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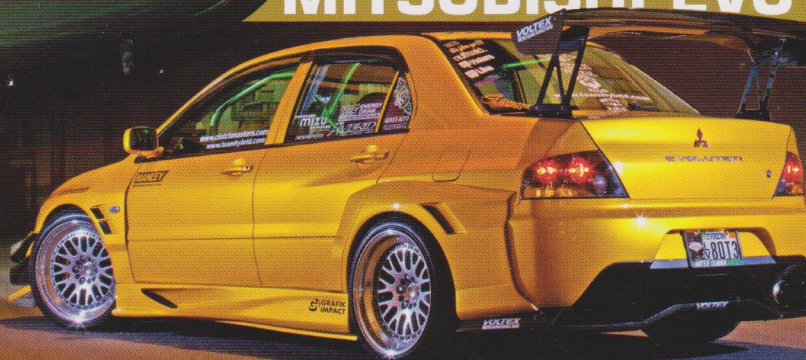
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## MYTH BUSTERS

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**34 TUNING MYTHS**







BASED ON A WIDENED VERSION OF HT AUTO'S 22B WIDE ARCH KIT, THE CUSTOM BODYWORK MAKES THE IMPREZA AROUND A FOOT WIDER THAN A STANDARD CAR. IT ALSO MIXES UP THE IMPREZA DNA BY UTILISING A MODIFIED EVO V FRONT BUMPER, AN EVO X REAR DIFFUSER, A WRC FIBREGLASS BONNET AND ROOF SCOOP AND A HUGE GT-STYLE CARBON REAR WING, WHICH WAS THROWN IN FOR GOOD MEASURE



WORDS: DAN SHERWOOD  
PHOTOS: FLY

# USED AND ABUSED

BUILT EXCLUSIVELY WITH SECOND-HAND PARTS, JAP PERFORMANCE PARTS' 510BHP RB25-ENGINED IMPREZA DRIFT CAR PROVES THAT TO WIN, SOMETIMES YOU HAVE TO BREAK THE RULES



**W**hen it comes to building competition-winning professional drift machines, most people think it's only big-money tuning companies splashing the cash on the latest trick parts from Japan that produce the goods. But the truth is, while many of the sport's top competitors are funded with seemingly unlimited budgets and an endless stream of the latest spanking new parts for their use and abuse, there is another way...

