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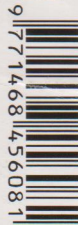


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find their man...

S13 Nissan 200SX

Part 1

BILLIONAIRE'S PLAYGROUND



Playgrounds of the rich and famous can be found all over the world, from exclusive Caribbean-island retreats to seven-star hotels. At these locations privileged clients expect discretely attentive service, the finest products and opulent accommodation. However, as you will soon see, there are some billionaires that enjoy hanging around in much more down to earth locations taking on totally unexpected recreational activities.

Let's meet one of them – Mr Gautam Singhania. According to his biography, the


Indian tycoon has extensive textile, engineering, prophylactics, energy drink and aviation businesses operated from his headquarters in Mumbai. Yet outside of his role as chairman and managing director of the gigantic Raymond Group, Mr Singhania is a confirmed petrolhead.

Sycophantic followers of rich list magazines will inform you that Mr Singhania has satiated his thirst for fossil fuel with a range of supercars, yachts and aeroplanes. But what we are going to tell you about the man's exploits with cars over the course of the next two features (the following starts on p82) is

not known by the general public and definitely does not appear on his Wikipedia page.

We'll get to the car in a moment. First, however, it is necessary to lay some groundwork to understand why the chairman of India's first Super Car Club (his everyday runabout is a 1600bhp twin-turbo Lamborghini) might willingly condescend to the likes of a Nissan 180SX. No offence to Nissan or any S13 owners out there but this humble coupé is hardly the stuff of legend in Top Trumps. At least not in the traditional sense of quantifiable figures.

Within the drift scene, however, S-body



He may be one of the world's richest men but we've discovered that Indian billionaire Gautam Singhania is an unexpected convert to drifting thanks to his worldwide connections and a couple of tough-looking S-body drift cars.

Words: @Words_n_Photos Photos: Stephen Hall

Nissans are right up there among the all-time greats; and it took just one passenger ride with a professional drift driver for Mr Singhania to fall in love with the sport and the cars within it. That opportunity arose during an event at Brands Hatch for the National Geographic channel, where his passion for motorsport and track driving was the subject of a television documentary. Among those also invited to take part in the shoot was Sajid Moghal, proprietor of Jap Performance Parts (JPP), his crew of mechanics, and the drift team's famous RB-powered, rear-wheel drive Impreza.

Under the watchful eye of Mr Singhania's

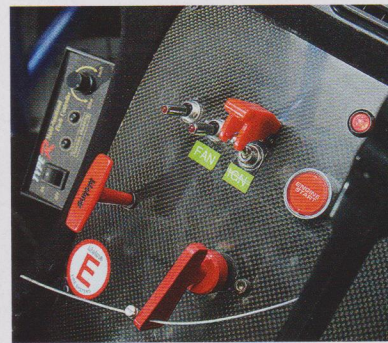
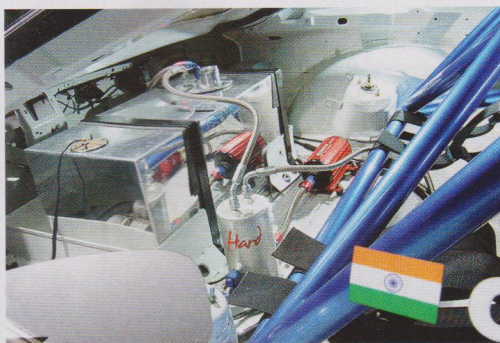
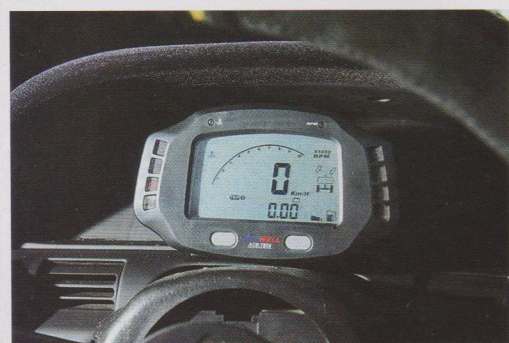
entourage, JDM Allstars driver Walton Smith strapped him in to record a flying lap of the circuit, capturing his reaction to the abilities of a pro-level drift car and skilful wheelmanship of a pro-level driver. Needless to say, it was quite a different experience to the Ferrari Mr Singhania is used to driving around the Buddh F1 circuit (he holds the lap record there for a non-F1 car). Filming accomplished, the JPP crew simply packed up at the end of the day and went home again, happy to have helped out but thinking nothing more about it.

