

BANZAI  
FREE  
POSTER

JAPANESE  
TUNING MAGAZINE

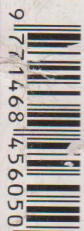
# BANZAI

JAPANESE CARS

PERFORMANCE CAR TUNING MAGAZINE

## LUCKY STRIKE

FEB 2007  
Issue 64  
£3.99



R17



02



**TUNED, STYLED AND FUN-FILLED**  
Is this Do-Luck kitted, 600bhp GT-F  
the UK's most complete R34 project?

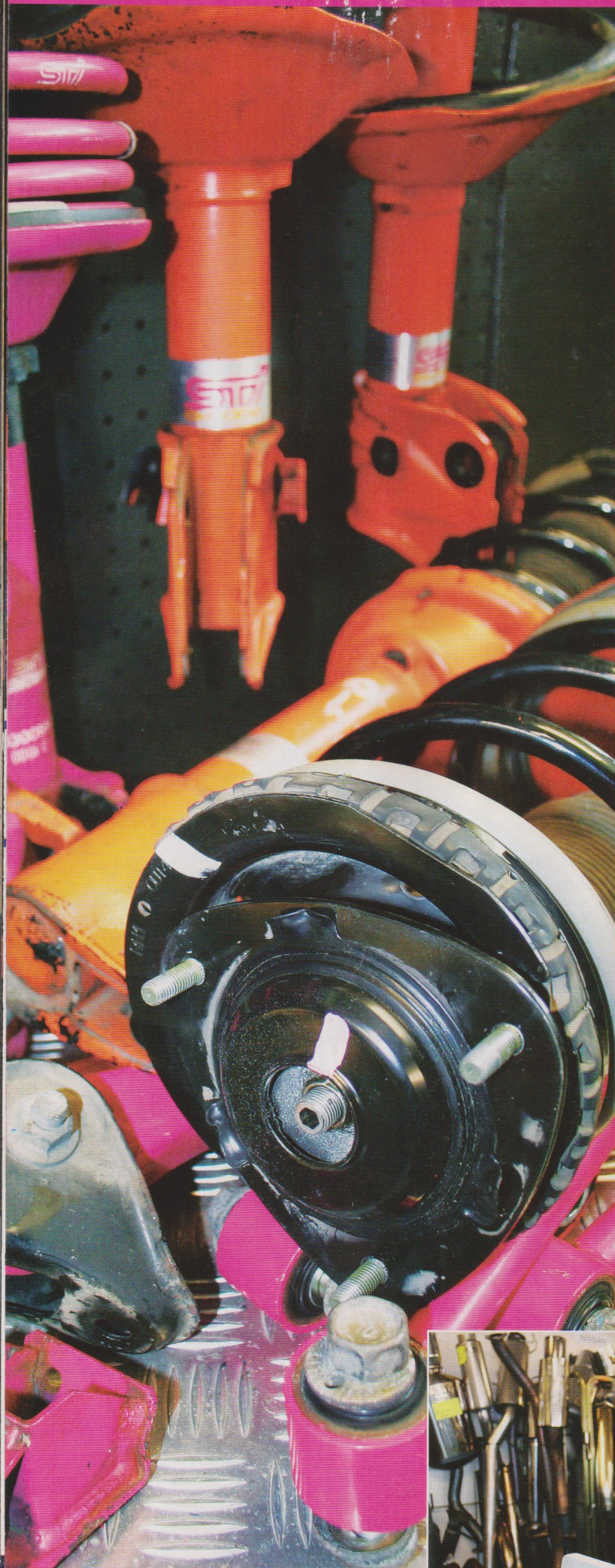
## MONSTER

Dragon Performance drag  
car – the world's fastest  
RX-7 with an H-pattern  
gearbox. It's road legal too!

### PLUS:

- 1000bhp Lexus Soarer
- Seoobycity Nürburgring trip
- Charade DeTomaso
- 13B-powered Grenade RX-8 drifter
- 'Charged G35 Skyline
- AE86 tourer





It's all very well flicking through this magazine and drooling over top-notch feature cars fitted with all manner of cool but indecently expensive JDM tuning parts. But let's be honest here: how many of us can actually afford to buy them without crippling our bank balance? Sure, we could always save up and comfort ourselves with the thought that patience is a virtue, but practising it isn't much fun. Instead of paying for it on credit and delaying the inevitable, I now know of a better alternative. Visiting Jap Performance Parts (JPP) for this month's company profile has helped me see that secondhand parts are the way forward.

