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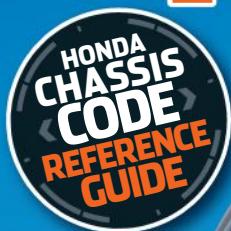
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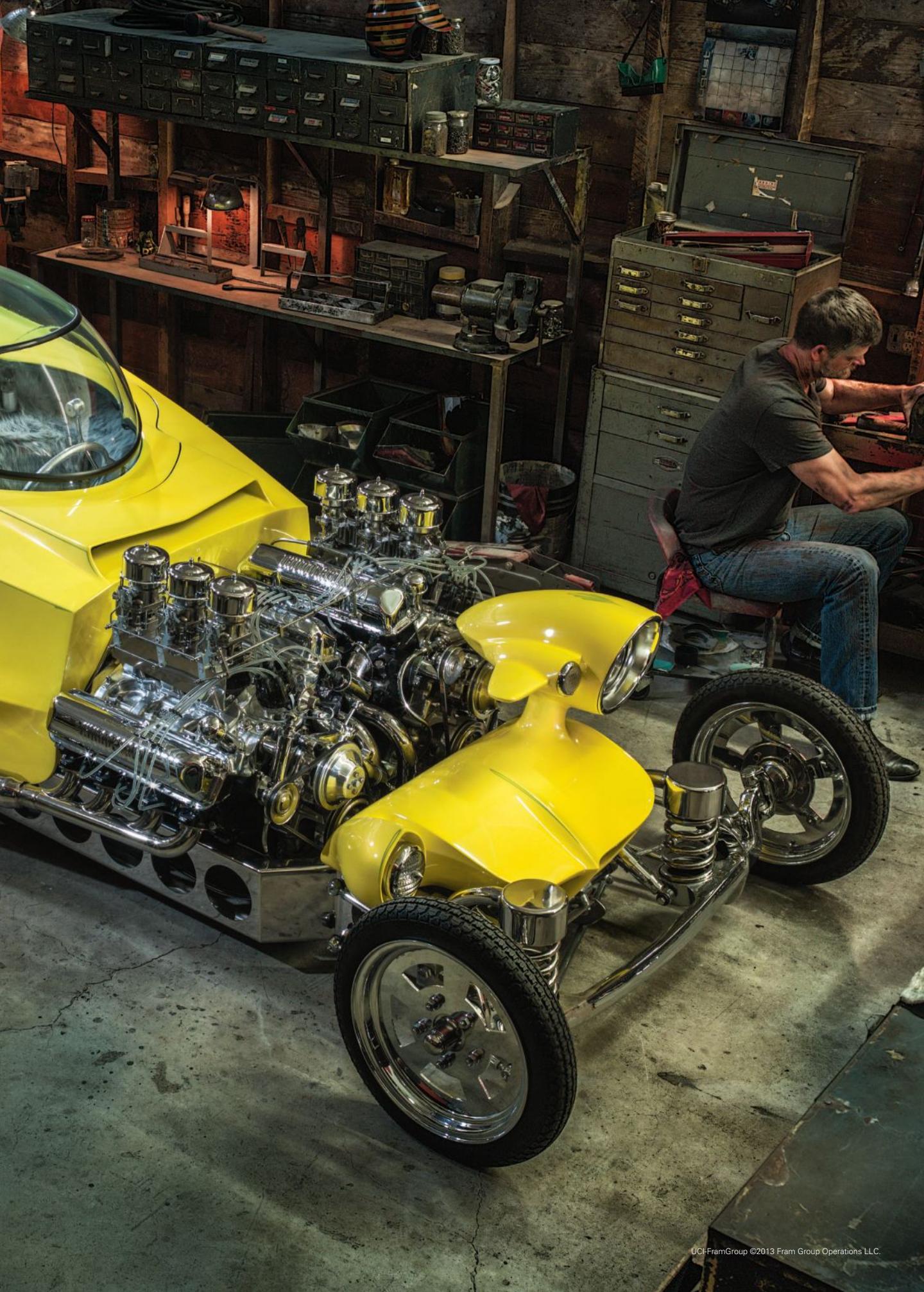
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SPOTLIGHT

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SOLONG 2013

» I'll be the first to tell you that it's been a rough year.

More stress than I think I've experienced in my entire professional life; a number of roadblocks in the project S2000 department, and is it just me, or do the weeks between deadlines seem to be getting shorter and shorter? Regardless, I made it through and can sit back (for about 15 minutes), take a deep breath, and admire a pretty eventful 2013. Standouts in my mind include the fourth installment of the annual Race Issue, the "sinister sedans" cover, the Odd Swaps issue, and exclusives like Hasport's turbo K24 Prelude, King Motorsports' Prelude, Rywire's impeccable drive-by-wire E-AT alongside a true restomod in Roger Young's K-powered, '79 Civic 1200. It went by so fast that it's almost a blur comprised of highs and lows, triumphs and unadulterated anxiety. But alas, here we are and as you're reading this, I'm already knee deep in the 2014 schedule.

(EDITORIAL)

ANOTHER YEAR?! WHO BUILDS HON-DUHS ANYMORE?!

I see it everyday and still have to laugh a little bit. There's a few people out there still building their Honda, trust me. If there weren't, we wouldn't have *Honda Tuning* magazine—one of the only brand-specific automotive titles in existence. We wouldn't see massive anticipation surrounding Eibach Meet's 10-year-anniversary event, or the hordes of people that will arrive at the entrance gates of multiple Honda Day events next year as early as 2 a.m. to get a good spot. Yes, we're all aware that at the end of the day, "it's still a Honda" (a current favorite amongst the anti-Honda keyboard schmucks). The fact that we can have fun with our builds and show up in record numbers while making perfect strangers so upset that they pound their keyboards in disgust is a pretty nice little bonus;)

WHAT'S NEXT?

There's plenty of negativity in the Honda community, much of it a result of enthusiast on enthusiast attacks, animosity, and downright silliness. Honestly, when all is said and done, you can't deny that overall we're still a somewhat tight knit group. We might not all see eye-to-eye on wheel sizing, engine swap choices, or the use of car-related slang, however, I think most would agree that the majority of us are all on the same page.

For 2014, I'm hoping we see more envelope pushing with the custom fabrication that seems to be growing exponentially on project cars that seem to be getting faster, cleaner, and more mind-blowing month by month. I look forward to the influx of RWD, AWD and mid-engine conversions that seem to be popping up left and right. The continued support of older chassis builds will undoubtedly continue, but don't forget that those with later model cars like the RSX are really putting forth the effort to build some incredible cars.

That's it for 2013, thank you to the readers, whether you just picked this up, or you've been a subscriber for years, the support is appreciated. The first issue of 2014 will hit the newsstands right around the first of the year. In the meantime, join us online at hondatuningmagazine.com, facebook.com/hondatuning, and hondatuning on Instagram.



AUGMENTED REALITY

One more thing before you're off to read the rest of the issue. *Spec Clutch* is the first to utilize our new Augmented Reality app program that essentially adds a whole new interactive level to an advertisement. The instructions are listed below, and they're very simple, while the effect is pure awesomeness. Try it out for yourself!

Instructions for iPhone/iPad users:

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ROAD RACE

Aaron Bonk * facebook.com/aaronjbonk

YOU'RE DOING IT WRONG:

1 You probably don't drive an EF, EG or EK. See this month's article on chassis code terminology to see why you've been wrong all along.

2 Boost doesn't matter. Unless you're comparing identical turbos and engines, then comparing your 18 psi to somebody else's 24 psi doesn't mean a whole lot. It also gives you absolutely no indication as to how much power's being made. For example, 20 pounds from a TD04 might produce half as much power as the same amount of boost from something from the T4 family of turbochargers on otherwise identical engines.

3 Boost also doesn't blow up engines. Cylinder pressure does.

4 Unless you live in Japan, there is no '92 Prelude VTEC. American Honda didn't introduce the H22A1 version of its top-of-the-line '92-'96 sports car until the body style's second year.

5 Same thing goes for the del Sol. Although the CRX-replacement was introduced to the United States in 1992, the DOHC VTEC version didn't appear for another year.

6 Speaking of the CRX, unless you live in the same place where they've got '92 Prelude VTECs, then you don't drive a CR-X. The American-spec two-seater was marketed as, sold as, and will always be a CRX.

7 It's a distributor. Not a dizzy. Stop calling it that right now.

8 When you're finished doing that, go ahead and stop using every other cutesy piece of urban slang that the internet's taught you and that you'll be embarrassed about in

five years, like bubble, teggie, hatchy, blades, and meshies.

9 It's lb-ft of torque, not ft-lbs of torque. Unless you really are trying to measure something that has nothing at all to do with your engine and how much power you're making.

10 Scene: The word infers something temporary. Tell that to the guys who've been modifying Hondas for more than 25 years.

11 Build: Saying that you built your car infers a certain level of fabrication. Swapping an engine into place and bolting up some rims and an exhaust are something entirely less complex.

12 Old-school: Anything that involves photos taken using a digital camera, usernames, OBDII, or stance won't be considered a throwback for another 10 years.

13 NA1 vs. NA2: Honda's NSX chassis code has absolutely nothing to do with frontends and body parts and everything to do with engine type. In fact, Honda continued to produce the NA1 until the NSX's final year of production in 2005 (automatic versions continued to feature the older 3.0L engine). Didn't I just tell you to read this month's article on chassis codes?

14 Offsets: A wheel's offset is a numerical distance that's determined by its hub-mounting surface in relation to its width. It isn't something tangible. You cannot log onto the Internet and order it.

15 Track-prepped: You either track your car or you don't, and if you do track your car, you probably aren't telling everyone it's track-prepped. 

For the sixth year in a row, King Motorsports once again opened their doors for a massive meet and dyno day in their hometown of New Berlin, Wisconsin. With well over 200 cars on hand, the facility and its surrounding streets were packed with excited attendees who were treated to goody bags, a full BBQ, an all day dyno session, and plenty of import eye candy. Those that couldn't find a spot to witness cars being dyno'd were able to see a live feed inside the showroom.

Beyond the awesome cars in attendance, sponsor and vendor supplied prizes were raffled off and the King Motorsports crew displayed some very interesting Mugen goods—some of which have never been seen by outsiders.

In case anyone was interested in picking up some parts while attending the event, King offered a 10 percent discount on any items currently in stock.

A positive atmosphere backed by some truly nice weather made for a memorable event and don't think this is it; King Motorsports is already planning on a 2014 event! If you're anywhere in the area, keep tabs on next year's shindig on the King Motorsports' website and don't miss out!



KING MOTORSPORTS DYNODAY 2013

June 8, 2013 – New Berlin Wisconsin

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- QDF7U** HONDA CIVIC CRX SI/EX MODELS 88-99, EXCEPT 90-91 SI 40MM BEARINGS
- QDF9U** HONDA CIVIC EP3 TYPE R, ACCURA K20
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2ND ANNUAL HONDA FEST

Sunday, July 7th – Andover, Massachusetts

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When we covered the first Honda Fest event in 2012 in the pages of *Honda Tuning*, we said that this tight-knit New England Honda community would no doubt be back in 2013 with another get-together. Not surprisingly, they didn't disappoint. With a move to a new location, this time in Andover, MA, the Honda Fest event continued the tradition of 2012's show with a nice variety of street, show, and race Hondas in attendance.

The 2nd annual event brought out some top-level cars including a number of ITRs, S2000s, and even a few not-so-common builds, like a JDM Accord wagon, and a few TSXs. Mugen aficionados were in for a treat as William Wang's Mugen-fitted del Sol and Daniel Sandoval's Mugen-clad TSX were both on display and pulled some serious interest from showgoers.

With their second effort a success, you can expect that Honda Fest will return for 2014. Keep track of all the happenings by joining their page and don't miss out next year!

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BY AARON BONK * PHOTOS COURTESY OF JAY CANTER

In Remembrance of...

Stephanie Eggum: Daredevil, skydiver, first in sevens

A

At 32, Stephanie Eggum had done more than most twice her age. A trained skydiver and later professional drag racer, Eggum went on to be the first to eclipse the 7-second mark in a FWD Honda, resulting in her becoming the world's quickest and fastest—a record that, years later, is yet to be broken. Eggum's interest in drag racing began in 2001 following a skydiving accident that inadvertently resulted in her spending more time with her father who shared a similar interest and whose friend piloted a Pro Mod dragster. Once exposed, Eggum was sold and soon embarked on her own racing career. The thrill of jumping out of airplanes never left her, though. Her dream to skydive into the staging lanes where she'd re-suit and take control of her Civic dragster was often talked about between herself and her crew chief, Jeromie Hicks. Eggum died earlier this year doing what she loved almost as much as racing—skydiving—as the result of a chute that failed to open, but her record-setting history lives on. The following is a conversation with her crew chief and friend, Jeromie Hicks.

HT: How did your relationship with Stephanie begin?

JH: I first met Stephanie when I worked for Nitrous Express, traveling around as a technical representative. I used to sponsor a lot of racers, and she was one of the teams who I'd helped with a nitrous system. This was when she was with her old crew chief, when the Civic was black.

HT: Let's talk about that Civic. She'd purchased it semi-complete from another team, didn't she?

JH: She bought the car from Venom. It

was a total heap. I felt so bad for her when she was running that car. Stephanie bought that car for a pretty good amount of money. There was a contract with it and all sorts of stuff. She was supposed to keep the Venom [logo] and paint scheme on it for a year, but as you can imagine, that deal went bad. She eventually said, "Screw that," and painted the car black. Of course, this was all before me, but this was stuff I knew about since I was one of her sponsors. I saw all of the struggles she was going through, but I also saw how she just kept on going.

HT: How did the car do initially?

JH: They ran that car its first season and didn't really have the best luck. Right around this time I parted ways with Nitrous Express and had gotten in touch with Stephanie, when she'd gotten the Scion deal. [By now] we were in more of a personal relationship. Anyway, she got me a job down there as a truck driver for the team. I started seeing that there were things that were not so good about the program. I told her, "Hey, you may want to get down here and take a close look at this." To make a long story short, Stephanie, her dad, and I went into a meeting with [the team owner.] We basically explained to him that we wanted to do our own thing, to run the car under his umbrella with his money. We no longer wanted [their team involved.] Basically, [the owner] said that there was no way we were ready to be on our own and that I wasn't ready to be a crew chief. Of course, Stephanie wasn't going to back down in that meeting. She was a strong-willed woman. She had so much money wrapped up into that

deal. Finally, after her firing back every time, he said to her, "Stephanie, if you interrupt me one more time, I'm going to kick you out of this meeting." She was like, "I'll tell you what. I'll save you the fucking trouble," and she got up and walked out. I quit right there on the spot. Stephanie, her dad, and I sat in a rental car for about 20 minutes when I told them, "Hey, I'll move up to Chicago if you can pay me this much a week and give me a place to live. I'll rebuild that car within three months, we'll bring it back out, we'll run consistently, and we'll save your career." For some reason, they believed me [laughs]. They took a chance on me and I'm glad they did. I packed up that day, stopped at my storage building, loaded up all my tools, got to Chicago, and started ripping the car apart right in her parents' garage.

HT: So, to be clear, we're talking about the Civic now, right?

JH: Yes. The Scion never made it out of the shop—at least not while we were there. The car wasn't even halfway complete. That's why she [had been] running the Civic. [At that time,] the Civic was just something for her to go out there and break the beams with and try to get a few points [in the meantime]. She knew we would've missed three or four races because the Scion was behind.

HT: After finishing the Civic, what happened next?

JH: When we finally finished the [Civic], I think we got 80 hits on the car before we even took it to competition for the first time. We tested full-time. We'd go to Joliet every Tuesday. We wanted to test, test, test. The car was so consistent. Stephanie was a robot. As a driver, she was awesome. With all of the testing and all of the development that we did, we'd have her doing the weirdest stuff in that car like, clutch the car on the one-two shift but just throw the lever on the two-three and then clutch it again on the three-four. We were trying different things. Most drivers, you had to send them out there and they'd screw it up three times before you'd get what you needed. Those were wasted passes. We never had wasted passes. We'd tell her what we wanted her to do and she would do it and make it look easy.

HT: Where did Stephanie compete that first season back? How did she do?

JH: We ran all of the last NOPI races and all of the NHRA races. Stephanie and I drove in a truck and trailer—just me and her—to all of those events. We gave it our all and we finished that first season running 8.40s on a stock transmission.

HT: Can you tell us a little bit about Stephanie's history? What were some of her interests before getting involved in drag racing?

JH: Honestly, she was into skydiving before racing.

HT: It's been reported that Stephanie's initial skydiving accident back in 2000 partially led to her interest in drag racing. Can you tell us about that?

JH: She hadn't had a whole lot of jumps [yet]. Her main [parachute failed] and threw her into a spin. The g-forces involved in that will knock anybody out so, of course, she passed out, and hit the ground. She fell out of the sky and hit the ground. She had a lot of head trauma and back injuries from that but she got up and walked away from that one and lived through it. [After that] she moved back in with her parents. Slowly, she began doing everything that everyone else was doing. She was extremely book smart before the accident. After the accident she'd said that things got harder for her, but it got better over the years because she'd kept working at it. Once she started getting out more after the accident, she began hanging out with her dad a lot. One of his friends ran a Pro Mod car, and she was like, "Hey, I wanna race." She bought a blue, 2000 Civic Si that she later raced in NOPI Chic. It started out as a show car and then she started racing.

HT: Why Honda? Can you tell us what led Stephanie to drag racing a Civic instead of something else?

JH: You know, that's a good question. I don't know. I don't know if it had anything to do with *The Fast and the Furious* craze or if she just thought it was cool. But that first blue Civic was her first Honda, and that's definitely what started the Honda deal for her.

HT: Was Stephanie a Honda enthusiast, would you say, or did she just want to go fast by whatever means?

JH: She wasn't the type to sit around and have Honda arguments [laughs]; she just liked racing in general. She did like door cars. She didn't like dragsters; she didn't like any of that stuff. She wanted doors on it, whether it was a Pro Mod car or a Funny Car or whatever, that's what she wanted to drive. She didn't care what it was, just as long as it was fast and she was allowed to drive it.

HT: Sport compact drag racing had already been established prior to Stephanie's involvement. Were there any racers in particular that she admired?

JH: Uh, no [laughs]. There weren't a whole lot of women in that scene and the ones that were in it were very protective of their thunder. They didn't want anybody stealing their thunder. A lot of people got along when people were slow, but when people started going fast, people started changing. We had a lot of people who ended up hating us in the end, but that's just because we got fast. Stephanie dealt with so much bullshit from some of them that any respect that she might have had for them in the beginning was lost. But, if there was anybody, I would say Shaun Carlson because of how hard he worked and all of the things that he was involved in. A lot of it was because of his going on to do the Pro Stock deal. She was like, "Wow, somebody can leave this sport and go on to do other stuff." He proved that.

HT: What sort of preparations did you make as a team to be the first FWD Honda in the sevens?

JH: That year we wanted to make the car as consistent as we could. When we were running 8.40s, we could do it every pass. If Kenny [Tran] messed up, if Bothwell [Motorsports] messed up, if anybody messed up, we'd win the round. They always knew whenever we pulled up that we may not run the fastest time but we'd run the same time, every time. Over the next winter we'd made a lot of changes to the car and switched to a Liberty [transmission]. When we came back out, I guess that's when we really had the push to go sevens. I wasn't thinking about it early on because I wanted

to be consistent first and do what I'd said I'd do. We knew that if we would go out there and run consistently quick, we could prove something rather than go out there and blow up trying to be a hero every pass. That second season we started getting the chance to use a lot of our little tricks that we'd had, like how to keep the boost up on the shifts and all sorts of good stuff like that. We just kept getting faster, and faster, and faster. We had a tune-up that we put in and the car would go 8.20 every single pass, and it would do it all day, every day. It could've been a bracket car. Once we started leaning on it to run a seven, it became a lot harder on the car. We were killing transmissions and learning the weak links but we kept at it. I don't remember exactly what major changes we'd made—it was just a bunch of little changes that clicked all around the same time—but that's when we jumped to 7.90s. That really freaked a lot of people out.