Mr Singhania, on the other hand, was deep in reflection on his return home to Mumbai.

Within a couple of days, JPP received a phone call requesting an intensive drift training course at a UK venue. As a specialist parts supplier, this request was certainly out of the ordinary but the team complied and arranged for a few sessions on the open Tarmac areas of Santa Pod. Mr Singhania then returned to the UK to attend his two-day appointment.

With a generous amount of time, fuel and tyres at his disposal, Mr Singhania took to drifting like Christopher Dean to an ice rink and returned to India promising to arrange a follow-up session. That call happened sooner

S13 Nissan 200SX



This S13 drifter is something of a comfortable shoe – an item of bodywear that Mr Singhania can enjoy using day in and day out



than expected, and JPP was not able to make immediate space in the diary as the team was already booked to travel to Malta for an international round of the JDM Allstars championship. Unperturbed, Mr Singhania simply joined the crew in Malta, where he enrolled as a late entry in the championship after bagging a drive in Anthony Scott's S13. He won the amateur class in that event, simultaneously becoming the first Indian to win an international drift competition.

Having chalked up experience in a range of

drift cars, Mr Singhania decided to commission a couple of his own. The first vehicle was constructed in Mumbai by a Latvian drift racing team. The second car, however, was built by an acquaintance using the sledgehammer combination of S13 chassis and V8 engine.

Unfortunately, Mr Singhania felt that the S13 had been rushed through development and did not meet his high standards. It appeared to be relatively easy to rectify, so the S13 was shipped back to Britain for the

combined force of the Japanese Performance Parts team and Walton Smith's Nispro Performance team to properly fettle. But that wasn't the sum total of this latest commission. The duo was also asked to provide the car with a sibling – a newer S15 model Nissan Silvia built to a bulletproof standard using top quality parts and to professional-level specification (next feature).

Now, however, we can finally begin to reveal some details of the reworked S13. The list of rectification jobs grew as the teams



Engine: GM LS3 6162cc V8, modified alloy sump, Driftworks oil cooler, custom water radiator, uprated engine mounts, K&N induction kit, Aeromotive fuel pumps, Aeromotive fuel filters, custom braided fuel lines, swirl pot, modified Fujitsu exhaust system, GM TR6060 six-speed manual gearbox, custom braided clutch lines, modified R33 Skyline rear differential, R33 Skyline GT-R driveshafts

Chassis: 8.5x18" (ET30) front and 10.5x18" (ET15) rear Varstoen/Rota alloys with 235/45 and 265/35 Federal RSR and Achilles ATR Sport tyres respectively, 50mm (front) and 30mm (rear) hub-centric spacers, Driftworks Control System 2 coilovers, Wisefab steering angle/lock kit, custom extended front lower arms, strengthened rear subframe, Driftworks rear adjustable arms, Driftworks rear hubs, 355mm rear discs with Nispro adapters for two-pot Nissan calipers, custom braided brake lines

Exterior: Rocket Bunny body kit, DMax-style vented bonnet, fibreglass tailgate with acrylic glass, Aerocatches front and rear, Nickson Motorsport tubbed arches, custom paintwork and graphics

Interior: Weld-in roll-cage, Corbeau bucket seats, Luke harnesses, OMP steering wheel, hydraulic handbrake, Lifeline safety equipment, Demon Motorsports alloy fuel tank, flocked dashboard, Acewell digital dash display

Contacts: Jap Performance Parts (01293 520090 or www.japperformanceparts.co.uk), Nispro Performance (01844 290593 or www.nispro.co.uk), Nickson Motorsport (www.nicksonmotorsport.co.uk or 01428 654263, Customize Bodyworkz (01293 550570 or www.customizebodyworkz.co.uk)

delved deep into the car's inner workings. Once the full extent of the project became apparent, a spreadsheet was created that itemised every single costing, so Mr Singhania could okay the project knowing beforehand precisely what was going to go into it and at what cost.

Little work was needed on the engine, the mighty 6.2-litre GM LS3 V8 normally seen in the current Chevrolet Corvette. Aside from an intake system, a belt-and-braces approach to fuelling, and a modified Fujitsu exhaust

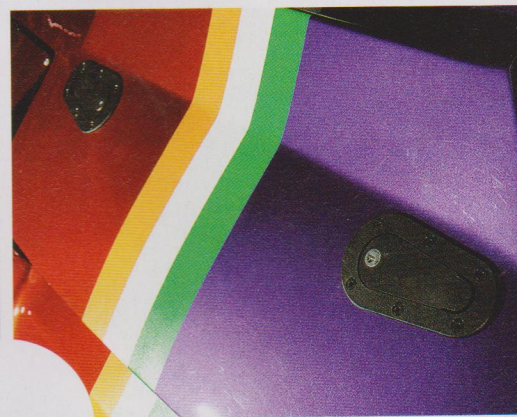
system, it remains standard. The block is attached to its familiar GM TR6060 six-speed manual gearbox, which then follows into a hybrid rear end comprising a modified differential and driveshafts from an R33 Skyline. Along with Driftworks hubs and 10.5x18" wheels, it's a setup designed to handle the full 430bhp with relative ease but also bears an uncanny resemblance to that found in the S15, for very good reason.

