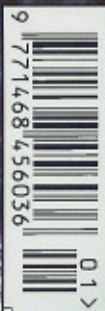


Performance Japanese Tuning Magazine

FREAK^{OR} UNIQUE?

Unique Products gets freaky
with its 486bhp GT-R kitted
Skyline GT-S



- Turbo MX-5
- Twin-turbo 350Z
- TSL's modified 22B
- Flaming-hot Almera GTi
- MR2 Turbo-engined Starlet
- Free poster and 2004 calendar
- Mid-engined, rear-wheel drive Micra

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BANZAI

COVER: Nissan Skyline by Matt Barnes
EDITOR: Greg Emmerson
DEPUTY EDITOR: Joe Clifford



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EDITORIAL ASSISTANT: Hayzel Davies
SUB EDITOR: Paul Attfield
JR SUB EDITOR: Julie Lucht de Freilbruch
ART EDITOR: Ian Hunt
SENIOR DESIGNER: Lorna Coleshill
DESIGNER: Teri Massingham
JUNIOR DESIGNER: Dean Martin

EDITORIAL AND ADVERTISING ENQUIRIES
BANZAI, Unity Media plc, Becket House,
Vestry Road, Sevenoaks, Kent TN14 5EJ
Tel: 01732 748000 Fax: 01732 748001
ISDN: 01732 743661

Email: banzai@unity-media.com
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Gary Hawkins, Matt Barnes, Josh Brown
CONTRIBUTORS: Luke Wood
Claire Williams, Louise Woodhams
AD MANAGER: Cinnamon Lacey
PRODUCTION MANAGER: Lisa White

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BANZAI
BANTER

Okay, I know, I know. I did Subaru a bit of a disservice last month by suggesting that they hadn't dominated the World Rally Championship in quite the same manner as they had in previous years.

At the time of writing, Petter Solberg was beginning to make an impression on the series and looked as if his fortunes might improve. However, the point I was trying to make was that Subaru and Mitsubishi were no longer the dominant force they once were. And then Solberg takes the championship to prove me wrong...

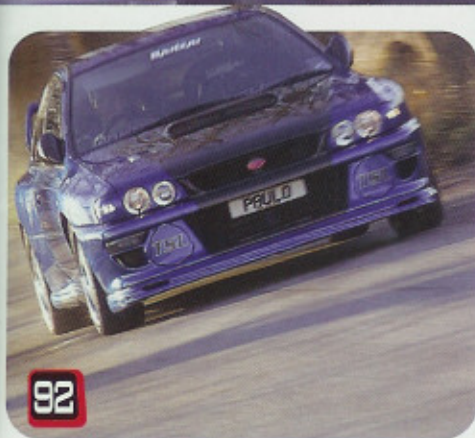
Now I could defend my position by pointing out that he was in a four-way fight in a championship that was closer than it'd been in many years. And that he took the title after Loeb had been commanded to back off in order to clinch the manufacturers' title for Citroën. But I won't.

Instead, we'll congratulate a worthy winner and celebrate his victory.

Greg Emmerson
Editor

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A 486bhp R33 Skyline GT-S with a GT-R body kit owned by Unique Products. Is it a freak, unique, or both?



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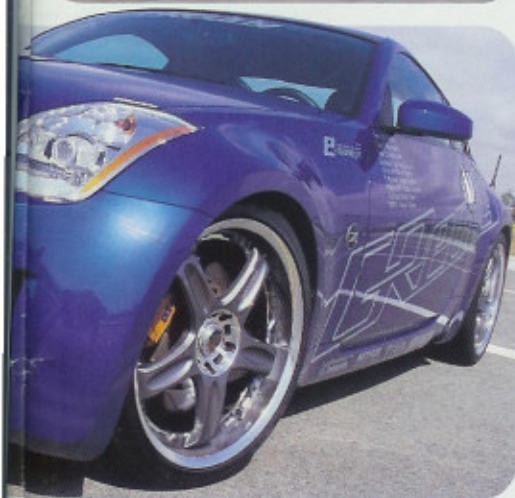
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108 SPECIALIST

Forget trying to fumble through yourself, just ask the experts

110 CLASSIFIED

Have a gander here – you might even find your next project car



PLAN B

You have to be brave to modify an Impreza 22B, but TSL's spectacular example proves the best can be bettered.

WORDS: Joe Clifford **PHOTOS:** Gary Hawkins





Is it sacrilegious to modify a 22B, a car of which only 400 examples were made? Not if it's modified sympathetically, respectful of what the car is to Impreza enthusiasts. In view of that, we're sure TSL Motorsport's 22B is causing the Subaru world to jump up and down in delight rather than apoplexy. And if you count turned heads as a measure of success, just pootling down the high street results in more attention than a streaker.

