



The Extreme S is the furthest that Ralliart UK has pushed the Mitsubishi Lancer Evo VII. It's come a long way...

You can use an Evo VII as an everyday car,' says Ralliart's Leon Janke, swinging the Mitsubishi out of Dudley into the countryside. 'But this, it's for evenings and weekends only. It's far too full-on for a daily driver.'

I agree. Any right-minded person would, for the Evo VII Extreme S is currently the most tightly focussed Lancer that has yet roared forth from Ralliart UK's spotless workshops. Leon is echoing the words of his boss Jon Kirkham, who had explained just minutes before that the model was

envisaged as 'really a competition car on the road. You can sprint it.' The whole idea is that, for a hefty £39,995, you purchase access to a very sizeable dose of fun indeed. 'I've never known someone drive it and not get out with this enormous grin stuck to their face,' Jon laughs.

But behind the levity lies a hefty chunk of serious engineering and development work. Each of Ralliart's Lancer Evo developments is the result of a meeting which proceeds somewhat as follows. Technical Manager Toney Cox turns to his colleagues and asks: 'right, what dreams haven't we fulfilled yet?' In this case, it was to screw 360bhp out of the frenetic 1997cc turbocharged four-cylinder engine and create a car capable of maximising its effect.