HT: What was that first 7-second pass like?

JH: I've got home video of our first 7-second pass at Joliet [Route 66 Raceway] during testing. When it popped up on the board, I was in shock. I couldn't believe it. The pass looked smooth, but I'd never seen a 7-second pass before. I was like, "Holy crap!" We all kind of lost our minds there—even the track officials because they'd seen us testing there and they knew what we were shooting for. [After the pass] I said, "Okay, when we get to the top end, everybody act normal. I'm gonna bitch at Stephanie for not lifting when the tires were shaking and then hand her the timeslip." I got up there, got off the golf cart, and was like, "You know, next time you need to lift so you don't rip the tranny out of the damn thing," basically giving her attitude like I'd always give her [laughs]. I handed her the timeslip and her face popped up. She had a full-face helmet on but you could see that smile in her eyes. That was one of my proudest moments ever, one of the happiest days of my life.

HT: Let's talk about the first time the car ran sevens at an event.

JH: It was at an Englishtown [Old Bridge Township Raceway Park] race. Right when I'd gotten [there] I pulled Gary Gardella into our trailer and

Eggum being strapped in for another incredible FWD 7-second pass



said, "Well, since you're the record-holder, out of respect, you should see the video of what we did in testing and what I plan to do this weekend." He watched it and was like, "Wow, that's awesome. Good luck this weekend." During qualifying I wanted to run sevens every single pass. I wanted it so bad. We ran like an 8.03 for our first qualifying run. Man, I was so pissed off [laughs]. But for our second qualifier, which was late at night, Ron Loomis, driving the Bothwell car, made his pass, made a bunch of noise, and went sevens. I was like, "Nah, screw that." We pulled up in the same lane, she left the line, and that's when we ran our first 7-second pass in competition. We went faster mile-per-hour and E.T. than Loomis just did so, of course, that whole place went nuts. People in the stands didn't know what to think. I didn't know what to think [laughs]. We ran four 7-second passes that weekend. At that point, everybody knew it wasn't a fluke. They knew we were really doing it. From then on out, I'm pretty sure we put sevens on the board at every single track we went to throughout the country. We did it for two years, but then the Hot Rod class was getting smaller and people just weren't showing up.

HT: You said it yourself: people just weren't showing up. How did you and Stephanie deal with that?

JH: We could always count on Kenny Tran to be there. He was a great competitor, a great guy to race with. There were plenty of other cars out there but they didn't always show up. It sucked because just as we were really coming out swinging and getting our stuff together, that's when [a lot] of the Hot Rods were being dismantled or torn apart. We never really got a chance to achieve what we wanted to with that car because we never really could turn it up. We

never could lean on it because we were running for a championship. We had sponsors; we couldn't go out there and break stuff out of selfishness to try to run a number. I think that's hard for people on the outside to understand—that we have to be conservative. It ate us up. It drove us crazy. We wanted to turn it up and go out there and lay it down, but when you're running for a points championship and you've got these sponsors on your car, they're expecting you to be out there every round.

HT: The car has since been retired, but what'll ultimately happen to it?

JH: Let's be clear: the car was never retired; a place to race was taken away from us by sanctioning bodies that bailed on sport compact racers. About a month ago I went to Florida to get the car. The car was back at my shop three days before I'd gotten the phone call about her [accident]. We'd just talked and said, "Hey, we don't have rules, we don't have any of that bullshit. Let's go do some exhibition races. Let's go out there and remind people of who we are." Nobody goes 5.19 at the eighth-mile like we were. Think about what that Civic will do if we strap on the same turbo that everybody else has. The car's gonna go 7.50s, 7.60s, easy. We finally got to the point where we were like, "Screw it. Let's do it." I was putting together some funding on the side, trying to get the ball rolling because she was busy with her skydiving and she just wanted to drive. I was the one who wanted to mess with the car. She wanted to come out and kick butt and defend her record. I approached some companies about getting funding to help me get the car from Florida to bring it back up to my shop but nobody wanted to come through. I actually sold a bus that I had, of all things, and told Stephanie that I was going to use my money to get the car. Now, I am so glad that I did that. I remember one of the last conversations that I had with her about one guy in particular who'd

been interested in buying the car. He really wanted [it]. We discussed running it and then possibly selling it. Whatever we did, she just wanted to skydive into the starting line and then hop in the car and drive. That's what she wanted to do. We also started talking about the NHRA museum. I've always felt that ever since we'd got done running the car that it should be [there]. She thought that would've been pretty cool. That was our last conversation. Right now I live in a house [with a] shop. I walk 10 feet into my double doors and I'm sitting in my shop and her race car's sitting right there. It feels like she's sitting there with me. That's definitely helped me get through all of this.

HT: Why do you think Stephanie was so successful? Could the car have done what it did with somebody else behind the wheel?

JH: I don't think it would've at all. It all boils down to the robot that she was as a driver and how consistent and reliable she was behind the wheel. Every little thing that we did to that car, we would see the difference. We never had radios—none of that stuff. Everything with our team was yelling, screaming, hand signals, or flipping each other off [laughs]. That was our communication. If I'd be out there on the track, at any moment, I knew she had her eyes on me the whole time. At any moment—I could be in the right-hand lane, the left hand-lane, over the wall, talking to the starter—all I had to do was put my left hand up in the air, make a spinning-hand maneuver, and you'd hear a Hot Rod car fire up. That was our routine. She knew exactly how much temperature we needed to have in the motor before she could pull up and do all the things that she had to do. She had to do her burnout just right to get enough heat into the clutch or else it would slip. It might grab later on, but for consistency, we needed her to do her burnout the exact same way every time. Our rear brake pressure, when we left the line, that was a certain pressure that we ran, an important number so that we wouldn't crawl the beams. There were so many minute details and they all boiled down to her. She was like a robot. Once we put her in the car, at that point, that's when we really were a team. She became part of the car.

HT: It sounds like she had an extraordinary competitive edge, no?

JH: She did not like going slow. She hated testing. She hated running eighth-mile—hated it with a passion. We'd show up for testing, everybody knew we were testing, but she'd just be pissed. She'd be like, "Everybody thinks the car is slow! They think I can't drive." One time when we were doing the shift interrupt, it wouldn't shift. It had nothing to do with her. She would get so pissed off with stuff like that. Everybody was constantly looking for reasons to talk crap about a girl driver so she wanted to always show what she could do. Usually at the end of every test session, if I wanted to have a nice, pleasant ride back home, I'd let her finish up testing by making a full pass.

HT: One of Stephanie's dreams was to race Funny Cars. Was she still pursuing that before the accident?

JH: Yeah. In the middle of our last season in 2007 she got her [Top] Alcohol Funny Car license. She said that that was probably a bad mistake on her part because the Civic felt so boring and slow after that. How do you go from an Alcohol Funny Car and get back into your FWD Civic [laughs]! She didn't want to do sport compact forever; she wanted to move up. She also tested in a Top Alcohol Dragster and got her Top Alcohol license. She did everything that she could to try into that scene.

HT: Can you tell us about Stephanie's work ethic and her wanting to be the best driver that she could?

JH: She worked really hard to try to get into a Pro Mod car or a Funny Car. Her workout routine was ridiculous. She'd be at the gym almost three hours a day. I went with her for three weeks, and in three weeks I was not able to do her normal routine that she did every day. I was like, "Screw that. You can work out and I'll build the race car." The physical shape that girl was in was amazing.

HT: Were there any racers in particular who Stephanie had considered serious rivals?

JH: She definitely had rivals. Some of them were people who liked us and

helped us in the beginning but then, of course, as she began beating them, it was funny how [they] changed. We always had a great relationship with Kenny and there was competitiveness there. In the staging lanes we'd be betting dollars on who'd have the best reaction time or who'd win. Kenny was always professional and that's what we liked about him. He was also always there [laughs]. He ran just as many races as we did. We could always count on Kenny being there. At least we'd have some competition.

HT: What do you think Stephanie's biggest contributions to Honda performance and sport compact drag racing in general were?

JH: Just being real. She should be an inspiration for anybody who wants to do this. She didn't have some big company helping make it happen but she got out there and had the determination to do everything. She brought proof that anybody could do it. I remember one day Stephanie said, "Now what about all these staging games that all of these racers play with one another? What's the deal with that?" I was like, you know what, "We're not even gonna worry about that because you're immune to them." People would try to hang us out on the line, try to play all these stupid games with her, and all that would happen was she'd get impatient and drill them even harder on the tree. People would put themselves into a battle with her and they would lose.

HT: Any closing thoughts?

JH: Anybody who's ever gotten a chance to know Stephanie, I think they're really glad that they did because there was something about her that made you want to get up off of your ass and do something. ☐

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»» “Wrong-wheel drive!” “Front-wheel fail!” The spastic online quips from the anti-Honda establishment that base their opinions of the brand on nothing more than the random run-in with that teenage punk that threw a pathetic 95hp rev at them as they exited the freeway are posted on any and every automotive related outlet in existence. Incredible facts and figures, like inescapable transmission failure at 30,000 miles and spontaneous CV joint explosions at less than 20K, all but call for the absolute abolishment of every FWD car in existence. As with most things on the Internet, rumors and embellishment reign

supreme, completely overshadowing any sort of real-world experience. And while FF vehicles aren’t inherently suited to dominate in a drag race environment, especially with the gas miserly powerplants under the hood of most offerings over the past 20 years, major progression via research, development, and dedication has been made. Still, guys like Alberto Casas and Chris Horton, owners of B&C Performance in Nevada, had their fair share of FWD experience, both good and bad. The difference between this pair and most others is that they have a knack for rethinking things and essentially creating what most can only daydream about.



9.50 @ 150 mph



The car you see pictured certainly didn't start off as a boosted, all-wheel-drive bright-blue hatch blasting 9-second passes. Instead it sat in a friend's backyard draped in its factory teal paint, with an almost complete K20A3 swap. Alberto adds, "It had no ECU, so it didn't run. I paid \$2,200 for the car the way it sat and I was one of the first K-series [swaps] in Reno." The list of missing parts included a hood, front bumper, fenders, and pretty much the entire interior. Chris sourced some of the interior bits along with the missing body panels,

(Left) The custom drive-shaft that helps B&C spin all four corners.

and then plugged in Hondata's K-Pro management to get the car running. Armed with a 75-shot of nitrous, the A3 swap pulled the car to a respectable 12.5 pass, but it roasted the tires most of the way down the 1320. "My car had bad traction problems," Alberto recalls. "I actually lost a race due to the horrible traction, so I was thinking of ways to make it better." During a routine maintenance visit, a chance encounter with a customer's Element planted the seed, and after a few months of brainstorming, creating theories and counter-theories,

Alberto and Chris stockpiled the necessary parts for an AWD conversion. A long series of measuring, cutting, welding, and plenty of spending, carried on for two months, a block of time that was every bit as frustrating as it was rewarding once the finish line was finally in sight.

To keep things in perspective, this is by no means a "bolt-on and go" affair. Custom fabrication, which B&C Performance does in-house, is crucial to making the conversion a reality. While the intricate details are kept under wraps, a mix of OEM and



aftermarket parts needed include: a CRV 5-speed transmission, an AWD Honda differential and rear axles, and a custom-built driveline.

In between bouts of battling the drivetrain equation, the guys found time to build a K24A2 block with Eagle rods and CP low-compression pistons and topped it off with a built K20A2 head. Precision's 5758 turbo was elected to generate boost to take advantage of the newfound traction. On the dyno, the car was able to eclipse the 500hp mark and with the power being put to the ground,

A built and boosted K24/
K20 combo
helps bring
home low 10-
sec timeslips.

recorded a 10.7 at Top Gun Raceway. A follow-up tuning session in Sacramento, along with a little more seat time, brought that number down to a 10.4.

Following its stellar debut, the car was treated to an array of upgrades, including a Precision 6262 T4 turbo, Sheepy Built sidewinder exhaust manifold, and Turbosmart wastegate, which all required another dyno session to fine-tune. The result was a 100hp surplus as the Civic pounded out 604 hp. A rematch with Sacramento Raceway



BOLTS & WASHERS

PROPELLION

K24A block
K20A2 head
B&C Performance assembly/swap
Custom engine mounts
Balanced/micro-polished Type S crank
CP Pistons 9.0:1
Eagle H-beam rods
Type S oil pump
Fluidyne dual core radiator
Ported and polished head
Brian Crower valves
Brian Crower valvesprings/retainers
Brian Crower Stage III cams
Aeromotive 700 fuel pump
Aeromotive fuel regulator
AEM fuel rail
Custom lines/fittings
Precision 6262 T4 turbo
Sheepy Built exhaust manifold
Xcessive KPro intake manifold
80mm Q45 throttle body
Garrett intercooler core
Custom end tanks and piping
Tial 50mm blow-off valve
Custom 3in exhaust (through hood)
2.5in wastegate piping (through hood)
Turbosmart Powergate 60mm wastegate
CRV 5-sp transmission
Competition Clutch Stage V clutch
Type S flywheel
AWD Honda differential
Custom driveshaft by Driveline & Gear Service
Hasport stage II front axles
Honda AWD rear axles

SUSPENSION

Suspension
Omni Power Sport coilovers
Blox Racing camber kit
Blox Racing traction bar

RESISTANCE

Performance friction pads
Custom stainless brake lines

WHEELS & TIRES

949 Racing 6UL 15x8 +35
Dunlop Direzza 205-50/15

EXTERIOR

Laguna Seca Blue paint
Fab C Automotive drag wing
Golden Eagle Mfg. bumper diffuser
Spoon style mirrors
Amber corner lights
OEM optional front lip
Moroso kill switch

INTERIOR

Chad Barber/Barbershop 8pt chromoly cage
Recaro Evo 8 seat
RJS Spt harness
Mugen shift knob
JDM ITR steering wheel

ELECTRONICS

Honda K-Pro management
Hondata boost controller
AEM UEGO wideband
Autometer boost/water temp gauges

PROPS

I would like to thank my friends and family, my sponsors Fab C Automotive, Luxury Detail, Enginetiks, Lightspeed Racing, and thanks to the shops that helped me complete my build: Driveline and Gear Service, Amigos Auto Shop, B&C Performance, LDL Speed shop and Barbershop Performance





would bring about the car's best performance: an impressive 10.1 at 139 mph (more recently, 9.50 @ 150 mph).

Not surprising, B&C Performance isn't satisfied with being just an arms length away from the 9-second club, and they have a number of plans already brewing for a new build to make its way under the car's hood.

If you're wondering whether or not B&C Performance can replicate the build for customers, the answer is "yes." Chris states, "We put up a few videos of our AWD conversions on YouTube and got a lot of response. People started contacting us about

building an AWD setup for them. As a matter of fact, we have a customer's K-series del Sol in the shop right now that we're converting to AWD." A complex and time-consuming operation, Chris estimates that a typical conversion takes about 3-4 weeks to complete.

The task of taking a front-wheel-drive vehicle and adapting an all-wheel-drive setup is daunting to

say the least. The idea of throwing upwards of four times the amount of power deemed necessary by Honda on factory components seems all but impossible. Not only has B&C Performance done the impossible, but they've also managed to land just shy of the 9-second mark. Best of all, they've got two heads full of ideas to jump over that hurdle as well. 



OWNER SPECS

DAILY GRIND

Shop owner/mechanic

FAVORITE SITE

Honda-tech.com

SCREEN NAME OR NICK NAME

bcpromancerv

BUILDING HONDAS FOR HOW LONG

8 years

DREAM CAR

Toyota Supra

INSPIRATION FOR THIS BUILD

Traction problems with FWD

FUTURE PROJECTS

AWD CRX for time attack/road racing

CONNECT

HONDATA

Hondata.com

SHEEPEY BUILT

Sheepey-inc.myshopify.com

AEM ELECTRONICS

Aemelectronics.com

TURBO SMART

Turbosmartusa.com

B&C PERFORMANCE, NV

What started as a general maintenance automotive garage is quickly headed toward becoming a full-blown performance shop. Based in Nevada, B&C Performance established itself with routine maintenance duties, servicing five different local dealerships. And while those five dealers are still coming in, they're now flanked by Hondas waiting for built engines, AWD conversions, and just about anything else related to performance. Though the surrounding area doesn't house a huge import community, Chris and Alberto say people are coming through the doors, and the work is steady. And if their 9.50-second, AWD Civic EH is any indication of what they're capable of, we expect you'll be hearing a lot more from the B&C Performance camp.

15 STAGES 62 MAKES 2101 APPLICATIONS
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DO THE MATH. SPEC BRINGS YOU A MASSIVE VARIETY OF PRODUCTS - ALL FOCUSED ON WINNING. CUTTING-EDGE DISC SURFACES, LIGHTWEIGHT OPTIONS AND INDUSTRY-LEADING TOLERANCES COMBINE TO MAKE SPEC THE OBVIOUS CHOICE WHEN IT COMES TO RACING CLUTCHES AND FLYWHEELS. SPEC YOUR CAR TODAY.



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1. Scan the QR Code or enter tinyurl.com/ku3x5vf to download the required Spec Clutch App
2. Tap on the App icon to launch the experience
3. Point the camera on your mobile device at the ad
4. Interact via standard touchscreen gestures



SPEC
CLUTCHES & FLYWHEELS

SPECCLUTCH.COM

BULKING UP

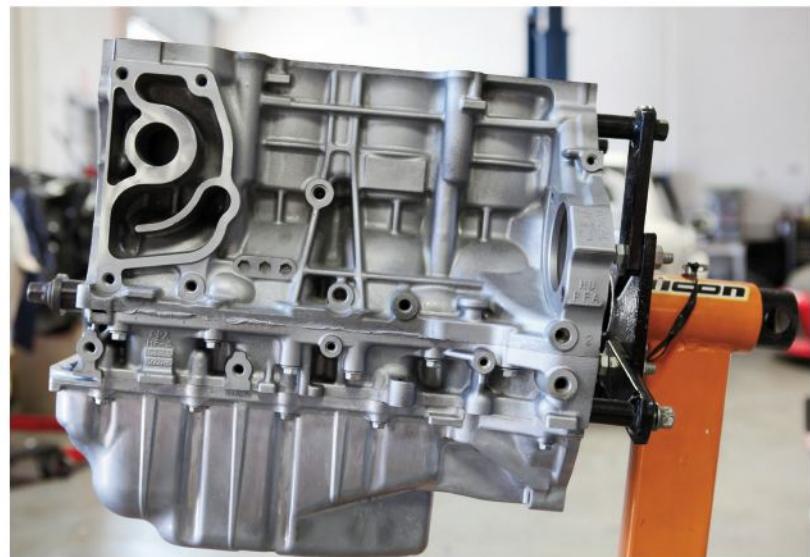
THE DAILY DRIVER FINALLY GETS A TASTE OF TORQUE

TEXT BY **RODREZ** * PHOTOS BY **RODREZ AND LOI SONG**

>> In the last installment of the Si sedan project, I mentioned that eventually the K20 bottom end would make way for a K24 block, and finally, that time has come. Having driven the ninth-generation Si for a few weeks and getting a taste of the 2.4L torque, I was obsessed with doing this conversion before years end. The K24/K20 combo is really nothing new, and over the past few years, the eighth-generation Si crowd has really taken a liking to the swap, and why not? The two engines share so many similarities and work so well with another that it's almost a shame not to.

THE FOUNDATION – KMOD PERFORMANCE

Finding a K24 block isn't impossible, especially since they were standard in vehicles like the Element, Accord, TSX, etc. After searching for a block online, I came across KMOD Performance in Asheboro, NC. I'd heard the name previously, as their All Motor RSX Street build had nailed a 12.1 and their turbo RSX street competitor held a 10.20 under its belt. Impressive numbers, and I found that not only do they stock and sell built K24 blocks; they have a number of years of experience behind them. KMOD offers just about every possible K-series configuration you can imagine, from mild to wild, including custom-built K-series turbo kits, K24/K20 combos, even complete crate engine packages that don't require a core exchange. Though you can find B-series build options on their website, their specialty is undoubtedly the K-series family along with high performance transmission builds. With roots planted way back in 1996, KMOD, now a three person



The KMOD Performance-built K24 block, which originated from a Honda CR-V, features K1 Engineering rods and 12.5:1 JE Pistons. Truly a one-stop engine building shop, KMOD can custom build just about any K series configuration you can come up with, whether it be NA or turbo.

crew consisting of owner Marquis, his wife Linda, and employee Octavio, they've been building N/A, nitrous-fed, and turbo Honda engines of various generations for years. Currently based out of an 8,000-sq-ft facility, KMOD builds and ships engines worldwide at rate of approximately 40-60 per year!