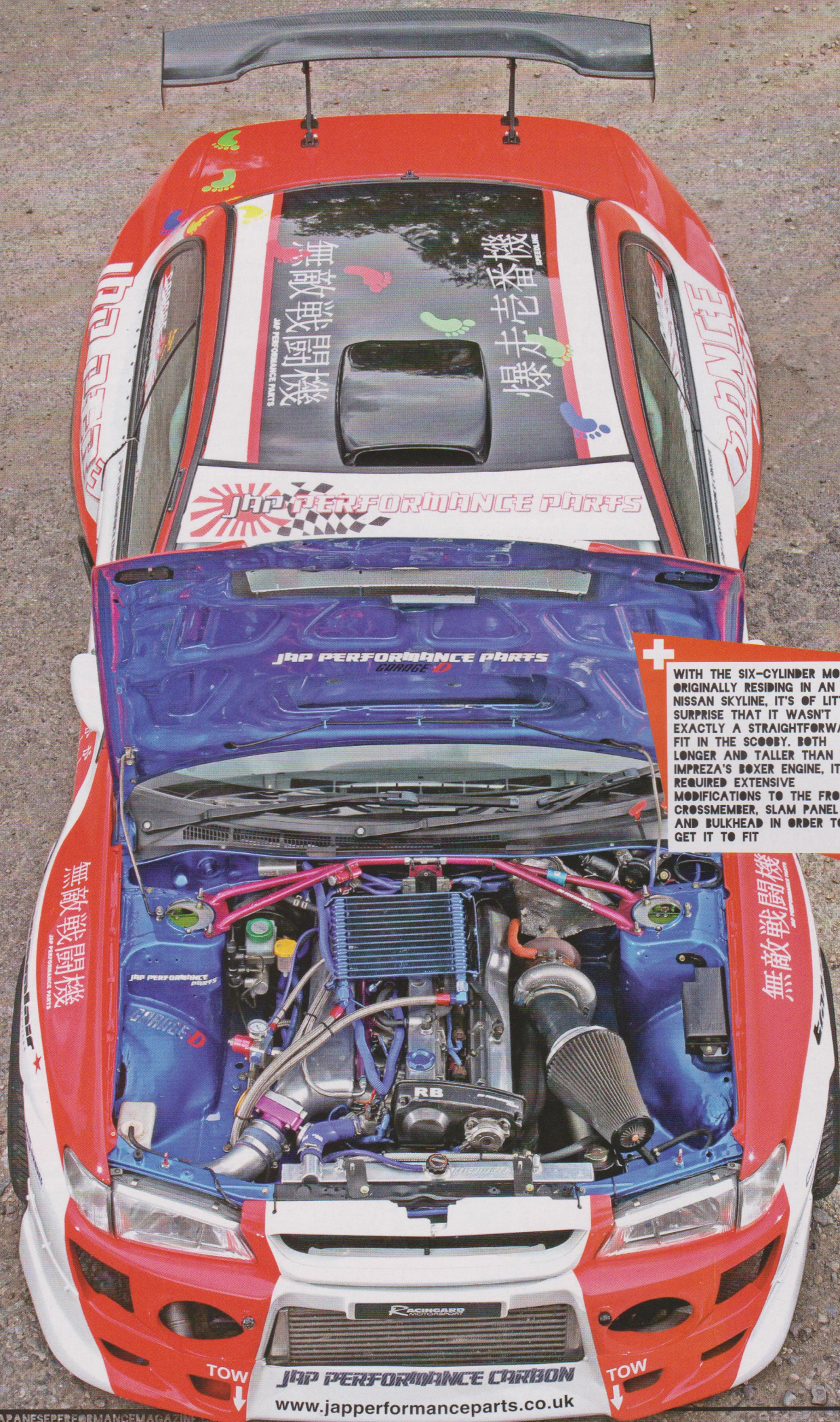
Based in Crawley, West Sussex, is second-hand Japanese car parts specialist Jap Performance Parts (JPP) and the brutal beast of an Impreza that you see before you is the company's all-conquering entry into the JDM Allstars drift series and has been made exclusively with the second-hand stock held at JPP headquarters.

Sajid Moghal, JPP's bossman explains...

'We wanted to build a car to showcase the range of parts that we supply and to cause a bit of a stir about the company,' says Sajid – or 'Saj' as he is known to his mates. 'So we had the idea to build a drift Impreza, but one that had a bit of a twist to it that would really blow people's minds.'

With super-wide arches that are based on a set of extended 22B-style wide arches, the car is now around a foot wider than a standard car. These pumped-up quarters are now home to the 18in CST alloys which, with the full drift suspension setup, still manage to retain a little poke to really add meat to the car's stance. Up front and out the rear lies a modified Mitsubishi Evo V front bumper, an Evo X rear diffuser and a huge GT-style carbon rear wing, which





**+** WITH THE SIX-CYLINDER MOTOR ORIGINALLY RESIDING IN AN R33 NISSAN SKYLINE, IT'S OF LITTLE SURPRISE THAT IT WASN'T EXACTLY A STRAIGHTFORWARD FIT IN THE SCOOBY. BOTH LONGER AND TALLER THAN THE IMPREZA'S BOXER ENGINE, IT REQUIRED EXTENSIVE MODIFICATIONS TO THE FRONT CROSSMEMBER, SLAM PANEL AND BULKHEAD IN ORDER TO GET IT TO FIT



combined, means that the Impreza certainly looks imposing from the outside, but it's what lies in wait beneath the red and white graphics that is the real mind-bender.

