

eurotuner

TIME ATTACK!

Blown M3 CSL



Old skool Jetta coupe



325i project build



8pg SEMA show report



Trax show



The



ari 360



Europe battles Japan in a circuit-racing showdown

Ferrari, Lotus, BMW, Audi, VW and Volvo fight for honor



EVOLVED

Incredible Volvo S40 T5 show car



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Words: Greg Emmerson & Roel Concepcion

Photos: Matt Barnes, Greg Emmerson & Super Street Staff



It's Europe versus Japan, class versus inbreeding, finesse versus lots of stickers, but in the end, it's all about bragging rights and the fastest lap times

As a patriotic Brit, I'm all too aware of my country's history. There are very few places we haven't attacked, conquered and colonized at some point. It's not really our fault; we're an island race with a mistrust of others and an inclination to settle disputes with fists or guns. While it's true that we've relinquished some of our overseas territories in recent years to concentrate on internal issues, we still like to keep order in the world with a squadron of SAS soldiers or a busload of football supporters — each are equally deadly and effective.

I tell you this only to explain *eurotuner's* involvement in Time Attack. Organized by ourselves and *Super Street* magazine, it was the opportunity to form alliances with some old enemies (Italy and Germany) and attack the inscrutables from the East.

Put simply, it was Europe against Japan. The lethal weapons would be turbocharged and no prisoners would be taken.

Time Attack is an event that's been popular in Japan for several years. The premise is to take street-derived vehicles on DOT street tires and attempt to turn the single fastest lap on a given track. It's a simple but exciting format that requires every aspect of the car to



The Time Attack-winning L





A few competitors went home for an early bath, but most hung around until the end. A pretty impressive lineup, we're sure you'll agree.



Of course the Lotus has just overtaken.



Despite a woody 2.5 liter NA six, the Turner team won the Unlimited RWD class and took the trophy for Best Euro at Time Attack.



be optimized. This wasn't just about straight lines and maximum power; it takes finesse and cunning, and that's what we do best.

The Battlefield

The chosen track was the 3-mile course at Buttonwillow Raceway in California (www.buttonwillowraceway.com). The track is technical and demanding and is considered neither a horsepower nor a handling course. It was used for the first Time Attack held in America by Super Street and was retained in order to compare times from then to now.

We had attended the inaugural event in disguise, so as not to arouse suspicion, and while the competition was intense, we were confident we could beat them. After all, the best they had to offer was the Skyline and the Evo. We had Lotus and Ferrari in our arsenal.

The rules were fairly straightforward, with cars separated into front-, rear- and four-wheel-drive categories. They were then subdivided into Limited or Unlimited classes, where Limited cars were required to drive to the event on the street. If you didn't or couldn't do so, then you were Unlimited.

Cars had to use DOT tires, but this provides plenty of latitude for finding grippy rubber. The cars also had to have a full floorpan — no space frames or silhouette racers here, thank you.

In fact, there weren't supposed to be any race cars at all, but we argued that most European racers were simply a rollcage and an emissions test away from the street, so they should be eligible. Graciously, Super Street accepted our argument.

Forty-four competitors arrived at the track on the designated day and were thoroughly briefed by Ryan Flaherty of

NASA (www.nasaproracing.com), whose organization was running the day and doing the time-keeping. NASA did a great job of keeping us on schedule and ensuring everybody's safety.

The day was split into four 20-minute sessions for each class, the first of which was open practice. With a transponder on each car to record the times, we were able to move cars into different groups so they were circulating with vehicles of similar performance. The last thing we wanted was to have drivers tripping over each other.

Although the track was wet in the morning and the outfield remained damp all day, there were very few incidents. Several cars attempted some grass-cutting and one was seen to catch fire, but otherwise, it was just the usual mechanical gremlins and over-enthusiasm that caused the problems.

Since this was our first Time Attack, we

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decided to go in under the radar with a small raiding party, steal the silverware while they slept, get away without anybody noticing and be back in time for tea and medals. The plan would have worked if a few people hadn't brought really big guns and woken everybody up.

Big guns? How about the Novitec twin-supercharged Ferrari and the AC Schnitzer Z4 Topster, both from CEC. Or the 325i touring car from Turner Motorsport and the Erickson Motorsports Golf GTI. We even had a supercharged Lotus Exige that shouldn't be in the USA by rights.

So the enemy had seen us coming and made some pretty good preparations. The defenses included a string of Evos, WRXs and Skylines as the first line of attack, with 240SXs, 350Zs and Civics in the second wave. To be honest, we should have been able to take this lot, but they were on home territory (having competed in Time Attack previously) and we didn't quite know what to expect. So who was there?

