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FEBRUARY 2006



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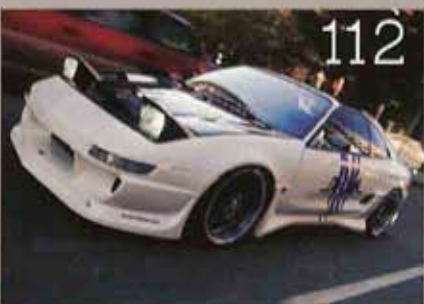
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COVER PHOTOGRAPHY
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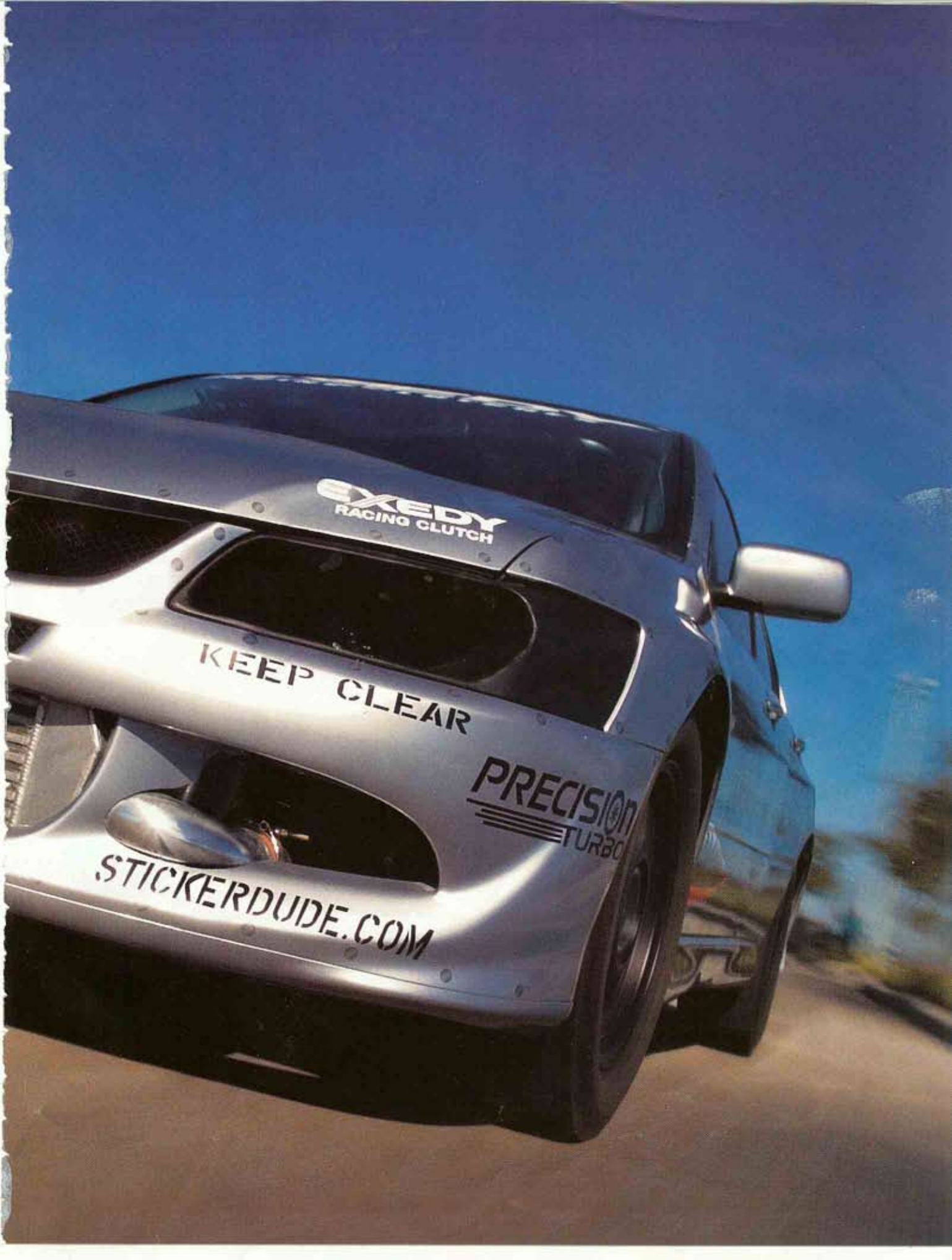


AMS EVO for All Directions

Story David Pankew

Photos Betsy McDonald and Donny Mak

At AutoMotoSport (AMS) in Chicago, they can't gain any more respect then they have already carved out in Chi-Town.



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Since many cars refuse to run the AMS army of AWD Mitsus on the street, they kinda have to ditch the badges to lure in the suckers.