Chassis-wise, the suspension is by CS2 coilovers, while the Driftworks superstore

S13 Nissan 200SX



The paint scheme is based on two flavours of Kama Sutra energy drink which are separated only by the flag of his native country India



also provided the myriad of adjustable arm and steering angle kits needed to achieve (and retrieve the car from) extreme-angle drifts. Which, of course, necessitated a tubbed front-end that allowed such aggressive wheel movement, just one item in a whole range of metalwork magic fabricated by Nickson Motorsport.

Viewed as a whole, this S13 drifter is something of a comfortable shoe – an item of bodywear that Mr Singhania can enjoy using day in and day out. It's a responsive yet adaptable machine. The S15, on the other hand, is the spiked running shoe of the duo – devastatingly effective in the right circumstances but trickier to get along with in

general. It requires much more dedication to exploit yet rewards such effort in spades.

Which is where we have to leave this introductory feature in order to concentrate on the edgier S15 project. Built from scratch here in the UK, it now faces the mammoth task of awakening the Indian subcontinent to the sport of drifting 🇮🇳

Part 2

BILLIONAIRE'S PLAYGROUND

From one radical drift car to another, we now find that billionaire Gautam Singhania is enjoying an even more generous portion of S-body madness with this high-spec GT-R-powered S15 Silvia. The Indian subcontinent has never seen anything like it!

Words: @Words_n_Photos Photos: Stephen Hall



There isn't really a drift scene in India. In fact, thanks to the thousands of miles travelled to improve his skills and in commissioning a trio of drift cars (see feature on p76) you could rightly say that Mr Gautam Singhania is the Indian drift scene personified.

This S15 is Gautam's pride and joy – a pro-spec drift car designed to be much more difficult to master than the S13 he also owns due to its knife-edge geometry and peaky

power delivery. But it is also one that rewards the driver generously when its individual and carefully honed qualities converge on track in a haze of vapourised rubber.

In essence the car is a 530bhp GT-R-powered S15 Nissan Silvia. Rolled off the tongue like that, the spec has a symbiotic ring to it that will have most enthusiasts nodding their heads in approval. But the attention to detail that the combined forces of Jap Performance Parts (JPP) and Nispro Performance (NP) put into the build must not

be underestimated.

For starters, Mr Singhania is not a man used to tolerating substandard workmanship, so every aspect of the project had to be accounted for and costed on an approved spreadsheet. It was also planned that the car would spend six months of the year living and performing in Mumbai, India, around 6000 miles away from its makers. The quality of every component therefore had to be impeccable in order to withstand the sort of punishment inflicted upon drift cars, while



also coping with the high-40s temperatures experienced in the region.

Any mechanic will tell you that there is no such thing as a bulletproof machine. However, by over-engineering the specification – a philosophy in harmony with Japanese manufacturing – overall reliability could be all-but guaranteed.

This approach can be seen throughout the build, which has been designed to withstand in excess of 600bhp in order that 530bhp can be shrugged off like water from a duck's

back. For instance, the iconic RB26 straight-six has been rebuilt with forged pistons and con rods to handle sustained pressure. These are supported by race-spec bearings and an R34-spec 'long nose' crankshaft that fits more snugly within the oil pump's inner drive gear to guarantee oil flow at high engine revolutions. Fuel supply is similarly guaranteed, so that even when the car is experiencing extreme g-forces and the liquid cavitates away from the pick-up in the tank, fuel is always drawn from a constantly

topped-up swirl pot. It's similar in principle to an alarm clock fitted with a battery back-up just in case mains power is interrupted.