For a country that relishes getting up early on weekends to ferret around a car boot sale, I'm amazed nobody has already thought of setting up a secondhand JDM car parts business. We're overrun with import dealers buying immaculate vehicles from auctions yet they seem to avoid the crash damaged or stolen/recovered cars.

This idea of salvaging parts occurred to Sajid Moghal three years ago after buying a crash damaged STi VII. He was annoyed at how much it cost to repair his Impreza using new genuine parts so he started investigating what was available secondhand. Aside from bits and pieces being sold by individuals in classified adverts and auction sites like eBay, he couldn't find a company that specialised in this field. Sajid had identified a niche and he intended to fill it.

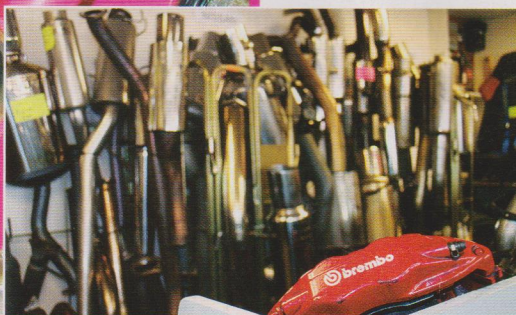
With this in mind, Sajid travelled to Japan where he met up with Sou Kawabara from Speedline, who not only became a good friend but was able to supply unique high-performance, drift, track and rally cars in addition to the regular stock of road-going performance cars. During his stay, Sajid bought eight cars and more parts than could feasibly return in a suitcase to start a low profile, spare time venture from home. Cars were dismantled on his driveway (much to the annoyance of his parents, I should imagine) and parts were stored in the greenhouse. Complete, undamaged cars were also sourced, though most of the 300-400 vehicles Sajid imported with the help of Speedline were ferried across to Ireland.

In February 2006 Sajid felt he needed to come to a decision: either quit his responsible position with the police and concentrate on his parts business, or quit tinkering with cars altogether. You can guess which direction he took.

An industrial unit was soon organised in his hometown of Crawley, West Sussex. Sajid would be responsible for the day-to-day running, sourcing rare components and cars in addition to arranging open days and track events; his father Afzal is there to ensure all parts are correctly dismantled, quality checked and stored; and Jay Ng, a contact he'd made in Japan, decided to move to the UK and join JPP. In addition to being the Japanese-speaking link, he manages all shipping and exports, maintaining his ethos of efficiency. Together the trio now look after an Aladdin's cave of JDM goodies. This place is packed to the rafters with neatly stacked and labelled engines, transmissions, trim parts, body panels, and more big name aftermarket goodies than you can shake a camshaft at – all at extremely reasonable prices.

Without lowlifes distracting his attention, Sajid now deals in large numbers of parts filling numerous containers every month. His overriding ambition is to supply top quality, rare parts to real enthusiasts. Is it possible to find these at auction? You bet! Where else can you remember seeing ultra-rare GeNome STi suspension or, similarly, the Showa setup fitted to the legendary S201 Impreza? Like it or not, JPP is in the process of breaking an S201 though you'll be relieved to know it was way beyond economic repair. It doesn't warrant getting emotionally attached to cars in this line of work.

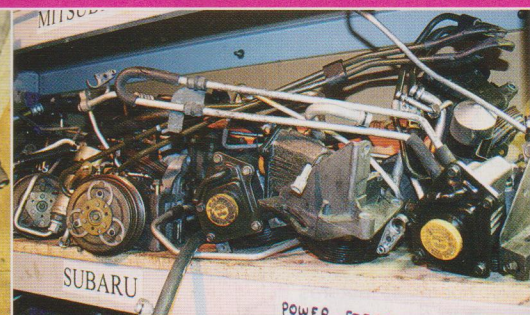
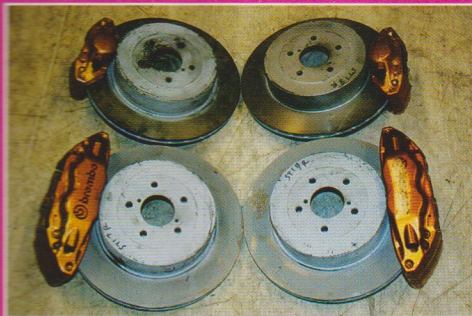
The Japanese car market is immense; too big, in fact, to cover in its entirety. So JPP focuses exclusively on these key models:



