

Zoom-Zoom,

By MARK GAAL (POLAK)

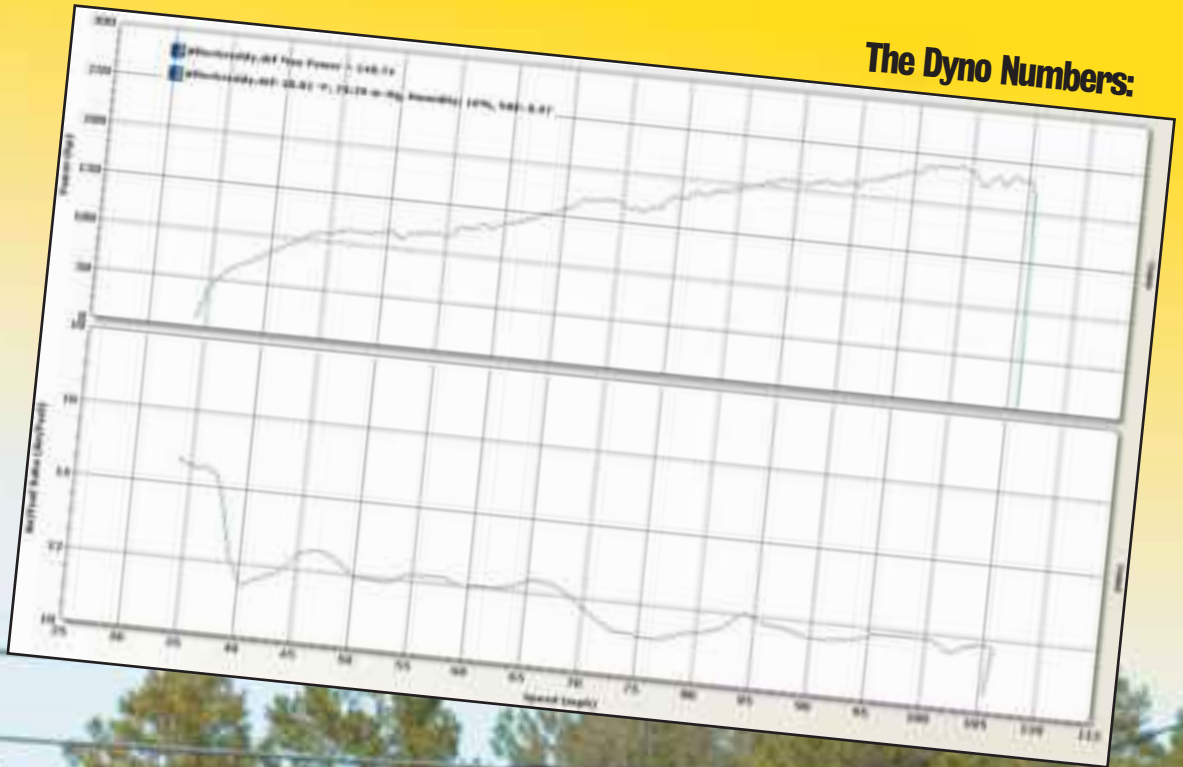
IT'S NOT OFTEN that you hear "Rx-8" and "Turbo" placed in the same sentence unless it's followed by "side seal failure" or "not worth it." So when I heard that my buddy, Jon, known to most of you as "philodox," would have one of the first Greddy powered 8s spooling 40 minutes south of me, in addition to being very, very jealous, I couldn't wait for a chance to see it go. I've seen a lot of pretty cars, a lot of neck-snapping power, and a lot of ear-piercing BOV's, and this might just be the bias talking, but I have to say none of them made me feel quite like this.



PSSSTT!



The Dyno Numbers:



“Everything put together makes for a mouthwatering package that’s practically orgasmic.”