Turner Motorsport 325i

Our commander in chief aboard the aircraft carrier was Will Turner's 325i. Having recently won the Speed World Challenge touring car series, he sent along his star driver and Rookie of the Year, 22-year-old Justin Marks. With a championship-winning pedigree and years of experience in BMWs, we were confident Turner Motorsport could win this battle. To be honest, the opposition was complaining we had an unfair advantage, and that's just the way we like it. However, we did point out that its 2.5 liter six-cylinder only had about 300hp at the crank without its air restrictor and was totally out-gunned by the Japanese turbos.

The car was entered in the Unlimited RWD class, and it took top honors thanks to some heroic driving from Justin. "I had to drive the car flat out everywhere just to keep up," he told us. It was impressive to watch him slide the car into and out of each corner, squeezing everything he could out of the little sedan. The Turner team knows its chassis intimately and was able to optimize the handling so the car was second quickest overall after the first session.

Unfortunately, the other teams learned the track by the end of the day and were able to out-power the 325i, but the car still took the prize for quickest Unlimited RWD and top eurotuner car. With a best time of 1:56.741, it was fourth quickest overall behind a pair of Evos and a Skyline. Frankly, we would've been surprised if these 800-1000hp machines didn't beat the BMW, but they certainly had a shock



when they saw just how fast a European touring car can be. Next time we're going to persuade TMS to fit a turbo. That should equalize things.

The BMW won its class comfortably, with a 3sec advantage over the Lotus and more than 10sec over the nearest Super Street entrant — a Toyota Supra.

TURNER MOTORSPORT 325i

(www.turnermotorsport.com)

Class: Unlimited FR/MR

Driver: Justin Marks

Engine: 2.5 liter, six-cylinder, full 2004

World Challenge spec race motor

Suspension: H&R

Brakes: StopTech

Wheels & Tires: OZ Racing wheels, Toyo tires

McCarthy from Prototype Racing wasn't able to drive it on the road. Therefore, it was put in the Unlimited RWD class, which seemed unfair until you heard it run. The company removed the Toyota engine from the composite chassis and replaced it with a Honda, which was then supercharged. The car makes an unearthly howl, and its light weight gave some of the bigger cars a real problem in the corners with David Kernen at the wheel. Again, it couldn't quite compete with the outright horsepower of the fastest cars, but its best lap time of 1:59.653 was quicker than any other RWD car, apart from the Turner Motorsport 325i. It was actually in 10th place overall, which is astonishing considering it was giving away maybe 750hp to the most powerful cars.

Prototype Racing specializes in engine swaps and is working on boosting the power of the Lotus Elise, as well as the rarer hardtop Exige. So if you're in the market for the Elise, you might want to check out the company's website.

Prototype Racing Lotus Exige

Because this car was only allowed into the USA for testing and development, Joe

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Axis Nissan 350Z was just run closer to the letter of the rules, while CEC turned up with a road car, not fully understanding how seriously people regard Time Attack. And yet despite its disadvantages, the Novitec car only lost by 0.1sec, and we're confident Mr. Kendall could have clawed that back with a cooperative ECU.

NOVITEC FERRARI 360 MODENA

(www.cecwheels.com)

Class: Limited FR/MR

Driver: Tommy Kendall

Engine: Novitec twin superchargers running 6.7psi of boost

Suspension: Novitec coilover suspension

Brakes: Novitec 380mm brake upgrade

Wheels & Tires: Novitec 19" center-lock wheels; 255/30-19 front and 355/25-19 rear Pirelli P Zero Nero tires

AC Schnitzer Z4 Topster

This appeared to be another unbeatable combination — an auto-show concept car with a custom-built, M5-engined, wide-body Z4 from touring car masters AC Schnitzer, to be driven by the company's own test pilot, Manfred Wollgarten, flown in from Germany for the event. Claiming 450hp from the tuned V8, we were starting to feel sorry for the Nissans and Hondas. Especially when we saw the width of rubber under the rear bodywork, which had been widened 130mm to accommodate the 20x11" Schnitzer wheels.

On the event day, however, the car recorded a best time of only 2:03.379, which placed it fourth in the Limited RWD class but 23rd overall. We're not sure of the full reason for the car's lack of pace, other than the driver's insufficient track knowledge and the fact that he was driving a modified road car, rather than a specially developed Time Attack car. We also understand that AC Schnitzer was expecting more European tuners to be present. Had the event taken place in Germany, that's exactly what would've happened.