Then there is the adoption of not two but three cooling fans (one viscous and a pair of aftermarket electric items) to ensure sufficient air is directed across the oversized alloy radiator core. Cooling is a notoriously difficult proposition in drift cars when the majority of driving time is spent at an angle oblique to that of the natural airflow. Little wonder that an extra vent had to be cut in the upper half of the

S15 Nissan Silvia



The inside of the S15 is a businesslike environment... what's there is only there because it has to be



front bumper to supplement this thorough in preparation for punishing temperatures

Further countermeasures can be seen the gearbox, which has had the vital first three gears replaced with an uprated set OS Giken. Figured with closer ratios for improved transmission performance, not are they tougher than standard but they allow the engine to better harness its turbo boosted torque band.

While on the subject of the GTX3076 blower, it's a generation ahead of Garrett's popular GT-series range, benefiting from precise billet machining and improved aerodynamics that offers up to 20% more flow – and therefore greater pressure – similar housing dimensions. But more than that, the turbo features a specially treated steel cage that secures the ball-bearing within their cartridge and keeps them running



efficiently despite enduring temperatures that might otherwise oxidise the oil and cause the bearings and shaft to fail.

Regarding the chassis, monotube Driftworks Control System 2 coilovers provide the link between the car's unsprung weight and bodyshell – a setup shared by many competitors within the JDM Allstars championship. Numerous alterations have been carried out by NP within the S15's sophisticated double wishbone chassis, from modifications to improve the degree of lock available within the steering to aftermarket arms that precisely alter the geometry of each wheel.

Delve deeper into the chassis setup and you'll notice unusual similarities between the specifications of the S13 and S15. Actually, within the drivetrain the two cars are virtually identical. Up until now, every ancillary we've mentioned has been a brand-new product

cherry-picked from the aftermarket. But in terms of driveline components, the connections necessary to link the back of the gearbox with the rear hubs have had to be supplied secondhand from JPP's immense stock of parts. So in order to minimise the amount of time the preferred S15 might be out of action due to unforeseen failures within the driveline, the S13 can instantly step in as a donor.

The staggered wheel setup shared between the two cars has also been carefully chosen to offer the correct offset across the axles for optimal handling, rather than to ensure the same wheel brand is used on all four corners. Meanwhile, lack of choice within the domestic market meant that the wheels could only be fitted with certain sizes of tyre, hence the relatively unusual measurements. Seeing as a drift car burns rubber like an incinerator, using imported tyres would suddenly become an

extremely expensive hobby.

As in the S13, the inside of the S15 is a businesslike environment with a total lack of frippery. What's there is only there because it has to be. Primary and secondary safety is of paramount importance in any competition car, which is why the headline elements revolve around this area in particular – weld-in roll-cage, fixed-back bucket seats, multi-point harnesses, and a plumbed-in extinguisher system in case things get way too heated. Even the digital dash, designed to have large, easily legible digits for superbike riders, gets its message across in an immediate, no nonsense fashion. With speedo readings coming from the front wheels, there is no exaggeration in the figures either.

In contrast, it's on the exterior where you're supposed to get a bit carried away and show some flamboyance. The drift car essentials

S15 Nissan Silvia

Engine: RB26DETT 2568cc DOHC 24v straight-six, Wiseco forged pistons, PEC con rods, ACL race bearings, R34-spec 'long nose' crankshaft, Comet steel head gasket, 25-row oil cooler, Mishimoto R33 GT-R alloy radiator, viscous fan with two extra electric fans, Nismo engine mounts, single GTX3076R turbo with metal cage bearings, GT-R-spec intercooler, Honda S2000 fuel tank, Bosch 044 fuel pump, swirl pot, custom braided fuel lines, Asnu 600cc injectors, SplitFire coil packs, Link G4 ECU with 4.0bar MAP sensor, twin Turbosmart 44mm wastegates, Whifbitz exhaust manifold, HKS exhaust system. OE gearbox with OS Giken close ratio three-speed gear kit, Exedy twin-plate clutch, custom braided clutch lines, GT-R driveshafts, modified R33 GT-R rear diff, GT-R rear hubs