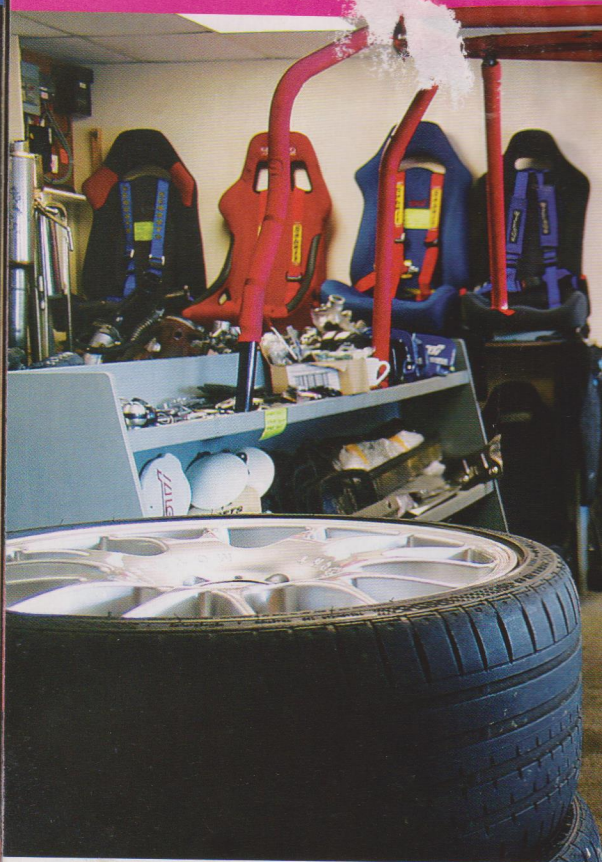


# WHO ARE... JAP PERFORMANCE PARTS?

SECONDHAND TUNING AND STYLING PARTS, AND  
LOW-MILEAGE ENGINE CONVERSIONS: JAP  
PERFORMANCE PARTS IS THE MONEY SAVING  
EXPERT FOR THE JAPANESE CAR SCENE.







Impreza WRX STi versions III to IX (no Foresters or Legacys), Lancer Evo IV through IX, Civic and Integra Type-Rs (EK9, DC2 and DC5 but not EP3), and R33 GTS and GT-R Skylines.

Within these fields can be found some fantastic bargains, all in superb condition and within 50-65% of the new price. For instance, Kakimoto Racing N1 exhausts are typically £395; HKS Super Power Flow induction kits, £90; Blitz Super Sound dump valves, £150; and JIC Magic coilovers, £600.

Engine conversion packages are another JPP speciality, though you need to bear in mind that they're sold on a supply only basis (JPP can recommend local companies for fitting, however). Included in each package is an engine, all pumps, turbo/s, intercooler, manifold/s, complete loom (uncut), and ECU – all fully warranted and ready for next day delivery. It is such a complete package that JPP customers have been able to carry out some pretty unusual transplants: STi IX engine into a Beetle, Evo IV engine into a Clio, and a GT-R engine into a 240Z.

What do these conversions cost? An STi III or IV package costs £1950; the later STi VIII with its twin-scroll turbo, just £3000. Evo IV engines with the same comprehensive list of extras cost £1650, while the later Evo VIII MR package costs £2850. Brilliant value is also found in the £2500 cost of a GT-R engine package.

Compared to tuning one step at a time, fitting a complete, high-power engine from Japan is extremely cost-effective and with the advice of a decent mechanic can take as little as a week to fit from start to finish. Money can also be recouped by selling your original engine or by part-exchanging items with JPP. On that note, it's also worth knowing that JPP can supply damaged cars that haven't yet been dismantled. These offer a bargain priced entry into the world of Japanese performance cars and can be easily rebuilt using secondhand parts from JPP.

After my visit to JPP, those Imprezas, Evos, Type-Rs and Skylines are suddenly looking far more attainable. It needn't cost the earth to run and modify a Japanese performance car, so by all means continue drooling over our latest features ✱

## CONTACT:

Jap Performance Parts (01253) 811111  
or [www.japperformanceparts.co.uk](http://www.japperformanceparts.co.uk)

**THIS PLACE IS PACKED WITH MORE BIG NAME AFTERMARKET GOODIES THAN YOU CAN SHAKE A CAMSHAFT AT**

