

Pump up the power **The Telegraphic, February 08, 2009**

It's a lean, mean, speed machine that Prasad Divadkar got going under the skin of his regular luxury Lancer, says Adam Martin

TOP GEAR



With 200bhp at the front wheels, it's not too hard to explain how there's wheelspin in second gear. This is not your ordinary luxury Lancer. This one has been poked with rods, tortured in a garage and has had its organs flown in from various parts of the world to turn it into a mean monster. Engine, turbo and even the engine control unit (ECU) have been tweaked and tuned to get the extra edge.

The owner, according to his elderly neighbour, is far from sane. That's because for Prasad Divadkar, no amount of money is too much to ensure that his car goes that much faster.

From the moment you get off the clutch, it becomes clear that this car is more than regular Lancer-quick. Still, its power is not really evident until you get past 5000rpm, which is when the Garrett GT25R turbo kicks in. Then, everything goes out of whack. It feels like everything around you has suddenly gotten a whole lot slower. Bhoom! Once the wheelspin stops, your head gets pushed back into the headrest. It's absolutely mental, and the ApexI exhaust screams away to glory, just begging you to keep going.

Keep your foot down, and the car won't let up. Nail a shift right and you're rewarded, and then get it right again and you're rewarded with even more performance. It's relentless. The power simply never tapers off.

There's enough power to keep you happy while overtaking on a highway, and even if you have to keep changing gears in the city, who cares? The sound of the blow-off valve going off is enough to make you forgive its vices too.



Under the car's VIS carbon fibre hood lie some seriously outrageous modifications: the original 1.5-litre engine has been swapped for a 1.8-litre (4G93T) GSR motor with forged

Arias internals mated to a front-wheel-drive transmission and a Cusco two-way LSD (Limited Slip Differential).

Other modifications include a G Reddy Ultimate piggyback ECU and front and rear discs lifted off an EVO IV. All this adds up little by little to send the car rocketing to 100kph in just 7.22 seconds. But even that isn't proof enough of how quick this car is because there's just too much wheelspin. It takes just 4.6 seconds to go from 80kph to 120kph as well.

On the outside too, the car's quite a stunner, its inky blue paint shining in the afternoon sun. The first thing that hits you is the massive front bumper, which looks like it's from the EVO VI. As your eyes wander over the beauty, you notice the massive 17-inch black SSR rims wrapped in 205/40 Yokohoma rubber. And all the way at the back is a big VIS carbon fibre spoiler.

While you're still trying to figure out what's missing, you realise that there are no door handles. Instead, the doors open at the push of a button — quite neat, huh, in a 'Fast and the Furious' kind of way.

The car's insides are far from good looking, and are more basic than anything else. The dashboard houses an array of Defi gauges, which indicate everything from engine temperature to boost. The stock seats have been thrown out and replaced with sweet and comfortable Ten20 Racing Seats.



This one's certainly not meant for families. If you have a Lancer that you're itching to get up to par, get in touch with Krupesh Patel from Electra Automotive in Chennai, who's responsible for tuning this car, on +91-9884049268.

It would cost you around Rs 15 lakh to get your Lancer to this point. It could also get you into a lot of trouble every time you pass a police barricade, but imagine being able to smoke an SL500, or even put a Porsche Boxster S owner to shame. Sounds like a deal now, doesn't it?