'We had a GC8 STi IV Type R Impreza and a visually-ropey R33 Skyline GTS-t drift car laying around the workshop and decided that it would be a good idea to mate the two together,' laughs Saj. 'No-one had ever tried putting a RB25 into a classic

the quality of the conversion – however, the reality is that it was a far from straightforward task.

'When the engine was first dropped into place, the gearbox lined up perfectly and all seemed to be going well,' remembers Saj, 'But it was then that the guys at PRD realised the extent of the difficulties.'

For starters the six-cylinder lump was too long to fit between the Impreza's front

Nissan heart to be successfully grafted into the Subaru's ribcage.

Next up was the suspension, which PRD sorted with a selection of Hawkeye STi X arms, driveshafts, hubs and Brembo brakes. A custom propshaft was made and mated to a plated STi rear differential to allow some serious arse-out antics. The shell was also fully seam welded and all holes filled to give the car the strongest chassis possible before adding a full six-point rollcage from a JDM rally car.

But while the oily bits were almost complete, now the task of sorting the complex hybrid electrical system could begin, and it was far from an easy task.

'The boys at PRD took both the Nissan and Subaru looms and mated them together to make one working unit,' explains Saj. 'It was a pretty complicated task, and even though it was paired down as much as possible, the hybrid loom was still a serious bundle of wires. But the main thing was, it worked!'

With the car now back at JPP HQ, Saj and the boys sorted the lairy bodywork and started lavishing the motor with the finest second-hand engine parts around.

'The engine was already running a GReddy TD06 25G turbo, so was pumping out decent power, but we needed to make sure it would be reliable, so with help of Garage-D, we fitted RB26 2.6-litre internals along with a set of uprated Tomei cams and an R33 GT-R six-speed dog 'box (which

## 'WE HAD AN IMPREZA AND A SKYLINE R33 GTS-T DRIFT CAR LYING AROUND, SO WE DECIDED TO MATE THEM TOGETHER'

Impreza before, but we thought it would be a great combination, and certainly a good talking point – if we could get it to work!'

Knowing that it would be a heinous task to complete the conversion, Saj and the boys at JPP stripped the Impreza and Skyline of their respective engines and transmissions and delivered it all down to Dennis and Paul Randle of PR Developments in Leicestershire. PRD are a father and son team that specialise in Subaru tuning and were tasked with the job of fitting the square Nissan RB25 peg into the Impreza's round hole of an engine bay.

Looking at the engine now, it'd be easy to underestimate the work it took to get the two brands to mate successfully – such is

slam panel and the bulkhead. And then to compound the problem it was realised that it was also too tall, with the sump hitting on the front crossmember almost half the engine was still left poking out of the bonnet line! To remedy the situation, PRD designed a removable slam panel and a custom crossmember to allow the motor to sit lower in the bay, and allow the new

STRAIGHT OUT OF THE BOX THE IMPREZA JUST DIDN'T HAVE THE HANDLING OR STEERING ANGLE TO BE A COMPETITIVE DRIFT CAR. SO THE SMITH BROTHERS AT GARAGE-D FITTED EXTENDED FRONT WISHBONES AND STEERING ARMS, PLUS EVO INNER TIE RODS AND ZERO SPORTS TRACK-ROD ENDS TO GIVE THE SCOOBY THE KIND OF LOCK NEEDED FOR SUPER SIDEWAYS ACTION





# TECHSPEC

## ENGINE

RB25 DET with RB26 internals, Tomei cams, adjustable cam pulleys, GReddy top mount oil cooler, Z32 air flow meter, RB26-style front-feed plenum, 80mm throttle body, HKS fuel rail, 600cc SARD injectors, Japspeed fuel pressure regulator, twin Walbro fuel pumps, top mounted exhaust manifold, GReddy TD06 25G turbo, external wastegate, manual boost controller, Blitz Nur Spec exhaust, APEXi Power FC ECU, Mishimoto radiator

## TRANSMISSION

Skyline RB26 dog box with OS Giken twin-plate clutch, custom propshaft, Nissan R200 rear diff, S14 rear shafts