Interior AMS 12-point cage, Simpson 5-point harnesses, Status LeMans seats, Auto Meter Nexus gauges: boost, EGT, oil temp
Wheels, Tires, Brakes 19x8-Inch Racing Hart C4 wheels, Rota 16-inch Slipstream wheels with Hoosier Quicktime Pro slicks, Stoptech brakes
Chassis / Body Vishnu aluminum rear diffuser



Ever see those types wandering around with those well-worn martial arts T-Shirts desperately trying to make a statement? You know the guy, kinda average but with something to prove hoping the text on the shirt will do all the

talking. And the shirts are always dated too with something like, "South Toledo Jiu Jitsu Invitational 1989" or some other nonsense. Maybe they do have some skills, maybe they could take you down with a well-directed chop to the throat or maybe the shirt was on sale at Goodwill. I can give them the benefit of the doubt cause maybe they were at the event but who knows they might have gotten pumped by a girl because there was no other competition in the weight class. Regardless, real tough guys don't wear that tripe, most street brawlers don't even do any lip flapping before throwing down, they just start swinging.

At AutoMotoSport (AMS) in Chicago, they can't gain any more respect than they have already carved out in Chi-Town. And since many cars refuse to run their army of AWD Mitsus on the street, they kinda have to ditch the advertising (in the form of AMS badges) to lure in the suckers. It is no mystery the AMS crew offers 5-6 car-lengths for some competitors and they



have even had single-digit Mustangs back down on the street. Now that is reppin' the company properly. And even today things haven't changed 'cause their Mitsubishis continue to get more muscular and have now crushed the world record.

A 9.48 @ 156.6mph is incredibly fast and if backed up by an even quicker 9.41 time slip - fast enough to hold both ends of the world record. Now if I told you despite the slicks, this is a full interior street car with no nitrous, it's hard

to figure out what's going on here. The runs were made with a Shep Racing tranny and T-case, not some high dollar dog-box or sequential setup but a setup many EVO owners can actually afford. To hook it all up, there was only one choice and that was the Exedy triple carbon clutch capable of launching this 4-door well past any supercar costing up to 10 times the price.

"Our EVO also turns and brakes" laughs Martin Musial co-founder of AMS. "We aren't all about the straight line and the EVO is the most

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KING MITSU
2003 MITSUBISHI EVOLUTION VIII

Straight up, I didn't even want to drive it because on street tires this bitch gets loose in 1st, 2nd, 3rd and even 4th.

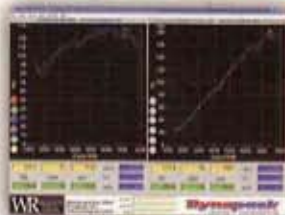


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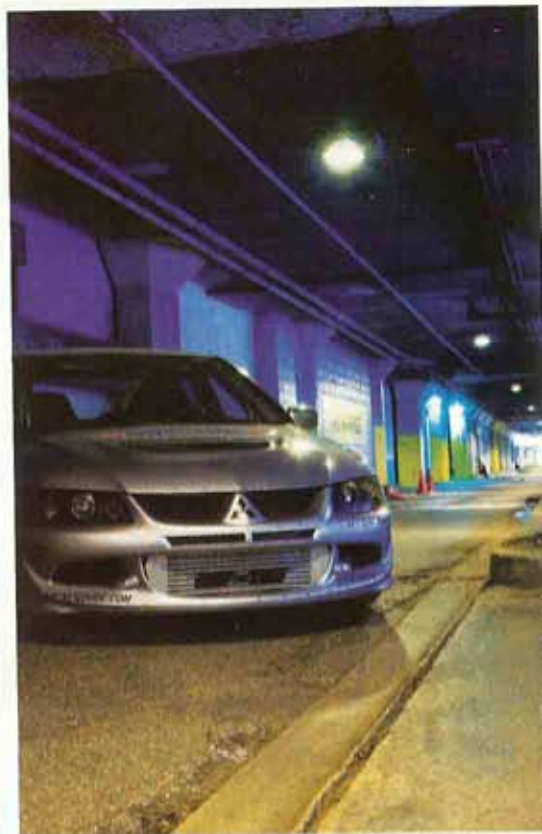
versatile car ever made". Musial and his partner Arne Toman have built a destination for EVO owners all over the world to flock to get their ride in check.

To gain some respect off the strip, Musial retained the services of Jon Krolewicz who is an accomplished road racer. Last year they took the EVO down to Talladega Grand Prix in Alabama when Chicago was under two feet of snow and with minimal setup crushed the existing track record. Then the EVO went on to tackle One Lap of America where the car was placed in the top five for a period before a failed boost controller over-boosted the engine and blew the headgasket. It wiped out their chances of a win but they still completed the rest of the event on low boost with a 7th place finish in a 93-car field. EVOs are tough but a head gasket failure would take any car out on a road course.

