



JAIME
Chevrolet

Stevenson

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EAGLE



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TUNER

May/June 2005

A red 1981 Toyota Starlet drag car is shown from a front-three-quarter view. The car features a prominent hood scoop and a large 'ATREVIDA' decal in yellow and black on the front fender. The front grille has the 'TOYOTA' logo, and a custom license plate area displays 'América Atrevida' in a cursive font. The car is parked on a dark surface, possibly a track, with a white barrier and blurred spectators in the background.

“La Atrevida”

BY VICTOR LOPEZ

LA ATREVIDA—known as the “perfect combination” of Falito and Oso Performance from Caguas, Puerto Rico in this powerful 1981 Toyota Starlet. A mix of two daredevils of import drag racing; son of legendary Rafael Rivera - “Falito Jr” and technology powerhouse, driver and programmer Jorge Jurabe “Oso”. These two characters have converted this Starlet in the fiercest $\frac{3}{4}$ chassis in the world



Ramon Martinez, owner of "La Atrevida" had a clear vision. From the first day of construction of this compact, he did not want to be another Rotary-Starlet in drag racing... he wanted to be # 1 in the world. With that in mind, he began the construction in 2001. Fabricated completely of Chromoley with the interior in Carbon Fiber and Aluminum was the first step to its success. Currently, "La Atrevida" holds the world record for the quickest compact modified $\frac{3}{4}$ chassis... clocking consistent times of 7.61 @ 174MPH.

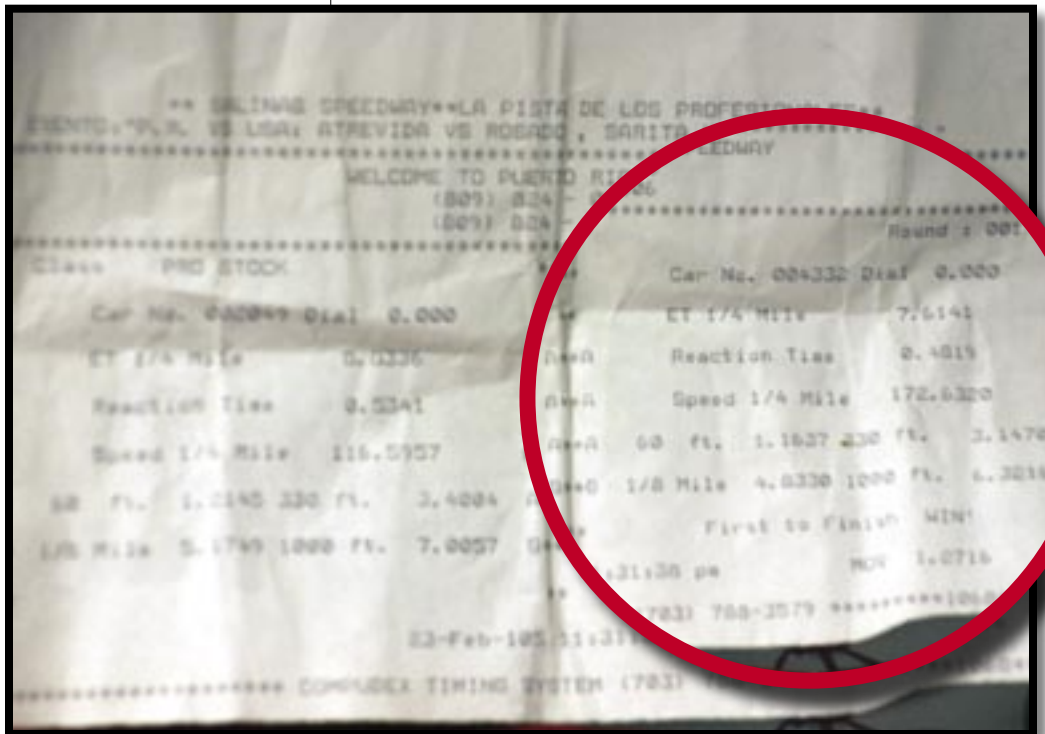
Breaking the 7-second barrier on a $\frac{3}{4}$ chassis with such narrow wheelbase is a highly dangerous challenge. There are many 7-second compacts in the world, but when you have 89 inches crossing the $\frac{1}{4}$ mile track at speeds of over 170mph, you're talking serious control... enough to produce a





cold sweat and adrenaline rush when you hear the roar of the rotary engine wanting to break the chassis—doesn't sound like fun anymore. Well, this is the reality of a Starlet in the sevens, the same reasons why only a few exist in the world today and the main reason why "La Atrevida" is so unique in this sport.