You can no doubt build an entire crate engine through KMOD's website and choose your compression, bore size, add a header, cams, oil pump conversion and so many other options that you'll be in awe at all of the choices. For myself, only a block was needed since I'd be reusing my K20Z3 head. I contacted KMOD and explained what mods I was thinking about and what my intentions with the car were. I was presented with a number of options, and ultimately I went with an 87.5 bore and 12.5:1 compression block. I'd be supplying my own rods and pistons, but again, all of that is available directly through KMOD so you can build exactly what you want as these guys offer everything from 220hp street engines, to 300+hp, naturally aspirated monsters, even 750+hp turbo engines.

THE HARD PARTS – JE PISTON, K1 TECHNOLOGIES AND GOLDEN EAGLE MFG.

You can't really conjure up a piston size or compression ratio that JE Pistons can't tackle. Over six decades of standing proudly at the forefront of the performance industry will do that to a company. While this is only a daily driven streetcar, if you're anything like me, you want the best when it's within reach. The fact that JE Pistons supplies slugs for everything from NASCAR, to NHRA, to ALMS, and have helped to power some of the fastest drag and road race cars in the world, you know that you're in good company. Holding tolerances to a millionth of an inch, JE's advanced processes are essentially unrivaled. I contacted JE Pistons to request a set of 87.5mm pistons at 12.5:1 compression for the K24 block. Along with my order, the JE tech requested the camshaft specs that I'd be using for the build to verify clearance and just a few weeks later, the pistons were on my desk awaiting duty.

To match performance with the after-market pistons, a set of I-beam, forged 4340 steel connecting rods were ordered from K1 Technologies. Shot peened for improved fatigue life, utilizing bronze wrist pins and ARP 2000 hardware, each set of rods is weight matched to within 1 gram on each end. With both the rods and the pistons on hand, I shipped them off to KMOD for balance and assembly. Not long after, I had



JE Pistons made quick work of producing this set of custom 87.5mm, 12.5:1 compression K24 pistons.

a 160lb package delivered to the office. Speaking of that package, an important factor when having something like a block shipped is how it's packaged. KMOD prepped the block, then wrapped it in a protective seal, and strapped the block to a solid wood foundation. They then surrounded it with plenty of cushioning in case of the unthinkable, boxed that up, and finally, they sealed everything and strapped it to a large pallet. Unless someone removed the heavy-duty straps and literally pushed the block over, it wasn't budging at all—KMOD did it right.

To mate the old head and new block together, Golden Eagle supplied their K20/K24 headstud kit. Produced in high quality 8740 material and heat treated way beyond anything your engine will ever see, the headstuds provide some added security as they were designed to withstand turbo, nitrous, and full race engines, far more abuse than a streetcar will ever see. Fitment is factory fresh and it comes with all of the hardware you'll need to marry the two halves properly.

THE ANCILLARY PARTS – AUTOFAIR HONDA (AFH)

When I first began researching what would be needed for the K24 block swap, I quickly realized that it wasn't quite as simple as just tossing in a block and a K24 timing chain. There are a number of OEM parts needed to do the conversion properly. I contacted AutoFair Honda of Manchester, NH for two major reasons. The first being they offer multiple K-series parts and packages on some of the popular Honda forums like Honda-Tech and 8thcivic. Their pricing is brutally competitive and they even help take care of the guesswork by eliminating what you don't need, and including exactly what you will need. The second reason had more to do with their growing repu-



AutoFair Honda [AFH] provided every OEM piece needed to make the swap possible. They keep these parts in stock and offer quick shipping and outstanding service.



(Above) new timing and oil pump chains from AFH. This CRV bracket is needed when swapping to the taller K24 block.



Golden Eagle provided some additional security with their K20/K24 head studs which were built to withstand way more than what I'll be throwing at them.



Deatschwerks set me up with a set of 600cc injectors and their ultra-quiet DW65C fuel pump. Both are E85 compatible in case I decide to make the jump.



Power Rev Racing [P2R] offers a number of solutions to the cross-chassis throttle body/intake manifold dilemma. Their billet adapter and thermal gasket allowed the J35 throttle body to bolt up to the Skunk2 manifold perfectly.



tation for excellent customer service and a vast knowledge of all things K-related. So how did a team of three that spent time mingling on k20.org become an online OEM parts supplying juggernaut? Well, it began with Parts Manager Rich St. Jean, who started off by offering RRC intake manifolds online. Brand new at the time, it brought about incredible interest from enthusiasts; so much so, that Rich hired Ryan Doolin to help meet the demand in hopes of continuing to grow the business. With Ryan taking the reigns online and business

picking up rapidly, Colin McKeever was also brought on board and these two have pushed online sales and service to a whole new level. The difference between most of the online dealer sites and AFH, is that these guys are just like you and me. That is, they live and breathe Honda parts, builds, and go-fast options. As Colin puts it, "each of us has their own builds and just wants to go faster. In turn, we want to help the enthusiasts reach their goals because we're just like them ... we ARE them."

With a consistent inventory of OEM

goods from the D-, B-, H-, K-, and F-series families, the duo has recently branched into Facebook and Instagram territory to open even more lines of communication with enthusiasts. Additionally, they've created two spin-off sites, afhkparts.com and afhparts.com, both of which stock countless OEM parts and packages, as well as a hand-picked line of aftermarket products well known to be beneficial to K-swaps and K24/K20 conversions.

When I approached the AFH crew about the project, it took only minutes to get a breakdown of exactly what I'd need to do the conversion properly. Ryan compiled a list of parts including a K20A2 oil pump conversion, something they package with all necessary supporting parts so that you're not hunting for that extra bolt or wondering what you might have forgotten when you ordered. Here is Ryan's list of necessities (all of which AFH keeps in stock, ready to ship):

- K24 timing chain cover
- K24 timing chain
- K24 timing guide
- TSX head gasket
- CRV passenger side mount bracket
- PRB oil pump conversion kit:
- K20A2 oil pump
- K20A2 baffle plate
- K20A2 oil pump chain
- K20A2 oil pump chain guide
- Bolts for the oil pump and baffle plate
- Bolt and washer to plug oil jet on the block
- Hondabond

AIR AND BUMPSICKS - KELFORD, SKUNK2, HYBRID RACING, P2R

In the camshaft department, Kelford 179-Bs were enlisted, and feature a 306/298 duration and best suited for high compression aftermarket pistons with deep pockets for clearance. Kelford states that the 179-B is much more aggressive than their 179-A series drop-in cams, but like the As, they're easy on the valvetrain and timing chain making them perfect for long term use—whether that's endurance racing, street duty, or both. Backed by the Supertech valvesprings and retainers that we added in a previous installment, the Kelfords looked to be ideal for this combination of parts, and the dyno sheet at the end of this article will attest to that.

To help bring more air into the 2.4L mill, Hybrid Racing provided their 3.5in cold air intake intended specifically for the eighth-gen. Using a 1/4-inch thick fiberglass-reinforced silicone construction, the intake charge is kept cooler than traditional aluminum intake piping. A

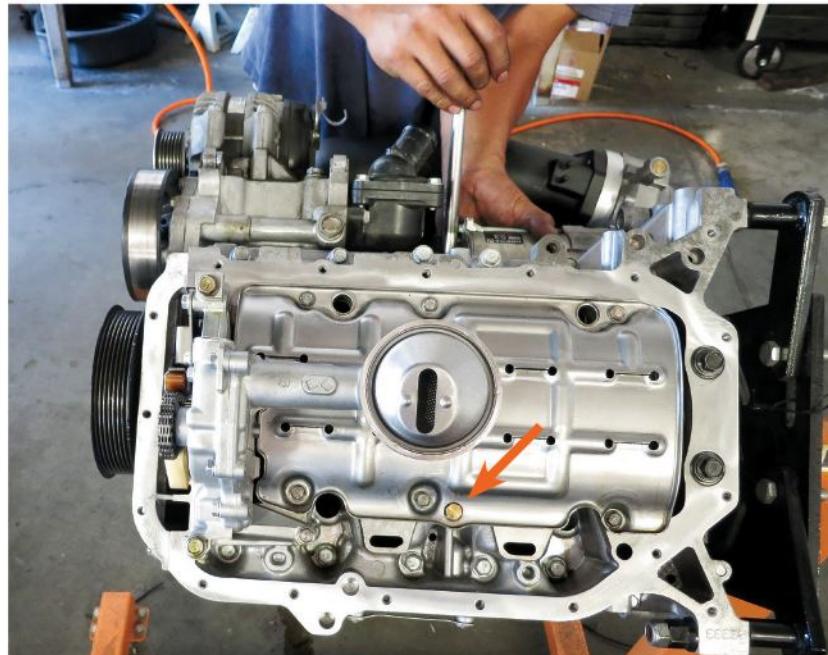
6-inch velocity stack and accompanying air filter are positioned just outside of the engine bay, behind and below the driver side headlight. Though we don't get much rain in SoCal these days, if the filter were to be submerged in a puddle, Hybrid's injection molded bypass manifold, which also houses the factory MAF sensor and hose ports, contains an air bypass feature that offers some additional insurance in case of the unthinkable. The silicone intake is attached to a Honda factory J35 throttle body, which is larger than the factory unit and is drive-by-wire.

The factory RBC intake manifold is a solid performer. In fact, many with K-swaps reach for the RBC unit because of its effectiveness and affordability. There are options for improvement, and Skunk2's Pro Series intake manifold is one of them. While I wouldn't have seen much of a difference at all in using this manifold with the mild bolt-ons I had on the 2.0L, the new set up would certainly benefit from the larger plenum and short, slightly larger runners. The cast aluminum manifold also comes with an insulated gasket and is a direct bolt-on.

In order to bolt the J35 throttle body to the Skunk2 intake manifold, an adapter was needed since the bolt pattern on the J series throttle body isn't the same as the Si. Power Rev Racing (P2R) has really filled a niche with a throttle body spacer and adapter plate line up. Featuring a dual bolt pattern, one drilled for the throttle body, the other for the manifold, it makes quick work of joining the two pieces. Produced in billet aluminum and precision cut, these adapters feature an OEM fit and for some applications, are available in different colors.

FUEL AND GRAB – DEATSCHWERKS AND SPEC CLUTCH

Deatschwerks offers a full line of injectors and fuel pumps and they've really hit their stride in the import performance realm as of late. After explaining the engine set up, Deatschwerks recommended their DW65C fuel pump to get things started. They've managed to pack a 265lph, E85 compatible pump into an ultra quiet package. With modern day management systems, you really can't go "too big" with injectors (within reason of course) so I chose a set of Deatschwerks 600s. I won't need that much for this particular configuration, but proper tuning will trim the fat so to speak, and I have plenty of room for growth if I decide to go a different route. As with all of Deatschwerks injectors, flow rates and set balancing is done in house



and balanced within 1-2 percent. A flow report comes standard with all of DW's injector sets and like their fuel pumps, they're E85 compatible.

Spec Clutch offers a number of different stages for the eighth-gen Civic, each carrying its own torque capacity rating. I chose the Stage 2+ and aluminum flywheel and after driving the car for the last few weeks, I'm 110 percent sure I made the right choice. Everyone wants a clutch that will grab aggressively, but those that daily drive their cars don't want a sore left leg after crawling through unavoidable traffic—something you won't get with Spec Clutch's Stage 2 and 2+. The 2+ has a torque rating of 300 and though I had no plans to make that kind of power, its pedal feel is the same as the Stage 2 (torque rating 260) which, by the way, is incredibly light and almost factory-like. The drive to the dyno and back was filled with stop and go traffic so I got the chance to work the clutch pretty much non-stop. The engagement was crisp and once again, very light, but there isn't even a hint of slipping under "abusive" driving. Rock solid with an OEM feel? I'm in. Just a warning, if you talk to me in person and ask about the car, there's a pretty good chance I'm going to blab on and on about the clutch.

K-SERIES GURUS – SPORTCAR MOTION

With the KMOD block and all of the parts on hand, I turned to Loi Song and his crew at Sportcar Motion. Over the past few years, SCM has become the go-to destination for all things K-related. Straight swaps,

When converting to a Type-S oil pump, DO NOT forget to plug this oil jet or you'll have a very bad day. AFH stocks the inexpensive bolt and washer (installed here) if you can't find your own.



OEM TSX headgasket from AFH is sprayed and prepped



To finish off the bottom end, Sportcar Motion's signature baffle is welded into place by JSPfab.

NOTE There aren't many headers that will clear to. K24/K20 eighth-gen sub-frame properly, especially with aftermarket mounts. I had to search online to find a used Skunk2 Megapower which does in fact clear and is well known to make great power with the K series engine in both original and 2.4L conversions, but isn't being produced any longer. A custom-built header would be ideal, but time constraints didn't allow for it.

fully built race engines, or the increasingly popular K24/K20 8th gen conversions, they see a regular flow of K-crazy clients day in and day out. Though I came up with my own combination of parts after way too much internet research, Song offered advice and insight based on his own builds and experience throughout the entire process. SCM had the bottom end swap done in just two days flat.

DYNO DAY - CHURCH AUTOMOTIVE TESTING (C.A.T.)

The Church dyno facility is a busy one. Morning, noon, and often nights are filled with tuning clientele. We were able to get a mid-afternoon appointment with Daniel Butler, a guy that's tuned more K-series engines than he can possibly remember.



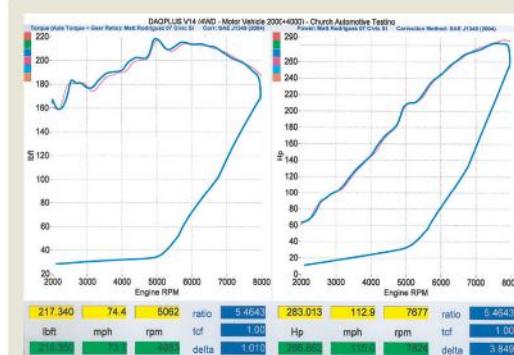
The top end was previously upgraded thanks to Supertech's tried and true valve springs and retainers. The intake and exhaust ports remain untouched.



Kelford 179-B cams were chosen to keep pace with the newfound compression and they delivered ... big time.



A Skunk2 Pro Series intake manifold replaces the original RBC with a larger plenum and short, slightly larger runners.



Daniel Butler was able to pull 286 hp from the K24/K20 combo but more importantly, 218 lbs ft-tq.

His vast experience with K24/K20 combos made him the perfect choice for tuning duties.

On the Dynapack, Butler spent some time mapping out a starting point. After the initial run, the car was sounding better and better with each blast. About an hour later, Butler was inching ever closer to the 300hp mark, but made a few changes that saw a slight decrease in peak horsepower. The trade-off being an increase in useable torque.

Trying to write about how the car feels now is rather difficult. Yes, the difference is night and day, with real torque that you can feel from the bottom, all the way up to the top. But it's the overall feel of the engine; snappy, light, rev happy, it just wants to "go." Downshifting on the freeway is a thing of

the past, requiring only that I apply a little gas in Sixth gear to scoot right around anyone in front of me. Exiting a corner is a whole new world as the car tears through Second and Third gear. Any thoughts of opting for a more aggressive final drive were quickly out the window, as the car literally tears ass through the factory issued gearing, and in quick fashion. Mission accomplished? Absolutely. The dyno sheet and the fun I've had behind the wheel ever since would attest to that ... H

CONNECT

KMOD PERFORMANCE

Kmodperformance.com

AUTOFAIR HONDA

Autofairhonda.com
Afhkparts.com
Afhparts.com

JE PISTONS

Jepistons.com

K1 ENGINEERING

K1technologies.com

GOLDEN EAGLE MFG.

Goldeneaglemfg.com

KELFORD CAMS

Kelford.co.nz

MOTOVICITY

Motovicity.com

SKUNK2

Skunk2.com

HYBRID RACING

Hybrid-racing.com

POWER REV RACING (P2R)

Powerrevracing.com

DEATSCHWERKS

Deatschwerks.com

SPEC CLUTCH

Specclutch.com

CHURCH AUTOMOTIVE TESTING

Home.earthlink.net/~spchurch/

HONDATA

Hondata.com

ROYAL PURPLE

Royalpurple.com



Hybrid Racing's 3.5in cold-air intake brings in even more fresh air with its 6in velocity stack and high flow filter.



Royal Purple break-in oil was on duty for the first 300 miles, then swapped out for Royal Purple 5w30.

STR

Racing

501 Titanium



502 Gold



503 Purple



505 Black MF



505 Gloss Black



505 Gold



511 Black MF



512 Black



512 Blue ML



512 Red ML



512 Silver



513 Gold



513 Green



513 Silver



513 White



514 Silver ML



514 Gold ML



515 Black ML



516 Black



516 Blue



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517 Titanium



518 Matte Black



518 Matte Bronze



520 Gold ML



520 Green



520 Gun Metal



606 Gold



606 Silver

TOLL FREE: **855-735-5988**

www.str-racing.com

(STREET LEVEL)

B. URBAS' '93 CIVIC Si & J. TWIGG'S '94 DEL SOL

Honda Bond



TWO BUILDS CREATED ON THE FOUNDATION OF FRIENDSHIP

BY JOEY LEE * PHOTOS BY CUONG PHAN

➤ The camaraderie that exists among Honda enthusiasts is what makes this community so great. Our ability to communicate and share ideas with one another has helped push the boundaries of Honda modification to unprecedented heights. Of course the advent of the Internet has certainly reshaped the landscape of our subculture for better or worse, but it is our willingness to share that information that is key. If we all remained secretive and kept our ideas to ourselves, our closely-knit community would be stagnant and unimaginative. We've been able to thrive thanks to our eagerness to support one another.

There are a variety of ways to help your fellow motor head, but nothing beats that ageless method of just standing by one's side and wrenching together. Countless memories and great bonds form as a result of this simple task, with a vehicle build coming almost as an afterthought. Brad Urbas and Jordan Twigg know all about the solidarity that comes from sharing a love for Hondas; they both possess their own unique builds but both have come as a result of their kinship.

BRAD URBAS' '93 CIVIC Si BOLTS & WASHERS

PRODUCTION

JDM B18C
Hasport engine mounts
SRP pistons
JE piston rings
Eagle H-beam connecting rods
Walter Yoder and Sons' custom intake piping
Blox Racing velocity stack
PLM V2 exhaust manifold
APEXi World Sport 2 exhaust
Contend Garage test pipe
Walbro 255lph fuel pump
Earl's fuel filter
Earl's -6AN fuel lines & fittings
Blackworks aluminum radiator
JDM S80 transmission
4.9 final drive
Exedy Stage 1 clutch

SUSPENSION

TEIN Basic coilovers
ASR subframe brace
ASR sway bar
ASR spherical endlinks
BackYard Special rear shock tower bar

RESISTANCE

Fastbrakes slotted brake rotors
Spoon Sports Monoblock front brake calipers
Steel-braided brake lines

WHEELS AND TIRES

16x7 +40 5Zigen FN01RC
195/40-16 Nitto Neo-Gen

EXTERIOR

PPG BMW Dark Grey Metallic
BackYard Special front lip
BackYard Special carbon rear duckbill spoiler
Custom shaved engine bay painted Battleship
Grey
Custom brake line tuck
JDM EG6 headlights
JDM EG6 sidemakers
JDM thin side moldings

INTERIOR

Autopower roll bar painted White Chocolate
Pearl
JDM EG6 instrument cluster
Bride Zeta III seats
Takata 310MPH safety harnesses
Nardi 350mm steering wheel
Mugen pedal set
ARC titanium shift knob
OEM Integra GS-R rear seats

PROPS

My wife and Coco for putting up with all the
late nights
Jordan and Sarah Twigg
David Kirby
Seth Toner aka "The Mad Scientist"
John Yoder
Cuong Phan
All my supporters along the way.

