

MORE LANCER RALLIART

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# WHEELS



ASTON MARTIN DBR9

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The 2004 Lancer Ralliart in brilliant yellow. There's more than cosmetic improvements in this package, including a peppy, 2.4-litre, 162 hp engine.

## Lancer Ralliart is attractive and fun to drive

By LORNE DRURY  
Special

Mitsubishi Motors has demonstrated that when you put the words compact and sedan together, it doesn't have to translate into the word boring.

Take, for example, the sporty 2004 Lancer Ralliart sedan. Unlike the Lancer O-Z Rally Edition, which is more show than go, the Ralliart really does add a hefty touch of performance to a compact, entry-level sedan.

It has tuner car written all over it, but you don't have to be twentysomething to get a kick out of it.

Being a few years over the half-century mark, I'm well past the age when I want to take a used Honda Civic and throw gobs of money at it to come out with a 2004 version of the 1970s muscle cars.

But if I was in the market for a compact sedan, I'd sure take a long, hard look at this entry in what is becoming a growing market. And to my way of thinking, if you simply want a four-door sedan, why not at least have one that's fun to drive and attractive to look at.

While the basic Lancer sedan just blends in with the crowd, the Ralliart edition forces you to stand up and take notice—particularly when it's all dressed up in a brilliant yellow paint job like my test vehicle.

While my wife would have preferred that I parked the car down the street in a neighbour's driveway because of the colour, I quite liked it, as did many others who gave it a thumbs up.

Even one senior citizen stopped me in a parking lot to say that he'd like a car in that very colour.

### BIG IN RALLY WORLD

For those who don't know it, Mitsubishi is big in the rally world. In 1973, a specially prepared Mitsubishi Lancer won its first rally event, shortly after the first Lancer made its world debut.

Over the years, Mitsubishi's racing success has been due in part to the efforts of Ralliart, the high-performance and motorsports arm of Mitsubishi Motors.

So, it's only natural that when Mitsubishi wanted to take a run at the sports compact market, Ralliart got the call to put its magic to work.

The key thing here is that the Ralliart badge means much more than just cosmetic changes, although the car is attractive in its own right.

The modifications go right down to the

powerplant itself. Instead of the 120 hp 2.0-litre engine found in the base model, the Ralliart has a 162 hp 2.4-litre powerplant that produces 162 pound-feet of torque at 4000 rpm.

That won't knock your socks off like the 230 hp Dodge SRT-4, but it provides more than enough get-up-and-go for the average driver who wants a step up in performance.

The suspension has also been fine-tuned to make it more performance oriented. Compared to the base Lancer sedan, front shock damping was increased 150 per cent and rear shock damping was increased 85 per cent to improve body roll rate and limit weight transfer. Add to that stiffer springs, steering

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## GM's HUMMER lineup is expanding with new shapes, sizes and categories

