

Evil Twins

By John Duarte

I'VE BEEN IN LOVE with the 3rd generation RX-7 since they hit showrooms a decade ago. When I found one with 34K miles in late 2000, I jumped at the opportunity. At that time, I owned an '88 10th Anniversary which I modified and raced, and also an '89 RX-7 Convertible which was my daily driver. The 3rd Gen. sat in my garage until Feb 2002, and then became my daily driver when I sold the convertible. Right away I installed a Greddy PE cat-back, downpipe, and air filter. My first trip to the track resulted in mid-high 12's @ 108-109mph.

Shortly thereafter I installed an Apexi Power FC, midpipe, Greddy pulleys, Crane HI-6 ignition, and went back to the track. With this setup I was running low-mid 12's @ 115mph. At 14psi the sequential turbo system started acting up. I decided to rip the twins out and modify them to run parallel and get rid of the "rat's nest." This introduced a bit of lag, but the power curve felt very linear, unlike the sequential sys-



After many attempts the car ran 11.98 @ 119.6mph, but parts started to fail. That week I split open the differential, and 2 weeks later I broke an axle. I upgraded to 300M chromoly axles and dropped in a Second Gen. Turbo II differential with FD gears. It then ran 11.56 @ 122mph on Nitto drag radials, still with stock motor and .

In Jan 2003, I dynoed the car and put down 402hp and 356 torque. With a friends Datalogit and 1200cc secondary injectors, I was able to raise the boost. I was running mid 11's back to back @ 122-123mph. I had my mind set on 10's now, so I ordered a set of MT ET street drag radials. With the switch in rubber, the ran an 11.19 @ 122. All I needed was a better 60 foot time, and I'd have my 10 second timeslip.

With boost hitting 18psi and dropping slightly, I managed a best of 11.08 @ 125mph at Englishtown Raceway before it closed. Then, on Sunday Nov 30th, I decided to take advantage of cool weather and try the ET streets again. On the first pass, it ran 11.18 @ 120mph on lower boost. I staged for the second run and launched at 7000 rpm, crashed through the gears and it finally happened! 10.98 @ 121.67mph on stock non-sequential twins! It was nice that a few friends were there to witness the event, and that the runs were captured on video. They can all be seen at www.vwsport.com in the Mazda video section. **RX**

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tem. With this I ran 12.004 @ 117mph on stock fuel system and intercooler but injector duties were hitting 95 - 99%. So I dropped 2 850cc injectors in the primary locations, and replaced the fuel pump with a Walbro 255HP. At this power level, the stock intercooler was inadequate, so I swapped in a Greddy 3-row front mount intercooler.