Featured Ride

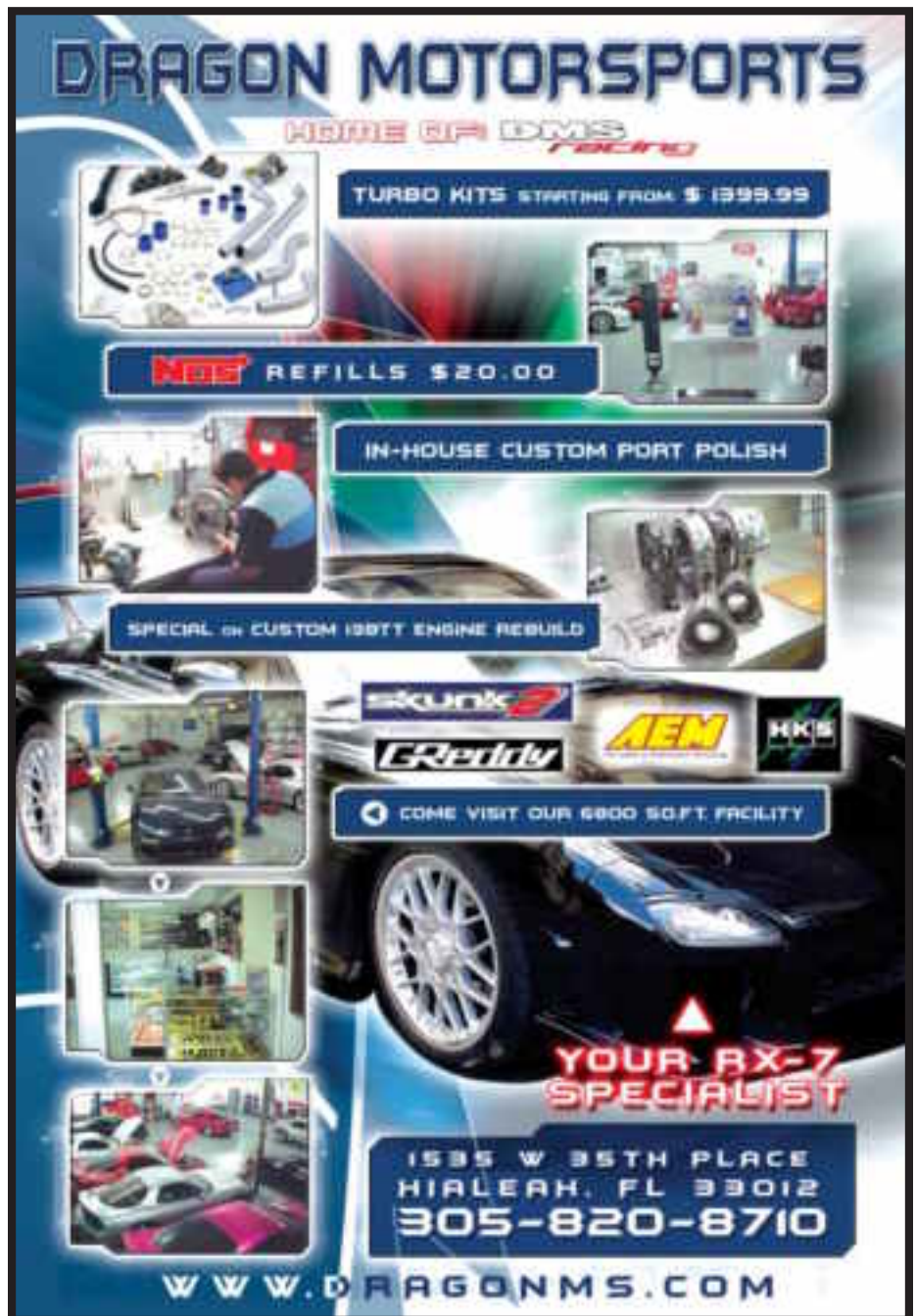
But like any project car before we can get to the end result there always the story that either looses you a girlfriend, a job, or a couple bank accounts. Jon's story begins with his return trip home from Iraq, where he supported Operation Iraqi Freedom, I won't get into what the military paid him for 15 months of service, but it sure made me wanna eat a few bullets. So what does a male age 28 do when he has a shitload of expendable income? What else, buy a sports car, in Jon's case coming from owning a few Rx-7's he couldn't resist practicing that rotary religion again.

With the car paid off, I think Jon had about 325 miles on the motor before he started voiding the warranty. Within about a month he had slapped on the Borla cat-back exhaust system, SR Intake, SR Lightweight Flywheel, Canzoomer Stage 2, Rotor Cross Drilled & Slotted Rotors and a any other performance enhancing mod he could get his hands on. Jon then wanted to go see what all this stuff had given him, so he took it to TurboTrix for a dyno run. The best he came up with was 180rwhp and 130 ft/lbs of torque, considering my showroom stock car made 187rwhp on the same dyno and in addition to loosing a bet, Jon was.... well less then amused.



"Mazda forgot the expletive deleted balls", with that said Jon's was determined to make this car what it should be. There are not a lot of choices for aftermarket forced induction for the Rx-8, ok actually at the time the Greddy was the only application that you could get delivered in 5days and not pay near 7 grand for. My only gripe with the system is that it isn't as easily upgradeable as lets say the SSR-Engineering turbo, but for what Jon wanted to do it was plenty and a little bit more. After hounding MazdaTrix for days as to when the first turbo would be in and developing a UPS chant on rx8club.com, needless to say when it arrived Jon was comparable to a virgin in bed with a big hunk of T618Z... well, you get the idea.

The install was done at JPR Imports and was



DRAGON MOTORSPORTS
HOME OF DMS Racing

TURBO KITS STARTING FROM \$1399.99

MSD REFILLS \$20.00

IN-HOUSE CUSTOM PORT POLISH

SPECIAL ON CUSTOM 130TT ENGINE REBUILD

skunk2
Greddy
AEM
HKS

COME VISIT OUR 6800 SQ.FT FACILITY

YOUR RX-7 SPECIALIST

1535 W 35TH PLACE
HIALEAH, FL 33012
305-820-8710

WWW.DRAGONMS.COM



described a few pages back, Greddy has done a really good job in making this a true “kit”, even with limited experience with turbos, I wouldn’t at all feel uncomfortable installing this one on my own. The only snag that Jon did run into was the conversion of his Type-S BOV into an oil cannon, made possible by condensation and a mix up on the “IN” and “OUT” side of the oil catch can. Other than that Jon’s was ready for what most Rx-8 owners are still having wet-dreams about, “Zoom-Zoom PSSSTTT.” With the edition of a temporary jury rigged boost gauge and a PProfec B-spec II, Jon put together a contemplation video for his hungry audience, his excitement was not only noticeable by his loss of tracking and constant “wohoooo’s” and “wow’s”, but by his unwillingness to take it out of any other gear higher than 3rd.

