

IMPORT TUNER

HONDA K-SERIES
+177HP +10.1 TO
W/ ADVANCED BOLT-ONS



NATALIA LARSEN

STI VS EVO SHOOTOUT

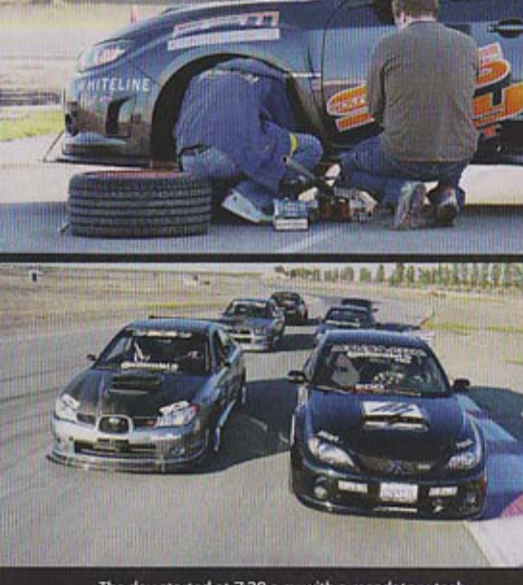
12 CARS, 1 WINNER
WHO RULES THE AWD
TURBO SEDAN CLASS? P.64

ALSO
NITROUS-FED
HONDA NSX P.56
SR20DET-SWAPPED
B13 SENTRA P.48



STI VS. EVO / head to the message boards at www.importtuner.com to chat about this feature vehicle

This year marks the fourth consecutive year of the competition, consisting of 12 vehicles (six STIs and six EVOs) representing their respective camps. We should note these are not all-out race vehicles, as that would simply turn it into the usual contest of who has the largest budget. Most of these vehicles have more than just a passing resemblance to road vehicles, with many of them being daily drivers.



The GST Motorsports/Speed Element EVO driven by Sean Mackenzie looked strong throughout the day, as the Voltex-clad machine went quicker than anyone expected, running 1:59.032—a second quicker than even the quickest STI. Running in the 2:01 range, the Garage GT EVO IX entered the event equipped with plenty of go-fast goodies under the hood, but left the exterior unscathed. Rather than focusing on aero kits and/or splitters to aid with additional downforce, Garage GT owner and driver Cenk Ocakoglu focused most of his attention towards utilizing a KAPS ACD controller to adjust torque-split to offset the effects of the Continental Extreme Contact DW compound street spec tires used for the shootout, compared to the R-compound tires the vehicle was originally set up for. "We ended up using the base 'Tarmac maps' provided by KAPS engineers. I can't say I utilized the system perfectly, but we managed to place Fourth among the Mitsubishi's and Fifth overall in the time-attack among 12 of our competitors," stated Cenk.

The day started at 7:30 a.m. with a mandatory tech inspection before the cars were allowed to roll onto the track. A 30-minute practice session was immediately followed by a time-attack, with team Subaru leading the way. The Subaru immediately made their presence known as Yimi Sport's '08 STI fired off a 2:00.962 lap time with AO Motorsports' '05 STI coming in Second with a 2:02.029. The M7/EDD Performance STI stopped the clock with a 2:03.830 as it landed in Third Place among the competing Subarus. Ivo Mitkov pushed his STI-powered '98 RS to impressive speeds before a broken axle crippled his car. With no replacement parts at hand, the RS was forced to retire for the day with a DNF.

The five-lap battle was the final competition for the day, and once again pitted STIs versus EVOs. Just before the start of the event, we received word that two of the Mitsubishi's were predisposed with problems. The GST Motorsports/Speed Element crew frantically tore their car apart to repair what was initially thought to be a rear differential problem but was later diagnosed as a faulty center differential, while the Garage GT crew experienced engine problems of their own and tapped out. Before the start/finish flag was even dropped to begin the five-lap battle, it was clear that the Subaru were going to own this contest thanks to two DNFs within the Mitsubishi's camp, as team Subaru had collectively won their very first five-lap battle.

No sooner was the last Subaru making its way off the track than the Mitsubishi jumped into action. AMS Performance returned after a brief hiatus from competing in our STI vs. EVO shootout. Their newly acquired '08 EVO X, purchased just weeks before the event, was outfitted with their AMS 900X package and experimental AMS 2.3L big-bore engine. The 700+ hp 4B11 engine and Shepherd-built transmission with a close-ratio final drive—combined with the shorter Fifth gear—allowed driver Martin Musial to take advantage of the EVO's horsepower on the track, as he shaved critical seconds off his lap times. The engine combination worked to perfection as the EVO set the pace, putting down a class record lap time of 1:55.631, ultimately taking home the quickest time of the day and First Place honors.