Heart of the beast is the 2.2 litre EJ22 engine which, in TSL's opinion, is one of the finest, most tunable units Subaru has produced. It comes with steel gaskets and a roller-bearing turbo as standard and responds exceptionally well to basic more in/more out tuning. Building on these features, TSL wanted a 22B that was easy to build, easy to drive and easy to live with. Who doesn't want an easy life, eh?

On the 'more in' side, TSL has fitted a Blue panel filter. This is made by Green (yes, that confused us for a second) to TSL's own spec. Basically, it's halfway between road- and GrpA-spec to balance flow rate with filtration. Values drawn from wiring in the air mass meter to a MoTeC M800 ECU leads TSL to believe that this panel filter flows more air than any other induction kit the company has tried. Subsequently, Green has made a production kit which matches this panel's flow, but that's a few months from production reality. Watch this space, then, for more details of that kit.

As for 'more out', it begins with a TSL tubular manifold. Rather than build an equal length manifold for ultimate power, it was designed so the pipes were slightly unequal to retain the off-beat note people expect a Subaru engine to produce. It loses 2-3bhp this way, but if you can spot that missing from a 350bhp-or-so Impreza then you must be superhuman. A 75mm section GrpA downpipe with open neck collector expels gas from the turbo before tapering to a 51mm straight-through centre section. The final flourish is a TSL Firestorm stainless steel exhaust which we've heard is the UK's best-selling back box.

Elsewhere in the engine bay, we find pizzazz in the form of MHW hose overbraiding, Spec-R alloy products with lacquer coating by Spray Station and a Turbosmart Megasonic (twin trumpet) blow-off valve. This latter product serves more than a cosmetic purpose, releasing excess turbo pressure as the MoTeC M800 ECU has been programmed to run the turbine up to 1.7bar peak and a sustained 1.2bar. Another interesting detail is the use of gold WRC-spec bolts for ancillary engine items – they only weigh about a gramme each but are extremely strong.

IDENTIFICATION CARD

ENGINE: EJ22 2.2 litre, TSL tubular manifold, GrpA downpipe, TSL Blue panel filter, MHW overbraiding kit, Spec-R alloy products with coloured lacquer coating by Spray Station, MoTeC M800 ECU, B&M short-shift mechanism, twin-plate clutch

2
2
B

CHASSIS: 7.5x18" Arospeed Riot Hyperblack with ET45 shod in 245/35 Toyo Proxes T1-S tyres, Leda emulsified gas coilovers, STI front strut brace, TSL lower front brace, TSL rear upper and lower strut braces. TSL/Hi-Spec six-pot front calipers with 355mm grooved discs and Ferodo DS2500 pads, standard two-pot calipers with GrpN Brembo 290mm disc and Ferodo DS2500 pads, Goodridge brake lines, Powerflex urethane bushes

EXTERIOR: Karbontec carbon bonnet with carbon vents and scoop, TSL carbon front bumper, Orciari front chin spoiler, Morrette headlamps, TSL side lamp conversion, Autoart smoked indicators and side repeaters, Autoart rear lenses, Rallytech carbon GrpA mirrors

INTERIOR: Corbeau Revolution bucket seats on FIA-approved mounts, Sparco gear knob, Sparco steering wheel and boss, Nitosport carbon dash pieces, TSL carbon three-gauge dash-top pod with 52mm oil temperature, oil pressure and boost pressure gauges, STI pedal kit

CONTACT: TSL Motorsport (0115 937 7201 or www.tsl-motorsport.co.uk)



Talking of gold, much as we like the original 22B wheels, they're not a patch on these 7.5x18" Arospeed Riot alloys. They come in a Hyperblack finish which is halfway between regular silver and full-on chrome. If you've never seen this model before, that's because this is the first set in the UK. Wide 245/35 section Toyo Proxes T1-S tyres – the only tyre TSL recommends – are squeezed across the alloys, and the track has been increased a total of 50mm with Eibach spacers for both looks and handling. TSL comments that this squarer footprint allows the car to really dive into corners.

