

RO-VA!



Photos By Ryan Scott

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THIS RX-7 STARTED LIFE AS A 2000 YAMAHA R6, that's right a bike! I've been a RX-7 enthusiast for a long time now. In fact I've owned three 2nd Gens prior to this one. Since I've not had one for about a year, the need was getting out of control. I needed to get into boost again, and fast, but available funds limited my options. The only option I could think of was to look for the best one I could possibly get my hands on, then try and convince the owner to trade for my bike. So that's what I did. I located this RX-7 in Ohio. During discussions with the owner, I found that he was in the market for a bike. Score! That's when I knew I had clinched the deal. He had sent me some pictures of the car and I have to say it was real clean inside and out. The car only had two previous owners and approx

imately 70,000 miles on the ticker. Seeing how I lived in Chicago and he in Columbus, OH, we made arrangements to meet on May 24, 2003 in Indianapolis at a truck stop. When I arrived, I spotted the bright red 7 sitting in the parking lot all by itself, lit up by the sun. Right then and there I knew this was "The One."

The car was a great platform with nice original paint, no rust, and a very clean interior. It had a few modifications, including a set of rims with lowering springs, exhaust, and a front mount intercooler. The intercooler is the only part that remained on the car during the build up. I now came to realize why the guy was getting rid of it, the motor has a blown coolant seal. This was not a good start to the love being formed for my new RX. Past experiences with my other RX-7s had left me with mixed emotions. Driving them was a true joy, but the light feeling in my wallet was quite a downer. So needing a motor from the get-go gave me an apprehensive feeling, fearing that this was going to be another money

John Moore's '89 RX-7 Turbo II

pit. I contacted a few places trying to hunt down a healthy J-Spec motor, and again came up short. Nobody had any really worth my time, because they too had one problem or another with the ones on hand. While waiting for a decent motor to arrive, I sat down and started a list of parts I knew I would have to get. I wasn't originally planning on going nuts with this car, but I knew I would only want the best parts I could afford.

For me, looks are very important in a car. Choosing a body kit is a big decision. Seeing how there are only a handful to choose from for a 2nd Gen, I had to make sure my car stood out from the crowd. I looked around on the internet and magazines without finding much that got my motor running. Eventually I found a picture of the GP



Sports "G Four" kit, and knew I had to have it. Unfortunately, I also learned that GP had pulled out of North America. So to get one, I would have to be resourceful. After searching for months hitting numerous dead ends, I finally got in contact with a local import speed shop called Evolution. I told them my troubles, and how this was the only kit that would do for my project. So they placed a few phone calls, and a week later I placed my order with them. They had originally told me that it would only take about three weeks to get. The three weeks passed and still no kit. They had found out the GP themselves where backed up and the kit was on back order, so I had to wait.

While waiting for my kit and other miscellaneous parts to arrive, I received a call from a close friend who had hunted down a clean and

An advertisement for Corksport featuring various car parts and services. The ad is set against a dark background with yellow and blue text. It includes three product images: a stainless steel dual muffler exhaust for RX-8, a custom front bumper for RX-7, and a complete FRP body kit for RX-7. The ad also lists services like suspension, intake, and exterior work, and provides contact information for Corksport in Portland, OR.

Corksport SS Exhaust System
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healthy J-Spec motor for me. Since the previous owner thought it was cool to run the tranny bone-dry, I ordered my motor with a transmission. After the motor and tranny arrived, I pulled the just about everything from the engine bay. Like just about every modified RX-7 out there, the prior owners had their own idea of how to work on a car. Lots of things had been removed, or relocated without explanation or reason. So the only way I could get it back in order was to start from scratch. My girlfriend and I started cleaning, removing 15 years of road grime and stray fluids from the bay. After a full three days and nights of scrubbing, it was spotless, and time to start putting it back together. A few more days, and a lot of tracing leads on wiring diagrams, but I got the motor and transmission into the car and running with relative ease. That apprehensive feeling was starting to subside, things were going well with my new project. Now the fun part, time to start ordering go-fast goodies.

One by one, parts were being ordered from a variety of places. The first three things to come in were my suspension, rims, and tires. Everyday was Christmas, with a steady stream of UPS visits, and a new box to open every day. Working on a project car really is a blast when you always have some nifty new blingin' part to install. Now the car was really starting to take shape.

