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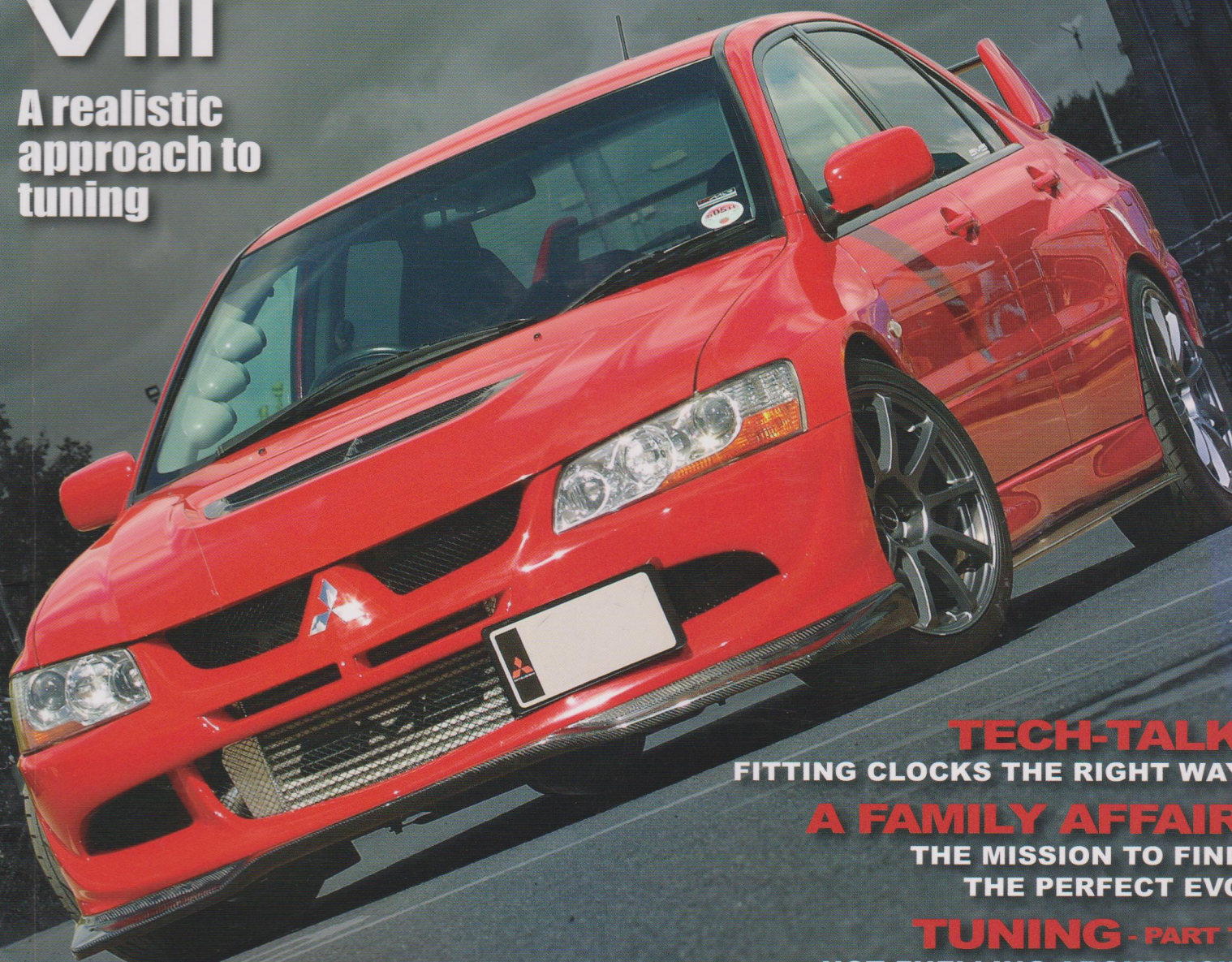
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evolution theory



As its own Lancer Evo X demonstrates, writes Matty Graham, Crawley-based Jap Performance Carbon is a company that is taking the Japanese car scene in a new direction and it is pioneering a fresh and novel direction to enhance a car's appearance by using carbon-fibre.



