

NONONO

Do You



nonsense

Choose the Red Pill...

By RYAN SCOTT

Photos By RYAN SCOTT

FEW CARS IN HISTORY HAVE INSPIRED GREATNESS like the 3rd Generation RX-7. Nearly all automobiles are conceived with inherent compromises, extra weight for comfort, rear seats for practicality, or soft suspension for ride quality. However the 3rd Generation RX-7, also dubbed the FD, possesses none of these compromises. This car was forged from a singular thought, to create a holy terror both on the streets and on the track. And to top it all off, Mazda gave the car what is arguably the best looking lines to ever come out of Japan.





So how can you make a car like this better? Well, very carefully! So many times I've seen one of these incredible and rare cars defiled with ill-advised modification, the resulting effect is a sick feeling in my stomach. But that most certainly is not the case with Jason Camerons pristine example. Instead of that sick feeling, Jasons '94 instead inspired a strange sense of pride.

It was in 2000 that Jason made the decision to upgrade from his "pretty sweet little Beetle" to the then stock 1994 RX-7. Like many new owners, he lost a motor quickly and built a street ported 13B-REW. And as we all know power corrupts, so Jason also added a few upgrades such as high flow exhaust and ignition components. These changes helped satisfy the need for awhile, but it wasn't long before Jason went wild.

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Knowing and being friends with Steve Kan of Gotham Racing for years certainly made the decision easier. It was during this stage of massive upgrades that someone suggested going with a single turbo, the lure of huge power and simplicity was irresistible. But as Jason said, "If I read about another RX-7 with an out of the box T-78 kit on it I was going to puke", so something more creative was chosen. As much at the heart of a

car as the motor is the turbo, many aspects of the power curve, drivability, and responsiveness are dictated by choice of turbo. For the decision Jason enlisted the help of Innovative Turbo Systems. Something with good response was necessary, since the primary purpose of the car was to be for street and road course use. The final decision was an Innovative GT66 with dual ball bearings, titanium wheel with inconel shaft, and a 1.0 a/r



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Q trim compressor. This combination resulted in a very responsive powerband, with well over 400 horsepower at the wheels possible. To even further enhance responsiveness, Jason had his South Florida Performance exhaust manifold and custom 3.5" downpipe ceramic coated.

A turbo like this has a copious thirst, and with a rotary one burp and the motor can be history, so engine management and fueling is key. What better friend could one have than Steve Kan, whose tuning capabilities have gained something of a mythical status. Simply installing the standalone AEM ecu, bigger fuel injectors and rails, and dual Nippondenso fuel pumps isn't enough, it all has to be tuned. And tune it they did, producing a staggering 409 whp / 397 torque at a mere 13psi of boost. Typical response to numbers like that at such low boost levels would be "no way in hell", but as you hear over and over, tuning is everything. To make the combination reliable, some trick bits like an Aquamist water injection system and dual Russel pro fuel filters were added.



If those power numbers aren't enough to put a grin on a Mazda engineers face, the fact that the car was built to satisfy its original purpose, road course racing, should. In fact Jason has paid as much attention to the cars underpinnings as he has to the contents under the hood. CCW Classics sizing 18"x10" shod with Yokohama Advan AO48 rubber fill out each corner of the car. Massive amounts of braking force is necessary for track duty with this much power, and that's exactly what the car has. Front brakes consist of Brembo Gran Turismo 6 piston calipers and 13" rotors, rear brakes are cryo treated Brembo 11" rotors with stock calipers. This combination is enough to remove bugs from the front bumper under braking, and leaves passengers scrambling for the 'oh shit' handle. Keeping everything level is a set of HKS Hyper Max II 30 way adjustable coil-overs, which have a surprising livable street ride.

But that's just the beginning of the chassis enhancements, with common use at the Texas Motorsport Ranch and Texas World Speedway, Jason made sure there were no weak links. Many pieces such as the Exedy twin disc clutch and lightweight flywheel, Racing Beat front/rear swaybars and swaybar brace, and Cusco strut tower bars may be expected on a track car. However, tricks like having the stock power plant frame cryogenically treated for extra rigidity are unique. Combined with the Momo Corse seats and 5 point Shroth harnesses, this car is a racers dream, and at home on any track.