The secret mystery of this rocket is not so much its excellent overall construction. The mystery lies in its power plant, a mystery that lays 740 incredible horsepower. "La Atrevida" has a 1995 Mazda RX7 13B engine. These are the factory specs, but after Falito and Oso grease their hands.... well, you know what these two "boricuas" are capable of doing. Like the majority of modified rotary engines, this one has an over lap and escape work done. The difference in "La Atrevida" is not that this modification was done, but how





it was done. This is where it counts, the knowledge of Rafaelito Jr. These adjustments of admission and escape are totally important. Why? Because this rotary is pressurized by a Turbonetics 81-Q. This enormous fan will push 38lbs of boost. It has been proven before; these enormous turbines are no big deal for a 13B. These engines have the muscle to push such a turbine however it wants to. The way it pushes these turbines, is the same way it produces the power and consumes fuel. "La Atrevida" has two fuel pumps Weldon and a battalion of 10 alcohol injectors of 1,600cc each. They look like allot of injectors, but there will be more pieces of engine at the 1/4 mile track if 38lbs of boost does not find the proper mix. That is why Oso comes in with a Sakura Motorsport fuel management system. Oso adjusts every breath of "La Atrevida" and it in turn translates into 7-second numbers. These numbers are more than just 740 horsepower; they are a combination of equipment, adjustments and knowledge. To capture this power and bring it pure to 2 Goodyear tires 31x14, it was necessary to install a McLeod clutch multi-discs with a Liberty "air shifter" transmission, a four link suspension with Koni shocks, a Chevy 12 bolt differential, McWilliams axle and Progear gears that puts the flavor on that initial take-off (1.13 sec @ 60ft) in pure Mazda power.

For some, "La Atrevida" has come to its max, but to Falito and Oso the game is just getting interesting. There are current plans to install a Ford 9" rear and increase tire size. If you look at the pictures, you may see a nitrous oxide system installed. This system has not been used... the bottle has not even been installed... so now you know, and avoid rumors. Falito and Oso are ready to take "La Arevida" to its limits, to the limits of the best numbers in the world and maybe a touch of nitrous oxide can push this rocket where no Starlet has gone before. **RX**

To see more of "La Atrevida" go to:
www.cardomain.com/id/laatrevida



THE MODS

PERFORMANCE

- 1995 Mazda RX7 13B Motor @ 740hp
- Over Lap & Escape/ w factory seals
- Turbonetics 81-Q Turbine @ 38lbs PSI
- Turbonetics Racegate
- 2 Blow off Tial valve
- 2 Weldon fuel pumps and regulators
- Jay Tech pressurized hat
- Haltech F9 system
- Full Alcohol injection 1,600cc
- 2 MSD 6AL/ two step
- Blaster 3 coils
- Moroso wires
- Liberty 5 speed "air shifter" transmission
- McLeod clutch multi-disc

SUSPENSION/RIMS & TIRES/ BRAKING/ DIFFERENTIAL

- Four Link Suspension w Koni shocks
- Rear: Bogart Racing Wheels
- Front: Weld Racing Wheels
- Goodyear tires 31X14
- Aerospace Brakes
- Chevy Aluminum 12 Bolt
- McWilliams Axel
- Progear Gears Interior/ Exterior
- Chassis Chromoley @ 89"
- Carbon fiber and aluminum interior
- Auto Meter, Ultimate Silver & Ultra Lite gauges

BEST TIMES:

- 60ft: 1.13
- 330ft: 3.14
- 1/8 mile: 4.83 @ 148 mph
- 1/4 mile: 7.61 @ 174mph