TUNED UP Technology

SPECIAL MENU

- NISSAN GTR R35, FAIRLADY Z
- MAZDA RX-8
- LEXUS IS

M7 PRO RACING OIL 1000HP

M7 T-TITAN SPORT MUFFLER

M7 RACING METER SMD
(BOOST METER, EX TEMP. METER, TEMP. METER, PRESS METER)

M7 E-BC
(ELECTRONIC BOOST CONTROLLER)

M7 SUPER POWER FLOW FILTER ADAPTER TYPE

M7 THROTTLE CONTROLLER AUTO PRO-R

M7 COMPETITION TYPE R INTERCOOLER KIT

M7 SUPER STREET PERFORMANCE DAMPER

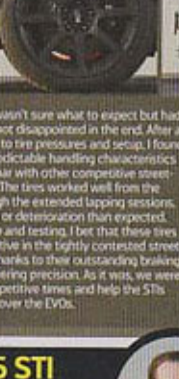
NORTH AMERICA SOLE DISTRIBUTOR

M7 NORTH AMERICA/EDD PERFORMANCE
16182 Golhard St. Unit P, CA 92647 USA.
Tel : (714) 602 5741
Fax : (714) 625 8538
sales@m7usa.com
www.m7usa.com
www.m7japan.com

M7 Japan

M7 JAPAN/EDO PERFORMANCE '08 STI

BEST LAP: 2:03.830
5-LAP BATTLE: 1:55.631
OWNER: EDD Performance
DRIVER: JC Maynard
OUTPUT: 375 hp / 380 lb-ft
ENGINE: Tomioka Racing T005-20G turbo, equal-length header, Power Enterprise 800cc/injectors, Walbro 255-1gh fuel pump, M7 downpipe, Team Exhaust
SUSPENSION: M7 Super Street Performance coilovers
AERO: Zero Splits front/rear bumper, side skirts
WHEELS: 18x9-inch Bilz ERW08
TIRES: 245/40-18 Continental Extreme Contact DW



TIRE FEEDBACK: As a two-time time-attack street tire all-wheel-drive and street tire overall champion, I have a fair amount of experience with the category of car and tire. Being my first time putting these Continental's through their paces, I wasn't sure what to expect but had high hopes, and I was not disappointed in the end. After a few basic adjustments to tire pressures and setup, I found the STI to have very predictable handling characteristics with available grip on par with other competitive street-class tires I have used. The tires worked well from the start all the way through the extended lapping sessions, showing no more wear or deterioration than expected. With a little more setup and testing, I bet that these tires could become consistent in the tightly contested street-tire time-attack class thanks to their outstanding braking capability and agile steering precision. As it was, we were able to post some competitive times and help the STIs win the overall victory over the EVOs.

AQ MOTORSPORTS '05 STI

BEST LAP: 2:02.029
5-LAP BATTLE: 1:52.531
OWNER: Brock Haggerty
DRIVER: Brock Haggerty
OUTPUT: 450 hp / 400 lb-ft
ENGINE: Harman Motive GTS3076R turbo kit and CAI, AO Motorsports E85 conversion, surge tank, reservoir tank, Cosworth long block, intake manifold, AP5 DR25 Nitro inboard water cooler, AEM EMS, boost controller tuned by Church Automotive Testing
SUSPENSION: Racecomp Engineering T2 coilovers, Whiteline sway bars, anti-lift kit, Kerbyco endlinks, G3 Moore camber plates
AERO: AQ Motorsports custom splitter, custom front air duct, APR GTC-300 wing, K5Tech hood vent
WHEELS: 17x9-inch Volk Racing CE28H aluminum offset
TIRES: 255/40-17 Continental Extreme Contact DW



TIRE FEEDBACK: I found the Continental Extreme Contact DW tires to have more grip than I expected based on the treadwear rating. Once they warmed up, the tire grip was not only significant but made handling predictable, also holding up well through some fairly abusive driving. After all the laps we put on them, they certainly don't look like they've spent a day at the track.

SOUTH COAST SUBARU/ YIMI SPORT '08 STI

BEST LAP: 2:00.962
5-LAP BATTLE: 1:59.032
OWNER: Yimicore Team
DRIVER: Yimicore Team
OUTPUT: 380 hp / 400 lb-ft
ENGINE: Sweeney Turbo 1006-20g, JE pistons, Eagle rods, Killer Bee equal-length header, oil pump, Diatschwaink 1,000cc/injectors, FMH intake, Iyusa downpipe, Cosworth air pickup, diaphragm plates, Yimi Sport Tuning custom exhaust, air/fuel separator, intercooler shroud, Noyo radiator, Cobb Tuning Accessport tuned by Yimi Sport
SUSPENSION: Rice Tamarac 1.6W Outspore, Whiteline Max C Camber plates, vial sway bars, rear endlinks, Cobb Training front sway bar, Cusco Power Member Blade, rear lateral arm
AERO: Daysover front lip, APR splitter, Serboni DWI carbon fiber hood
DRIVES: APM Racing 2-piece rotors, Project M1 999 race pads (brake), Performance Friction PFD (pads) (brake)
WHEELS: 18x3.5-inch Erkei RFF1 +38mm offset, 10mm spacer (front)
TIRES: 275/35-18 Continental Extreme Contact DW



TIRE FEEDBACK: The Continental Extreme Contact DWs offered an extremely compliant ride, coupled with very low road noise levels on the street. Many high-performance tires demand that, comfort and noise be compromised in the name of performance, but the Contact DWs offered civilized road manners to complement their athleticism. Once on the track, the Continental tires provided an unexpected degree of grip for a street tire with plenty of audible feedback. While not possessing the kinetic turn-in response of some more extreme performance tires, they nonetheless offered a great blend of road corner grip and easily approachable limits. In addition, the tires also displayed incredible resistance to wear. Even after driving to and from the track, turning multiple practice and competition laps, the tire still looked practically new.