

STRIP TEASER

HAYWARD ROTARY'S DRAG RX-7 IS NAUGHTY BUT NICE



JAPANESE

Performance

GRIP vs DRIFT

NORRIS DESIGNS EVO IX IS THE ULTIMATE TRACK WEAPON BUT GREDDY'S SCION FR-S IS DRIVER KEN GUSHI'S DREAM DRIFT RIDE. WHICH IS BEST? YOU DECIDE...



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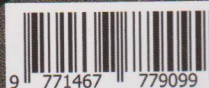
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JAS HALSEY

PROJECT EVO

PROJECT SPRINT WAGON

THE THIRD INSTALMENT OF JAP PERFORMANCE PARTS' EVO WAGON PROJECT FOCUSES ON PERFECTING THE CAR'S WILD INTERIOR AND EXTERIOR IN TIME TO SHOW OFF THE PROGRESS AT THE START OF THE SHOW SEASON

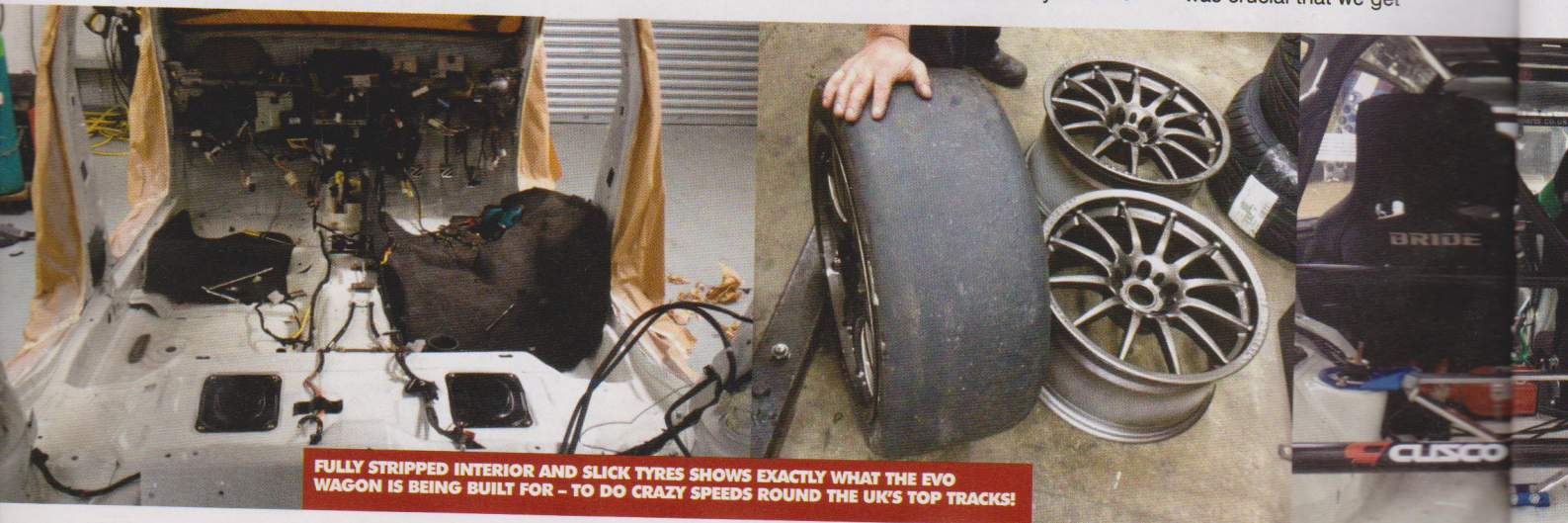
Last month we showed you a glimpse of the wild creation that was spewing forth from the mind of Crawley-based Jap Performance Parts head honcho Saj Mogul. What started off as a rapid but rather humdrum Mitsubishi

Lancer Evo wagon was turned into a wide arched monster of a motor. That was then to be drenched in pearl paint to become a fusion of show and sprint car that would leave anyone who witnessed it in open-mouthed awe. But,

as they say, time waits for no man, and with the first big shows of the season just around the corner – the BHP Performance show at Lydden Hill in Kent and Japfest at Castle Combe in Wiltshire – the guys had no time to dawdle

and had to pull out all the stops to get the car ready for its maiden appearance to the masses. Saj explains: 'We were running short of time as we wanted to have the car ready for the first big shows of the year so it

could be the star attraction on our stand. We already had a group of other awesomely modified rides and past projects that were to be featuring, but we knew the Evo would be an attention grabber, so it was crucial that we get



FULLY STRIPPED INTERIOR AND SLICK TYRES SHOWS EXACTLY WHAT THE EVO WAGON IS BEING BUILT FOR – TO DO CRAZY SPEEDS ROUND THE UK'S TOP TRACKS!