AC SCHRITZER Z4 TOPSTER

(www.cecwheels.com)

Class: Limited FR/MR

Driver: Manfred Wollgarten

Engine: 4,941cc four-valve M5 V8 with special intake and exhaust camshafts, machined cylinder heads, compression raised to 11.5:1, ECU reprogrammed, high-performance exhaust system developed

Suspension: AC Schnitzer springs and dampers, anti-roll bars front and rear, aluminum strut brace, 3.62:1 final drive with variable limited-slip diff



1. Air jacks and full tech support gave Turner an advantage in the pit.
2. Turner Motorsport World Challenge Rookie of the Year Justin Marks put on an impressive display. Sunglasses available from proracecode.com.
3. Schnitzer sent over its own test driver, Manfred Wollgarten, for Time Attack.
4. Prototype Racing's Joe McCarthy and driver David Kernon.
5. Prototype Racing brought along an Elise and Exige for the challenge, but only ran the more powerful hardtop.
6. Claus Ettenberger of CEC Wheels drafted in Trans Am driver Tommy Kendall for Ferrari driving duties. Only ECU software problems prevented him from winning the Limited RWD class.

almost seemed unfair to run this car in the Limited RWD class.

As it turns out, the Ferrari encountered a few problems, primarily caused by the ECU that would drop into limp mode when the engine got too hot. This happened because it was set up for street use rather than racing and wasn't expected to reach the elevated running temperatures. As a result, the car only got one good lap in every three, which relegated it to 14th place overall with a best time of 2:00.767. And try as he might, Tommy just couldn't wring any more from the 360.

At the end of the day, the CEC Ferrari lost the Limited RWD class by less than 0.1sec, but it was beaten by a Datsun 350Z, which is humiliating for anybody. But the company does feel the competition had an unfair advantage. Whereas the Ferrari drove up from LA on pump gas, the 350Z was essentially tailored to the track (although it did some road miles to be eligible for its class) and wore virtually tires, had a stripped interior and so on. In reality, the

PROTOTYPE RACING LOTUS EXIGE

(www.prototype racing.com)

Class: Unlimited FR/MR

Driver: David Kernon

Engine: Supercharged Honda K20A motor

Suspension: Stock

Brakes: Stock

Wheels & Tires: Stock

Novitec Ferrari 360 Modena

How could this car lose? Boasting 555hp and 415 lb-ft of torque from its twin-supercharged V8 and having uprated brakes, suspension, wheels, tires and aerodynamics (which add more than \$100,000 to the price of a Ferrari 360), this should have been the class act at Time Attack. Factor in the skills of professional Trans Am race driver Tommy Kendall behind the wheel, and we thought the top prize was ours. Factor in 0-60 in 3.8sec and a 210mph top speed, and it

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AC SCHRITZER Z4 TOPSTER (CONT.)

Brakes: AC Schnitzer 365mm front and 328mm rear rotors in conjunction with two-piston front and single-piston floating rear calipers

Wheels & Tires: 20x9" ET18 front and 20x11" ET0 AC Schnitzer Type IV wheels, 255/30-20 (front), 305/25-20 (rear) Michelin tires

Avalon Motorsports Audi S4

Probably the toughest class at Time Attack was the Limited AWD because it was chock-full of powerful Subarus, Evos and Skylines which have been developed over time and are very quick. To defend European pride, we called on the champions of the etGP04, Avalon Motorsports. Its highly tuned 550hp S4 had swept allcomers in our event, and we were sure it could fight off the Eastern hordes. However, Avalon's Zev Barnett freely admitted, "We underestimated the opposition. This was our first Time Attack and we didn't know what to expect. This is a road car with full interior and air conditioning. It weighs 3,500 lb and just isn't capable of running with some of these purpose-built cars. Next time, we'll come back with something much better suited, but we've had a great day and really enjoyed ourselves."

The S4 recorded a best time of 2:02.706, which placed it 21st overall, but it was only seventh in class. This was despite placing Speed World Challenge Audi A4 driver, Paul Lambert, behind the wheel. He was driving the car as hard as he could and was occasionally seen off track as he pushed really hard. One of the problems seems to have been the Dunlop road tires that were fitted to the car in favor of a more specialized road/race tire, preferred by most of the other competitors. It's not that the Dunlop is bad, but it was struggling to compete with the single-minded rubber used by other teams.

