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SHIFT

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PROJECT CARS

SPLIT PERSONALITY

2010
Mitsubishi
Lancer
Evolution
X MR



The Evolution X is apparently the last of the legendary Evo series, and it's the only Evo to be offered with a 6-speed Dual Clutch Automatic transmission, labeled the SST in the MR variant, which is supposedly faster than the manual GSR counterparts.

Although this might look like a bread and butter Lancer EX given the amount of people out there putting Evolution body-kits on their 1.5L Lancers because of how similar they look right out of the box, don't let the subtle looks fool you. If the muscular wheel arches and the huge Brembo brakes peeking out of the 18-inch BBS alloys aren't enough, there is always the big gaping intercooler up front and the red MR badge at the back to let you know this is the real deal. The exterior is mostly left stock on this particular example except for the aftermarket lights. Despite the fact that Mitsubishi chose to go for a

subtler approach with the X in contrast to the Lancer-on-steroids we used to see, it's still a handsome looking thing in standard form.

The Lancer Evolution X looks largely like the standard Lancer on the inside - aside from the leather Recaro seats and a few extra buttons on the dash, you wouldn't even know what this car is capable of. That initial impression disappears once sport mode is engaged and you are exposed to the g-forces of AWD grip and 300 ponies thrusting you forwards with split second breaks in between as the dual-clutch transmission changes gear, complimented with a loud thwack to let you know the next gear has been engaged.

Remember the ballistic 2JZ-GTE powered Toyota Crown we featured a year ago? Yeah, this Evo X is owned by the same person - Salman Farsy. If you've read the previous review,

you'd know how fast and wild and unruly the Crown is. Compared to that this is enormously more tamed, the AYC system and AWD inspires confidence when Salman likes to show-off the handling capabilities of his Evo, it grips the road like a terrified toddler clasp onto their mother. And when all of that gets a little too much, the large two-piece Brembo stoppers will throw you forwards in the same pace as you descend to a halt in a controlled fashion, very unlike the skidding lunatic the Crown was. Despite the similar power levels and same driver, it was a whole different experience.

After a good hooning session, the car can be turned back into normal mode with a press of a button and suddenly it turns into a purring Lancer that cruises along smoothly, shifting automatically at low-rpms, it becomes quiet and comfortable

leaving you confused as to whether this is the same ballistic fire-breathing Evo you've just experienced. The MR also gets Bilstein suspension with Eibach springs as standard which could explain the soothing ride.

The Evo is a perfect 4-door family car with just the right amount of grunt, practicality and also is one of the best tuning platforms out there. It'll do every day to day task you throw at it with ease (if you can afford the fuel bills) and at the touch of a button, can be transformed into a fire breathing monster machine. That split personality gives it an edge over other performance cars and that's why they are so popular not only in Dhaka, but all over the world.

WORDS: ZAER ZUBAB AHMED
PHOTOS: RAHIN SADMAN ISLAM

STATIC PAINS OF STANCE

Mitsubishi Lancer EX

The world of stanced cars is a phenomenon hardly understood by those without continued exposure to the car cultures of the West, some go to the lengths of ridiculing the stance culture without really understanding the point behind it - to create a look that is factory fresh, yet unlike anything you're likely to come across on the showroom floor. For every custom car culture out there you're likely to find something on sale to the regular Joe that in some ways replicate the trends seen on the street - even the Koreans are trying to mimic street culture by offering page after page of factory options that you can specify to make your car stand out from others. However, no manufacturer will go to the lengths that stance enthusiasts go to, because the compromise involved translates to a certain degree of undrivability that established brands can't live with, let alone the average customer.

On a scale of what is truly unique then, stance culture is a path that will never be replicated by manufacturers and thus, it's one of the only ways to tell the world that this car is a custom creation.

Anas Mamoon's Lancer EX is not the epitome of stance worldwide - there are far crazier cars out there that are lower, wider, and with more negative camber than is safe

on public roads. However, outside of the realm of silky smooth roads around Los Angeles or the buttery tarmac covering the length and breadth of Japan, his Lancer is perhaps the closest adherence to the stance bible as the potholed, lunar surfaced roads of Bangladesh will allow.

"Living with a stanced car is very tough



especially because of potholes, you'd have to know how many potholes there are on any given road. I need to be very picky with the routes wherever I go." Anas doesn't seem to mind though, since his Lancer seems one of a kind amid a sea of Evo X converted monstrosities plying the roads of Dhaka.

"I'd say my worst nightmare are speed-

breakers. Whoever owns a stanced car, like Tanzil Minhaj, has the same problem. He drives the same car as I do, it's his nightmare as well."

Unsurprisingly, Tanzil, Anas' partner-in-stance, has recently reverted his lowered and stanced Lancer to stock, unable to handle the challenge of owning a slammed car in Dhaka's hostile road surfaces. Tanzil's car was an exact twin of Anas' - at one point both had red paint, aggressively stanced cars and similar specs. Only differences were the front bumpers, wheels, and a slightly more aggressive rake on Anas' car. Since then, Anas has changed the bumpers, opting for the Lancer GT spec, while the stance was slightly dialed back to make the car a bit more driveable. The exterior got a fresh coat of paint, and as far as colours go, it's pretty unique in Nardo Grey.

Whether stance cars make sense for Bangladesh or not, if you have the willpower to withstand the constant pains of planning your routes and going slower than almost anything else on the roads, it's a statement of the style you prefer. This Lancer is Anas' first car, and we're sure it'll go through many more phases in the coming years since he has no plans of letting it go. Hate it or love it, it's his car, and he definitely loves it.

WORDS: SHAER REAZ
PHOTOS: FARHAN AHMED

SAAB SONNETT II

Two stroke V4 motor that barely had enough power to go up a hill. World's slowest racing car, but still cool. Went out of competition since Saab didn't make enough of them(!).

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