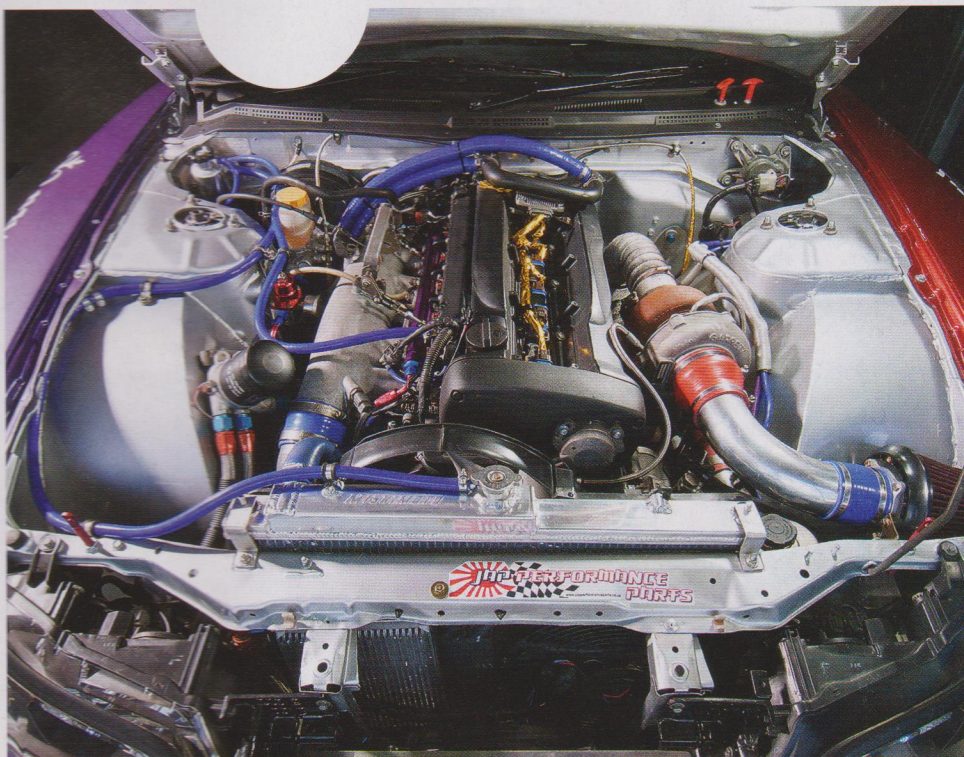
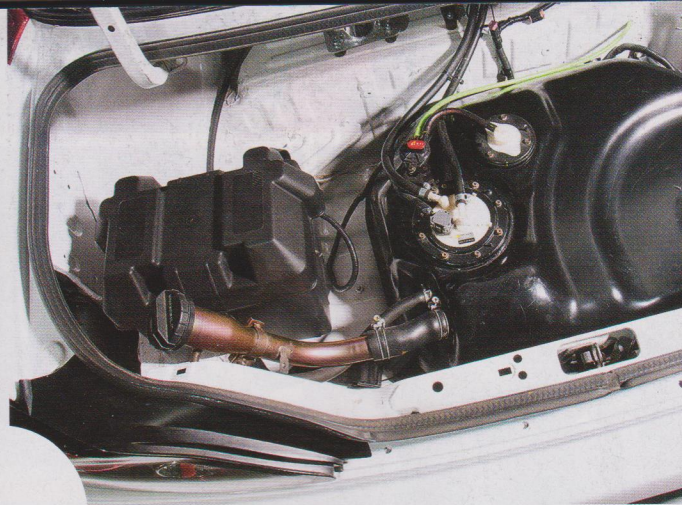
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Exterior: BN Sports body kit, DMax-style vented bonnet with Aerocatiches, GT-style carbon rear wing, custom paint and graphics

Interior: Nickson Motorsport weld-in roll-cage and tubbed arches, Corbeau bucket seats, Luke harnesses, OMP Superleggero steering wheel, hydraulic handbrake, Lifeline safety equipment, flocked dashboard, Acewell digital dash display

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The LS3 V8 in the S13 may not be one for the purists but there are few engines more desirable than the forged RB26DETT here under the bonnet of Mr Singhania's S15



are all there on this S15, from the heavily skirted BN Sports body kit to the vented bonnet (also lifted at the rear for extra cooling) and high-level rear GT wing. Eagle-eyed readers may have spotted that the red and purple colours are shared between the two cars, though the sides are reversed. It is a stimulating scheme inspired by the Kama Sutra energy drink produced by one of Mr Singhania's companies, red being the mixed berry flavour and purple the mixed fruit

flavour. And as a subtle nod to Mr Singhania's country of origin, the two colours are separated by a stripe containing the colours of the Indian flag.

Having spent many lunch hours practicing his drifting skills on the purpose-built test track outside his factory, Mr Singhania could well be tempted to make some guest appearances at various UK drift championships in the forthcoming season. However, we should point out that his attention has also been drawn

towards the antics of a certain character named Ken Block.

Once again, JPP has been called upon to help make Mr Singhania's dreams a reality. An initial training session with renowned UK stunt driver Terry Grant has already taken place, and it appears that in so doing Gautam has fallen for another iconic model within the Japanese car scene. A new four-wheel drive project car is now in development and will soon be landing in Mumbai 🇮🇳