OWNER SPECS

DAILY GRIND

Self-employed paint contractor

FAVORITE SITE

NWP4LIFE.com

SCREEN NAME

egvtac

BUILDING HONDAS

10 years

DREAM CAR

Acura NSX

INSPIRATION FOR THIS BUILD

To build a quality car that I could take for
a rip on the mountainous twisty roads
of Western Maryland

FUTURE BUILD

Wherever life leads me to the next build

Brad is no stranger to Hondas. He credits another friend of his, Josh Minnick, for introducing him to the brand, and in the 10-year span in which he's been tinkering with them he's owned a total of 12 different Hondas. How he came to own the current '93 Si you see here is an interesting

tale in and of itself. As Urbas explains, "I first spotted this Civic back in 2004 at a local college parking lot. A kid named Zack owned it and he had just moved into town. It was one of the cleanest I had ever seen back then and I later got to know Zack. Several years later, he ended up selling the car to



my friend Josh, who was the same guy that first got me into Hondas. I had an S2000 at the time and was looking for a daily commuter. By the time Josh had it, the car had gone downhill. It was rusty and the paint had faded drastically. Josh's dad even used it as a winter car for a year before I bought it

off of him for \$2500. It's crazy because I used to drool over this car back then, not knowing at all that it would later be mine," Urbas states.

He immediately began to tear the car down and used his self-taught autobody skills to re-invent the Civic. He massaged the shell back to its

former greatness before re-spraying it in a dark silver metallic finish from the BMW paint book. Being that he had already owned so many other Civics and Integras in the past, he had already developed a nice collection of parts over time. He even went through a few different motor swaps before deciding on a JDM B18C Type R.

His build came together pretty quickly thanks to the assistance of his best friend Jordan Twigg. Jordan was responsible for shaving and wire-tucking the engine bay of the Civic while Urbas spent time working on Twigg's 1994 del Sol VTEC. "That's just how we are," Twigg explains. "We are always helping and pushing each other with every new build. Brad also painted the engine bay on my old K20-swapped Civic. I loved that car, but I had to sell it to get a family SUV since I was expecting the birth of my daughter. I needed something simpler so I came to the decision to try and build a del Sol. I bought it from an old lady for \$1400 off of Craigslist. She had no idea what she had so I actually asked her to text me a photo of the engine bay so that I could positively identify if it was an EG2 VTEC model. Sure enough it was and I leaped at the opportunity. The only bad thing about it was that it was wrecked. I had to tear the whole car down completely; engine, sub-frame, interior, and all so I could build from the ground-up. Brad was good with autobody repair so he helped me straighten the chassis out before we painted the del Sol in Audi's Nimbus Grey tone."

Jordan's previous three Honda builds consisted mostly of going fast, but since he was a full-fledged family man now, he wanted his next Honda to have a simpler, more street-friendly





approach. With the del Sol, he aimed to create a Japanese FEEL's Twincam-themed cruiser with factory B16A3 motor intact. He hasn't ruled out the possibility of doing another K-swap with Brad, but claims that he'd rather spend his money on authentic aesthetic components this time around in favor of "just going fast." That's why you're likely to find more JDM OEM CR-X del Sol body add-ons and FEEL's dress-up items on his EG2 than any significant power-adders.

"He doesn't really care too much

OWNER SPECS

DAILY GRIND

Milkman

FAVORITE SITE

NWP4LIFE.com

SCREEN NAME

93egallmotor

BUILDING HONDAS

Seven years

DREAM CAR

R33 Nissan Skyline

INSPIRATION FOR THIS BUILD

I just wanted to mod a del Sol for the longest time.

FUTURE BUILD

Next build will be a Honda Beat or a Honda Logo

CONNECT

JE PISTONS

Jepistons.com

HASPORT

Hasport.com

FALKEN TIRE

Falkentire.com

about being fast these days but I remember when he used to be a big V8 guy that absolutely hated imports!" Brad proclaims. "One evening back in 2005 he was taunting me in a friend's supercharged Pontiac GTP. I got tired of them badgering me so I raced them in my GS-R swapped Civic and pulled away from them by at least seven cars!"

Jordan laughs, "I was shocked! He had to explain to me that he wasn't running anything out of the ordinary because I didn't know anything about Hondas. I thought he was running some alcohol-injected, high-compression motor or something. I then realized the potential that Hondas had and the rest is history; I built a turbocharged (Civic) coupe after, a K-swapped Civic, and now this del Sol."

"We still laugh about it today but there is a good chance that he'd still be driving a muscle car around if I hadn't raced him that night," Urbas iterates. "Good thing I did because we've been building our cars together [for the last 9 years] ever since." □



JORDAN TWIGG'S '94 del Sol VTEC

BOLTS & WASHERS

PROPOSITION

B16A3
FEEL's intake
FEEL's oil cap
FEEL's radiator cap
2.5-inch exhaust piping
Magnaflow muffler
Custom test pipe
Earl's inline fuel filter
Fragola -6AN braided fuel lines
Fragola -6AN fuel fittings
Custom Gloss Black valve cover
Password:JDM carbon kevlar spark plug cover
B&M short shifter
OEM S2000 clutch master cylinder
-3AN braided clutch line

SUSPENSION

Function & Form Type 1 coilovers
Blix Racing lower control arms
SPW lower tie bar

WHEELS AND TIRES

F: 16x7.5 +36 Enkei J-Speed III
R: 16x8 +28 Enkei J-Speed III
205/40-16 Falken Zix 512

EXTERIOR

Audi Nimbus Grey paint
OEM EMT Civic SI front lip
JDM front bumper
JDM 1-piece headlights
JDM rear garnish w/Optional Mist Light
JDM plate fillers
JDM CR-X del Sol emblem
JDM sidemarkers

INTERIOR

Spardo R 325 steering wheel
Spardo steering hub
FEEL's titanium shift knob
OEM front seats re-upholstered in black tweed
Pioneer head unit
Memphis Audio speakers

PROPS

First and foremost, my best friend Brad Urbas; without his help and paint skills this build would have taken a lot longer. My wife for not leaving me after building two cars back-to-back and spending all of our money (LOL). The Mad Scientist, Seth Toner, for the use of the paint booth and shop. Thanks to NIconcepts and RHD Japan for sourcing the rare FEEL's parts for me.



SCAN ME



STARTING
AT

dub

\$389



DUB CLASSICO

15X8 2.5" LIP - 15X9 3.5" LIP
16X8 2.5" LIP - 16X9 3.5" LIP
17X9 2.5" LIP - 18X8.5 2.0" LIP
18X9.5 2.5" LIP
SILVER WITH DIAMOND CUT FACE AND LIP

SPECS: 4X100 - 5X100



DUB 0.01

16X8 2.0" LIP - 16X9 3.0" LIP
17X7.5 2.0" LIP - 17X8.5 2.5" LIP
18X8.5 2.0" LIP - 18X9.5 3.0" LIP
BRILLIANT SILVER
(W/ DIAMOND CUT LIP W/ GOLD NETS)
SPECS: 4X100 - 4X108
5X100 - 5X112



DUB 57RB

15X8 3.5" LIP AGGRESSIVE
15X9 4.5" LIP AGGRESSIVE
GUN METAL
WITH DIAMOND CUT LIP
SPECS: 4X100
& OTHERS COMING SOON



DUB MODERNRS

SIZE: 15X8 - 16X8.5
COLOR: BRILLIANT SILVER
SPECS: 4X100 - 4X108
5X100 - 5X112

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The mega event known as Honda Day really needs no explanation. You've read about the event in *Honda Tuning*, seen photos online, and heard about the hoards of participants and spectators that make their way to every Honda Day event. That being said, this event had a special surprise for the hardcore Honda fans, in that an industry icon made his way to the event and even brought along a little eye

candy. If you didn't see it plastered all over the web, Mr Spoon himself, Tatsuru Ichishima, stopped by for the weekend. Swarmed by fans for two straight days, Mr. Ichishima was able to stop signing autographs long enough to help fire up the Spoon E-AT chassis Civic, a DOHC ZC-powered hatch that spits out over 200 hp. To pilot the car for a few demo laps was Drift expert, all-around outstanding driver and quite the celebrity himself, Daijiro Yoshihara.

Beyond the stars in attendance, fans were treated to two action packed days for intense drag racing action, a massive car show, a packed vendor row, and much more. Oh, and then there's that little detail that really shows how Honda Day gives back to the fans; they raffled off another car! This time around, a white RSX loaded with a wheel/tire package, custom interior, performance parts; and the best part was the fact that someone drove home in it free and clear.

HONDA DAY E-TOWN

PHOTOS BY OF **SEAN BRADFORD**

ENGLISHTOWN NJ, AUG 10-11





(EVENTS)

DRAG RACE AND CAR SHOW



The keys and title to this RSX were handed to one lucky attendee!



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Hondaday.com



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-Dai Yoshihara

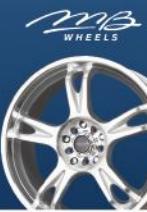
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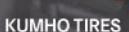
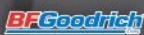
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CHASSIS CODE CHECKLIST

THE DEFINITIVE HONDA CHASSIS CODE LIST. BECAUSE YOUR CIVIC IS NOT AN EG.

TEXT BY AARON BONK

Sometime during the late 1990s somebody thought it would be a good idea to start calling Hondas and Acuras not by their given names but by a series of letters and numbers associated with their 17-digit vehicle identification numbers. Since then, forenames like EF, EG, EK, DA, and DC have been given to all manner of Civics and Integras, but more often than not, because of a particular Honda's country of origin, engine type, and layout, chassis codes can

vary significantly between two otherwise seemingly similar cars. Which means that most of the time, you're doing it wrong. The following is a sampling of Honda's hundreds of chassis codes. All U.S.-based enthusiast models are represented as are each of their Japanese equivalents (where applicable). JDM models that do not have North American counterparts as well as hybrid and alternative-fuel vehicles with the exception of the CR-Z are not shown.

A note about Japanese model produc-

tion years: You may be wondering why, for example, the Japanese version of the fifth-generation Civic (1992-1995 model) starts in 1991 or how they've gotten their hands on a 1992 CR-X. The answer is simple: Japan's automotive nomenclature is based off of a vehicle's precise initial and final sale dates. For example, like the United States, the fifth-generation Civic Hatchback was first sold in Japan in late 1991, but unlike the United States, the car is classified by the year in which it was first sold—1991.

'84-'95 CIVIC/CRX	
USDM 1984 CRX DX 1300	AE5
JDM 1983-1987 CR-X 1.3	AE5
USDM 1984-1986 CRX DX	AF5
USDM 1985-1986 CRX HF, Si	AF5
JDM 1983-1987 CR-X 1.5i	AF5
JDM 1983-1987 CR-X Si	AS5
USDM 1987 CRX DX, HF, Si	EC1
USDM 1988-1991 CRX DX, HF	ED8
USDM 1988-1991 CRX Si	ED9
JDM 1987-1992 CR-X 1.5X	EF6
JDM 1987-1992 CR-X Si	EF7
JDM 1987-1992 CR-X SiR	EF8
USDM 1988-1991 Civic DX, Std Hatchback	ED6
USDM 1989-1991 Civic Si Hatchback	ED7
JDM 1987-1991 Civic 23L, 23U Hatchback	EF1
JDM 1987-1991 Civic 25R, 25X Hatchback	EF2
JDM 1987-1991 Civic Si, Si Extra Hatchback	EF3
JDM 1987-1991 Civic SiR, SiR-II Hatchback	EF9
USDM 1988-1991 Civic DX, LX Sedan	ED3
USDM 1990-1991 Civic EX Sedan	ED4
JDM 1987-1991 Civic 35M, 35U, 35X, 35X Extra Sedan	EF2
JDM 1987-1991 Civic 36i Limited Sedan	EF3
JDM 1987-1991 Civic RT X 4WD, RT X 4WD Extra Sedan	EF4
JDM 1987-1991 Civic RTi J 4WD, RTi Limited 4WD Sedan	EF5
USDM 1988-1991 Civic DX Wagon	EE2
USDM 1988-1991 Civic 4WD 1600 Wagon	EE4
JDM 1987-1994 Civic Shuttle 55X, 55X Extra	EF2
JDM 1987-1994 Civic Shuttle 56i	EF3
JDM 1987-1994 Civic Shuttle RT X 4WD, RT X 4WD EX	EF4
JDM 1987-1994 Civic Shuttle RTi Limited Edition, RTi 4WD, Beagle, Beagle-X	EF5
USDM 1988-1989 Civic Wagovan	EY2

'84-'95 CIVIC/CRX	
JDM 1991-1995 Civic EL Hatchback	EG3
JDM 1991-1995 Civic ETi, MX, VTi Hatchback	EG4
JDM 1991-1995 Civic SiR, SiR-II Hatchback	EG6
USDM 1992-1995 Civic CX, DX, VX Hatchback	EH2
USDM 1992-1995 Civic Si Hatchback	EH3
USDM 1993-1995 Civic EX Coupe	EJ1
USDM 1993 Civic EX-S Coupe	EJ1
JDM 1993-1995 Civic Coupe	EJ1
USDM 1993-1995 Civic DX Coupe	EJ2
JDM 1991-1995 Civic Ferio EL Sedan	EG7
USDM 1992-1995 Civic DX, LX Sedan	EG8
JDM 1991-1995 Civic Ferio ETi, MX, VTi Sedan	EG8
JDM 1991-1995 Civic Ferio SiR Sedan	EG9
JDM 1991-1995 Civic Ferio RTSi, RTX Sedan	EH1
USDM 1992-1995 Civic EX Sedan	EH9
DEL SOL	
USDM 1993-1995 del Sol S	EGL
JDM 1992-1999 CR-X del Sol VXi	EGL
USDM 1994-1997 del Sol VTEC	EG2
JDM 1992-1999 CR-X del Sol SiR	EG2
USDM 1996-1997 del Sol S	EH6
USDM 1993-1997 del Sol Si	EH6
'96-'13 CIVIC	
USDM 1996-2000 Civic CX, DX Hatchback	EJ6
JDM 1995-2000 Civic EL Hatchback	EK2
JDM 1995-2000 Civic Ri, VTi Hatchback	EK3
JDM 1995-2000 Civic SiR, SiR-II Hatchback	EK4
JDM 1997-2001 Civic Type R Hatchback	EK9
USDM 1996-2000 Civic DX Coupe	EJ6
USDM 1996-2000 Civic HX Coupe	EJ7
JDM 1996-1999 Civic Coupe	EJ7
USDM 1996-2000 Civic EX Coupe	EJ8
USDM 1999-2000 Civic Si Coupe	EM1

USDM 1996-2000 Civic DX, LX Sedan	EJ6
USDM 1999-2000 Civic VP Sedan	EJ6
USDM 1996-2000 Civic EX Sedan	EJ8
JDM 1995-2000 Civic Ferio EL Sedan	EK2
JDM 1995-2000 Civic Ferio Mi, ML, Vi Sedan	EK3
JDM 1995-2000 Civic Ferio Si, Si-II Sedan	EK4
JDM 1995-2000 Civic Ferio RTi Sedan	EK5
USDM 2002-2005 Civic Si Hatchback	EP3
JDM 2004-2005 Civic Type R Hatchback	EP3
USDM 2001-2005 Civic DX, EX, HX, LX Coupe	EM2
USDM 2004-2005 Civic VP Coupe	EM2
USDM 2005 Civic EX Special Edition, LX Special Edition Coupe	EM2
USDM 2001-2005 Civic DX, LX Sedan	ES1
USDM 2004-2005 Civic VP Sedan	ES1
JDM 2003-2005 Civic Ferio C Sedan	ES1
USDM 2001-2005 Civic EX Sedan	ES2
USDM 2005 Civic EX Special Edition, LX Special Edition Sedan	ES2
JDM 2003-2005 Civic Ferio C4 Sedan	ES2
JDM 2003-2005 Civic Ferio X, XL Sedan	ES3
JDM 2003-2005 Civic Ferio X4 Sedan	ET2
JDM 2009-2012 Civic Type R Euro Hatchback	FN2
USDM 2006-2011 Civic DX, EX, LX Coupe	FG1
USDM 2008-2011 Civic EX-L Coupe	FG1
USDM 2006-2011 Civic Si Coupe	FG2
USDM 2006-2011 Civic DX, EX, LX Sedan	FA1
USDM 2008-2011 Civic EX-L Sedan	FA1
USDM 2009-2011 Civic LX-S Sedan	FA1
USDM 2009-2011 Civic VP Sedan	FA1
USDM 2007-2011 Civic Si Sedan	FA5
JDM 2006-2010 Civic Ferio 1.8G, 1.8GL Sedan	FD1
JDM 2006-2007 Civic Ferio 1.8B Sedan	FD1
JDM 2006-2010 Civic Ferio 2.0GL Sedan	FD2
JDM 2007-2011 Civic Type R Sedan	FD2

USDM 2012 Civic DX Coupe	FG3
USDM 2012-2013 Civic LX, EX, EX-L Coupe	FG3
USDM 2012-2013 Civic Si Coupe	FG4
USDM 2012 Civic DX Sedan	FB2
USDM 2012-2013 Civic HF, EX, EX-L, LX Sedan	FB2
USDM 2012-2013 Civic Si Sedan	
INTEGRA	
JDM 1985-1989 Quint Integra GSi, LS, RSi, ZS Hatchback	AV
USDM 1986-1989 Integra LS, RS Hatchback	DA3
USDM 1986-1989 Integra LS, RS Five-Door	DA1
JDM 1985-1988 Quint Integra GS, GSi, LS, ZS Five-Door	DA1
JDM 1989-1993 Integra RXi, TXi, ZXi Hatchback	DA5
JDM 1989-1993 Integra RSi, XSi Hatchback	DA6
USDM 1990-1993 Integra GS, LS, RS Hatchback	DA9
USDM 1991-1993 (exclude 1992) LS Special Edition Hatchback	DA9
USDM 1992-1993 Integra GS-R Hatchback	DB2
JDM 1989-1993 Integra RX, RXi, ZX, ZXi Sedan	DA7
JDM 1989-1993 Integra XSi Sedan	DA8
USDM 1990-1993 Integra GS, LS, RS Sedan	DB1
JDM 1993-1995 Integra ZX, ZXi Hatchback	DC1
JDM 1995-2001 Integra Ti Hatchback	DC1
USDM 1994-2001 Integra GS-R Hatchback	DC2
USDM 1997-2001 (exclude 1999) Integra Type R Hatchback	DC2
JDM 1993-1995 Integra Si VTEC Hatchback	DC2
JDM 1995-2001 Integra SiR-G, Type R, Xi-G Hatchback	DC2
USDM 1994-2001 Integra LS Hatchback	DC4
USDM 1995-1996 Integra LS Special Edition Hatchback	DC4
USDM 1994-1999 Integra RS Hatchback	DC4
USDM 1997-2001 Integra GS Hatchback	DC4
JDM 1993-1995 Integra ZX, ZXi Sedan	DB6
JDM 1995-2000 Integra Ti, Xi-G Sedan	DB6
USDM 1994-2001 Integra LS Sedan	DB7
USDM 1994-1996 Integra RS Sedan	DB7
USDM 1997-2001 Integra GS Sedan	DB7
USDM 1996 Integra LS Special Edition Sedan	DB7
JDM 1993-1995 Integra ESi Sedan	DB7
USDM 1994-2001 Integra GS-R Sedan	DB8
JDM 1993-1995 Integra Si VTEC Sedan	DB8
JDM 1995-2000 Integra SiR-G, Type R Sedan	DB8
JDM 1993-1995 Integra ZXi 4WD Sedan	DB9
JDM 1995-2000 Integra Xi 4WD Sedan	DB9
USDM 2002-2006 RSX base, Type-S Hatchback	DC5
JDM 2001-2006 Integra Type R, Type S Hatchback	DC5
ACCORD/TSX	
JDM 2004-2006 Accord 20A, 20EL Sedan	CL7
JDM 2002-2008 Accord 20A, 20EL, Euro R Sedan	CL7
JDM 2004-2006 Accord 20A 4WD, 20EL 4WD Sedan	CL8
JDM 2006-2008 Accord 20A 4WD, 20EL 4WD Sedan	CL8
USDM 2004-2008 TSX Sedan	CL9
JDM 2004-2006 Accord 24S, 24T, 24TL Sedan	CL9
JDM 2006-2008 Accord 24TL, Type S Sedan	CL9
JDM 2008-2013 Accord 20TL Sedan	CU1
USDM 2009-2013 TSX Sedan	CU2
USDM 2012-2013 TSX SE Sedan	CU2
JDM 2008-2013 Accord Type-S Sedan	CU2

