of Evo 8-10s in the country, you have to be very lucky to spot the only VI around which was imported during the early 2000s. Unfortunately you cannot import a car from the late 90s at the moment because of the import restrictions on vehicle year. Luckily, there is no such issue with importing parts from a donor car which you can buy in Japan. Furthermore, with internet forums and build threads gaining popularity, building a car of your interest is no longer an impossible dream.

So he ordered away an Evo VI, cut it into strategic pieces and had them shipped to Dhaka. In the meantime, he scavenged for a clean shell. Luckily, Adeb managed an unadulterated unit with a sunroof. He also went to Malaysia to hand pick some of the best parts money can buy for the build that he had in mind. Eventually he handed everything over to Anwar, the body and paint specialist.

The result of Anwar's dedicated workmanship is evident in the immaculate detailing of the bright red car. There are absolutely no visual differences between Adeb's

build from a factory VI, because everything from the donor VI has been replaced with precision. Differential housing? That too was accommodated for, by manually fabricating a portion of the floor pan. To maintain the car's structural rigidity, Adeb ensured MIG welding all over the fabrication.

The 2.0 litre 4G63T motor is all stock with no internal or external modifications as of yet, other



than a SSQV IV HKS BOV. With the stock turbo, the motor puts out 300 hp of tarmac grinding madness. But it's an Evo, and it belongs in rough terrain. Forget dirt, we took the VI out in the mud. The result? Donuts, power slides, goopy mud darting all over the place. By the end of it, the car looked like it crossed Dakar in style.

On the tarmac, the Evo is spirited and lithe. Come 3,000 RPM and the turbo wheezes to a blur effect. Every shift throws in a differential jolt that will hammer you down to the firm Recaro bucket seats while the car scurries off. The loud BOV works better than a horn in traffic conditions. Full throttle to 8,000 RPM, there are no shortages of ear deafening, missile-like backfires.

Adeb likes driving. There would be moments he would get the car out to go for a drive to 300 feet road but after a little bit more driving, he would find himself in Sylhet-Moulvibazar. He therefore wanted to build the car so that it can go all over the country, comfortably. Despite being on coilovers, you would not be complaining.

However, there are occasional challenges of converting a Lancer to an Evo or an Impreza into a STi. Electronics don't match, things don't work,

etc. In Adeb's case, he was particularly worried because his was one of the first Evo VI conversions in our country. Also, not all parts are available locally, so the build took longer than expected. The AWD conversion was the most arduous task in the overall build, Adeb recalls. There are a few tidbits that need fixing before the build hits perfection. Vehicle Solution helped get the drivetrain in, while Autosmith tuned the car. He is currently running the motor with an Evo VIII computer, which allows a wider tuning band. I even found the HKS EVC boost controller reading 20 psi during the morning boost session.

At the end of the day, the car is a head turner. You are bound to notice its presence. And it is a fun, nimble car to drive. It is more mechanical than the newer variants, hence, Adeb feels like he can connect more to it. And boy it responds to his commands – Adeb swivels through traffic, measuring the gaps precisely, boosting his Evo VI with pride.

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PHOTOS: RAHIN SADMAN ISLAM



COLLECTIBLES

BRICKS AND WHEELS

THE BEST LEGO CARS MONEY CAN BUY.



Ferrari F40
Superior build quality, meticulous attention to detail - exactly what Enzo Ferrari would expect of Ferraris, and what you get with the F40 Lego kit. The rear end swings up like the real thing, displaying the twin banks of the V8 motor for all to admire.

Volkswagen Campervan

Go camping with this period correct VW Campervan, with 70's touches such as the checkered curtains and classic two tone paint. The doors swivel open - on the inside you get a whole bunch of camping equipment like a fold down table, bed, sink, stoves, pots and pans.



Austin Mini

Accurate Minilite wheels, classic British Racing Green with racing stripes, white roof, checkered period correct interior thrown in for good measure - the Mini is one of the best Lego replica cars you can buy. Wonder at the intricate door handles and interior.



Caterham 7

Its bright yellow and black, and is probably the least Lego-like Lego car you can buy, mostly thanks to the simplicity of the original, pared back and slab-sided track focused car itself. The Lego car can also be a track car as well, only in a straight line...because the front wheels don't really turn all that much. Or at all.



Legoland's 1:1 Lego Mustang



The Legoland resort in Florida houses one of the most unique Lego creations ever – a 1:1 scale replica of Ford's iconic 1964 Mustang coupe, built brick by brick to celebrate the Mustang Club of America's 40th anniversary. Built on top of an aluminum chassis, the car is built out of basic blocks of blue Lego, with accurate details such as badging, decals, wipers and even shadows and surfacing. Visitors apparently can't tell the difference from a distance, whereas up-front, the 'Stang looks like something from a low-resolution game level.

The kit you can buy right now

Mustafa Mart in Bashundhara City has a huge range of Legos, with a lot of concentration on pop-culture. In terms of vehicular Lego madness, the store houses some incredibly detailed Technic series cars – from F1 to heavy duty trucks, as well as regular series kits that allow you to build basic generic models. The 3-in-1 box you see pictured will cost you upwards of 2k and allows you to build a Lambo-door equipped supercar, a Caterham style speedster and a generic tow-truck. Or just go ahead and make your own.



AUTO NEWS

OFF-ROAD VOLVO

THE WAGON OF YOUR DREAMS: V90 CROSS-COUNTRY



Volvo's 90 series fleet has segment busters (such as S90 sedan and XC90 SUV), and with the launch of the elegant V90 station wagon earlier this year, we thought the line up was complete. Wrong. Now we have the lifted, graceful V90 Cross Country. The adventure craving fathers will love this AWD, raised height, chassis that will easily tackle rugged gravel, dirt and off-beat roads. The drive train is likely to be inline 4 twin-charged 2.0 litre motor delivering around 316 hp and 295 lb-ft. You also get leather upholstery, dark walnut inlays, a 12.3-inch driver display cluster, a 9-inch touch screen, satellite radio, Apple CarPlay, 360-degree cameras, active high-beams, collision mitigation, animal detection and many more features.