WORDS BY MATTY GRAHAM
IMAGES BY MATT RICHARDSON



> **E**verywhere you look these days, the message is clear. Light is good. Heavy is bad. Whether it is the girl you have attached to your arm, the slick new plasma TV that you bought to replace the old clunker of a 'goggle-box' that used to fill a corner of the living room, or that brick of a Nokia that has now been upgraded to a smart, er...smartphone, the new rule is the same. Weight reduction is 'in', as your local GP is sure to inform you.

Yet, weight saving does not have to stop with the car. Think about it, Formula One, race and rally teams are on an endless quest to lighten their cars, enhance efficiency and gain an edge on the competition (although some formulae do work to a minimum weight requirement). In addition, there is no denying that carbon-fibre looks kind of special. So, if it is good enough for the pit crews, trust me, it is good enough for you.

However, as Sajid Moghal, from Jap Performance Parts, explained, "Getting the right carbon parts can become a bit of a mission: Up to now, people who have wanted to add carbon-fibre to their machines have had two options. Firstly, to buy high-quality carbon parts, which cost the earth, or, secondly, to go to the other extreme and make do with hateful stick-on stuff, which, I shall accept, is the poor man's interim alternative. That is why we created Jap Performance Carbon as a genuine option."

GREATER PERCEPTIONS

Using copious new technology, Saj and his Jap Performance Carbon personnel are bringing something really fresh and alternative to the UK modified car scene. The company is offering high-end, OEM-specification, carbon-





> fibre covered parts for reasonable money. It may sound too good to be true but it is the real deal.

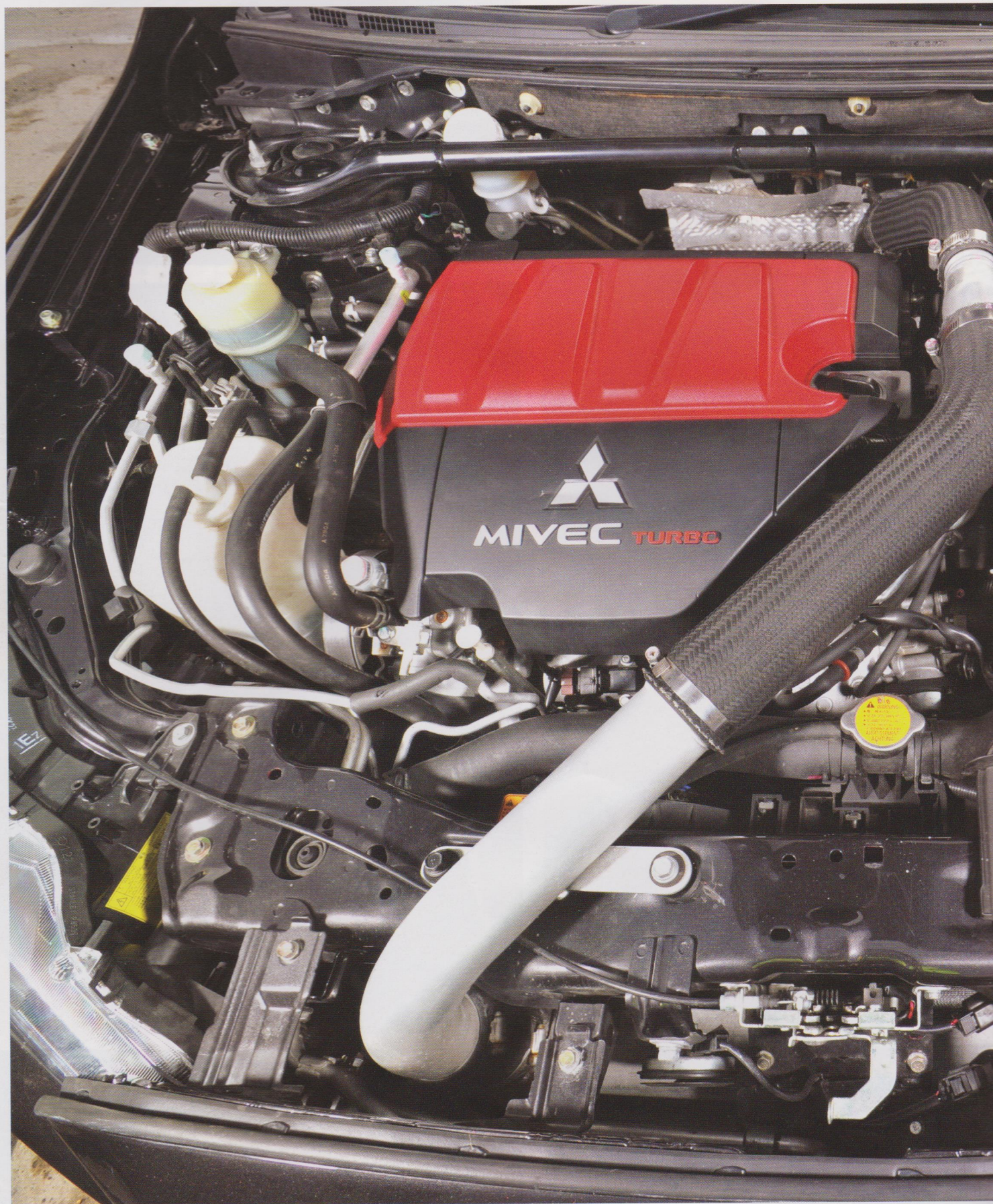
What's more, Jap Performance Carbon has worked extensively to ease the application process. "If customers already have the part," Saj highlighted, "they can send it to us and we shall add the high-quality treatment to it, before returning it. If the relevant part is not available, there is no problem, as we're sure to have it in stock, or we shall endeavour to source it for them." Saj can demonstrate precisely why his company has built such a strong reputation for going above and beyond the bounds of convention for its customers.