The secret to AMS's success on the strip is their proprietary turbo system using the GT42R turbo from Precision. If you have seen this turbo, it is massive and if you have driven it, well then you know there is no need for a road bike to get your kicks. The AMS stainless steel header is fitted with two TIAL wastegates dumping into a fat 4-inch AMS stainless cannon. On the chill side Musial is proud to announce that the

standard AMS intercooler is so badass that the Chinese have knocked it off, but points out they got some areas very wrong. "Anyone who wants real gains knows what to buy" barks Musial. "Even on lower horsepower EVOs, the Chinese knock-off intercooler will lose horsepower." The charged air packs into the new AMS VSR sheetmetal intake where it is introduced to four angry 1600cc injectors antagonized by the full AMS high flow fuel system including pump, lines, FPR and rail.

While Musial and crew were able to push their EVO into the 11's with 550whp on the stock internals they had asked more than enough from stock Mitsu parts. It was at this point AMS went on a crusade to build one silly motor program that would slap around the competition yet use off-the-shelf AMS parts. The balanced AMS 2.0L short block is stuffed with AMS-spec Ross pistons and AMS-spec rods. On the top floor resides an AMS race head that is ported and polished like a mo-fo to accommodate 1mm oversized Supertech valves. Bolted back up with a stock Mitsubishi metal headgasket and ARP studs, this head ain't going to lift because the driver won't either. Surprisingly, the cams Musial selected aren't the legendary HKS units but the JUN 272/272 camshafts for the most top end anyone could stomach.



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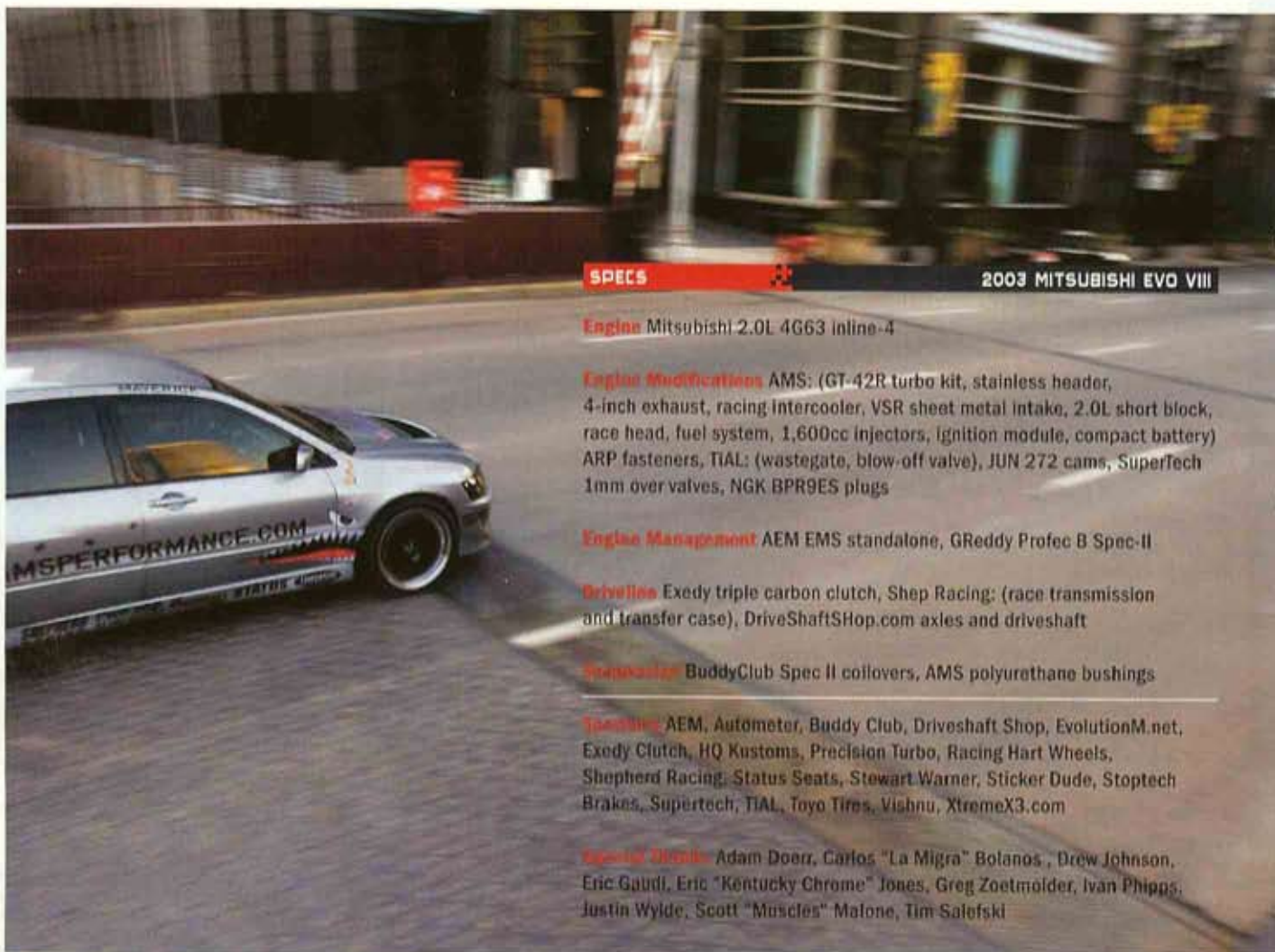