USDM 2010-2013 TSX V6 Sedan	CL9
USDM 2011-2013 TSX Sport Wagon	
NSX	
USDM 1991-1996 NSX	
USDM 1997-2005 NSX (automatic trans)	NA1
JDM 1992-1995 NSX-R	NA1
USDM 1997-2005 NSX (manual trans)	NA2
USDM 1999 NSX Alex Zanardi Edition	NA2
JDM 1997-2005 NSX Type-S	NA2
JDM 2002-2005 NSX-R	NA2
CR-Z	
USDM 2011-2013 CR-Z base, EX	ZF1
JDM 2010-2012 CR-Z	ZF1
FIT	
USDM 2007-2008 Fit base, Sport	GD3
JDM 2005-2007 Fit 1.5A, 1.5S, 1.5W	GD3
JDM 2005-2007 Fit 1.5A 4WD, 1.5W 4WD	GD4
JDM 2007-2010 Fit 1.3 G/G, 1.3 L	GE6
JDM 2007-2010 Fit 1.3 G/G 4WD, 1.3 L 4WD	GE7
USDM 2009-2013 Fit base, Sport	GE8
JDM 2007-2010 Fit 1.5 RS, 1.5 X	GE8
JDM 2007-2010 Fit 1.5 RX 4WD, 1.5 X 4WD	GE9
S2000	
USDM 2000-2003 S2000	AP1
JDM 1999-2005 S2000 base, Type V	AP1
USDM 2004-2009 S2000	AP2
USDM 2008-2009 S2000 CR	AP2
JDM 2005-2009 S2000 base, Type V	AP2
PRELUDE	
USDM 1988-1990 Prelude 2.0S	BA4
USDM 1988-1991 Prelude 2.0Si	BA4
USDM 1988-1989 Prelude 2.0Si 4WS	BA4
USDM 1990-1991 Prelude 2.0SiS, 2.0SiS 4WS	BA4
JDM 1987-1991 Prelude 2.0Si, 2.0XL, 2.0XX, 2.0XR, Si, XX (manual trans)	BA4
JDM 1987-1991 Prelude 2.0Si, 2.0XX, Si, Si, SRS, XX (automatic trans)	BA5
USDM 1992-1996 Prelude S	BA8
JDM 1991-1996 Prelude Si	BA8
JDM 1991-1996 Prelude Si (4WS)	BA9
USDM 1993-1996 Prelude VTEC	BBI
JDM 1991-1996 Prelude Si VTEC (4WS)	BBI
USDM 1992-1996 Prelude Si	BB2
USDM 1995 Prelude Si Special Edition	BB2
USDM 1992-1994 Prelude Si 4WS	BB2
JDM 1991-1996 Prelude Si VTEC	BB4
JDM 1996-2001 Prelude Si, Xi	BBS
USDM 1997-2001 Prelude base, Type SH	BB6
JDM 1996-2001 Prelude SiR, Type S	BB6
JDM 1996-2001 Prelude Si 4WS	BB7
JDM 1996-2001 Prelude SiR 4WS	BB8
ACCORD	
JDM 1990-1994 Accord 2.0Si, 2.0Si Exclusive Coupe	CB6
USDM 1990-1993 Accord DX, EX, LX, SE Coupe	CB7
JDM 1989-1993 Accord EF, EX, EXL Sedan	CBI
JDM 1989-1993 Accord EXL (4WS) Sedan	CB2

JDM 1989-1993 Accord 2.0EXL, 2.0EXL-i, 2.0Si Sedan	CB3
JDM 1989-1993 Accord 2.0EXL, 2.0EXL-i, 2.0Si (4WS) Sedan	CB4
USDM 1990-1993 Accord DX, EX, LX Sedan	CB7
USDM 1991-1993 Accord SE Sedan	CB7
USDM 1993 Accord LX Anniversary Edition Sedan	CB7
USDM 1991-1993 Accord EX, LX Wagon	CB9
USDM 1994-1997 Accord EX, LX Coupe	CD7
USDM 1994 Accord DX Coupe	CD7
USDM 1997 Accord SE Coupe	CD7
JDM 1994-1999 Accord 2.2Vi, SiR Coupe	CD7
JDM 1993-1997 Accord EX Sedan	CD3
JDM 1993-1997 Accord 2.0EX, 2.0EXL Sedan	CD4
USDM 1994-1997 Accord DX, EX, LX Sedan	CD5
USDM 1996-1997 Accord VP Sedan	CD5
USDM 1996 Accord DX Anniversary Edition Sedan	CD5
USDM 1997 Accord SE Sedan	CD5
JDM 1993-1997 Accord 2.2VTL, VTE Sedan	CD5
JDM 1993-1997 Accord SiR Sedan	CD6
USDM 1995-1997 Accord EX V6, LX V6 Sedan	CE6
USDM 1994-1997 Accord EX, LX Wagon	CE1
JDM 1994-1997 Accord 2.2Vi, 2.2VTL Wagon	CE1
USDM 1998-2002 Accord EX V6, LX V6 Coupe	CG2
USDM 1998-2002 Accord EX, LX Coupe	CG3
USDM 2002 Accord SE Coupe	CG3
JDM 1997-2002 Accord 1.8VTS Sedan	CF3
JDM 1997-2002 Accord 2.0LEV, 2.0VTS, SiR, SiR-T Sedan	CF4
JDM 1997-2002 Accord 2.0VTS 4WD Sedan	CF5
USDM 1998-2002 Accord DX Sedan	CF8
USDM 2001-2002 Accord VP Sedan	CF8
USDM 1998-2002 Accord EX V6, LX V6 Sedan	CG1
USDM 1998-2002 Accord LX Sedan	CG5
USDM 1998-2002 Accord EX Sedan	CG6
USDM 2000-2002 (exclude 2001) Accord SE Sedan	CG6
USDM 2003-2007 Accord EX, LX Coupe	CM7
USDM 2003 Accord SE Coupe	CM7
USDM 2003-2007 Accord EX V6, LX V6 Coupe	CM8
USDM 2003 Accord SE V6 Coupe	CM8
USDM 2003-2005 Accord DX Sedan	CM5
USDM 2003-2007 Accord VP Sedan	CM5
USDM 2003-2007 Accord EX, LX Sedan	CM5
USDM 2003-2007 Accord SE Sedan	CM5
USDM 2003-2007 Accord EX V6, LX V6 Sedan	CM6
USDM 2007 Accord SE V6 Sedan	CM6
USDM 2008 Accord LX Coupe	CS1
USDM 2008-2012 Accord EX, EX-L Coupe	CS1
USDM 2009-2012 Accord LX-S Coupe	CS1
USDM 2008-2012 Accord EX-L V6 Coupe	CS2
USDM 2008-2012 Accord EX, EX-L, LX Sedan	CP2
USDM 2011-2012 Accord SE Sedan	CP
USDM 2008-2012 EX V6, EX-L V6 Sedan	CP3
USDM 2013-2014 Accord EX, EX-L, LX-S Coupe	CT1
USDM 2013-2014 Accord EX-L V6 Coupe	CT2
USDM 2013-2014 Accord EX, EX-L, LX Sport Sedan	CR2
USDM 2013-2014 Accord EX-L V6, Touring V6 Sedan	CR3

(RACE-BRED)

JOSE GUZMAN'S '02 RSX TYPE-S

Cross-Continental MOTIVATION

A few chance encounters result in podium finishes

TEXT AND PHOTOS BY RODREZ

One glance at Jose Guzman's Arctic Blue Pearl Type-S, with its expensive JDM bits and pieces spattered over an overtly sanitary appearance, and you probably draw your own conclusion rather quickly as to what this car was built for. After all, you've been somewhat conditioned, albeit unknowingly, to assume that high-dollar Japanese aero garb is nothing more than an additional piece of flair in a community hell-bent on outdoing one another in hopes of moving up that imaginary ladder supported by street cred and "likes." Funny part about a car like Jose Guzman's RSX is that it's what you can't see that makes all of the difference in the world.

What's quickly becoming a well-sorted track car was once a full-time street car with little more than a few bolt-ons. Originally purchased in 2006 at a dealership in Orlando, FL, with just 40K on the odometer, the car was mildly modded, and was then put into hibernation for an extended amount of time. Guzman adds, "It sat in my





parents' garage for about two years because I was getting stationed overseas in Japan. Once I arrived in Japan and got settled in, the mod bug bit me. I started buying parts and shipping them over to the U.S.—I seemed to have an addiction to Mugen DC5 parts." After completing his overseas duties, Guzman was then stationed in California where the build continued, and he attended a few meets and events. "It wasn't until I met Richard Payne from Garage Spec Motorsports that the build started picking up some

Mugen spoiler perched on Circuit Dreams custom wing risers.

momentum. He helped me with a lot of the new mod installs and suggested ideas on the build."

Time went by, and on a whim Guzman attended a few track events, first as a spectator, and shortly after decided to pick up a helmet and try a few sessions in his own car. Like so many before him, he was instantly hooked. He recalls, "It was lots of fun. That is, until I spun out at Buttonwillow in the rain and landed in the mud. The car was covered in mud, it was horrible, and to this day, I am

[still] finding mud in strange places!"

Another turning point came about after a chance encounter with Justin Wesselung of Circuit Dreams by JW Racing, along with his father Jerry at Cal Speedway. Taking an immediate interest in Wesselung's Honda Challenge Civic, the two exchanged numbers and began devising a game plan to take the RSX to the next level in order to become more competitive. Many of Guzman's original mods were then sold in order to accumulate seed money for a K24 block to replace



the car's tired, original 2.0L. Supporting mods are fairly simple with an emphasis on usable torque, rather than peak horsepower. Subtle compression remains, as the only block changes are the micro polished and properly balanced crank, while the original K20A2 head received Portflow's handy work, along with a set of Skunk2 valvesprings and retainers that support a set of OEM TSX cams. A custom Circuit Dreams 3-inch intake and BPI flow stack bring air in, while a one-off ASP header directs

spent gasses to custom exhaust piping and a J's Racing 60R muffler. To avoid starvation on track, a K20 oil pump conversion and Circuit Hero oil pan baffle were both added to insure reliability. To many, the combination might appear rather simple, almost to a fault, but the results certainly are not, with a dyno finale of 275 hp and 210 lbs-ft tq.

In stark contrast to the mild engine development, suspension upgrades are anything but. Relying on a laundry list of aftermarket



BOLTS & WASHERS

PROPELLION

K24A4 block
K20A2 head
Hondata K-Pro
Avid Racing mounts
Micropolished/balanced crank
Machine work Circuit Dreams by JW Racing 10.7:1 compression
ARP head studs
Portflow Competition cylinder head
TSX cams
Skunk2 valvesprings
Skunk2 retainers
Circuit Dreams 3in intake
BPI flow stack
ASP custom 4-to-1 header
ASP high flow cat
J's Racing 60R muffler
Custom exhaust piping
Karecepts cruise control delete
Checkered Sports fuel rail
Checkered Sports fuel pressure gauge
Earl's fittings/lines
Acura RDX injectors
Trac Tuff timing chain cover baffle
Trac Tuff ground kit
K20A2 oil pan
Circuit Hero oil pan baffle
Koyo radiator
Circuit Dreams overflow
JAZ breather tank
Mugen thermostat
Mugen fan switch
Mugen radiator cap
Mugen oil cap
Mugen coil cover
So Honda Garage dipstick retainer
Gear Speed assembled transmission
Gear-X final drive
TWM short shifter
Toda race clutch
Toda pressure plate
Toda flywheel
ITR LSD

POWER

275 hp, 210 lbs-ft tq

SUSPENSION

Tein mono-flex, custom rates
Tein front camber plates
Cusco 25mm rear sway bar
Circuit Dreams custom front sway bar
Hard race front/rear end links
Energy Suspension bushings
Hardrace rear camber kit
Cusco front brace
Alex rear brace
Mugen mid-bar
M&M Honda C-pillar bar
Buddy Club roll center adjusters
ITR aluminum front LCAs
PCI spherical bushings
J's Racing steering tie rods
Spoon Sports front tie-bar
Spoon Sports rigid collar
Function 7 rear LCA
Progress rear tie-bar
Comptech rear lower tie-bar
J's Racing fender braces
ITR front/rear aluminum bumper supports

RESISTANCE

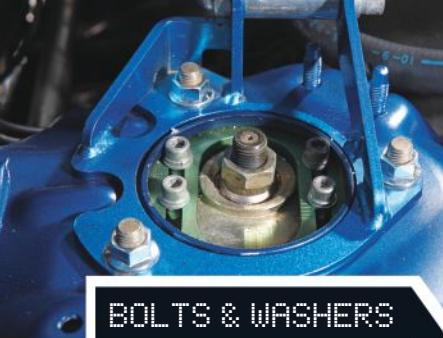
Brembo ITR calipers
Science of Speed rotors
Hawk HP Plus pads
Goodridge lines
Motul RBF 600

WHEELS & TIRES

SSR Type C
Dunlop Star Spec
Front: 17x9 +36
255/40-17
Rear: 17x8 +42
215/45-17

EXTERIOR

Backyard Special front bumper
Circuit Dreams custom splitter
First Molding canards
J's Racing fenders
Max Racing hood
Mugen hood pins
Mugen wing
Circuit Dreams wing risers
Mugen front/rear tow hooks



BOLTS & WASHERS

EXTERIOR

Circuit Dreams custom rear bumper
Vision Type MC mirrors
C-West sideskirts
ITR HID headlights
JDM taillights
OEM Optional window visors
ITR "H" emblems

INTERIOR

Recaro Pole Position seats
Buddy Club seat rails
Sparco Hans 5-point harness (driver)
C-Force 4-point harness (pass)
Autopower rollbar
Spoon Sports Gen II steering wheel
Mugen steering wheel hub
Razo pedals
ARC shift knob
Garage Spec shift extender
TWM short shifter
Defi Advance BF gauges
Defi Advance Control Unit
ITR doorsills
ITR gauge cluster
ITR center console
ITR door panels
ITR carpet
ITR floor mats
ITR shift boot
ITR radio delete panel
ITR push button start
Mugen mirror cover
Spoon Sports wide rearview mirror

PROPS

My wife Connie, Joss Guzman Sr., Harlinda Guzman, Stefan Barbu, Giovanni Arriaza, Daniel Butler, Justin Wesseling, Jerry Wesseling, Jonny Soto, Richard Payne, Billy Edwards, Freddie Lozada, Frank at JRZ, Ryan Novak, Church Automotive, Circuit Dreams by JW Racing, Gear Speed, Garage Spec Motorsport, BPI Flow Stacks, K-Tuned, RTG Motorsport, Novak Mechanical, Imperio-Honda.net

OWNER SPECS

DAILY GRIND

Private

FAVORITE SITE

Nwp4life.com

SCREEN NAME

JDMatter

BUILDING HONDA'S

11 years

DREAM CAR

BMW 1 Series M

INSPIRATION FOR THIS BUILD

Max Racing DCS

FUTURE BUILD

Time Attack TSX

CONNECT

HONDATA

Hondat.com

CHECKERD SPORTS

Checkerdsports.com

CIRCUIT DREAMS BY JW RACING

Facebook.com/CircuitDreamsByJwRacing

CIRCUIT HERO

Circuihero.com

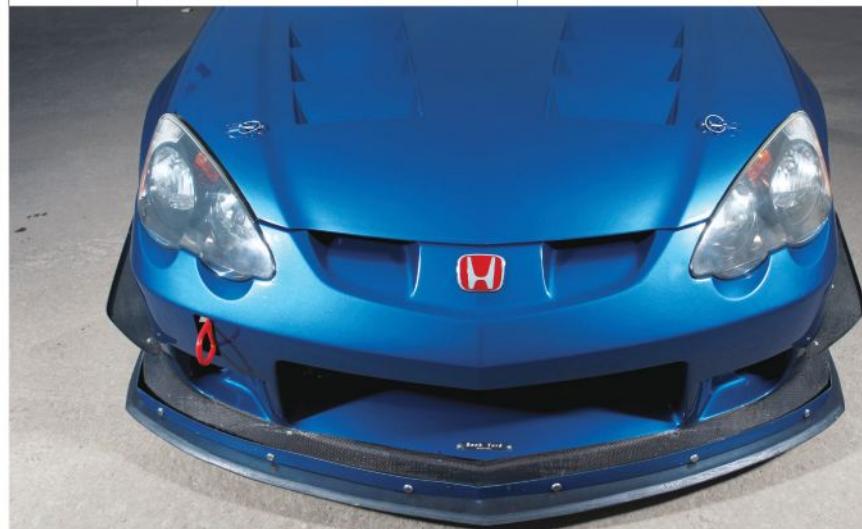


bushings, both polyurethane and spherical, tie-bars, upper and lower support bars, end links, roll center adjusters, and much more, the RSX delivers a level of handling light years beyond what the original chassis was capable of. J's Racing fenders provided enough clearance for 17x9 +36 SSR Type C's up front, while the rear relies on 17x8 +42 for a staggered set up that Guzman assures us has been very beneficial to the cars overall handling.

After fulfilling the propulsion and suspension requirements and significant testing, the team felt that the RSX could benefit from some additional downforce. Guzman states, "The car needed more aero, so Justin tasked Jerry with building custom risers for the Mugen wing and a custom splitter with PCI brackets for the BYS front bumper." The rear bumper was trimmed significantly and a Max

Racing vented hood was added to aid in cooling. The result is an aggressive look that seems to be quite effective; helping to bring home multiple top three finishes in competition.

Weekend track days are the focus, but that hasn't stopped Guzman from driving the car on the street, even attending a few meets here and there for fun. Admittedly, parking lot encounters involve fielding a large number of questions about the cars aero enhancements and its aggressive demeanor. When asked about any future plans for the build, Guzman had this to say, "After a lot of testing and podium finishes at a couple of HFF events and Super Lap Battle, the car is becoming pretty competitive, holding its own on the track against lighter Civics and Integras from older generations. My goal for the car is to continue to develop it and have fun with it!" 





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(RACE-BRED)

JOSH JETT'S '03 RSX TYPE-S

In Remembr

A 700-plus-hp RSX build with some meaning behind it

BY AARON BONK // PHOTOS BY MATT MAGNINO

»» **Josh Jett's wife knew all about his girlfriend.** The forum chatting, the late-night texting, the time they went to the drag strip together—she was fine with all of it. That's mostly because Josh's girlfriend wasn't a girl at all, and their relationship, which had nothing at all to do with surreptitiously sexting one another at all hours and everything to do with collaborating on each other's RSX build-ups, was the sort of stuff car-guy bonds are made of. None of that stopped Josh's wife from pronouncing her husband and fellow RSX chat forum member Zack Keller

boyfriend and girlfriend though, even if they were just a couple of friends which shared a fervor for the final iteration of what was once the Acura Integra.

Josh and Zack met online and soon realized that they lived close to one another, near the outskirts of Columbus, Ohio. For Josh, his '03 RSX Type-S was his first attempt at modifying a car from the ground up. He'll tell you about the '00 Civic EX he'd once owned, but he'll also tell you that the changes he'd made to it pale to what he'd do to the RSX. Zack, the more mechanically



ance Of ...



experienced of the two, is partially to blame. "Zack was much more knowledgeable when it came to motors, transmissions, and how things work," Josh says. "I'm sure I was quite annoying with all of my questions, but he was always helpful."