AVALON MOTORSPORTS AUDI S4

(www.avalonmotorsports.com)

Class: Limited AWD

Driver: Paul Lambert

Engine: 2.7 twin turbo with AWE/GIAC fueling kit, Avalon Motorsports intercooler mister kit, 3" downpipes, UUC VM3 exhaust, EVO intake

Suspension: Stasis Motorsports/Ohlins coilovers, Intrax ARB sway-bar kit, CPP sway-bar links, custom shock mounts

Brakes: Stasis Motorsports/Alcon six-piston monobloc 355mm front kit, Audi RS4 rear rotors

Wheels & Tires: Introforged Aero 18x8.5" ET38 wheels, Dunlop Super Sport tires

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HPA Motorsports VW Golf R32

This was another car we had very high hopes for. The 550hp, 580 lb-ft twin-turbo Golf R32 is something of a legend on the Euro scene, and we felt its sophisticated chassis and incredibly powerful motor would see off the Evos. Running at 19psi, this car has recorded 0-60 in 3.2sec and an 11.49sec quarter-mile, so we know it's fast. And it should be for the price of nearly \$35,000 on top of the R32.

Sadly, the Limited AWD class was just too strong for the Euros. The Golf finished eighth in class and 24th overall, just behind the Avalon S4. The best lap time was 2:03.660, which is respectable but about 9sec off the class winner.

The reason the car was slightly off the pace was that it actually got airborne in one of the practice sessions. It came down on one of its cats and cracked a downpipe, so it lost about 50hp through velocity imbalance in the twin-turbo exhaust system. The team also discovered the car was terribly under-tired. Its 225 section rubber was probably the narrowest of all the runners of the day. As a result, driver Erich Heuschele was actually tearing up a set of tires in each session. In fact, the team actually ran out of tires and couldn't compete in the final session.

According to Marcel Horn at HPA, they are used to "running the wheels off the car," but they usually do so over a short sprint, whereas the longer sessions at Time Attack showed the car needed more tire width. "Time Attack was an education for us, and I don't mind admitting it," Marcel said. "We learned about the event and had a great time, but we also learned things about the car which we'd never known before. However, we don't intend to finish anywhere but first in the future, so we're going to build a purpose-built track car for next year's event." Japan, you've been warned.

HPA MOTORSPORTS VW GOLF R32

(www.hpamotorsports.com)

Class: Limited AWD

Driver: Erich Heuschele

Engine: 3.2 liter VR6 with HPA Motorsports Stage 2 twin-turbo system, upgraded twin 70mm downpipes, twin race-grade catalytic converters, 3.5" exhaust system with special secondary bypass valve, proprietary race-grade connecting rod bearings, upgraded ECU program, upgraded fuel-pressure regulator, upgraded clutch, strengthened and lengthened gearset

Suspension: KW Variant 3 coilovers

Brakes: HPA Stage-3 14" rotors and six-piston Brembo calipers

Wheels & Tires: 18x8.5" BBS CH wheels, 225/40-18 Dunlop Super Sport tires

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Evolve Volvo S60R

OK, so we've already established that the Limited AWD class was not a fun place to be, so it was particularly cruel to throw the Evolve S60R into this lion's den. We had invited the company to attend while discussing the arrangements for shooting its incredible S40 T5 show car, which is featured in this issue. At the time, Don Nicholson from Evolve explained that the S60R wasn't really a race car. In fact, it's in full road trim, but with the company's 50hp engine upgrade, styling, suspension and brakes. Knowing it would struggle against even the other Euros that were in attendance, he didn't have high hopes. However, Don graciously offered to bring the car along anyway. He recruited Chris Miller to do the driving, who recorded a best lap time of 2:07.976. While it was off the pace, it wasn't the slowest car in the class — that distinction went to an Evo 8. The car was 31st overall, which is respectable for a mildly tuned road car.

EVOLVE VOLVO S60R

(www.evolvecars.com)

Class: Limited AWD**Driver:** Chris Miller

Engine: Evolve ECM software upgrade (300hp stock, 347hp upgraded on 91 octane), nitrous system (60hp shot), Evolve/Ram Air intake, silicone hoses, turbo ducting, engine dress-up kit, ignition coils

Suspension: Evolve adjustable coilover suspension, sway bars, semiactive suspension with three dynamic chassis modes, strut tower brace with urethane bushings, Haldex sport traction system

Brakes: 380mm two-piece front rotors with AP Racing six-piston calipers, 380mm two-piece rear rotors with AP Racing six-piston calipers, Evolve stainless steel brake lines

Wheels & Tires: 19x8.5" (front) and 19x9.5" (rear) HRE 840R three-piece wheels, 235/35-19 (front) and 265/30-19 (rear) Michelin Pilot Sport Cup tires

Erickson Motorsports Mk4 Golf GTI VR6

We knew the Unlimited FWD class was going to be pretty frantic, with lots of noisy Civics puffing out black smoke. So we wanted a car that would display poise, class and speed. We chose Erickson Motorsports' Golf GTI as the weapon of choice. Again, we were cheating slightly, since full race cars aren't really in the spirit of the competition, but we knew we had to do something drastic.