After a winter of parts installations, on March 10, 2004, my body kit finally arrived, straight off the slow boat. That same day I made the appointment with the body shop. In early April they installed the GP kit, a set of Cork Sport fenders, a Wings West spoiler and shaved all the side markers.



UNDER THE HOOD

POWER

- J-Spec motor and transmission
- 850cc primary injectors
- 1600cc secondary injectors
- Apexi Power FC
- Garret T70 turbo
- Turbonetics wastegate
- Blitz blow off valve
- Walbro 255 fuel pump
- Greddy front mount intercooler
- Greddy elbow
- Custom intercooler piping
- Black Magic electric fan
- Koyo radiator
- MSD ignition
- Racing Beat down pipe
- Racing Beat exhaust
- Apexi N1 mufflers
- Apexi boost controller
- Mazda Trix short shifter
- ACT HD pressure plate
- Mazdaspeed 6-puck clutch



SUSPENSION

- 18" Enkei MM2 rims
- Bridgestone Potenza S-03 tires size 255/35/18 front and rear
- Tein type Flex coilovers
- Cusco lower and upper front strut tower braces
- Mazdaspeed rear strut tower brace
- Suspension Techniques front and rear swaybars
- Irotors zinc plated cross drilled and slotted rotors
- stainless steel brake lines

EXTERIOR

- GP Sports "G Four" body kit
- Wings West large GTU style wing
- Cork Sport fenders
- Cork Sport fresh air headlight cover
- Mazda Blaze Red paint

INTERIOR

- FC Store carbon fiber radiator panel
- FC Store carbon fiber radio surround
- Cork Sport carbon fiber gauge bezel
- Black Cat custom faced gauges
- AGC red carpet
- Apexi boost gauge
- Apexi EGT gauge
- Apexi turbo timer
- Momo shift boot
- Momo shift knob
- 7" LCD screen
- Concepts DVD player
- Panasonic head unit
- Kenwood Exelon amps
- 12" Infinity Kappa Perfect Comp subs
- 6" Infinity interiors



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They then laid down factory Mazda Blaze Red paint with five coats of clear over the entire car. In all they had the car at the body shop for about two and a half weeks. When I first laid eyes on the new glowing evil red paint I was in awe. I could not believe that this was the same car that had gone into the shop a few weeks prior.

While taking my newly built RX for a spin on a cool night this red devil hissed at me. This time however, in the form of radiator fluid spewing out onto the turbo! Yep that's

right I was stranded on the express way with a blown radiator at two a.m. My spotless engine bay was ruined. It looked as if a bomb of radiator fluid went off soaking everything from front to back and top to bottom. I guess the stock radiator was starting to feel out of place among all the new parts and decided it was time to part with the car, so I placed the order for a brand new Koyo. Now that the car was out of commission once again I figured this was as good of a time as any to start ripping out the interior. My girlfriend and I took a day and stripped it down to nothing and the next day started to put it all back together, but this time with an arsenal of after market parts.



After a year's worth of work and not a dime in my bank account, my project RX-7 is through. I have never had so many ups and downs as I have with this RX and sometimes I often think to myself if this was all worth it? Should I have really spent this kind of money on a car that I will never see a quarter of my investment if I tried to sell it? When all is said and done, however, there is no better feeling to a builder than to have people compliment you on your hard work and careful planing. From every "hey that's a nice car," to a simple "wow" makes everything all worthwhile and the doubt simply fades.

Coming Soon

In the near future I'll be revamping my fuel system with a larger pump and regulator, along with some larger diameter fuel line front to rear. Other things coming soon are an aftermarket steering wheel and pair of seats. Then once the custom roll cage is installed, I'll be able to attach my four-point harnesses.

I would like to thank my girlfriend, Letyce, for all her help and being so understanding for the time I've spent on this. I would like to thank my very close friends Joe, Alex, Sam, Mikey, Pinyo, and Louis for all the help and advice they have given. I would also like to thank Benson at Garage Kwai for all the mad hook ups on parts. And last but not least, my family for understanding that cars are my addiction and obsession. **RX**



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