Even the most tasteless among us would agree, the 3rd gen RX-7 is an absolutely gorgeous car bone stock. Body kits, huge wings, and blingin wheels certainly are not necessary to make the car stand out, and this is a perfect example. With nothing more than the custom Victory Red paint by Martin Oakland of Millenium Autoworks and CCW rims, this 7 is a head turner. Everything about this car screams business, the epitome of no nonsense.

And we're not the only ones to recognize this cars greatness. It appeared in the 2004 Sport Compact Car Ultimate Street Car Challenge. Jason admits the car didn't have a chance, losing points for it's lack of stereo and air conditioning, be he couldn't care less. He wasn't about to change the cars purpose for anyone, and we applaud that thinking. RX-7's have always been about no compromise performance, those seeking a soft highway cruiser need not apply.

When asked what plans he has in store for the car, Jason really couldn't think of anything. All that's currently needed is an upgrade to the stock single oil cooler. Other than that Jason says the car is simply more than his driving ability deserves. To address this, Jason is currently in the market for a Spec 7 car which he can use to hone his skills. By learning more with a cheaper car, he'll be able to push harder without fear of destroying his pride and joy. So watch out Porsche owners, the car is ready now ... once driver is up to the task no 911 will be safe on the track! **RX**

THE MODS

ENGINE:

- Street ported and polished with 3mm apex seals by rotary performance.
- Ported & polished upper and lower intake manifolds
- Double throttle and coolant removed from throttle body
- Innovative Turbo Systems gt66 dual ball bearing oil and water cooled turbo (Q-trim with 1.00a/r; titanium wheel and inconel shaft)
- Innovative Turbo Systems 42mm pro gate
- M2 Performance Large I/C
- Tial Blow off valve
- Custom fuel rails 1600cc & 720cc injectors
- SX fuel pressure regulator
- Dual Nippon Denso pumps (one for each fuel rail)
- Braided Stainless 6an lines throughout with ears fittings
- Dual 8 1/2" russel pro fuel filters
- South Florida Performance exhaust manifold (Ceramic coated)
- Custom 3.5" downpipe (ceramic coated)
- Custom 3" midpipe
- Tanabe Racing Medallion cat back
- Koyo radiator
- Samco hoses
- Aquamist water injection
- 2 maradyne 12" 130 watt fans
- Gotham Racing turbo heat blanket
- Gotham Racing oil pan re-enforcement brace
- Gotham Racing engine torque brace
- Gotham Racing Stainless oil metering pump lines
- Rotary Extreme underdrive pulley
- Greddy alt./water pump pulleys
- Greddy oil catch can
- Ngk 8.5 mm plug wires

DRIVETRAIN:

- Exedy Twin disc clutch
- Exedy lightened flywheel
- Kaaz l.s.d.
- Gotham Racing polyurethane motor mounts
- Gotham Racing Differential brace
- Cryogenically treated power plant frame
- Goodridge clutch line

ELECTRONICS:

- AEM standalone engine management
- AEM CD21 ignition amp
- Greddy profec B spec 2 boost controller
- Greddy remote switching system
- Greddy oil/water temp gauges
- 2 Greddy fuel pressure gauges (one for each pump)
- Greddy EGT gauge
- Greddy boost gauge
- Autometer a/f ration gauge
- Autometer oil pressure warning light

SUSPENSION:

- Hks hyper max II 30 way adjustable coil overs
- M2 toe links
- M2 trailing arms
- Racing Beat adjustable front and rear swaybars
- Racing Beat sway bar reinforcement brace
- Cusco strut tower bars front and rear

BRAKES:

- Front: Brembo gran turismo 6 piston calipers, 13" rotors
- Rear: Brembo slotted/drilled 11" rotors (cryo treated) hawk/hp spads
- Goodridge stainless brake lines

INTERIOR:

- Momo Corse seats
- Mazda speed D-cut steering wheel
- Shroth 5pt. harnesses
- Greddy weighted shift knob

EXTERIOR:

- Paint: custom victory red by Martin Oak and of millennium auto works
- '99 spec front lip
- '99 spec tail lights

WHEELS:

- Street: Enki Rpo-1 18x9 with dunlop sp 9000 18/35-265 rear
- Enki Rpo-1 18x8 with dunlop sp 9000 18/35-245 front
- Track: CCW classics 18x10 all four corners
- Yokohama advan ao48 285/35-18 all four corners