Running in the Speed World Challenge touring car series would give this car an advantage since it was already perfectly set



1. Forgetting to bring a foot pump, Avalon's Zev Barnett decided he should try inflating the tires himself.
2. Avalon employed World Challenge driver Paul Lambert.
3. HPA's driver, Erich Heuschele.
4. The twin-turbo HPA R32 suffered from narrow 225-section tires, and the power ripped up a set in every session until they ran out of replacements.
5. Avalon Motorsports opted to run regular road tires rather than the semi-race rubber most other teams were using. The car went off road a few times.
6. Time Attack was a new experience for Evolve, and its Volvo S60R was the least prepared for the track, but the car stood up well.
7. Evolve's driver, Chris Miller.
8. The Erickson Motorsports GTI had the chassis to compete in the Unlimited FWD class, but not the power to live with the turbos.



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up for circuit racing by owner, driver and builder Brett Erickson.

Yet despite essentially entering a ringer, the car only managed to be fifth in class and 26th overall, with a time of 2:04.669. Its relatively poor showing can be largely attributed to a huge power deficit since most of the cars it was up against were turbocharged. However, we had hoped that a good chassis would overcome the shortfall, but in the end, it just wasn't enough. Maybe next time we can persuade Brett to run a fully modified 1.8T in this car and give the Civics a scare.

ERICKSON MOTORSPORTS

MK4 GOLF GTI VR6

(www.ericksonmotorsports.com)

Class: Unlimited FF

Driver: Brett Erickson

Engine: 2.8 liter VR6 12v with JE 11:1 pistons, Techtonics 288 cams and head, Riehl/Tek Engine Development bottom end balancing

Suspension: KW Comp 3 touring car system

Brakes: Brembo Touring race brakes front and rear

Wheels & Tires: 17" OZ Racing Superleggera wheels, Toyo RA-1 tires

Watercooled Racing Developments Mk3 Golf GTI VR6

Regular readers may recognize this car from the *eurotuner* GPO4. The car ran well on the track, and John Gardner from WRD had promised us that a raft of improvements had been carried out since then. However, if we're truthful, we weren't interested in this car at all. What we'd originally requested was the company's Golf TDI racer, which we'd persuaded the company to prepare for Time Attack. In the end, the car never materialized, so the VR6 took its place, but we were disappointed not to have an oil-burner. Admittedly, the TDI didn't stand a chance in this class, but we would've scored a technological victory. And besides, the TDI racers do very well in Europe where they are campaigned in endurance races.

Anyway, the VR6 finished seventh in class with a lap of 2:08.701. It was 33rd overall, but WRD was expecting the car to do better, had it not been for a broken hub. This in turn transferred all the weight onto the end of the axle, which eventually sheared off, causing the car to retire. The team was confident it could get into the 2:04 bracket since it was improving through the day and tuning its newly installed Koni suspension to good effect. What's more, driver Paul Bonaccorsi, who runs a Mazda in the Speed World



Challenge series, was really coming to terms with the car. However, it wasn't to be and there were tears before bedtime.

WRD MK3 GOLF GTI VR6

(www.wrdu.com)

Class: Unlimited FF

Driver: Paul Bonaccorsi

Engine: VR6 3.0 liter with WRD Stage 2 short-block bored to 83mm with 13:1 compression ratio, Ross pistons, WRD Stage 3 head with 42mm intake and 36mm exhaust valves, Techtonics 288 cams, Schrick intake manifold, WRD custom air intake with larger mass-air sensor housing, OBX header, Techtonics exhaust, UniChip engine management

Suspension: Revolved Koni shocks, Ground Control sleeves, Eibach springs, WRD stress bars, WRD urethane bushings and mounts, AutoPower rollcage, Peloquin torsional differential

Brakes: 11.3" Euro Spec cross-drilled and slotted rotors, C-Tec pads, matching rears

Wheels & Tires: 17x8" Enkei RPF1 wheels, Hoosier tires



1. WRD's Mk3 VR6 broke a hub and axle, so its day was cut short.
2. WRD's driver, Paul Bonaccorsi, who runs a Mazda in the World Challenge series.

Battle Lost, But Not the War

We're ashamed to admit it, but we got our Euro butts kicked. The *Super Street* teams arrived with full knowledge of what was expected of them and what they needed to do to win. Many of the cars were purpose-built for the event and were there to win. However, we did expect to do better. We had the better machinery, after all. BMW and VW touring cars, a twin-supercharged Ferrari, a German concept car, supercharged Lotus — these are race winners. And yet only the Turner Motorsport 325i really did the business. But then it is utterly focused and totally single-minded in its approach. This is a full World Challenge race car, and we would've been disappointed if it hadn't won. But it wasn't easy by any means. Its driver had to really throw the car around the course to compensate for its lack of power.