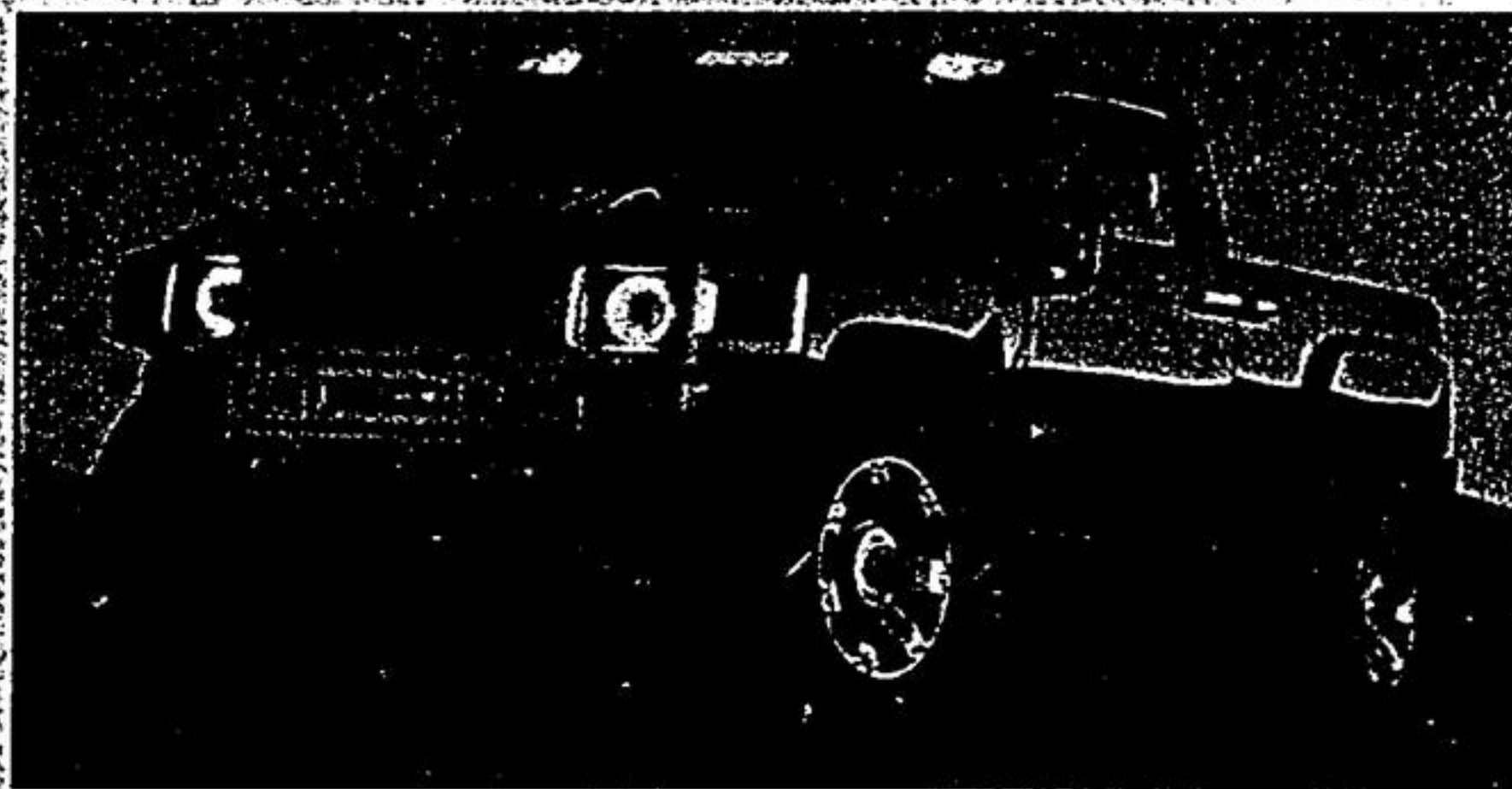
Early 2005, will see the advent of two new models to the lineup—the all-new midsize H3, and a new off-road performance series called Alpha.

"HUMMER's core attributes—premium style and unrivalled off-road capability—appeal strongly to customers," said Mike DiGiovanni, HUMMER general manager. "We're going to extend that appeal by taking HUMMER to new segments and continually upgrading our products in existing segments."

The 2006 HUMMER H3, due in dealers in the first half of 2005, will offer authentic HUMMER performance and style in a midsize SUV package. Just as its stablemates (the legendary H1 and H2) did in the full-size category, the H3 will create a new leader in off-road capability among midsize SUVs.

The H3 will be shown to the public on the global auto show circuit beginning in the fourth quarter of 2004. In advance of that, here's a preview.

The H3 is being extensively developed to achieve the extraordinary off-road capability synonymous with HUMMER, along with surprisingly civilized daily driving attri-



The 2006 HUMMER H3, due in dealers in the first half of 2005, will offer authentic HUMMER performance and style in a midsize SUV package.

utes and improved fuel economy. Development testing has been conducted in the most demanding off-road environments.

The H3 will be both powerful and efficient, featuring the

3.5L Vortec 3500 Inline 5-cylinder engine with a dual overhead cam design and variable valve timing. The H3 will offer the choice of a manual or an automatic transmission. In addition, the H3 will include systems specifically engineered for HUMMER's trademark off-road capability. Among the available equipment will be an electronically controlled four-wheel drive system with a fully locking rear differential, traction control, underbody shielding and GM's StabiliTrak vehicle stability enhancement system.

HUMMER will produce a performance series called Alpha, which takes the brand's legendary capabilities to their ultimate extension. As with all things HUMMER, it starts with the original H1. Here's a preview.

The 2006 H1 Alpha, launching in early 2005, will feature GM's award-winning 6.6L Duramax Turbo Diesel, mated to the outstanding Allison 1000 transmission.

The Duramax will bring more power, improved emissions performance, and an unexpected fuel economy gain to the H1, along with adding to its already-unmatched off-road capabilities.