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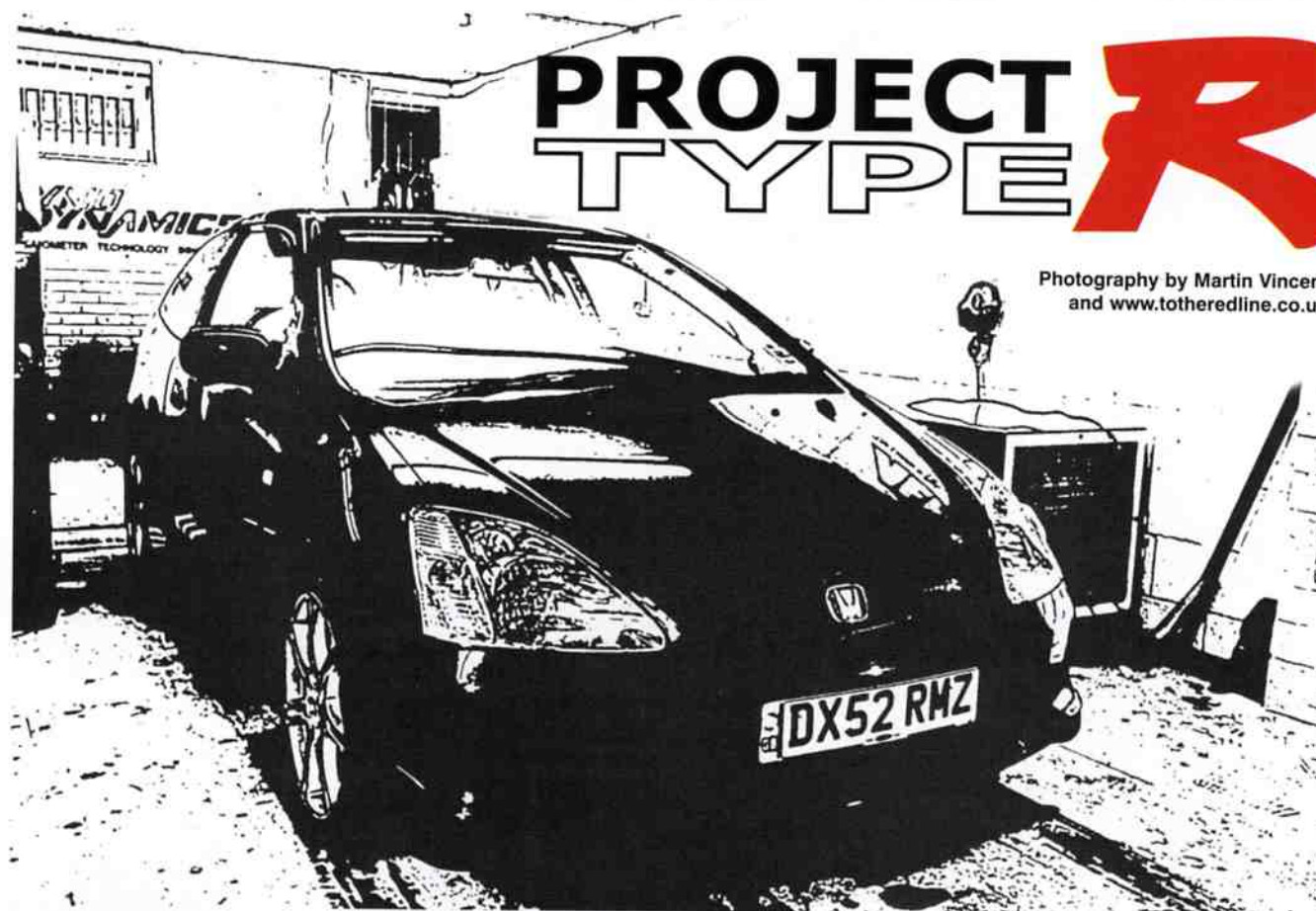
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KEITH COWIE'S

PROJECT TYPE R

Photography by Martin Vincent and www.totheredline.co.uk



At last, some drag action proves the effectiveness of the 2.5-litre engine on Project Type R

Here we are in the final month for our Honda Civic Type R project. CPL Racing has been tackling some major mods, taking a standard 52-plate Type R and going through several stages to make the fire-breathing monster we have now – an EP3 powered by an expanded but still naturally-aspirated (NA) 2.5-litre engine.

Here's a quick recap on what's been done to the car so far:

- Month 1 – Introduction to the standard car and establishment of base-line figures on the dyno

- Month 2 – Testing of various different cat-back exhausts, cold air intake and

Hondata/CPL reflash

- Month 3 – Addition of Clutchmasters clutch and lightweight flywheel, Quaife ATB differential, exhaust manifold, Energy Suspension engine mount inserts and upgrade of the Hondata engine management system to K-Pro

- Month 4 – Addition of new inlet manifold, Hondata heatshield gasket, camshafts, titanium retainers and valve springs

- Month 5 – Addition of individual throttle bodies and CPL's own nitrous kit made specifically for the Civic Type R

- Month 6 – Build and fitment of purely bespoke 2.5-litre engine

When we last saw Project Type R, the bespoke 2.5-litre engine had been on the dyno and made a very respectable 278.7bhp, which is comparable to adding a supercharger. Of course, it's all very well building an engine and having an impressive dyno chart, but does it perform on the track? CPL's Guy Chamberlain took the car to Shakespeare County Raceway to prove its worth.