LOOKING GOOD! THE CAR THAT IS... SAJ AIN'T A BAD LOOKING FELLA BUT HE'S NO RALLY SLAG EVO! WITH THE BODY AND INTERIOR NOW DONE IT WILL BE TIME FOR THE GUYS TO GET ONTO THE MOTOR



the car ready in time.

To make the deadline, the body and all the panels had to be painted in a three-stage pearl red with contrasting white on the splitters and skirts. This was our own way of giving a nod to the traditional Tommi Makinen rally styling, but all the while keeping it a truly unique ride.

Once the pigment was applied, we assembled everything and added some carbon side skirt extensions, rear Vertex diffusers and DAMD rear splitters. At the same time we mounted a Ganador titanium exhaust system, which luckily, we already had in stock.

We also wanted to get the rally-style roof

scoop fitted to the car, but it was a mod that we really weren't looking forward to. The roof scoop is designed to let air into the cabin in order to cool the interior and, as such, needs to have the roof cut out in order to function. This was one of the most nerve-racking parts of the build as – one wrong move – and we'd have ruined the roof. Luckily, I have steady hands, as I myself took over the duty of making the cut and all went according to plan. Phew!

'And talking of a cool interior, the full rollcage was bolted into place after all the welding and paintwork was completed. It's a pretty comprehensive piece of kit, but has been

designed with a trick feature in mind... We fitted a pair of Bride Zeta II seats in the front, which were taken from last year's Evo VII RS sprint car. However, the twist was that we also fitted another pair of Bride seats in the back too, making a real feature that has got the crowds taking more than a second look. We had two used seats that were in poor condition, and had them re-trimmed back to their former glory. The dashboard has also been given the JPP treatment by having the top section flocked and all unnecessary brackets removed. We then re-routed the loom through the centre tunnel and relocated the heater controls and fitted

the DEFI and TEIN EDFC controllers into one of the dash vents. A fire extinguisher kit and pull cords were also fitted, to ensure the car was safe in the event of a fire if the worst should happen while being on the limit.

'And this is exactly what we plan for the car – this will not be a show pony, make no mistake! To this end we have strengthened the back-end with a Cusco triangulated rear strut brace which mounts to the floor and adds a great deal of rigidity to the chassis.

'Finally, to give the car its aggressive look, we had the Team Dynamics wheels painted bronze and had some track-spec slick

tyres mounted.

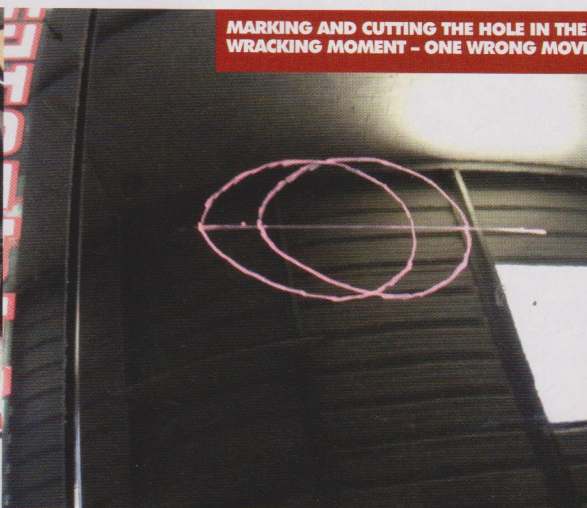
'On its first outing at the BHP Performance show, the car was a big hit, getting lots of attention from the show goers, especially when they clocked the additional bucket seats in the rear! The reaction was the same at Japfest. But as wild as the Evo looks, it'll be nothing compared to the spec of the engine. Stay tuned for next month's instalment, when we will start the build of the powerplant that will become the beating heart of this beast!

Until next time...

CONTACTS

Jap Performance Parts

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MARKING AND CUTTING THE HOLE IN THE ROOF FOR THE AIR SCOOP WAS A NERVE-WRACKING MOMENT - ONE WRONG MOVE AND THE ROOF WOULD BE RUINED

