

ENGLISH EDITION!
ORIGINAL JDM VERSION

Option

Malaysia

RM 14.80

03

www.optionmag.com.my

Real Tune & Exciting Car Magazine

オプション

PLUS
OPTION 2
INSIDE!



MAXIMIZING
POWER TOWARDS
EXPECTATIONS

ISSN 2010-4758



9 772010 475000
KDN NO. PP17835/08/2013(032940)

“チカラこそ
正義”

大特集!!
歴代スカイライン
Success of Skylines

ENGINE series 徹底ガイド
RB20・25・26・30

[現行スイスポ激攻チューン]
COMPACT GENERATION

[TRUSTワイドボディ鮮烈デビュー]
86 & BRZ TUNING SENSATION

R35GT-R Technology

1000ps 戦国時代
Battle



TEAM 6th PLACE
M7 RE AMEMIYA

M7 RE 直列レーシング

FD3S RX-7

RX-7

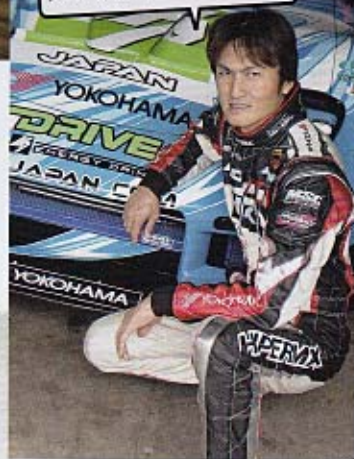
DRIVER : NOB Taniguchi

★ ROTARY SPECIALIST ★



第6位
BEST LAP 1min 29.802sec

The more I drove the machine, the better its setting became!! I managed to show the best performance at the final session!!



NOB Taniguchi

'The team could not finalise the setting before the shipment because it was in the middle of the rainy season in Japan. But I felt the setting progressively became better at the race course. The setting was superbly done for the final session, so I could show the best performance. I think we did quite a good job, but the other teams simply drove much faster.'



Hawland's sequential transmission, which was used for their Super GT race car, has a wide range of gear ratio settings. Purple cylinders behind a shift lever are adjustment dials for the RHC.



The centre-placed straight muffer is given the RE Amemiya's characteristic with a dolphin tail. In order to improve aerodynamics under the machine, the under carriage was modified to be as flat as possible and the rear portion of the car was installed with a large diffuser.

Anti-heat sheet is applied for the floor board because of the exhaust system, which is located under the driver's seat. MoTeC's dash logger meter is utilised for driving data analysing. The interior design follows a street-spec car.

★SPECIFICATION

20B engine swap (700ps, maximum boost pressure: 1.3kg/cm²), vehicle weight: 1200kg / Trust T88-34D turbo, intercooler / ceramic apex seal / enlarging side port / MoTeC M800, dash logger / M7 boost controller / Hewland racing sequential transmission / ORC custom-made clutch / Quantum coilover + Scoot RHC / AP caliper / RE Amemiya extra welding, roll cage, Super GT body kit / Advin A050 (255/30-18), and more





The sole rotary turbo machine for the Pro Class Amemiya RX-7 is installed with the 20B engine to get bigger torque

Rotary engine tuning is quite popular in Australia and New Zealand. We found many rotary engine machines at exhibition booths and lower classes of WTAC 2012.

However, four-wheel-drive machines clearly have an advantage for the fastest class (Pro Class). RE Amemiya's time attack machine 'M7 Hurricane 7 with Advan' is the only rotary engine machine for the top category.

The FD3S has been produced as a street machine with a reinforced chassis. But, the twin-rotor could not make sufficient torque, hence the machine was installed with the Eunos Cosmo's triple-rotor turbocharged (20B) engine to cope with the race circuit, which has many acceleration points and up-and-down slopes.

The team had set their target time at below 1 minute 30 seconds based on last year's result. They considered the time was enough to compete with the four-wheel-drive machines and for a finish on the podium.

They could not practice enough before the shipment to Australia due to bad weather. There were no other ways for them to do a detailed setting after the machine had arrived in Eastern Creek.

A trouble caused them to remove the transmission for further checks at the practice session, so they needed to do the setting only on the first day of the race. Although their practice time was limited, the experience team managed to finalize the settings. NOB Taniguchi, the driver for the team, assured that the setting was perfectly done at the final session.

As a result, they overpassed their target time, 1 minute 29.802. The hugely improved competition level pushed them to a 6th place finish, but Amemiya-san was quite satisfied with their first year achievement.

The triple-rotor 20B engine is composed by Amemiya-san with enlarging side ports and attaching ceramic apex to cope with a higher boost pressure. The stock chassis is modified to accommodate the turbocharged engine, while the engine was applied with an anti-heat coating called 'cool coat'. The engine is combined with the T88-340 turbo to generate more torque. The team utilized the full potential of the high-performance engine management system by MoTeC M800.



7th PLACE

TEAM ADVAN/ HI Octane Racing
 アドバンハイオクタンレーシング

CT9A LANCER EVOLUTION VI
 ランサーエボリューションⅥ



1min 30.726sec
 DRIVER: Na Kalls

8th PLACE

TEAM ADVAN/ HI Octane Racing
 アドバンハイオクタンレーシング

BNR34 SKYLINE GT-R
 スカイラインGT-R



第8位
BEST LAP 1min 30.773sec
 DRIVER: Mark Berry

9th PLACE

TEAM PULSE Racing
 パルスレーシング

CT9A LANCER EVOLUTION IX
 ランサーエボリューションⅨ



第9位
BEST LAP 1min 30.864sec
 DRIVER: Steve Glenney

10th PLACE

TEAM NOTARAS Motorsport
 ノートラスモータースポーツ

CT9A LANCER EVOLUTION IX
 ランサーエボリューションⅨ



第10位
BEST LAP 1min 32.447sec
 DRIVER: Rick Bates