What's encouraging is that many of the Euro teams were inspired by this event and went away to build faster, leaner machines, with the intention of winning their classes. Maybe even winning the event outright.

Time Attack 2 was a journey into the unknown for most of our teams, but Time Attack 3 will be a whole new ball game, and we're coming to take away the silverware. We will be back.

Place	Plate	Race Team	Driver	Class	Car	SS/ET	Fastest Time
1	2	Sub-Auto	Tarzan Yamada	Unlimited AWD	Mits. Evo VII	33	1:48.908
2	18	Boat	Tarzan Yamada	Unlimited AWD	Mits. Evo VII	33	1:54.250
3	1	Signal Auto	Tarzan Yamada	Unlimited AWD	Nissan R34 GTR	33	1:55.640
4	3	Turner Motorsport	Justin Marks	Unlimited FRAMR	2004 BMW 325i	33	1:55.741
5	24	Speed USA	Rhys Miles	Unlimited AWD	Mits. Evo VII	33	1:58.475
6	30	XS Engineering	Tarzan Yamada	Unlimited AWD	Nissan R34 GTR	33	1:58.606
7	23	Evo Tuner	Vesko Kozakovic	Unlimited AWD	Mits. Evo VII	33	1:58.799
8	21	Element Tuning	Gary Sheehan	Unlimited AWD	04 Volvo	33	1:58.896
9	13	Hordata	Derek Stevens	Unlimited FF	02 Honda Civic	33	1:58.994
10	8	Prototype Racing	David Kaman	Unlimited FRAMR	2000 Lotus Elise	33	1:59.653
11	58	Hatchback	John Hotchkiss	Unlimited FF	02 Toyota Celica	33	2:00.187
12	7	JC	Brian Norris	Drift	Nissan Silvia S15	33	2:00.329
13	31	Aus	James Hickerson	Unlimited FRAMR	Nissan 350Z	33	2:00.689
14	33	CEC	Tommy Kendall	Unlimited FRAMR	2004 Ferrari 360 Modena	33	2:00.767
15	14	Opak	Dave Brown	Unlimited FF	01 Integra Type-R	33	2:01.230
16	53	Signal Auto	Chunkey Bai	Drift	Nissan 240SX S13	33	2:01.390
17	59	Signal Auto	Chunkey Bai	Drift	Nissan 240SX S13	33	2:01.591
18	26	XS Engineering	Robbie Montrose	Unlimited AWD	Mits. Evo VII	33	2:01.598
19	15	Endless	Typosh Hagest	Unlimited FF	03 Honda Civic HB	33	2:01.778
20	45	Progras	Bernardo Martinez	Unlimited FF	98 Honda CRX	33	2:01.866
21	22	Yach & Motorsports	Andrew Montarabini	Unlimited FRAMR	Honda S2000	33	2:02.694
22	55	Avallon	Paul Lambert	Unlimited AWD	2003 Audi S4	33	2:02.706
23	4	CEC	Marshall Vlodavets	Unlimited FRAMR	2003 AG Cooper	33	2:03.379
24	22	Mits	Erich Heuschke	Unlimited AWD	2004 VW Golf R32	33	2:03.690
25	28	XS Engineering	Robbie Montrose	Unlimited AWD	03 Subaru WRX	33	2:03.978
26	12	Ericksen Motorsports	Bratt Erickson	Unlimited FF	VW Golf	33	2:04.669
27	81	JHP USA	Tony Jackson	Unlimited FF	2000 Civic	33	2:05.181
28	44	Motegi	Andy Hope	Unlimited FF	95 Dodge SRT-4	33	2:05.490
29	56	Hesport	Bernardo Martinez	Unlimited FF	95 Acura Integra	33	2:05.797
30	9	Signal Show Up	Kemija	Unlimited FRAMR	03 Toyota Supra	33	2:07.100
31	55	Evoke	Chris Miller	Unlimited AWD	Volvo	33	2:07.979
32	26	De-Lock USA	John Hsu	Unlimited FRAMR	03 Nissan 350Z	33	2:08.452
33	19	AWD	Paul Bonatoni	Unlimited FF	1999 VW GTI VR6	33	2:08.701
34	30	Kast	Benson Hsu	Drift	Nissan 240SX S13	33	2:08.988
35	42	AEMOC Sports	Michi Terry	Unlimited FF	02 Honda Civic Si	33	2:09.777
36	27	Works	Patrick Carless	Unlimited AWD	Mits. Evo VII	33	2:11.027
37	32	Brake Auto/GT Pro	Blake Fuller	Unlimited FRAMR	Nissan 240SX S13	33	2:11.525
38	80	Signal Auto	Manthan	Unlimited FF	02 Honda Civic Si	33	2:12.153
39	40	Yen	Shinichi Kobayashi	Unlimited FRAMR	Toyota Supra	33	2:12.220
40	43	Injen	Philip Bong	Unlimited FF	2000 Honda Civic Si	33	2:14.899
41	11	D3 Automotive Designs	Sander Fink	Unlimited FF	2003 Elisea	33	2:16.712
42	82	JC	Joseph Bolker	Unlimited AWD	Porsche 996 TT	33	2:22.588
43	25	De-Lock USA	Tarzan Yamada	Unlimited FRAMR	03 Toyota Supra	33	2:25.336
44	49	Yen	Dennis Gato	Unlimited FF	03 Honda Civic VTEC	33	2:30.957