It's Zack's helpful nature that in part led to the 741 whp that Josh would later make and the 11-second pass he'd post his first time out. It's true that Josh's new friend was the more experienced of the two, but his RSX would prove to be the real teacher. "My RSX is the first car that I really put some time into modifying and understanding everything [about] that I could," he says. "I like to do things myself and tried to with this car as much as I could." Josh'll be the first to remind you that his RSX is what he calls "built, not bought." It soon proved to be an instruction manual for him, leading to his better understanding how difficult making

power naturally aspirated was, how temporarily satisfying a supercharger could be, and how worthwhile a totally rebuilt and turbocharged K-series is. In just a short time, Josh had subjected his K20 to nearly every form of aspiration, each of which concluded with a predilection for more power, which is exactly what led to his settling on an engine program based upon a Precision PT6766 turbocharger.

Take a peek at Josh's setup and little will surprise you—unless a cluster of top-notch engine pieces and high-end suspension components are unfamiliar to you. Ductile, iron cylinders, Wiseco pistons, and Manley connecting rods make sure that the 28 psi that passes through the Golden Eagle intake manifold and into the lightly modified cylinder head stays put and doesn't plan its own exit strategy by means of a hole in the block. A team of fuel pumps along with 2,000cc/min. fuel injectors tuned with the help

of a Hondata K-Pro do their part in generating the nearly quadrupled power figure but it's the drivetrain that impresses and, along with the exhaust that's routed through the hood, toes the line between what Josh says is a weekend car and what is really just a track car occasionally fired up on the street. A five-speed RSX gearbox augmented with PPG straight-cut gears—their whine of which, according to Josh, is the one thing his wife can do without. Despite what the state of Ohio's Bureau of Motor Vehicles says, Josh's RSX is a race car by any description. Either of his sons will tell you as much, the older of which pines for the opportunity to be straddled inside the passenger-side carbon-fiber bucket, and the younger of which, although not old enough to ride in it, knows to call it "Daddy's race car."

A smattering of mods you aren't likely to find on any race car have



also found themselves onto Josh's RSX, like the shaved engine bay and body work that he did himself, both processes that gave him the opportunity to learn new skills, like welding and paint preparation. Interior enhancements have also been made, like a dyed-black headliner and carbon-fiber-vinyl trim pieces strategically placed across the dash and center console. It's all very much an appropriate contrast to the exposed, billet-aluminum K-Tuned shifter box, CNC staging brake, and barrage of digital AEM meters.

Precision's PT6766 helps belt out over 700hp



Josh's RSX has since been completed and is admittedly "done." All that he says is left is to "enjoy beating the hell out of it," a job that's been bittersweet ever since August 14, 2012, when Zack passed away following a fatal car accident. Still, beat it up he has. Under the once watchful guidance of his friend and longtime drag racer, who Josh says the build's been dedicated to, Josh familiarized himself with staging, launching, and shifting. "I wasn't nervous; I was excited," he says of that first pass. "Zack grew up around drag racing, so

I wanted him there to give me pointers. I short-shifted and bogged at the beginning of that first pass. The time was quite embarrassing." Following a bit of seat time and just before posting his quickest pass Josh looked to Zack and asked him how he thought he was doing. "Pretty good," Zack said. "Now quit driving the car like a pussy. You built it for a reason." (H)

BOLTS & WASHERS

PROPELLION

K20Z1 block
K20A2 head
Avid Racing solid engine mounts
Custom solid front engine mount
Supertech 5mm oversized valves
Supertech dual valve springs
Supertech titanium valve retainers
Supertech valve keepers
Cam tower direct-oiling modification
Dan Benson Racing cylinder sleeves
Wiseco T1.0:1 pistons
Manley Turbo Tuff connecting rods
Polished and chamfered crankshaft
ERL Performance S2000 oil pump
Skunk2 billet timing chain cover
Custom hood-funnel intake piping
Skunk2 74mm Pro Series throttle body
K-Tuned billet TPS
Golden Eagle intake manifold
Precision PT6766 turbocharger
Vibrant Performance velocity stack
Treadstone Performance TRV25-S front mount intercooler
Custom intercooler piping
TIAL Q 50mm blow-off valve
TIAL V60 wastegate
Slowmotion Motorsports exhaust manifold
Custom 3-inch hood-exited downpipe
Custom 2.5-inch hood-exited dumptube
Walbro 416iph in-tank fuel pump
Weldon 2015A in-line fuel pump
Modified RCI one-gallon surge tank
JEGS fuel filter
K-Tuned fuel rail
Injector Dynamics 2,000cc/min. fuel injectors
Fuelab fuel pressure regulator
Hybrid Racing fuel pressure gauge
JEGS braided-nylon -8AN, -6AN fuel lines
NGK Iridium spark plugs
Custom engine wiring harness
Custom tucked chassis wiring harness
Koyo aluminum radiator
JEGS braided-nylon -16 AN radiator hoses
K-Tuned upper coolant housing
K-Tuned swivel-neck thermostat housing
K-Tuned pulley kit
PPG straight-cut transmission gears (1st-4th)
K-Tuned billet shifter box
MTEC Industries race shift lever spring
K-Tuned Race-Spec shifter cables
Competition Clutch twin-disc clutch and flywheel
Quaife limited-slip differential
Insane Shafts axles
Electro-hydraulic power steering conversion
Removed A/C, heater, ABS, EVAP systems

SUSPENSION

Buddy Club N+ coilovers
PCI front lower-control arm spherical bearings
Energy Suspension rear lower control arm bushings
Energy Suspension rear anti-sway bar bushings
Spoon Sports rigid collar kit
Progress rear anti-roll bar
Progress rear tie-bar
Power Rev Racing rear tie-bar

RESISTANCE

Custom NiCopp lines
Chase Bays brake booster eliminator
CNC staging brake

WHEELS & TIRES

Street: 17x9 Enkei RPF1 (+35 offset)
Street: 255/40-17 Nitto NT01
Track: 15x8 (front), 15x4 (rear) JEGS Sport Mag
Track: 8.5x24.5x15 M&H Racemaster (front), 3.6x24x15 M&H Front Runners (rear)
Eibach 10mm wheel spacers (front)

EXTERIOR

Shaved engine bay
2005-2006 RSX exterior conversion
Mugen-style front spoiler
Integra Type R rear spoiler

INTERIOR

Autopower six-point roll cage
MAC Valves boost control solenoid
Hondata K-Pro engine management
AEM digital wideband air/fuel gauge
AEM oil pressure gauge
AEM boost gauge
AEM exhaust gas temperature gauge
AEM fuel pressure gauge
FISpec Type 2 carbon-fiber seats
Custom black headliner



BOLTS & WASHERS

INTERIOR:

Custom in-car PC
G-Force Pro Series five-point harnesses
Momo Corse steering wheel
Strut King pedals
ClubRSX shift knob
Custom dashboard and center console panels
Monostainer-coated rear interior
Alpine speakers
Kenwood amplifier

PROPS:

- The love of my life, my wife, Marlane, and my two boys, Anthony and Aiden. Without their support, my car would not be where it is today. My wife hasn't been too upset when I say I'll be in the garage all weekend, and I've been fortunate that my boys enjoy helping work on daddy's race car.
- My friends who kept me motivated: Zack Keller, Corey Catlett, Max Carroll, Pat Carroll, Alex Renton, Paul Armstrong, Matt Baringer, Colby Levan, and everyone on clubrsx.com and k20a.org.
- Derek Robinson at Innovative Motorworks for the exceptional service and honest advice.
- Shaun Quicke at QCP Gear for the excellent service.
- Ryan and Rich at Autofair Honda, Mike and John at K-Tuned, Jon at M&H tires, Steve at kseriesparts.com, Russ and David at Hybrid Racing, Derek at All In Fab, Travis at Hardware909, Brian at Pro Car Innovations, Corey at Slowmotion Motorsports, and Greg at Aesthetic Finishers.

OWNER SPECS

DAILY GRIND

Martial arts instructor

FAVORITE SITE

Clubrsx.com, k20a.org

SCREEN NAME

iBoost

BUILDING HONDAS

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DREAM CAR

Ferrari Enzo, Lamborghini Aventador, Acura NSX, Dodge Viper to name a few

INSPIRATION FOR THIS BUILD

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FUTURE BUILD

Something RWD

CONNECT

AEM

Aempower.com

HONDATA

Hondata.com

K-TUNED

K-Tuned.com

SUPERTECH

Supertechperformance.com



MID-MODEL REFRESH

Like almost every other Honda or Acura, the RSX wasn't one to escape the mid-model refresh. Those who haven't owned or aren't fans of the '02-'06 RSX probably aren't familiar with what changes Acura made to its entry-level hatchback for the 2005 model year, perhaps most important of which was the Type-S model's engine. For three years the K20A2 could be found underneath the hood of top-of-the-line RSX models until late 2004 when the K20Z1 was introduced. It doesn't look much different than its predecessor but inside it's a marginally different beast, the basis of which is slightly more aggressive camshafts. Honda also fitted the updated RSX with a higher-flowing catalytic converter as well as a larger intake duct and exhaust, all of which are good for another 10 hp. The six-speed gearbox is also revised, featuring a lower final-drive ratio and carbon synchronizers on its Fifth and Sixth gears instead of brass. The '05-'06 RSX also sits 7mm lower than earlier models and features a number of different suspension, steering, and braking enhancements, like a bigger strut tower brace up front and 17-inch rims all around. It's the aesthetics that you'll notice, though, which include an all-new front grille, front and rear bumper covers, side skirts, headlights, and taillights as well as a newly designed spoiler that sits out back.

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Orangestuff - Also streetable but a full race pad with longer life and higher heat threshold.

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After finishing up the engine on the Project Si sedan, and with more wait time surrounding the Project AP1, I thought I'd pick up a new build to get started on for 2014. I had my mind set on a second-generation Integra of the GS-R variety, and I was dead set on holding out until I found a teal or red version complete with its original B17 powerplant. A few months of searching and I located a 1992 Aztec Green Pearl model online, and just a few weeks later, it stole one of my garage spots.

THE GOOD

Clean title, 220,000 miles on the clock, original B17 still intact. For its age, it actually runs pretty well.

THE BAD

The body is in poor condition. Dents, dings, and a peeling clearcoat have plagued the 21-year-old body. The hood has a massive dent that requires replacement, and the hatch is showing some paint bubbling that's spreading. The brakes are almost non-existent and there are two different sets of tires, with all four in poor condition.

THE PLAN

The original B17 will remain as the powerplant, but the engine will be torn down and rebuilt for turbo duty using aftermarket goods throughout. My vision

PROJECT DB2

AN INTRODUCTION TO THE GS-R BUILD **BY RODREZ**



is modern technology applied to the older B-series, and while I won't be swapping the entire engine out for something newer, the supporting cast will certainly be light years ahead of what was available in the early '90s. Any thoughts of just bolting on an off-the-shelf turbo kit were left behind pretty quickly when Jason Whitfield of Whitfield Racing offered to play a major role in the build. Whitfield has been involved with building cars, both import and domestic, for a few decades now and rather than slowing down, he seems to only be speeding up. His shop is fully stocked with go-fast goods, a dyno, and he offers his own line of products including headers, exhaust manifolds, cam gears and more, along with top-notch custom fabrication. He asked that I bring the car to his shop to start the mock-up process on the turbo kit that he'd be designing. Though he offers a top mount B-series exhaust manifold for the later model Integra, space constraints on the DA/DB2 would require some changes to the design in order to properly place the turbo between the head and top portion of the core support.

THE STOCKPILE BEGINS

Before arriving to Whitfield's shop, I ordered a few parts that will have an effect on the available space under the hood of the DB2. Engine mounts for example, will place the motor in a slightly different position as the old, worn out factory mounts allowed it to sag. As always, I contacted Hasport and they supplied a set of their industry-standard billet aluminum mounts. These mounts will properly position the engine, fight engine movement, and with a 62A urethane rating, won't shake the car apart.

Also on the list of direct bolt-ons is the K-Tuned traction bar that we test fit and used as a guide for taking measurements for the custom radiator that will be on order once the mock up process is complete. The main bar is produced in chromoly steel, with the end plates made of steel. Everything is Tig and Mig welded together and powdercoated for longevity. The lightweight aluminum radius arms are fully adjustable and the entire unit bolted up perfectly—just like a factory piece. Also from K-Tuned is an adjustable short throw shifter. It features a height adjustable pivot ball and the upper portion of the shifter is actually offset, allowing you to set it up however you please. While it might seem far too early for this modification, its depth under the car can



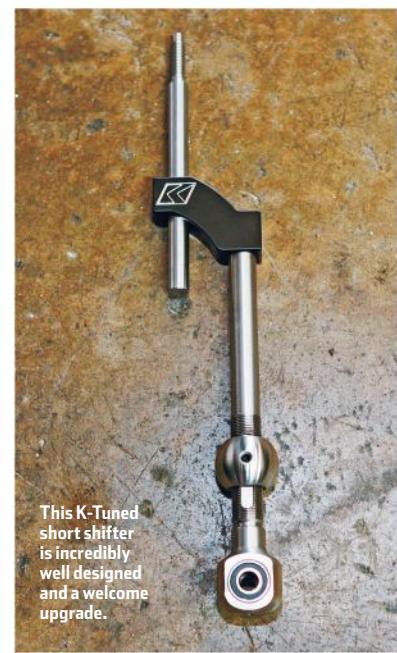
The K-Tuned traction bar is ultra solid, a direct replacement, and bolts up effortlessly.

cause issues with exhaust piping clearance since we'll most likely be running larger, 3-inch piping.

DIETING

The crater in the hood along with the bubbling, and most likely rusting of the hatch door was going to require complete replacement – a perfect opportunity to drop a few pounds. Seibon offered their OEM style carbon fiber hood and hatch, both of which are direct replacements. This will be about the fourth or fifth time I've used Seibon carbon-fiber products on one of my project cars, and every single time, the fitment has been exceptional. The uniform, consistent weave pattern encased in a protective, high-gloss clear-coat fights the elements and insures longevity. And unlike so many others, Seibon carbon fiber panels aren't flimsy, but rather rigid, which means they won't lose their shape over time.

To slim down a little more, the hatch and rear side windows will be replaced with Flex-a-lite (FAL) polymer windows. Much lighter than stock, these scratch-resistant windows are



This K-Tuned short shifter is incredibly well designed and a welcome upgrade.



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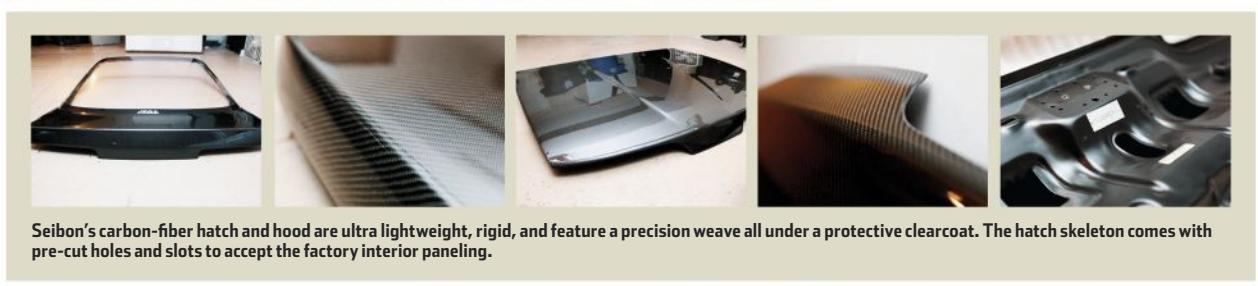
MOTORING SINCE 1992



A staple in any project I take on; Hasport engine mounts



Whitfield Racing's B-series exhaust manifold. A few changes will be made in order to clearance the turbo properly. Once complete, the '90-'93 Integra manifold will be available to the public via Whitfield's website.



Seibon's carbon-fiber hatch and hood are ultra lightweight, rigid, and feature a precision weave all under a protective clearcoat. The hatch skeleton comes with pre-cut holes and slots to accept the factory interior paneling.

molded to the factory window shape and essentially identical to the OEM glass, only lighter. Rather than using Lexan windows riveted to the car, the FAL windows use factory rubber and blend in so naturally that most won't even know they're installed.

Mild exterior changes will also include a lip and short decklid wing. John from JDPengineering has worked with me on a number of project cars and I'm a huge fan of his work. His aero pieces are street friendly, sleek, and never take away from the car's original lines. The JDP "OE style 1" front lip and trunk spoiler is available in carbon fiber or fiberglass. I chose fiberglass since I plan to have everything colormatched when the car goes to paint. The lip is bolted on using factory-mounting points, and the rear wing is light enough to stay planted using 3m adhesive that comes pre-set on the wing's bottom.

WHAT'S NEXT?

Once Whitfield has completed the mock-up, we'll pull the engine and split it apart for inspection before the bottom end is built and the head is freshened up. The chassis will head to paint for a much-needed revamp and the parts collecting will continue as Project DB2 is just beginning. Stay tuned ... ☺



JDPengineering OE style 1 front lip and rear deck spoiler. Clean, subtle, and never taking away from the natural factory lines—JDP always delivers.

CONNECT

WHITFIELD RACING
Whitfieldmfg.com

HASPORT
Hasport.com

K-TUNED
K-tuned.com

SEIBON CARBON
Seiboncarbon.com

FLEX-A-LITE
Flex-a-lite.com

JDP ENGINEERING
Jdpengineering.com

EAST COAST HONDA MEET 2013

Richmond International Raceway, VA

PHOTOS COURTESY OF **FAIZ RAHMAN**



After a few years of steady growth under their belt, ECHM has quickly become a highly anticipated event for east coast Honda enthusiasts. A two-day event that brought a mixed bag of Hondas from show quality builds to all out track cars, and even a group of cars that dabbled in both aspects. There were plenty of Honda Tuning past feature cars as well as a few that were spotted for features in upcoming issues. Along with the eye candy was a dyno, product raffle, burnout contest, and even a few cash prizes.

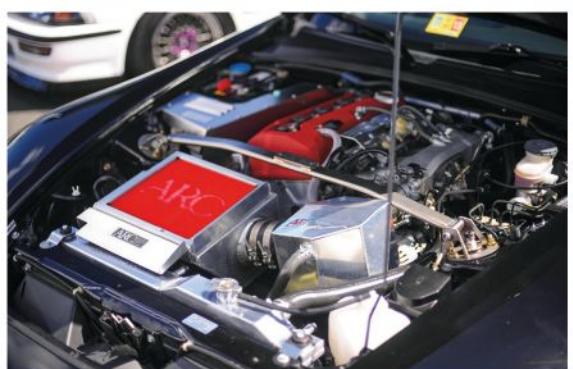
Attendees sporting swaps of all types were on hand, many of which relied on a turbo or supercharger for additional kick. As with most regions, the level of detail, custom fabrication, and overall execution is advancing at breakneck speeds, and quality builds lined the Richmond International Raceway parking lot.

Expect an even bigger turnout for ECHM's 2014 event, and keep tabs on the details by logging on to their Facebook page.

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(STREET LEVEL)

DR. JOSEPH VIGGIANELLI'S '91 NSX

N



SXSTAT!

A mad doctor force-feeds the mighty NSX

TEXT AND PHOTOS BY **LES BIDRAWN**

I spent several decades working for *HT*'s sister publication, *European Car*. Obviously, the title specialized in hardware from across the Atlantic: Audis, Porsches, VWs, Lamborghini's, etc. For the most part, they're good cars, very good even. There were, however, a few exceptional examples, specifically those from Modena and the crew at Ferrari. While BMW, Mercedes, and Audi offer a similar experience; one does not soon forget a Ferrari.

The NSX belongs in the same "unforgettable" file. Not sure if anyone has ever actually referred to the NSX as a Japanese Ferrari but that's what it feels like ... to me anyway.

