



## STOP THE MORONS!

As an Irishman I'm delighted to read your *Irish Eyes* column every month, and as a Starlet owner I couldn't agree more with Ed's comments in issue 93 that Starlets are the new muppet-mobiles in Ireland. I bought my EP82 five years ago and turned it into a nimble little thing for twisty back roads but recently took it off the road because of its association with the clowns now found behind the steering wheels of these cars. Ed is also right that to these idiots it's all about the dump valve, even if it sounds like a kitten sneezing because there isn't sufficient boost pressure to make a decent sound. Unfortunately, until such time as I think that enough morons have moved away from Jap stuff, and Starlets in particular, my trusty GT Turbo shall remain in the shed reminiscing about all the races it had with VTECs.

Owen Curran, Ireland



## LIGHT RELIEF

I was flicking through issue 89 once again and was suddenly struck by how clear the headlights are on the DC2 Integra Type-R that was featured on p84-89. They're almost crystal clear whereas mine are virtually yellow from years in the sun. I've tried shopping around for new replacements and even constant scrubbing but nothing seems to work. Please can you help me restore my headlights to what they are supposed to be!

Sean Clayton, email



You're right in assessing that the yellowish tinge comes from years in the sun - it's the UV-A rays that do it. But many people are unaware that intense UV-A rays are also produced by headlight bulbs, so scrubbing the outside of the lens is only going to make a difference for areas tarnished by the sun. While a new pair of headlights might be the only true solution, Meguiar's makes a headlight cleaning product called Plast-RX, and the inside of the headlight can be protected by switching to any Philips bulb as the glass contains a UV-A block.

## PADDING TIME

I've recently bought an Evo VI that I would love to turn into a dedicated track car in due course. Even though mine is only slightly modified, I've found it to be amazingly fast on track, but I think the brakes could do with some attention as they begin to fade after a couple of laps. Any suggestions?

Sean D., email

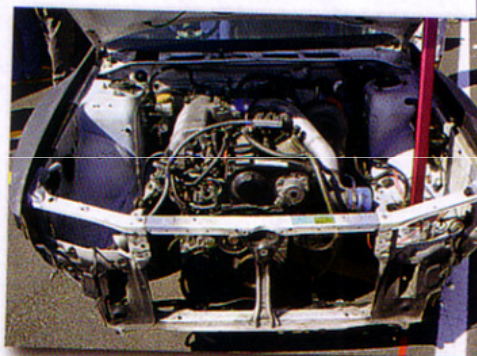


We get the impression that this is the first Evo you have owned, so for starters, we'd suggest joining the MLR ([www.lancerregister.com](http://www.lancerregister.com)) to take advantage of the experience of other owners. In the meantime, to provide more convincing braking performance, why not check out the brake pads sold by TarOx (0870 777 2727 or [www.tarox.com](http://www.tarox.com)). They come in two compounds: Strada is for fast road use (handy if you are still using the Evo on the road), or Rallye+ for track use. The pads are highly effective from cold but withstand the extra punishment track driving brings. Price-wise, budget around £113.85 for a set of Strada pads or £161 for Rallye+ pads. For other Evo owners out there, you can also get them for the Evo VII to X.

## HOLLER FROM HOLLAND

I've been reading *Banzai* for over a year now and I really love the magazine. In the Netherlands, most magazines focusing on car tuning only feature chav cars with loads of body mods and an air filter! So reading *Banzai* is a breath of fresh air, what with its focus on real tuning and diverse cars. Just one little thing: in the Japanese Tuning Show report (issue 94) you showed a RWD Subaru with, according to the caption, an RB26 engine. Looking at the intake manifold, cam cover and intercooler piping running over the engine, it's clearly an RB25, not an RB26. As for the rest, I'm loving the magazine and it gives me great inspiration to keep working on my own car.

Thomas Hoogendam, email



Thomas, you are absolutely spot-on. We double-checked with Sajid Moghal at Jap Performance Parts and he confirmed that it is indeed an RB25, so apologies for inadvertently bestowing the car with an extra 100cc of cubic capacity. Sajid tells us that the project is coming along and we look forward to seeing its progress over the coming months. We'll keep you posted!

## EASY LESSON!

I was just reading through the last issue, when I turned to the JTS show report and spotted a familiar looking Scoob on the last page of the feature. It's mine! The caption read: "How to make your Scooby look like a Gobstopper in one easy lesson." Well, it's not been easy, I can tell you. It's changed a fair bit since you featured it a couple of years ago and has had a lot of money spent on it, courtesy of RCM; hence the new visuals. It's a shame the last bits weren't done in time for JTS as she now looks even more of a replica, thanks to a new rear RCM rear wing - the first one they've made to replicate the actual Gobstopper's. Anyway, keep up the good work with the mag!