Next it was time to see if Jon’s 180rwhp “wimp” had evolved into the “totally different car” he claims it to be. So along with Jeff Abrams and his 8’s custom built turbo, Jon made his way down to Altered Atmosphere Motorsports in Maryland. (STILL WAITING ON ALTER MOTORSPORTS DYNO’s AND SUCH) At the moment of truth we knew it made power but just how much was still a couple processor seconds away, BigityBam 240.3rwhp and 193ft/lbs@4600rpm on a very plateau-like torque curve with 192ft/lbs@3000rpm. Well that’s certainly an improvement and one hell of a torquey turbo, with the way some Rx-8’s dyno this kit out of the box could make near 100rwhp that’s a hell of an achievement for the RENESIS and from a T6 turbo at 7psi. The next hurdle to tackle is cracking the password Greddy puts on their maps to prevent tampering, which I’m told shouldn’t be an issue as Greddy is sending Jon a new unit with no password protection due to “electrical malfunction”. Once that’s taken care of Jon intends on 9psi and that magic 300rwhp number, “finally, some ball.”

Anyone who’s ever dropped a turbo into a car knows that you can’t stop there, Jon wanted a looker to go along with the hooker under the hood. Jon chose to go with the Mazdaspeed Front Clip, Side Skits and Spoiler.



For wheels he chose what in my opinion are the best looking aftermarket rims on the Rx-8, Axis Hiro Wheels 19x8.5 up front and 19x9.5 in the rear. For suspension he recently upgraded his Racing Beat Springs to full Tein Flex Coilovers, but retained his RB sways/endlinks and MazdaSpeed front and rear chassis bracings. Inside is a Richard Paul's short shifter which I have myself and love, and a Custom PTP 3-Gauge pod installed in place of the navigation unit, the list is just too long to write out creatively. Everything put together makes for a mouthwatering package that's practically orgasmic.

Others seem to notice too, the looks we got washing our Rx-8's before the shoot was quite humbling, even a modified Jetta from vwvotex.com wanted a piece when we rolled by, me following with my camera on a sticky pod snapping pics out the moonroof, and yes John destroyed that car ;) It's a wonder how we managed to stroll into ATCO raceway for a good 20 minutes before being told we couldn't be there, their fault for not closing the Masterlock on the gate, I suppose.

Whatever the case, Jon is sure to keep modifying and I'm personally looking forward to what potential he can un-tap with this Greddy powered RENESIS and I'll be sure to bring it your way,

Special Thanks

Jams Phillips of JPR Imports in Blackwood New Jersey for doing all the work on the car; Rx8Garage.net, Rosenthal Mazda, Vivid Racing, PTP Motorsports, Carbonwerks.com for supplying all the parts; and lastly TurboTriX & Altered Atmosphere for use of their dyno facilities. **RX**

The Mods

PERFORMANCE

- Greddy T618Z Turbo Kit @ 7psi (240rwhp)
- Royal Purple Engine Oil
- Racing Beat Spark Plug Wires
- Lineage Ground Kit

EXTERIOR

- Mazdaspeed Front Bumper
- Mazdaspeed Sideskirts
- Mazdaspeed Rear Wing Spoiler
- Clear Corners w/stealth bulbs
- Stealth Bulb Turn Signals
- Satin Finish Aluminum Fuel Door
- Fender Strakes
- Rotary Valve Stem Caps
- Rotary License Plate Bolts
- Ganador Racing Mirrors (NOT ON DURING PHOTOSHOOT)

SUSPENSION AND WHEELS

- Milla Miglia EV-R Wheels, 18x8 & 18x9 (Winter Wheels)
- Axis Hiro Wheels 19x8.5 & 19x9.5 (Summer Wheels)
- Stock 18x8 Wheels (Autocross Wheels)
- Yokogun Open-ended Racing Lugs
- Borla Cat-Back Exhaust
- Rotor Cross Drilled & Slotted Rotors
- Red Line Transmission/LSD Fluid
- SR Motorsports Lightweight Flywheel
- Racing Beat Front & Rear Sway Bars
- Racing Beat Front End Links
- Tein Coilovers
- Mazdaspeed Front & Rear Strut Tower Braces

INTERIOR

- Richard Paul Short Throw Shifter
- Illuminated Shift Knob
- Custom Leather Shift Boot
- Leather E-Brake
- Carbon Fiber door scuff plates
- Defi BF Series Gauges (Boost, EGT, Fuel Pressure)
- Custom Center Dash Gauge Pod by PTP Motorsports







February 2005