That the NSX was years ahead in its design and construction is a well-known fact. Although it's been nearly a decade since the last NSX rolled off of the assembly line, the car has managed to stay current, both in performance and appearance, turning heads with neck-snapping double takes. The car on these pages does that too, only much faster. The inhale and exhale of forced induction will often do that.

After heavily modifying a 350Z and ultimately being unsatisfied with the car, Dr. Joseph Viggianelli needed to make some intelligent decisions on his next project. "The wife threatened profusely she would only tolerate one more project car," recalled Viggianelli.

"So I set out to find a low production vehicle that still had modification potential. It had to be an import with a rareness factor; essentially, I wanted something that would get me pumped every time I saw it—the NSX fit the bill perfectly."

After studying the different versions of the car, Viggianelli decided on an early production model primarily for structural integrity. The fixed-roof model narrowed the search to '91-'94 models. After finding a mint condition '91 with low miles, Viggianelli refreshed its appearance with a 2002 conversion and a few tasteful aftermarket upgrades. After converting the car's aesthetics, he focused on the suspension and brakes, both systems that his good friend and master mechanic Dustin Weinand was well-versed in. Weinand is a race car mechanic and fabricator by trade with a natural talent for thinking outside of the box.

Weinand did not disappoint, developing a unique and fully custom Bilstein coilover kit. After owning several name brand kits, Viggianelli wanted coilovers primarily for street use but something that could perform when needed. Weinand designed and milled a coilover sleeve adapter for the Bilsteins that could use the OEM NSX Type S springs. The suspension was finished with a race-spec STMPO rear strut bar, NSX Type R front sway bar, NSX Type S rear sway bar and Cedar Ridge non-compliance front clamps. Rolling stock includes gorgeous Advan RZ wheels measuring 17x8 and 18x10 respectively. Weighing less than 20 pounds per corner,

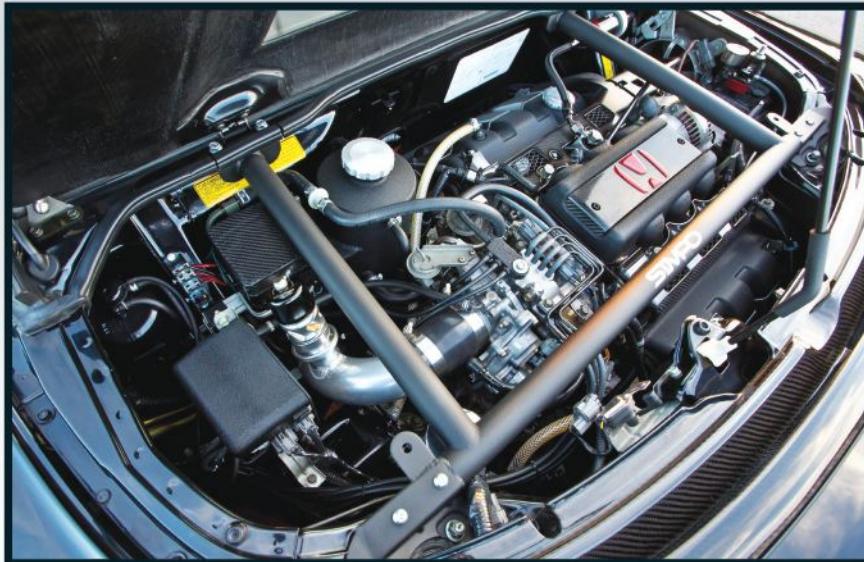
these hyper-lightweight forged wheels are shod with Yokohama S-Drive tires sized at 215/40-17 and 275/35-18.

Weinand fine-tuned a Stoptech big brake kit, removing the stock ABS system in favor of a Tilton proportioning valve with braided stainless lines. Now that the underpinnings had substantially more performance, it was time to throw substantially more power at them.

Given the choice between power or handling, 9 out of 10 guys will opt for horsepower. While Viggianelli wanted the increased ponies as much as the next man, he also wanted to strike a balance with the chassis.

"My requirements were simple," recalled Viggianelli.





"Pump gas, air cooled, and no cutting of the body. I wanted something the factory might do if it had gone the force-fed route."

There was virtually no NSX-specific info on a front-mounted intercooler setup, so Dustin began studying established rear mount turbo kits (i.e., STS Turbo). He used two-inch aluminum tubing to run all the way from the turbo to the custom-built Spearco intercooler. The size of the tubing

allowed him to tuck the tubing through the AC tunnel under the car and over the steering rack with virtually no obtrusive low spots. Despite the overall length of the tubing, its diameter helped maintain flow velocity while providing a certain degree of cooling as well (a happy accident). Given the engine would retain all of its stock internal bits, cooler equals better.

"We were stoked to find that

BOLTS & WASHERS

PROPULSION

Weinand Racing turbo kit
Danzio software
Turbonetics GTK-450 turbo (oil cooled)
Turbosmart Hyper Gate 45mm Waste Gate
Turbosmart Vee-Port Internal BOV
Spearco front mount custom intercooler
440cc Bosch injectors
DeatschWerks fuel pump
Aeromotive fuel pressure regulator
Aeromotive fuel filter (custom billet bracket)
Science of Speed oil pan baffle
Turbowerx remote oil pump
Science of Speed oil cooler kit
Canton oil relocation kit
Jegs catch can
Green High Performance air filter
Cantrell Headers 3-in
Borla X-RI multi-core muffler
Rebuilt transmission by Weinand Racing
Science of Speed Short Shifter
RPS clutch

POWER

391hp/331lbs ft tq

SUSPENSION

Weinand racing coilover sleeves
Bilstein dampers
Type R front swaybar
Type S rear swaybar
STIMPO rear strut bar
Cedar Ridge front chassis noncompliance clamps
Weinand Racing urethane motor mounts

RESISTANCE

Stoptech ST-40 four-piston calipers
2pc 32x28mm AeroRotors
Stainless steel brake lines
Tilton proportioning valve

WHEELS AND TIRES

Front Advan RZ 17x8+37
Yokohama S Drive 215/40-17
Rear Advan RZ 18x10+35
Yokohama S Drive 275/35-18

EXTERIOR

OEM 2002 hood
OEM 2002 front bumper
OEM 2002 taillights
JP Aero urethane front lip
Downforce Type R Wing
Downforce rear window garnish
Downforce engine cover
Zanardi mesh side vent
GT One side skirts
Dali Racing carbon motor accents
Downforce carbon fiber front under body panel
Diffflow rear under body diffuser

INTERIOR

Recaro Pole Position seats
Weinand Racing seat brackets
Momo Jet Steering Wheel
NRG hub and quick release
RM Racing harness bar
Schroth Rally 3 ASM belts
Dali carbon pillars
Science of Speed billet aluminum door handles
Science of Speed carbon dash kit
Pioneer double din AVH P2400BT
Science of Speed stereo kit
Kicker drivers
Dali Type R Titanium shift knob

ELECTRONICS

AEM EMS Standalone
Turbosmart E-Boost Street Boost Controller
AEM Air Fuel Ratio Gauge
Defi boost gauge

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DEATSCHWERKS

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AEM ELECTRONICS

Aemelectronics.com

DOWNFORCE

Downforceusa.com



ALTHOUGH IT SOUNDED AWESOME, A PROTOTYPE MUFFLER SYSTEM WAS TOO LOUD FOR DAILY STREET USE. KEEPING THE EXHAUST DECIBEL LEVELS TO A MINIMUM WAS TRICKY CONSIDERING THE LACK OF SPACE FOR A MUFFLER.

FIVE GREAT WAYS TO SCREW UP A TURBO SYSTEM

Use Gigantic Intercooler Piping ... it looks cool
Oversized IC piping causes boost lag and poor driveability. IC piping should be sized for the power levels you are trying to achieve with the turbo system. Just like you size your exhaust on your car for the power output the motor is making.

Pay No Mind to Boost Controller Configuration
The boost controller is highly dependent on how much exhaust pressure is pushing against the wastegate and the spring. With less exhaust pressure, softer spring and boost levels are needed at the bottom of the diaphragm to control valve actuation and boost levels. With good exhaust pressure on the wastegate, a stronger spring and pressure on top of the diaphragm is needed to keep the valve shut to control desired boost levels.

Place the Wastegate Location Anywhere
The percentage of exhaust in contact with the waste gate is the percentage of control you will have. Proper placement of the wastegate in the exhaust flow path will dictate how efficiently you will be able to control the boost. No cheated bends should be used to accomplish the angles that are needed for proper placement.

Look For Cheap Turbo Deals ... They all Do the Same Thing

eBay knockoff turbos are all that is unholly in turbo charged cars, staining turbo kits everywhere with an undeserved reputation for lag, weak output and poor drivability. You get what you pay for when it comes to turbos. Do your research and it will certainly pay off in the end.

Use the Biggest Turbo You Can

Don't listen to your girlfriend ... bigger isn't always better. Use turbo flow charts to optimize efficiency. Figure out what type of power numbers you are trying to achieve and how the car/system is going to be used. Are you going to spend lots of time tickling 7800 rpm? Probably not. Choose a turbo based on how the car will be used.



using only the stock radiator cooling fan and minimal supplemental fans on the DYNO, the FMIC kept the air temps so low, we could run it back-to-back with virtually no heat saturation," said Viggianelli.

"We tested three different turbo sizes before settling on the Turbonetics GTK 450. This turbo had virtually no lag which was surprising considering the length of the piping."

To address the new oiling needs, Weinand created a baffling system for the stock oil pan. He then designed a remote oil filter and thermo-fan controlled oil cooler kit. The fuel system was thoroughly upgraded with 440cc Bosch injectors, DeatschWerks fuel pump, high flow lines, Aeromotive fuel pressure regulator, and high flow fuel filter. Boost pressures run conservatively between 5 to 7 psi.

Although it sounded awesome, a prototype muffler system was too loud for daily street use. Keeping the exhaust decibel levels to a minimum was tricky considering the lack of space for a muffler. Weinand came up with a unique solution that would keep the exhaust unrestricted and the decibels down. He took a rather expensive Borla X-R1 multi-core muffler and hacked off the inlet and outlet.

A 3- to 4-inch transition was made from the turbo to the muffler. The exit pipe is 4 inches all the way to the finisher. Dyno pulls before and after confirmed the exhaust system resulted in virtually no loss of power. To keep the engine secure in the car, Weinand modified the factory engine mounts to incorporate the lightweight aluminum brackets which house a polyurethane flanged cylinder bushing.

We met up with the good doctor in Newport Beach, CA, where exotics sprinkle the landscape like so many Starbucks. Despite being more than a decade old, this NSX garnered neck-snapping double takes (nothing is funnier than watching rollerbladers skate through the bushes). Dr. Joe and Dustin managed to pull off a brilliant balancing act; a car that dances about the edge of street car and track star. File this one "unforgettable." 



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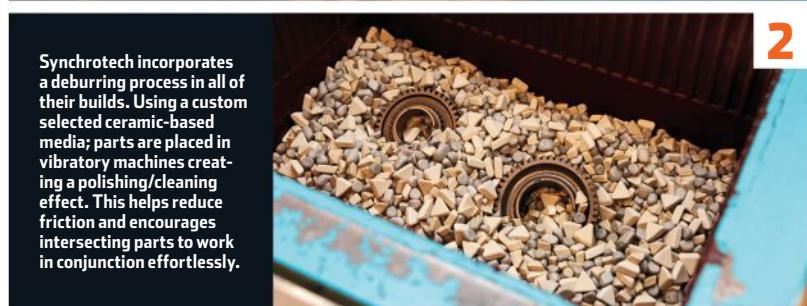
SYNCHROTECH GETS US BACK IN GEAR

TEXT & PHOTOS BY **RODREZ** * TECHNICAL GUIDANCE AND CAPTIONS BY **JAMES ORNELAS**

» In the previous installment of Project API, Golden Eagle was taking care of the F20C bottom end, prepping it for In-linePRO's F24 stroker kit. The chassis, after having spent a few days at the Rywire.com facility, was shipped to ASC Speed-Metal for some fab work before it eventually receives a fresh coat of paint under the hood in the near future. That left the transmission to collect dust and I figured it would be a great time to freshen it up.

I contacted James Ornelas of Synchrotech who suggested I bring the transmission to their facility to disassemble, inspect and clean up the inner workings. If you're not familiar with the name, Synchrotech has been in business since 2008. CEO and president, David Henson was previously employed by a company that had decided to discontinue their performance division. Seizing the opportunity to set out on his own, Henson purchased what was left of the companies inventory and opened the doors to Synchrotech Transmissions Inc. Henson and his team went on to research and develop carbon-lined synchros, a lengthy process that took well over a year to perfect. Well known for their ability to withstand high RPM and high horsepower abuse, the synchros became a hit with D-, B-, and H-series transmission users. Just a few years later that same technology was put into K-series transmission synchros, and more recently, Synchrotech introduced their own hardened steel sleeves, hubs, and carburized synchro springs to compliment their carbon synchro sets.

Beyond the performance realm, Synchrotech has a steady stream of your average, street-driven Honda transmissions to inspect and repair as well. And trust me when I say, this workshop runs like a well-oiled machine and is in constant motion.



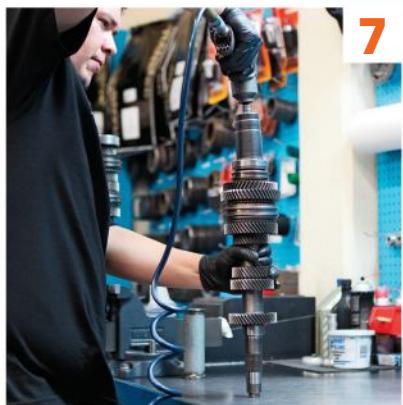


The 1-2 sleeve assembly is being placed over Second gear on the countershaft. Most of the sleeve sets available from Honda now come with carbon synchros. Keep that in mind when requesting them from your local synchro supplier ;)



6

After First gear is placed over the 1-2 Sleeve assembly, next will come the reverse gear and reverse sleeve assembly. Topping that off will be the bearing, which will need to be pressed or driven onto the shaft.



7



8

The mainshaft (front) and countershaft assemblies are complete and ready to be installed along with the forks.



Steve carefully drops the completed shaft and fork assemblies into the clutch housing case.



9



11

Not all transmissions are created equal. Locking in the countershaft lower bearing clip can prove to be a difficult task at times and may require an extra hand. Here Ornelas gives the assist.

The years of experience and parts development assured me Synchrotech would have no problem making quick work of my S2K's tranny. Upon inspection, Ornelas states, "The transmission was in impeccable shape. We noticed minimal damage with the secondary drive gear and bearing assembly, as well as the reverse sleeve center hub. The gear had some contact pattern wear and the bearing was getting a little on the noisy side. The reverse hub had some base wear as well as the distance collar, so we replaced those. The rest of the transmission was in really good shape!"

I followed along to snap a few pics as technician Steve Vasquez reassembled the trans:



Next the shift rod is installed into the interlock and shift arm assembly. Be sure to use a new spring pin.



Countershaft access bolt is then installed.



Put a nice bead of Hondabond onto the clutch housing case sealing surface and allow it to tack up for a few minutes before installing the main case. These 8mm bolts will be torqued to 20 ft-lb.



Install the secondary drive gear and bearing using a driver, then torque to 127 ft-lb. You will need a main shaft holder for the portion to keep the shafts from spinning when torquing the nut. This nut will also need to be staked to keep from backing out.



After installing the end bearing and seal, next you will drive on the companion flange onto the secondary shaft. Once that is complete a new O-ring and nut will need to be installed and torqued to 119 ft-lb. This nut will also need to be staked in place to prevent it from backing out.



Be sure to apply a grease lubricant on the bearings to prevent a dry startup.



Apply a layer of Hondabond on the main case and allow it to tack up before installing the tail shaft assembly. These 8mm bolts will also be torqued to 20 lbf-ft. And that's all she wrote. The transmission has been freshened up and is ready for duty.



Synchrotech now offers its own line of brass synchros with an improved lock angle and updated tooth pattern. For those craving more performance, they offer their Pro Series line of Carbon Composite-lined synchros that feature an improved lock angle, tooth pattern, strengthened brass body and bonding process to handle more HP and aid in high RPM shifts.



Synchrotech also added its own line of hardened sleeves and center hubs for most Honda performance applications. The hardening process is done during manufacturing to help strengthen the sleeves and hubs to offer longer life and improved performance. This is a great alternative to OEM sleeves that are costly and require you to buy the complete sleeve set.

CONNECT

SYNCHROTECH TRANSMISSIONS INC.

Synchrotech-transmissions.com
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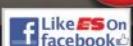
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NOT YOUR
MOM'S RDX!
TEXT AND PHOTOS BY MICAH WRIGHT

» Our problem: While some would call it a problem, others, like myself, would call it a blessing. With a baby on the way, the wifey wants something bigger than the old Honda Fit, and she wants it to have AWD, heated seats, leather, and built in Nav. Now I'm just like you and not about to give in and buy any old SUV that handles and performs like an old boat. I want her in a car that is a step up from the Fit, yet handles more like a car than an SUV. It also has to be something that is safe, reliable, and utilitarian for daily use.

Our Solution: Enter the 2007 Acura RDX. Sporting a black on black theme, this Tech Version has all of the luxuries our wives want (heated seats, navigation,

back-up camera, etc.), along with all of the fun features us tuners look for in a car (AWD, disc brakes, boosted, etc.).

Our Goal: I purchased this ultimate soccer mom mobile to run a thorough DIY on the car to show that there is some aftermarket support out there for the family grocery getter, and that it is possible to have a powerful, reliable, fuel-efficient family car that looks and performs better than any other SUV crossover on the market.

The Black Pearl's gas mileage is at an all time low as the odometer surpassed that ominous 100,000-mile mark, and we are getting the feeling that it is about time for a tune-up. To start us off on the right foot, NGK supplied us with some fresh O2

sensors along with some of their infamous Iridium spark plugs, and K&N shipped us a set of their high capacity oil filters to try out. But no tune-up is complete without fresh oil, and where would we be without Motul? These guys not only shipped us their synthetic brake fluid for us to try out, they also have supplied us with their 5W-30 oil to run in the RDX during warmer months, and their 0W-30 offering for cooler weather. To cap things off, we added a J's Racing magnetic oil drain plug to keep particles where they belong—away from the engine. After installing these goodies, we noticed a 2-mpg increase in fuel economy, with even better gains on the highway during long road trips. So with that part of the equation now ad-

dressed, we can now move on to a far more daunting task: handling.

The Acura RDX was never meant to be a track monster. Its suspension, while sporty for a crossover, still leaves much to be desired, so when BC Racing decided to bring a coilover option to the table in 2012, we were elated beyond belief. With a 30-way adjustable compression/rebound option, full ride height adjustability via the shock body, and 100 percent anodized components, it's exactly what we were waiting for. Our installation was relatively easy (outside of one seriously stuck bolt), and a more simplistic setup is hard to come by. The design, fitment, and overall quality were spot on, and we had our coilovers on the car in a jiffy. Once installed, we clicked our way over to a medium stiffness level on the suspension and moved on to our wheels and tires.

There are countless wheel and tire options we could bolt onto our RDX, and a lot of these options would look pretty damn good on the Pearl. We needed a set of seriously strong wheels, some all-season tires that could handle the abuse of a 1,000-mile long road trip, and all while looking good along the way. Something clean, functional, and unique. So after months of debate we reached for the ultimate wheel and tire package in WedsSport SA-60M wheels wrapped in Nitto Motivo all-season rubber.

When Jim Wang of Weds Wheels suggested an 18x9 +23 SA-60M wheel we were a little skeptical. Would anything smaller than a 20-inch wheel look good on the car? Does this offset even work on the RDX? There were certainly some doubts. But Jim reassured us that he had been doing his homework, and that we would love his recommendation, guaranteed. So we decided to do a little research of our own, and looked into WedsSport themselves. Still 100 percent made in Japan, WedsSport Wheels are created through a unique cast flow technology called Advanced Metal Forming (or AMF). From what we found, these wheels are slowly formed on a spinning wheel, then spread thin under extreme heat with a smaller spinning wheel, which in turn makes the aluminum stretch to the point where it becomes a forged product. The end result is the best of both worlds, a reasonably priced wheel that has the strength and lower weight of a forged wheel. So after reading up on this process, along with some customer reviews, we decided to take the plunge and ordered the wheels along with a set of center caps.