However, it is not just the odd bits of dashboard that can be given the high-quality carbon treatment. A-pillar pods,

spoilers, trim panels, door cards and even whole bonnets and boot lids can be treated on-site and, really pushing the boundaries of individuality, customers can even have red or white carbon instead of the traditional 'black' finish.

The proof, as is stated frequently, is in the pudding and Saj's latest project car provides a good example of why the 'carbon look' is so much in demand at present. Imported from Japan in 2008, Jap Performance Carbon's Evo X was one of the very first on British roads. Rolling on Volk Racing 18.0x9.5J TE37 rims, the car also boasts an FQ400 body-kit (supplied by its partner, WRC Developments, which has developed the rare Evo X variants) and a one-off boot-lid, produced as the business was just starting to generate early sales.





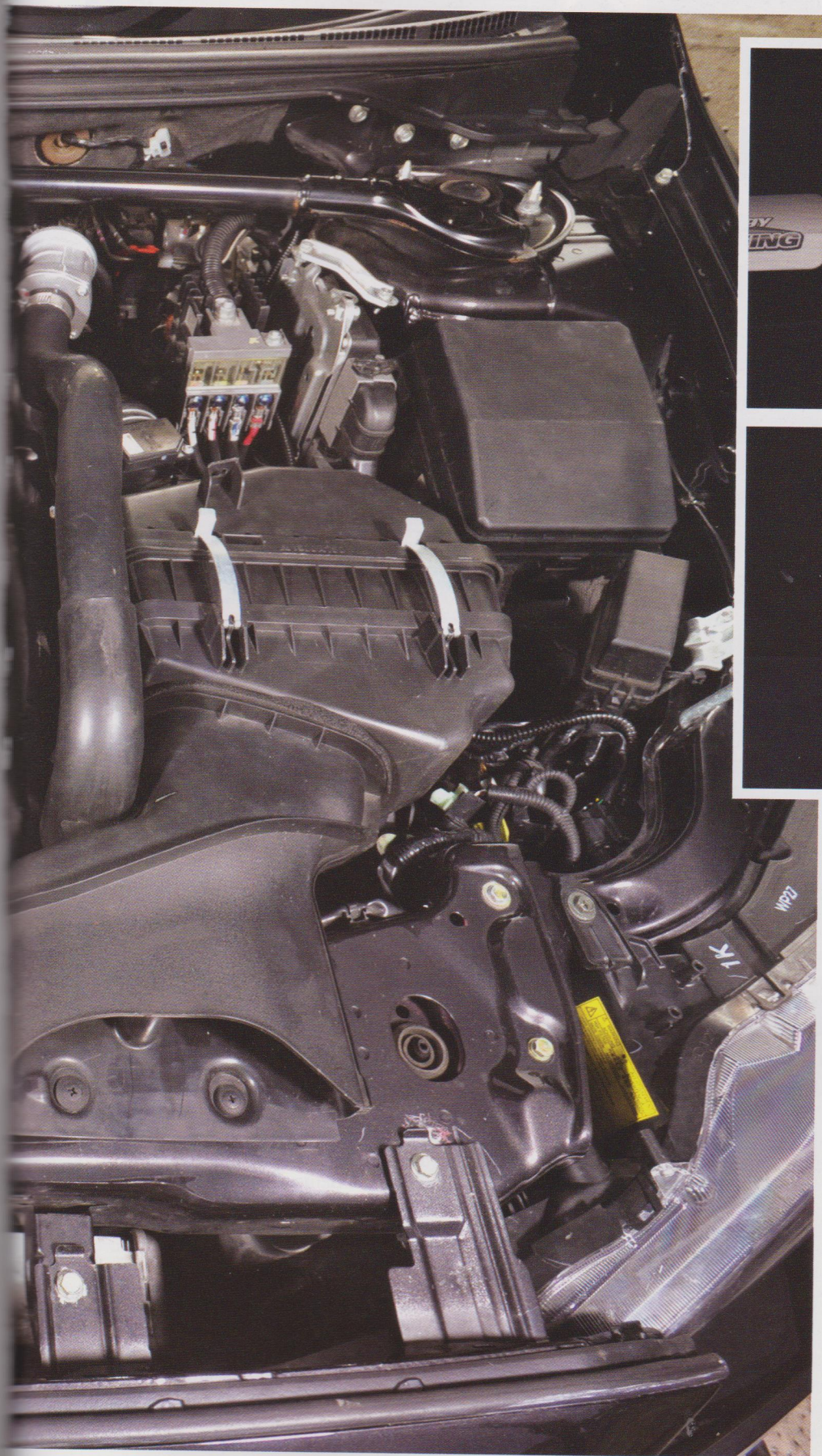
> In fact, like an American stealth bombers, this Evo X would probably slip past most radar installations, as a result of the extensive incorporation of carbon-covered parts. A competition-look carbon interior, external door mirrors,

wing strips and grilles are some of the numerous parts that have been given the Jap Performance Carbon treatment.

EXPANSION GUARANTEED

With so many modifications and a

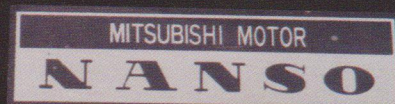
supremely fresh-looking motorcar on its hands, it is little wonder that Saj and the Jap Performance Carbon operation is eager to showcase its most recent project. "The car will be travelling to Malta soon," determined Saj, "to attend



the JDM Allstars Show on the island."