Two-Wheeled Terror

Words: Aaron Frank,
Super Streetbike magazine

The never-ending quest for maximum acceleration comes down to one thing, and one thing only: a high power-to-weight ratio. And when it comes to optimizing this ratio, it's difficult to argue with a modern liter-class (1,000cc) sportbike. Many sportbikes produce around 150hp and push along a measly 400 lb. When the crew at *Super Streetbike* and invited us to bring a trick sportbike to Buttonwillow, we knew we needed a suitably exotic piece of hardware to slot next to the high-buck, hard-tuned supercars. We found our winner in this one-off Aprilia Mille Factory R commissioned by Phoenix-based motorcycle-enthusiast Mark Taylor from former national road-racing champion-cum-Aprilia super-tuner, Aaron Clark.

The Factory R is already the most exclusive motorcycle available from Italian maker Aprilia, but that didn't stop Clark from tearing it to the ground and replacing nearly every major component. No expense was spared to boost power and slash weight. The 60-degree V-twin motor was fitted with Clarkie's own "Stage 2 Monster Motor" kit

complete with 3mm oversized pistons, Dyna-jet tunable ignition module, Evoluzione after-market airbox and a full titanium Arrow exhaust system. The sleek factory bodywork (inspired by Aprilia's "Cube" MotoGP racer) was replaced with carbon-fiber pieces, the factory wheels were binned for PVM forged magnesium hoops and the piece de resistance — a \$9,600(!) gas-charged Ohlins fork — was bolted to the front.



All buttoned up, the special "Clarkie 58K" treatment resulted in nearly 150 rear-wheel horsepower, 20 less pounds and a staggering (for a motorcycle, at least) \$55,000 price tag. To ensure ourselves every advantage at the

track, we sent the bike to Buttonwillow with a ringer in the saddle — two-time AMA 250GP national champion (and Buttonwillow-based riding instructor) Chuck Sorenson. But even with Sorenson's capable wrist on the controls, the Clarkie barely had a chance against the assembled cages. Going fast in a straight line is one thing (mainly a power-to-weight thing), and while few four-wheelers could keep up with the Aprilia in a straight line, going fast around corners is more com-

plicated. Here the limiting factor is surface area: The vastly superior surface area of four big car tires and four massive brake rotors meant that even with PVM radial-mount brake calipers and a fresh set of Dunlop racing slicks, Sorenson couldn't come close to the cars in the braking zones or through the middle of the corners. At the end of the day, Sorenson's fastest lap on the bike was a 2.00 flat — an eternity behind the fastest cars. It's still a solid number for a sportbike, though, and when you consider this lap matches that of the mega-buck twin-supercharged, Tommy Kendall-driven Ferrari 360, even an ultraexotic and expensive Italian superbike begins to look like a lot of bang for your buck.



The Enemy

The Japanese represented hard in the *Super Street/eurotuner Time Attack*

Words: Roel Concepcion, *Super Street* magazine

Amid the light winds, heavy fog and feeling of utter isolation at Buttonwillow, the second-ever Time Attack proved to be a great success. Everybody who attended was in awe at the realization of such a unique event on American soil. The masses traveled from all over the globe to Buttonwillow, just to see how the most powerful cars would fare on the Buttonwillow Raceway. It was definitely an event for the gearheads and tuning fanatics.

If you didn't know, time attack events are extremely popular in Japan, as evidenced by Japanese tuning companies creating cars especially for the event, and even by the time attack portions inside all versions of PlayStation's *Gran Turismo*. In a nutshell, a time attack is simply an event that measures the fastest time a car can run on one lap. Naturally, the driver with the fastest time wins, and drivers of the slowest times go home tarred, feathered and utterly humiliated.