Nitto Tire had been quick to point us to



ward their Motivo line, due primarily to size availability and its ability to bring solid year-round performance gains. Designed as an ultra high-performance all-season tire, these tires are for those of us wanting something that will perform in dry, wet, and moderate wintery conditions. After looking over the tread design and a few videos about the tire we ordered a set in a 255/45-R18 configuration to wrap our new Weds up. Now it was the moment of truth, would this setup of ours actually work? All of our previous doubts faded away once everything was mounted on the car.

Jim from WedsSport really knows what he's talking about! With the coilovers on the car, about a 2.5-inch drop in ride height, and with the wheel/tire combo installed, we realized that this setup should have been on the car from the factory! The car now rides and handles like a high performance Euro wagon, but with the ground clearance of a stock Honda Fit. When we took it out to test the new setup for the first time we were quite impressed with the newfound feel of the car and how the wider wheels and tires gripped even the wettest corners.

Our suspension and wheel/tire combo recently got put through its paces in the twisted mountain passes outside of Asheville, North Carolina, and our verdict was quite favorable. With the rear coilovers dialed in a dash firmer than the front and the Motivo tires under 40 psi of pressure, the Pearl snaked its way through the Nantahala Gorge without issue and handled like it was a whole metric ton lighter. Later, we hit a very icy abandoned parking lot, and for an all season tire, those Motivo angled tread blocks and fin sipes really provide

The sexy Heel-toe Automotive ATLP exhaust system next to the restrictive stock unit



BC Racing coilovers next to the stock legs. The BC kit also includes new front sway bar end links to accommodate the thicker suspension set up.





The complete BC Racing coilover kit for the RDX and a top view of the adjustment knobs and anodized finish



great grip in snowy conditions. So between the newfound handling in the corners from our aftermarket upgrades and the intuitive, natural feel of the car's SH-AWD system, the Acura RDX is now a seasoned canyon-carver and a joy to drive.

Weighing in at almost 2 tons, the Pearl does not stop on a dime, and one of the first things we realized was that it needs some brake upgrades. So when Curry Acura's OEM upgrades were making it onto the Pearl we decided to install some of EBC Brakes' GD rotors and Yellowstuff pads on the car. The dimpled and slotted GD rotors that we got from EBC Brakes, with their zinc coating and oversized fins, are perfect for aggressive street and track use and will run about 200 F cooler than non-machined rotors. The Yellowstuff pads are made from an organic base and use a higher concentration of Kevlar and ceramic for increased friction, which in turn gives a progressive bite that varies based on heat. We found that during normal street driving the pads will only be as aggressive as needed. But when it is time to get on the track and the pads start heating up, the bite becomes more aggressive and is ideal for brake snubbing. The pads also have an insanely high heat range (a whopping 1250 F), which ensures that the pads won't fade when they get hot and that they will last longer under prolonged abuse.

While we were on the brakes, we also contacted HeelToe Auto about a set of Fastline's RDX exclusive stainless brake lines, and we reached out to Motul for some better brake fluid. As we bled the brakes and refilled the reservoir, the low viscosity of the 5.1 Motul brake fluid surprised us. One hundred percent synthetic, and loaded with polyglycol, this fluid is an ideal additive to a Stage 1 brake upgrade, and is completely safe to mix with DOT 3 and 4 fluids. Another thing we noticed, when we were looking over Fastline's stainless brake lines, was that each of their brake lines was coated with a clear plastic coating, which prevents dirt and debris from wedging itself in the stainless mesh and fraying the line over time.

BETTER BRAINS, BOOST, INTAKE, AND EXHAUST

In the go-fast department, we start things off with a K&N Typhoon intake, a Hondata reflash, an ETS intercooler, and an ATLP cat back exhaust.

The K&N intake install was a breeze, and was on the car in less than 15 minutes. With its simple design, million-mile warranty, and proven flow rates this unit was an obvious choice from day one. While we were in that area of the engine we disconnected our ECU and shipped it off to Hondata for a quick re-



Frank, of Downstar Inc., is quickly becoming the go-to guy for all things hardware related. His extensive line of replacement hardware is pre-packaged, high quality, direct replacement, and makes a striking addition to any engine bay.



EBC rotors, Yellow stuff pads, and Heel-Toe's Fastline stainless brake lines breathe new life into the RDX's braking system



Helping Hands

TURN IN CONCEPTS

To build something as odd as an RDX we needed a shop that didn't just build Hondas, we needed someone who specialized in building boosted AWD chassis. Our build shop and chief sponsor comes to us in the form of an unlikely ally, a Subaru shop by the name of Turn in Concepts (TiC). Located in Cincinnati, Ohio these guys don't just limit themselves to Subies. Anything from Porsches, to R35's, Evo's, and BMW's are serviced here, with their niche market focusing on all-wheel-drive turbocharged platforms. These guys handled 90 percent of this build, and spearhead everything from installing and tuning our sharp suspension, to mounting and balancing our wheel/tire combo, to installing all of our go fast goods.

ALLIED WITH ACURA

With 100,000 miles on our RDX's odometer we don't have to worry about voiding any warranties with this build; but what we do have to worry about is an aging chassis that needs some OEM attention in various places. Enter Curry Acura, and their top notch parts department. After doing some online research we chose to approach this particular dealership (which is located just north of New York City) with our build proposal based upon their positive customer feedback, parts availability, and professionalism. When they heard what we were up to, their parts department jumped on board and supplied us with some OEM aero, leather interior upgrades, rear differential fluids, service manuals, and more.

flash. With the ECU re-installed on the car we have seen an increase in throttle response, an increased rev limit to 7200 RPM's when in Sport Mode, better fuel economy, and an overall improvement in boost at higher RPM. As the dyno charts show, this reflash is a fantastic option for first generation RDX owners, and can be installed in less than 10 minutes.

The RDX's stock exhaust system, like many others, is a tangled web of various piping diameters, restrictive catalytic converters, sharp bends, and pointless angles. So Heel toe Auto came to the rescue again, this time with their exclusive ATLP cat-back exhaust system. The first thing that struck us as we unpacked the unit was the overall quality of the exhaust. This exhaust is made out of 439 stainless steel and is fabricated 100 percent in the USA, with the muffler itself being a completely custom-made piece featuring the necessary single-in/dual-out configuration in a transverse mounted format to avoid any daily driven ground clearance issues. It is packed with a proprietary sound absorption material sourced directly from Germany that is designed to be both lightweight and incredibly efficient at filtering out any unwanted noise. All of the piping is mandrel bent, 2.5-inches in diameter, and features a distinctly simplistic bare-brushed finish. The system terminates with a pair of polished double-wall 4-inch tips featuring a slight angle and the ATLP logo etched in the sidewall.

Installation of this exhaust was a breeze since the ATLP unit utilizes all of the stock hangers and mounting points, and it bolted right up with the provided gaskets and hardware without issue. Once the Pearl was back on the ground we fired it up and to our surprise the ATLP exhaust proved to be just as quiet as the stock unit! Even under severe load their exhaust purrs like a content kitten while providing the bite of a seasoned predator. With its subtly angled 4-inch tips, clean lines, quality welds, and noticeable performance gains, this is, without a doubt, one of the best upgrades you can do to your RDX.

The last part to be bolted onto the car was our Extreme Turbo Systems (ETS) intercooler. Simply designed to replace the stock unit and utilize all of the OEM components (including the shrouding), this beefier intercooler has been a wonderful addition to the build and provides us with an additional 14 horses and 17 lbs-ft tq. Installation proved effortless, and we have



found that with this upgrade boost piles up almost instantly, now leaving us quite satisfied with the car's power department ... for now.

DETAILS, DETAILS

Downstar Inc. came forward and provided us with a K-series engine dress-up kit and assorted flush fender washers to clean up the engine bay a bit. While the K-series kit from Downstar Inc. does come with instructions on what bolts/nuts go where on the vehicle, the K23, as we all know, is quite different from the rest of its K-relatives. So after an hour of installation time, we tossed the manual and just started measuring up stock bolts to the Downstar Inc. offerings in the hopes of getting things to match up. All in all we were able to get 85 percent of the hardware onto the vehicle and we are currently looking at placing the remaining hardware on various other areas of the car. The materials used are top notch and the effect you get from a Downstar inc. dress up kit is remarkable.



Motul fluids and a K&N oil filter along with a K&N Typhoon intake system made their way under the hood.



The ETS intercooler pictured here next to the anemic stock unit.

Stay tuned for a special finishing touches feature in an upcoming issue of HT where we add on some additional awesomeness and put our grocery getter on the dyno to see where we are in the numbers department.

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WedsSport SA-60 wheels are lightweight and strong, but they also look incredible on the RDX, wrapped in Nitto Motivo rubber

(EVENTS)

MAY 25TH & JUNE 27

WEK'FEST LA/SJ 2013

Long Beach, CA / San Jose, CA

TEXT AND PHOTOS BY **RODREZ**



Import car shows have been around, in one form or another, for over 20 years. We've seen powerhouses reduced to small parking lots, usually a result of losing touch with the very market they were supposed to be targeting. In some cases, we've seen backyard shindigs that have grown into highly anticipated events serving as a staple in the import community. In the case of Wek'fest, the event started from the ground floor, but even in the early days, showed signs of promise. After 13 events, each larger than the previous one in their respective regions, the Wek'fest staff seems to have hit its stride and the most anticipated car show of the year is only getting bigger.

Long Beach's iconic Queen Mary Events Park once again served as host for the SoCal stop on the Wek'fest tour. A genuinely laid back atmosphere, incredible waterfront weather, and a park stuffed full of SoCal's finest made for, without a doubt, the best Wek'fest SoCal event thus far.

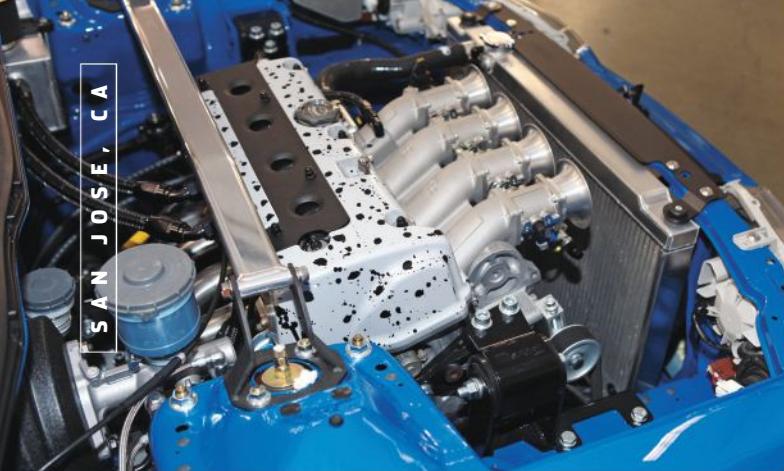
From SoCal to NorCal, the Wek'fest event that usually took place early in the year, was pushed back to May. Finding a new venue was atop the to-do list and with some serious hunting, the staff established their first NorCal event outside of San Francisco. San Jose's Convention center would house the massive event, and though it was indeed massive, it was supposed to be even bigger. Wek'fest organizer Ernesto "Jr." Sarmiento states, "We originally reserved three halls at the convention center, but about three weeks prior, the city said that new construction on one of the halls would not be done in time." The construction cost the show over 90 display cars and 15 vendors, but even with the uncontrollable set back, the event went on as smooth as ever. Sarmiento tells us that next year's NorCal event will again take place at the Convention Center, but you can expect three halls rather than two.

CONNECT

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2013

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EVENTS

SPARTA, KY, JULY 20-21

Just outside of Louisville sits the small town of Sparta, home of the Kentucky Speedway. On the weekend of July 20-21, the ever-growing Import Alliance Meet, backed by thousands of fans, converged on the massive facility. As usual, Honda builds seemed to be well represented and the most anticipated of the weekend.

A bevy of B-, H-, K-, and even J-swapped cars were in attendance, some sporting basic bolt-ons, others fully built and boosted. Prayonto Racing brought a few of their incredible drag cars to display and drop everyone's jaws.

Extreme negative camber and ultra-wide wheel selection was no doubt found at the event, but many of the high caliber builds relied on functional, quality wheel and tire packages that not only suited the cars appearance, but maintained genuine functionality.

As always, you can keep tabs on upcoming Import Alliance events via their website, importalliance.org.



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PHOTOS BY CHRIS DORNON



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GRASSROOTS

GOLDEN EAGLE MANUFACTURING'S RIDE OF THE MONTH CONTEST

Think your car is a standout? Email a few high-res photos, your spec list, and keep your fingers crossed as we choose one lucky entry per month and grant the winner a gift pack from Golden Eagle! What are you waiting for? Drop us a line at editorial@hondatuningmagazine.com.

This month's winner is **Issac Sierra's '98 GS-R**. Issac's prize pack includes a Golden Eagle billet oil cap, magnetic drain plug, and Pro-Series fuel rail!



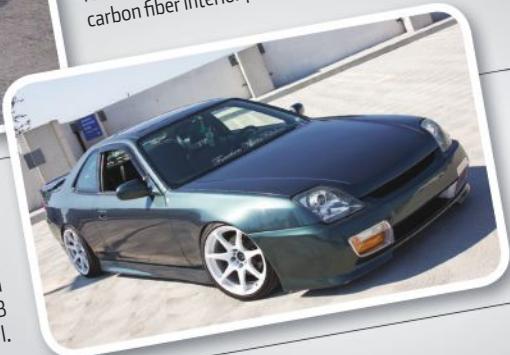
Owner: Issac Sierra
Car: '98 Integra GS-R

Mods: '01 JDM B18C(R) swap, RC310 injectors, AEM fuel rail, Honda S10, Hondata intake manifold thermal gasket, Mishimoto radiator with slim fans, Buddy Club cam gears, Innovative motor mounts, Blackworks test pipe, Energy Suspension torque mounts, Exedy 9-pound flywheel, Competition Clutch Stage II, Skunk2 Pro S2 coilovers, Funcion 7 LCA, ITR shock tower bar, OEM Type R front lip, side skirts, and rear wing, 16x7 Desmod Regamaster, Falken Ziex 912 tires, JDM ITR Recaro seats, Vision low rails, USDM ITR cluster, ITR carbon fiber interior pieces.



Owner: Lambert Vo
Car: '97 Prelude Type SH

Mods: Mugen-style body kit, custom DIY Mugen replica fog covers, OEM headlights with Morimoto retro-fits, AEM cold-air intake, header, 2.5in custom exhaust, Blox shift knob, OEM leather seats, Weather Tech visors, 17x9 MB Battles (custom painted white), Function/Form coilover Type I.



Owner: Piotr (from Poland)
Car: Civic EG6

Mods: B16A2, JE pistons, Eagle rods, Golden Eagle block guard, ACL bearings, ARP bolts, Edelbrock Victor X intake manifold, H22a throttle body, 550cc injectors, Golden Eagle fuel rail, HKS catch tank, Garrett GT28RS disco potato, Greddy RS blow off valve, Iveco intercooler, custom ram horn exhaust manifold, 2.5in exhaust, MTECH electronics, CROME ECU, Mishimoto radiator, Samco hoses, Apexi AVC-R, D2 coilovers, Skunk2 front camber kit, Password:JDM 3pt bar, 16-inch Buddy Club PT wheels, Federal 595 RS-R 205/45-16 front tires, Yokohama Parada Spec 2 205/45-16 rear tires, 5d VTI front lip, Spoon style mirrors, USDM taillights, Vision smoked amber corner lights, Black DEPO headlights, Recaro Speed seats, reupholstered rear seats, SiR headliner with map light, SiR II gauge cluster, Momo Monte Carlo steering wheel.



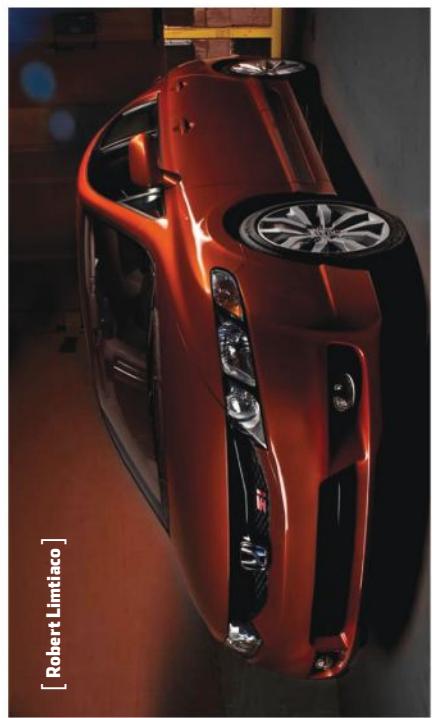
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[Lavi Sanchez]



[Robert Jiménez]

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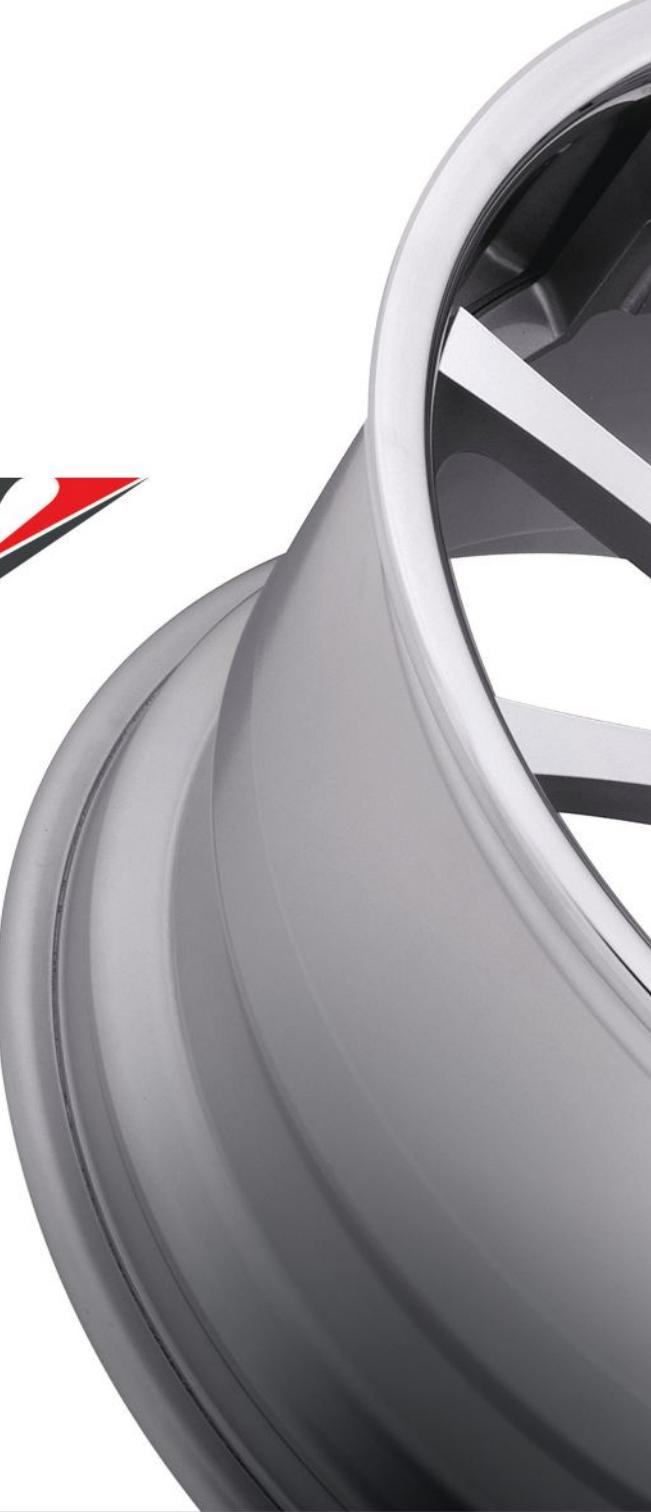
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