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SPECS

2003 MITSUBISHI EVO VIII

Engine Mitsubishi 2.0L 4G63 inline-4

Engine Modifications AMS: (GT-42R turbo kit, stainless header, 4-inch exhaust, racing intercooler, VSR sheet metal intake, 2.0L short block, race head, fuel system, 1,600cc injectors, ignition module, compact battery) ARP fasteners, TIAL: (wastegate, blow-off valve), JUN 272 cams, SuperTech 1mm over valves, NGK BPR9ES plugs

Engine Management AEM EMS standalone, Greddy Profec B Spec-II

Driveline Exedy triple carbon clutch, Shep Racing: (race transmission and transfer case), DriveShaftShop.com axles and driveshaft

Suspension BuddyClub Spec II coilovers, AMS polyurethane bushings

Options AEM, Autometer, Buddy Club, Driveshaft Shop, EvolutionM.net, Exedy Clutch, HQ Kustoms, Precision Turbo, Racing Hart Wheels, Shepherd Racing, Status Seats, Stewart Warner, Sticker Dude, StopTech Brakes, SuperTech, TIAL, Toyo Tires, Vishnu, XtremeX3.com

Special Thanks Adam Doerr, Carlos "La Migra" Bolanos, Drew Johnson, Eric Gaudl, Eric "Kentucky Chrome" Jones, Greg Zoetmoeder, Ivan Phipps, Justin Wyde, Scott "Muscles" Malone, Tim Salefski





This EVO is dialed. I know, I have ridden in it. Straight up, I didn't even want to drive it because on street tires this bitch gets loose in 1st, 2nd, 3rd and even 4th. It is definitely not the kind of car you just jump in to wind it out, you need to spend some time with it, fear it, respect it. Musial has the AEM EMS standalone cracked wide open, there isn't anything about the interface he hasn't exploited. And AMS tunes a variety of cars because there is an open invitation to tune the Modified project cars from Skylines to Scions. All of the AFR readings are courtesy of the AEM wideband gauge and boost is measured by a 60psi unit from Stewart Warner. For the One Lap of America Musial installed a trio of Autometer Nexus gauges: boost, EGT and oil temp and thinks they offer a solid alternative to Defi. The Nexus series have logging capabilities and up to seven different display combinations a can run custom programs and startups downloaded from the web. To wrap it all up an XtremeX3 multi-channel camera system records four different view points in real-time. Oh, that's dirty.

The boost is regulated through the AEM EMS and Musial runs 44 psi for horsepower numbers on VP C-16, 42-44 psi on the strip and 22 psi with his "small" AMS GT35R turbo on the road course. When it comes to going all out on the AMS dyno - the EVO delivers. "We just installed

our AWD dyno, the EVO layed down 808whp." For all the haters that allege it is just a dyno number Musial just says "nine-forties". They stop moaning.

To get the EVO humming around the apex, Musial tuned to BuddyClub. The accomplished brand delivers the goods with their Spec II coilovers and the EVO's suspension received a bump with Cusco sway bars and an AMS rear trailing arm bushing kit to eliminate wheel-hop.

The foot-work is fairly straightforward with three sets of wheels for three applications. For holding it down on the street 19x8-inch Racing Hart C-4s wrapped in 255 Toyo RA1s. On the strip Musial hooks up 1.4x 60-foots with 16-inch ROTA slipstreams wearing Hoosier Quicktime Pro 28x11.50-inch slicks. For track duty, 18x10-inch CCW's wrapped in 285 Bridgestone Potenzas.

"There isn't much this car can't do" admits Musial. "We will be participating in Time Attack events in 2006, who knows people are drifting the STi now, so you never know," he adds. From what we have seen from the AMS in crew in the last two years, their steady improvement should concern other EVO tuners. Hey Musial even quizzed me on how to crack the Japanese market because it isn't all Japanese teams that are out there owning it. That should be cause for concern for all the other eights out there. **///**

Musial and his partner Arne Toman have built a destination for EVO owners all over the world to flock to get their ride in check.

