



Mitsubishi Lancer Evo VIII



NEW

The Competition

The World Rally Championship (WRC) held in 1973. Around 1976 a total of 10 rallies were held in different countries, largely European but also including some in Africa. In chronological order: Monaco, Sweden, Portugal, Kenya, Greece, Morocco, Finland, Italy, Corsica and Britain. Competitors reached the starting point of the WRC, the Monte-Carlo Rally, after a preliminary concentration run in which the teams competing – over 300 – converged on Monte-Carlo from different official starting points around Europe: Almeria, Frankfurt, Copenhagen, Paris, Rome and Warsaw.

In its early days the WRC was open to teams of any kind, and attracted just a handful of professionals and large numbers of amateur competitors. Today it is entirely professional, and only 10 teams and about 20 vehicles take part.

How popular the championship has become is shown by the number of countries holding rallies, 16 in all: Germany, Argentina, Spain, Finland, France, Greece, Ireland, Italy, Japan, Norway, Mexico, Monaco, Great Britain, New Zealand, Portugal and Sweden.

Over the years the World Rally Championship has become one of the most exclusive competitions, as the enormous budget required means that this season only 6 teams and 13 drivers will be taking part in the WRC.

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**The SCX Model**

SCX is launching the Mitsubishi Lancer Evo VIII, one of the most successful cars in the history of the WRC. The model stands out for its decoration which uses red, black and silver as the main tones, matching the Japanese firm's corporate colours.

The outstanding feature at the front of the car is the set of large air intakes on its bumper, front and bonnet. The top of the car is equipped with three aerials, a camera and an air intake which in real life serves to cool the driver's cabin.

The driver and co-driver's names, along with the number and the brand names of the team's different sponsors are screen printed on the sides of the Mitsubishi. An eye-catching feature of the interior is the attention **SCX** have lavished on the figures of the driver and co-driver, both smartly kitted-out to match the colours of the vehicle as a whole.

The back end of the Lancer Evo VIII has the look of a very wide vehicle which gains in aerodynamics from its broad rear spoiler. Red is the predominant colour at this end of the vehicle, including the large rear lights. The back view is set off by the screen-printed names of the team and the Japanese manufacturer.

The vehicle's high suspension, multi-radius wheels, printed tyres, windscreen wipers and the road map held in the co-driver's hands are just some of the details that have been faithfully reproduced here by **SCX**.

**The Real Car**

The Mitsubishi Lancer Evo is the direct heir to this manufacturer's famous tradition in off-road competitions. The model, which was first built in Japan, was specially designed for the World Rally Championship and later distributed as a production vehicle, suited for driving either on the circuit or on the open road or in town.

Competition is one of the Japanese firm's main pillars: Mitsubishi has won what is generally considered the world's toughest rally, the Dakar, 12 times, as well as 5 all-terrain rally world cups and 4 FIA World Rally Championships.

For the manufacturer, competition is a test laboratory in which to try out its future vehicles. Cars from its factories are first tried out in competition before becoming production vehicles, which means that their reliability, toughness and performance are put to the test under the hardest of conditions. This is what has given the world vehicles like the Lancer Evo or the Montero.



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Mitsubishi Lancer Evo VIII

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Xenon-like high-intensity headlights



Removable, adjustable magnet



Pick-up guide with suspension



a.r.s. Guide



Total traction



Detailed chassis

Test Bench

One of the most eye-catching **SCX** Rally models available for the Digital System. With these you can simulate championship races and rally cross heats, competing against other cars in the same class.

The original rally transmission has been replaced with 4x2 rear-wheel drive, giving the car smoother performance on starting up and a different road-holding behaviour from a 4x4. The short nose and long boot of the original car influence **SCX** 1/32 model, making the Mitsubishi a car which skids easily but predictably.

We drove it on a circuit with the Safety Car running. Its constant lane changes and its consistent but never slow rhythm led us to get carried away with the brake and accelerator. Pit stops and refuelling are a breeze with the Mitsubishi, a model which changes lanes very happily, with hardly any noise from the guide.

Before use on Digital System tracks the basic checks common to any model should be carried out. Checking that the pick-up braids are clean and of the same length should become a routine, likewise the correct position of the tyres, properly fitted on their wheels, and the front semi-axles, which can harm the car's running if they have suffered a heavy impact. If the electrics and mechanics of the car are in a good state, the race can begin.



SPORT TABLE OF MEASUREMENTS

Wheel base	79 mm	Transmission type	4x2 direct rear
Distance	94 mm	Transmission ratio	9/27 = 3
Wheel track	56 mm	Guide type	Red Digital ARS
Wheel diameter	19,5 mm	Screws	3 (0+2+1)
Car weight	87 gr	Other	Covered motor, front semi-axles
Bodywork weight	29,5 gr		