CPL decided to fit some uprated driveshafts as a safety measure, particularly given that the testing was to be done on a set of genuine slick tyres, which give the required amount of traction for a front-wheel drive car. 'Without slicks, the exercise would have been pretty pointless as the car would not have launched off the line well enough, and we couldn't have tested what it was really capable of,' said Guy.

With a target of the UK quarter-mile record for a Civic Type R NA of 13.27 seconds, the pressure was on. On the initial run, CPL took things gently: after all, this was the 2.5 engine's first run up a strip.

Guy Chamberlain took Project Type R to the strip, first at Shakespeare County Raceway, then at Santa Pod. His eventual best time of 12.06 secs at 115.4mph was good enough to take the UK record for a



The car managed 13.76s at a terminal speed of 95mph. On a harder second run, Guy put his foot to the floor and took the UK NA record with 12.75s at 104.6 mph.

Although Guy was pleased with the result, CPL's race mechanic, David Shaw, had a hunch that there was more to come, and after a couple of tweaks and a swift change to a new set of GReddy sparkplugs, Guy managed to shave the time down to 12.57s at 111.2 mph.

But CPL wasn't going to leave it there. Back at the workshop, Guy and Dave analysed the datalogs, made further refinements and the car underwent another very brief tuning session. So one month later, it was off to the track again, this time to Santa Pod. As before, the tyres were slicks to get the required amount of traction and, once again, Guy was sitting eagerly on the start line. This time, he got an amazing 12.06-sec pass at 115.4 mph, which is phenomenal for a front-wheel drive car. Well done, sir!

Guy's conclusions? 'The early mods I could have pretty much fitted with my eyes shut, having installed around 60 Quaife differentials and tuned literally

hundreds of Hondas. But once the standard engine came out and we started building the bespoke 2.5-litre engine, things got much more interesting. The end result is a powerplant with a very broad power band and heaps of torque, without sacrificing revs. Torque is something that the stock 2.0-litre engine is certainly lacking.

'As far as driving the car up the strip goes, the flatness of the torque curve means that, if you make a mis-shift or the revs drop more than you intended, it really doesn't affect the performance that much, in contrast to other more peaky set-ups.'

'Although we have achieved excellent results with this car, it is totally unique and not for those working to a tight budget. I'd like to thank *Japanese Performance* magazine for following this project over the past year and giving us the opportunity to share our experiences.'

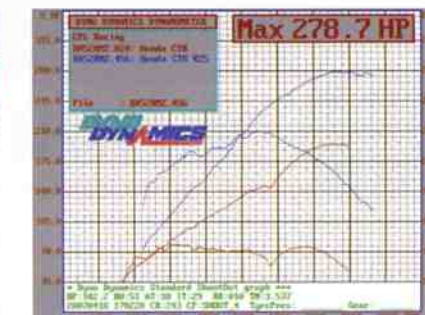
A woman's view

Throughout Project Type R, Guy Chamberlain's wife Lynn has been driving the car as a daily driver. And her view? 'I've probably driven more Civic Type Rs than any other female. With the car now

Well done to Guy and CPL Racing for bringing Project Type R to its conclusion – a record breaker that's also great to drive in the real world

complete, I can say that there was only one period of time when I didn't thoroughly enjoy driving it, when the 2.5-litre engine needed to be run in. Up to that point, it had been great for daily driving with the added bonus of increased power and performance. Once run in, the 2.5 engine had all the power of a Jackson supercharger conversion.

'I haven't driven the car since it started being tested at the track, because a racing seat has been bolted to the floor, which isn't designed for anyone with hips. I suspect that these final seating modifications were meant to keep me away from the car because Guy wanted it for himself. I've given in gracefully, though, now that John Banks Honda have delivered us a brand new 2007 FN2 Honda Civic Type R. It's great being a tuner's wife and getting to drive all these quick cars, just a shame my other duties include having to clean and polish Guy's cars. It plays havoc with a girl's nails.' ●



The final dyno chart for the bespoke 2.5-litre naturally-aspirated engine shows an impressive 278.7bhp, as good as a supercharged lump

CPL's 10-sec record

CPL Racing's EP3 Civic Type R has posted the first-ever 10-second standing quarter-mile time at Shakespeare County Raceway in June, breaking the class record.

Driver and CPL Racing proprietor, Guy Chamberlain, clocked a first run of 10.999 sec at 137.56mph, which was backed up 90 minutes later with a 10.976-sec run at 137.73mph. Chamberlain has seen much better 0-60ft times from this car, suggesting there is even more to come from his turbocharged 2.3-litre car this season.

Customer Scott Whitelaw also ran an 11.6-sec pass in his CPL-built Jackson Racing supercharged Type R this year, making this the quickest supercharged Honda in Europe by over a second. And CPL's big-block 2.5-litre normally-aspirated Type R has also taken the record for the quickest normally-aspirated Honda with a 12.0-sec run in May, again over a second quicker than the previous record.

