

STI US EVO



TEXT BY LUKE MUNNELL
PHOTOS BY LUKE MUNNELL AND HENRY Z DEKUYPER



BATTLE LOL-YALE

Bang! We're all dead.

I'm a huge film dork. It's not my fault—I went to school with a bunch of other film dorks and they corrupted me. Thanks to them, I will never again watch a movie without trying to spot flubs, wondering about lighting and set design, or tearing up at the beauty of a long, continuous Steadicam shot (*Goodfellas*) or ridiculously complex car chase (*Ronin*, *Bourne Identity*). Even today, I'm probably one of about three people who will buy a DVD only if it offers widescreen formatting and director commentary. I told you—big dork.

One of the first such commentaries I can recall was an interview with Quentin Tarantino, describing the "Mexican Standoff"—a scene found in many of the Western flicks that inspired his work—in which



a group of the film's pro- and antagonists finally confront each other, guns drawn in all directions, and tense moments of silent uncertainty loom until one person triggers a shootout, and almost everyone ends up dead. Think *The Wild Bunch*, *True Romance*, or *Reservoir Dogs*.

After this year's STI vs. EVO Shootout, presented by Continental Tire, I'm identifying another type of shootout, one I'm calling the "Buttonwillow Standoff", in which high-hp, AWD time-attack assault vehicles are drawn, last-minute adjustments are made, and tense moments of rough idling and uncertain air/fuel ratios loom until the green flag drops, and (almost) every car blows up or catches fire. Because after two years of Subie/Mitsu loyalists battling without a hitch, that's what happened this time around.

STI **CAR #109: Import Tuner '05 STI** **BEST LAP: DNF**

OWNER: Scott Tsuneishi
DRIVER: Andy Hope
OUTPUT: 365 whp
ENGINE: Cosworth short block; HKS S-type intercooler, F-Con V Pro, Comp Z, intake; FP Green turbo; Koyo radiator; DC Sports exhaust; Tomei equal-length header, downpipe
SUSPENSION: Tein Monoflex coilovers (12kg/mm front, 10kg/mm rear); Whiteline 37mm front and rear swaybars, end links, bushings; M1FD 12-point lower chassis brace
DRIVETRAIN: Spec clutch, lightened flywheel; AMS clutch line
BRAKES: Stoptech slotted rotors; Project Mu brake pads; Zero Sports stainless brake lines; Motul RBF600 fluid
AERO: JDM STI lip; Chargespeed over-fenders, rear bumper; ARC reverse hood scoop; Kaminari carbon fiber hood, trunk
WHEELS: 18x9.5 +35mm offset Volk Racing RE30
TIRES: 275/35-18 Continental ExtremeContact DW

"First Car to Blow Up of the Day" awards went to us, when Senior Editor Scott Tsuneishi's '05 STI caught fire on its first lap out, at the hand of *ex-Sport Compact Car* editor Andy Hope. Scott drove his car 200 miles from Long Beach for the competition without a hitch, and has since not been able to pinpoint the cause of the blaze—all reasons we're suspecting this is Andy's carefully laid revenge for all those "Death Taco" lunch sessions we dragged him to while he shared an office with us. Well played, Sir!



STI **CAR #107: Team SCS '08 STI** **BEST LAP: DNF**

OWNER: Sam Milipas
DRIVER: DNF
OUTPUT: 360 whp
ENGINE: Garrett GT30 turbo; Cosworth intake manifold; Tomei exhaust manifold; Cobb Accessport ECU
SUSPENSION: Cusco Zero 2E coilovers
DRIVETRAIN: ACT Street clutch kit
BRAKES: Project Mu six-piston front calipers, four-piston rear calipers, brake pads
WHEELS: 18x9.5 Rays Engineering CE28 Formula Limited
TIRES: 265/35-18 Continental ExtremeContact DW

Nearly tied with us for FCTBUOTD honors was Sam Milipas' blue Team SCS '08 STI, which suffered a momentary lapse in oil pressure and subsequent timing gear jump, also in its first round out. Miraculously, Sam was able to fix the issue before the drive home, but will have to wait until next year to redeem his reputation in competition.