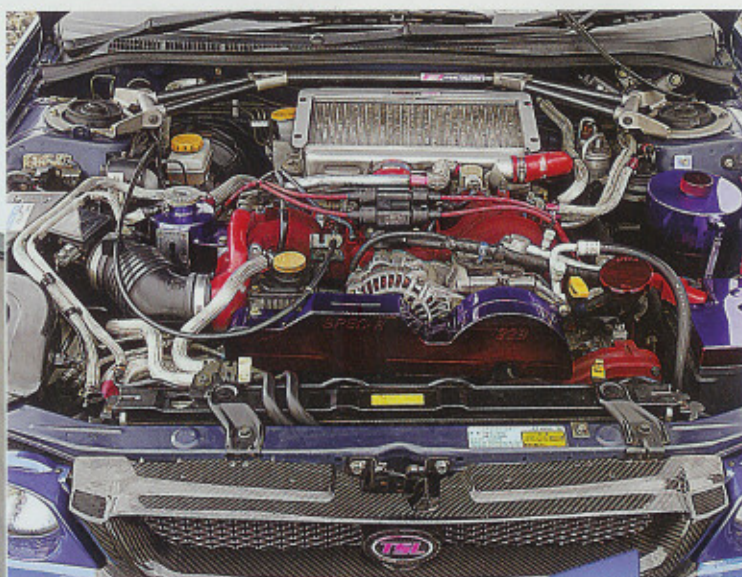
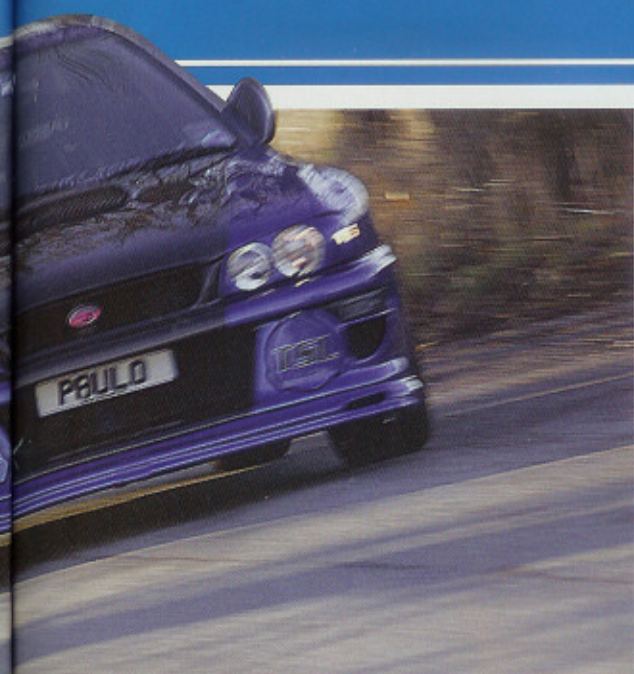
The wider track exerts more pivotal pressure on the suspension, so Leda coilovers have been employed to keep the car handling sweetly. The inserts are filled with an emulsified gas which is said to offer the damping quality of oil and the ride quality of gas. Powerflex bushes then remove any play in the chassis components. Obviously, the setup is harder than standard, but the Ledas offer a good B-road compromise, home territory for a rally-derived 22B. Four strut braces – upper and lower, front and rear – combine with the seam-welded 22B bodyshell to provide a super-stiff structure which allows the suspension to work efficiently.

Before concluding the chassis details, we mustn't forget one of the most important performance mods – better brakes. These come in the form of TSL's own front brake conversion, made by Hi-Spec. It comprises a six-pot caliper with a 355mm grooved disc and Ferodo DS2500 pads. Just enough grooves have been machined into the discs to face off the pads as they work best on a large contact area. Standard calipers with the identical Ferodo pads are employed on the rear, together with a GrpN 290mm Brembo disc. Goodridge braided hoses are also used on all four corners.

How can you modify the exterior of the outrageous 22B? Quite easily, actually, though you've got to know when to stop. We think TSL has got it spot on by fitting a partially colour-coded Karbontec bonnet (including vents and scoop) and TSL carbon front bumper. Beneath the bumper hangs an Orciari chin spoiler. The centre joint is an interim measure until a lengthened, single item can be made to allow for the 22B's wider bodywork. Carbon also features on the Rallytech GrpA door mirrors, while the lights have been updated with various Morrette and Autoart products.

Emphasising the car's rally genes are the Corbeau Revolution seats. Bucket in the truest sense of





the word; watching people clamber into position is a laugh a minute, especially on a photoshoot when we need to frequently move the car around. As for extricating yourself, think of the sound a spoon makes coming out of a bowl of jelly. The seats sit on FIA-approved mounts, though these have cleverly been fitted in reverse so they align perfectly with the original seat runners.

A Sparco gear knob and steering wheel provide other contact points, while carbon fibre puts in another appearance in some tasty Nitosport dashboard and centre console trim pieces. A TSL three-gauge pod appears on top of the dash, and it doubles as a lid for a small storage area underneath.

Modifying-wise, the guys at TSL have taken the car about as far as they want to go. But just in case you still think it's sacrilegious to modify a 22B, they've kept all the original parts. So, with two shakes of a lamb's tail the car can be returned to standard. But we're sure the majority would agree that would be a backward step ●