## SUSPENSION

HKS fully-adjustable coilovers, STI X hubs, Evo VIII steering arms, STI X lower rear arms, Zero Sports track rod ends and lower ball joints

## BRAKES

STI X Brembo brakes all round

## WHEELS & TYRES

8x17in (front) and 9x18in (rear) CST alloys with 225/40/17 and 235/40/18 Avon (front) and Achilles (rear) tyres respectively

## EXTERIOR

Custom wide arch kit based on HT Autos 22B kit, modified Evo V front bumper, Evo X rear diffuser, WRC fibreglass bonnet with STI VII high-level bonnet scoop, WRC roof scoop, GT-style carbon rear wing

## INTERIOR

Bride bucket seats, Takata harnesses, six-point rollcage, modified dashboard, GReddy gauges, Honda S2000 fuel tank in boot, battery relocated to boot

## THANKS

Thanks to our sponsors Car Travel, Transvalair, Garage-D and Togethia, and also PR Developments and JDM Allstars

required a larger re-worked transmission tunnel (to be fabricated) mated to an OS Giken twin-plate clutch,' says Saj. 'We also fitted an RB26-style front-entry plenum from KU Engineering that greatly reduced the intercooler pipework, which in-turn helps to reduce turbo lag.'

Fuelling the 510bhp beast is a pair of Walbro fuel pumps that drag the high-octane juice from a Honda S2000 fuel tank located in the spare wheel well and force it through an HKS fuel rail and on to a set of SARD 600cc injectors.

The engine now bulletproofed and running sweetly, Saj needed the Impreza's suspension setup to be tuned specifically for drifting, and there was only one man for the job...

As a great drift driver, and the brother of Garage-D drift maestro Julian Smith, Walton Smith was the man charged with sorting the Scooby's handling before it hit the track in anger. However, on first inspection, Walton and Julian were seriously unimpressed with the current setup, as there was far too little steering angle and terrible bump steer, even with the addition of a set of excellent HKS coilovers. To rectify the situation, the brothers took the car to their Watford-based workshop and worked their magic on the car's suspension.

To get the Impreza to handle like a drift machine and not the thoroughbred rally car that it was originally designed to be, the Smith

brothers had to re-work the custom crossmember and add an STI X quick-rack to speed up the steering. Evo VIII inner tie rods, extended front wishbones and steering arms and Zero Sports track-rod ends improved the steering lock and a Nissan R200 diff was added to take the engine's extra power when getting some serious abuse out on the track.

It's been a lot of work to get the hybrid drift machine up and running, but the results have been more than worth the effort. The car – now regularly driven by Walton Smith – took numerous podium positions in drift battles across Europe in 2011 in both the JDM Allstars series and one-off events. It has even been immortalised in the new Forza 3 computer game, where drift-addicted gamers can get behind the wheel and try the car out for themselves, all from the comfort of their own living room.

But the results and the acclaim are merely the icing on the cake, as the real achievement is that this car has been made at all, especially when you consider it has been built on a tight budget using only second-hand parts with the odd custom part thrown in when there simply was no other alternative.

It just goes to show that, when it comes to making all conquering drift cars, even car breakers can get in on the act... they just need to be willing to break some rules first to do it. **JR**



AS A DRIFT CAR, IT WAS ESSENTIAL TO OUT THE SCOOBY'S LEGENDARY FOUR-WHEEL DRIVE SYSTEM FOR A REAR-DRIVE REPLACEMENT TO SOLVE THE PROBLEM, JPP SOURCED A RB26 DOG BOX WITH AN OS GIKEN TWIN-CLUTCH. THIS TRANSFERS THE POWER ALONG A CUSTOM PROP SHAFT TO A NISSAN R200 DIFF AND S14 REAR DRIVE SHAFTS. THE RESULT IS A BOMBPROOF BOX WITH THE ABILITY TO LIGHT THE REAR TYRES AT WILL