STI VS EVO



CAR #100: TEAM SCS SUBARU '08 STI BEST LAP: 2:04.691 (Round 3)

OWNER: Jon Gih
DRIVER: Andy Chen
MODS: Classified

After Sam's Team SCS '08 STI called it a day in the first round, Randy Chen was able to drive Jon Gih's Team SCS '08 STI to a 2:04.691 in the third round, before (voluntarily) calling it a day. Got all that? Us neither—it took me two days to fact-check this bit.



ANDY



CAR #108: YIMISPORT '08 STI BEST LAP: 2:04.391 (Round 4)

OWNER: Paul Yim
DRIVER: Mike Lewis
OUTPUT: 526 whp

ENGINE: Balanced rotating assembly; Manley Turbo Tuff connecting rods; JE Pistons; Killer Bee oil pan; L.A. Sleeve re-sleeved bottom end; 5 Axis CNC-ported heads; +1mm Supertech valves, valve springs, titanium retainers; Yimi Sport intake, intercooler, piping, oil/air separator; Flowmaster Hushpower exhaust; Milspec 100-cell catalytic converter; Full Race twin-scroll turbo manifold; Borg Warner 83-75 turbocharger; HKS SSOV blow-off valve; Tial MV-S wastegate; PWR radiator; Samco radiator hoses; Mocal oil cooler; NGK iridium spark plugs; Deatschwerks 1,000cc injectors; Walbro fuel pump; Cosworth ECU, tuned by Paul Leung of Yimi Sport
SUSPENSION: KW Club Sport coilovers; Whiteline 24mm front sway bar, 24mm rear sway bar, bushings, front camber plates, four-point under-carriage brace; GT Spec front strut brace, fender braces; Cosco mid-body brace
DRIVETRAIN: Exedy twin-plate clutch, flywheel
BRAKES: Brembo 355mm Gran Turismo brakes (front); Hawk DTC 70/60 pads; custom stainless brake lines
AERO: Seibon carbon fiber hood; APR custom carbon fiber canards, front lip, splitter; Blacktop Aero carbon fiber double-deck wing; rolled fenders
WHEELS: 18x9-inch +35mm Volk Racing RE30; 18x9.5-inch +38mm Enkei RPF1
TIRES: 275/35-18 Continental ExtremeContact DW

500+whp and a metric ton of high-end parts might seem like a recipe for track domination, but that turned out not to be the case for the YimiSport STI, which suffered immense turbo lag during partial throttle, and loss of traction at full throttle. "I drive it on the street," explains owner Paul Yim, "But it's set up for slicks on the track." Street tires can be fast, especially this year's spec tire of the Shootout (see sidebar), but "a smaller turbo would've actually helped us go faster, in this instance," says Paul. It might've been wishful thinking—the very next day, during SLB finals, a freak pinhole in the slug's oil feed line sprayed 0w-50 onto the turbo, catching it on fire, and necessitating a brand-new replacement.



MIKE

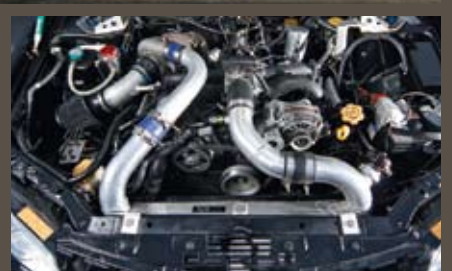


CAR #106: Circuit Monsters '05 STI BEST LAP: 2:02.176 (Round 3)

OWNER: Nicholas Bright
DRIVER: Andy Hope
OUTPUT: 450 whp

ENGINE: Overbored 100mm block; Mahle pistons; Crower rods; twin-scroll Garrett GT35R turbo; custom V-mount intercooler/radiator; AEM EMS
SUSPENSION: Cosco Zero 2E coilovers
DRIVETRAIN: Cosco carbon twin-plate clutch, flywheel
BRAKES: Endless two-piece rotors, brake pads; Zero Sports stainless brake lines, fluid
AERO: '06 STI front-end conversion, lip; Syms spoiler; HKS rear diffuser
WHEELS: 18x9 Enkei RPF1
TIRES: 255/40-18 Continental ExtremeContact DW