The first Time Attack was organized in April 2004 by sister publications *Super Street* and *Sport Compact Car*. It featured the fastest Japanese-tuned vehicles known to man. The winner was Signal Auto's '98 Nissan Skyline GT-R driven by Eiji "Tarzan" Yamada with a best lap of 1:54.2.

Time Attack 2, however, threw in real tuning competition from European cars. Presented by *Super Street* and *eurotuner*, Japanese and European tuners were invited to see who could produce the fastest time on the Buttonwillow Raceway and who would go home crying to their mothers.

Among the companies that represented the Japanese side were Sun Auto, Signal Auto, Spoon Sports, AEM/DC Sports and Sparco USA — all of which offered dramatic battles for the Euros and equally spectacular fights against one another.

Overall, the Japanese dominated Time Attack 2, but the event allowed both sides to respect each other's tuning skills. Hopefully, the Europeans will show up with better cars for Time Attack 3!

Drift

The Drift class more or less gave spectators the chance to see how drift-tuned vehicles performed in a road-race



event. The most popular in the Drift class were the Signal Auto twins, featuring two Nissan Silvia S13s, better known in America as 240SXs. As expected, they didn't break any records at Buttonwillow but did entertain viewers by drifting around in some of the corners. The JIC Nissan Silvia S15 made impressive runs, clocking in a best lap of 2:00.3.

Limited FF

This class featured the finest in front-engine, front-wheel-drive technology, like an '88 Honda CRX, '00 Civic, '98 Acura Integra Type-R and '05 Dodge SRT-4. The '88 CRX by Progress was the fastest of them all, besting the others with a 2:01.9 run.

Unlimited FF

The Unlimited FF was the crowd's favorite. The top three cars of the class were already champions in other racing events before reaching Time Attack 2: Hondata's '92 Honda Civic, Hotchkis Tuning's '02 Toyota Celica and Opak Racing/Spoon Sports' '01 Honda Integra Type-R. All three cars battled throughout the day, beating out one another in every round. But it was the Hondata '92 Civic that won in the end with an amazing 1:59.4. The Civic was the most innovatively tuned out of all of them, featuring the biggest rear wing ever made for a Honda.

Limited FR/MR

The most lopsided win came in this class, which featured Axis' Nissan 350Z and CEC's '04 Ferrari Modena. In any other road in the world, the Ferrari would've outright beat up the 350Z. After all, it's a freaking Ferrari. But this time, the tables were turned and the Axis 350Z beat the Ferrari by a whopping tenth of a second.

Limited FF



Limited FF



Unlimited FF



Unlimited AWD





Limited FR/MR



Limited AWD



Unlimited AWD



Limited FR/MR



EVENT COVERAGE

TIME ATTACK

The other worthy battle in this class was between the Tech 2 Motorsports Honda S2000 and the CEC/AC Topster, which again pitted a usually slower Japanese against a usually faster European. But again, the Japanese prevailed with the S2000 besting the Topster by a whole second.

Unlimited FR/MR



Although this class was dominated by the Turner Motorsport '04 BMW 325i and '00 Lotus Exige, the Japanese represented with the Signal Auto/Show Up '93 Toyota Supra. The beautiful Supra ran a 2:07.1 time attack and perhaps unofficially won the nicest chassis car of the day because of its sexy graphics and body kit (*I don't think so. - Ed*). If anything, it would've beaten both the BMW and Lotus in a car show (*Whatever - Ed*).

Limited AWD

The Bozz Mitsubishi Evolution 8, running an amazing time of 1:54.3, dominated this class. The car even beat out some of the best in the Unlimited AWD class, and it defeated the likes of Rhys Millen in the Sparco Evo 8 and XS Engineering's Nissan R34 Skyline GT-R, both of which were in the same class. In fact, the Bozz Evo 8 ran the second best time of the day and surprised a lot of teams.

Unlimited AWD

It was no surprise to anybody that the winner of the Unlimited AWD and overall winner of Time Attack 2 came from Japan — the Sun Auto Cyber Evo 8. And it was also no surprise that the driver was the same winner of the first Time Attack, Eiji "Tarzan" Yamada. *Ten out of the 46 entries* were from Japan, and Tarzan piloted five of them, including the winning ride. His time of 1:48.9 even beat out his previous personal best of 1:54.2. 🏆

1. The Axis 350Z, which beat the Novitec Ferrari by just 0.1sec.

2. You drive as tight as you can, and you win.