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JAS HALSEY

PROJECT EVO PROJECT SPRINT WAGON

THE SECOND INSTALMENT OF CRAWLEY-BASED JAPANESE PERFORMANCE PARTS' LATEST PROJECT GETS RIGHT ON WITH MAKING THE WAGON LOOK LIKE THE BEAST IT IS GOING TO BECOME...

Last month we told you about Japanese Performance Parts and their plan to take the sprinting world by storm with one very unlikely steed – a Lancer Evolution... wait for it... wagon. Now, we were as sceptical as you at first, especially as the guys

took on a crash damaged example in the first place. But hold on to you hats, as the project is going full steam ahead with the guys cracking on with the car's bonkers bespoke bodywork and we're beginning to see the method in the

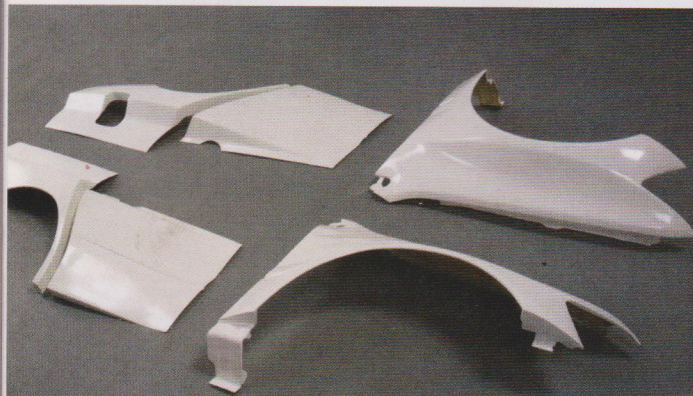
madness. JPP's bossman Sajid Mogul explains:

'After reviewing the original design, we thought we would redesign the theme of the car and come up with something more original. The car is based on a Tommi

Makinen Edition (TME) theme, but will use the new Renault pearl effect Flame Red with one-off skirts and splitters. The roof will be painted black and the whole lot finished off with some bronze wheels.

The main impact of the body will be the wide

arches. We looked in Japan at a range of kits, but most have bolt on rear arches and vented front wings... both of which have been done before. We wanted something more along the lines of an Impreza 22B, which has blended arches. We knew it was



THE ACR KIT FROM CARBON GOODIES IS DESIGNED FOR EVOS 7-9 AND PROVIDES AN AGGRESSIVE, YET SUBTLE, WIDE ARCH LOOK BY BLOATING THE FACTORY LINES



THE OUTSIDE OF THE CHASSIS GETS HIT UP WITH A COAT OF RENAULT PEARL EFFECT FLAME RED WHILE THE INSIDE IS TREATED TO A FRESH COAT OF WHITE AND A CAGE



impossible to find a kit like this to fit a wagon, as the rear quarter panel and bumper have different lines. However, luckily, we came across Carbon Goodies' website where they had photos of an Evo VIII with a wide-arch ACR body kit. We didn't like all of the kit, but felt we could do something with the arches at least. So, after speaking to Rick at Carbon Goodies, we placed an order and, three-weeks later, received the parts. To my surprise the kit fitted perfectly and was of very high quality, with perfect lines and good fitting points. However, it wasn't simply going to just bolt on...

We stripped the car down and it was easy enough to bolt on the front wings. We decided

to keep an OEM front bumper – even though it didn't quite fit with the wider arches – and modify it. As it's made of plastic, we simply heated it and stretched it to make it flare out to the line of the front wings. Genius!

On the rear we first cut away around 50mm of each arch, then bent and welded over the lip. This was then sealed before the kit was mounted to prevent holding water and rust. The door panels were a direct fit as the wagon door is different only on the upper part of the frame – which was a bonus! The rear quarters were a totally different story, though! We had to cut into the kit along the swage line and let it blend into the rear light. This was then smoothed

over with fibreglass and the joints filled.

With the kit in place, the shell was then sent off for paint and we discussed various ideas with Jason at AUSTEC Racing, who was very helpful. With a colour scheme firmly decided upon, the shell was then fully stripped with every clip, bracket and bolt removed. At the same time we also weighed all the interior parts, which came to around 160kg. We also removed all the soundproofing, which is a pain-staking task, but saves another 10kgs in weight.

After stripping the car, we were able to start work on the rollcage. Again there are no rollcages available for a wagon, so we bought a 10-point CUSCO Safety 21 'cage and fitted the

front section. We then used an Evo X 'cage, which we had in stock, and cut it up to fit in the rear section. Why did we do this? Well, to make the car even crazier we are going to fit four full race seats! And to protect the rear passengers, the car will have two hoops instead of one. The remaining sections of the cage were then fabricated before being removed so the shell could receive the paint.

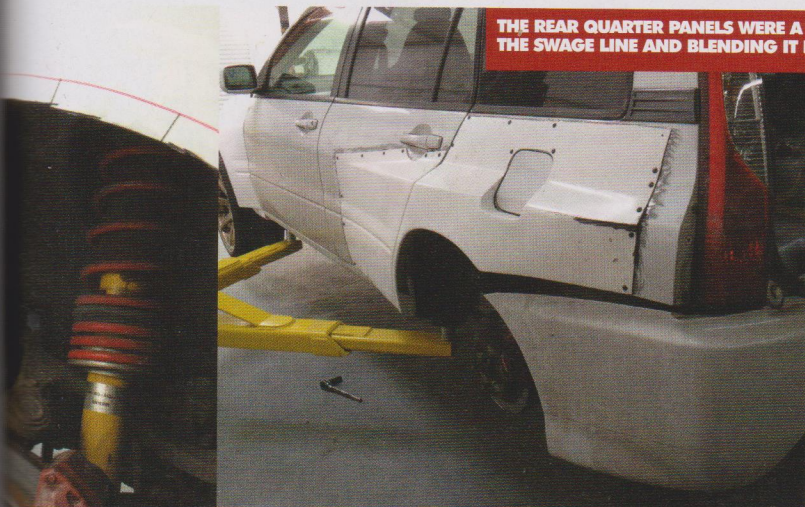
However, before a drop of the Renault pigment could be applied the whole floor was cleaned, primed and given a base coat of brilliant white.

While the shell was being made pretty, we were busy sourcing some rolling stock. Luckily, we managed to

get our hands on two sets of Team Dynamics wheels from an Evo X racecar. These badass hoops are 9x18in with an offset of ET15. However, with the massive arches, we need to run 25mm spacers to work... but you'll have to wait until we cover the suspension to see the pics! But just to give you an idea of what they are like, we are going to repaint them to match the bronze found on Volk Racing wheels, which is a little nod to our obsession with all things JDM!

Well, that's it for this issue – stay tuned for more in next month's instalment! – Saj

CONTACTS
Jap Performance Parts
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THE REAR QUARTER PANELS WERE A TRICKIER FIT, BUT BY CUTTING ALONG THE SWAGE LINE AND BLENDING IT IN, A PERFECT FIT WAS ACHIEVED