Taking the Evo X abroad makes good commercial sense, after all, Jap Performance Parts already ships products around the world and Saj is keen to really push the limits of his new

company, to match the successes he is enjoying elsewhere. "If anybody is working on a really crazy project," he continued, "then I urge them to give us a call, because we would be exceedingly interested in working with them closely."



Put simply, if you are working on a project car and you have considered the prospect of indulging in carbon-fibre, yet have been hesitant because of the high costs involved, then Jap Performance Carbon will be keen to hear from you. While prices will vary for different parts, Saj reckoned that a full dashboard setup would cost around £375.00, for both the parts and the carbon-fibre treatment. Alternatively, if you are simply considering a minimal carbon makeover, such as a pair of door mirrors, they would cost from around £40.00 each to receive the treatment.

When you reflect on the prospect of developing new technologies and shaking-up the modifying scene, then you start to appreciate what Saj's company is doing. Let's face it, it is long overdue and, thanks to Jap Performance Carbon, we now have the opportunity to obtain high-quality, OEM-specification carbon-fibre covered parts, at an affordable rate. That is what evolution is all about. Darwin would have been proud. ■

Jap Performance Carbon's Evo X F8400
2.0-litre 4B11 turbo
HKS high-flow race cat
3.0-inch Custom F8400 centre-exit exhaust system
Lowered 20mm all-round
Full F8400 body-kit with one-off boot spoiler
Full carbon interior
Carbon door mirrors, wing strips and grilles
18.0x9.5J Volk Racing TE37 alloys with Bridgestone RE11 tyres