After Andy burned down Scooter's Scooby in the first round, we decided to let Team *fuogo* call in yet another pinch racer to balance the scales: Nicholas Bright's Circuit Monsters-backed STI, piloted by Circuit Monsters frontman ... wait for it ... Andy Hope. Now would be a good time to interject that had he not sabotaged our STI, neither his boy's car (nor his newly formed Circuit Monsters streetwear line) would be receiving this valuable ink. With one part pure talent and two parts blatant disregard for other people's things, Andy was even able to click off a 2:02.176 around the CW-13—the fastest Subaru lap of the day—with the car in less-than-perfect shape before setting it, too, on fire in the day's last session. Well played, indeed!



ANDY

EVO

CAR #101: HB SPEED/ROBISPEC/ COBB TUNING EVO X BEST LAP: 2:01.737 (Round 2)

OWNER: Jon Drenas
DRIVER: Jon Drenas
OUTPUT: 450 whp
ENGINE: FP Red turbo; Cosworth cams; AMS front-mount intercooler, piping, intake, downpipe; MXP catback; Cobb Tuning/HB Speed E85 tuning
SUSPENSION: Robispec custom KW Variant III coilovers
BRAKES: Project Mu brake pads
AERO: APR wing; HB Speed front splitter; Mode Racing canards
WHEELS: 18x9.5 Enkei NT03
TIRES: 275/35-18 Continental ExtremeContact DW

Jon Drenas' HB Speed car had been "giving him trouble all week", in his words. In fact, it was technically the slowest EVO of the event, but it finished as one of three cars that didn't suffer some sort of catastrophic failure, and its second-round best time was still fastest than any of the STIs. Jon's "troubles" sound like a pretty damn good time to us, even though everyone agrees he could've gone even faster.



ANDY



THE GREAT EQUALIZER

A LOOK AT OUR CONTINENTAL EXTREMECONTACT DW SPEC TIRE

The concept of a spec tire—a mandated competition tire, classified by any combination of: construction, UTQG rating, size, manufacturer, or brand—should be familiar among racers and enthusiasts alike. Take two cars making the same amount of power and wrap one

with grippy R-comps and the other with all-season touring tires, the former would whoop the latter's rear bumper around the track. Great for tire compound testing, not so much when testing cars. So, we elected Continental Tire's ExtremeContact DW to level the playing field (along with current DMV registration and Shell 91-octane pump gas) so that each car and driver's true potential could shine through.

Noticeable at first glance is the DW's asymmetric, direction-specific tread design, with continuous center ribs. This keeps the greatest amount of rubber on the road at all times, helping to maintain longitudinal traction in instances of hard acceleration or braking. It also allows for a large void-to-tread ratio for excellent wet road performance, with a tapered tread block for a more predictable traction threshold, and more forgiveness when it's passed. The DW is also constructed with twin steel belts for strength, which are reinforced with spirally wound nylon cap plies to provide consistent handling regardless of g-load, with increased rebound and decreased weight. Sidewall construction is rigid, but not enough to increase road noise or rolling resistance.

With a 340 UTQG treadwear rating, the DW offers surprising traction, thanks largely to its proprietary surface compound that has actually outperformed lower-rated alternatives in our own dry-surface testing. And one cool feature the DW has that others in its class don't: "Tuned Performance Indicators", in the form of varying-depth "DW" letters molded into the tread that can be used to indicate tread life, or gauge how far tread should be shaved for optimum track performance. The best feature, though, might be the tire's low MSRP. After this year's Shootout, we're sure our competitors would much rather spend their coin on replacement parts than tires. www.conti-online.com



STI VS EVO



CAR #104: IMPORT TUNER/ MITSUBISHI EVO X BEST LAP: 2:00.691 (Round 1)

OWNER: Elliott Moran
DRIVER: Rob Walker
OUTPUT: 391 whp
ENGINE: AMS intake, intercooler, piping; Fujitsubo exhaust; Garrett GT3071R turbocharger; HKS sparkplugs; Deatschwerks 800cc injectors; Walbro fuel pump; HB Speed ECU re-flash; Engine work by Tein and the ZNR staff
SUSPENSION: Tein Monoflex coilovers (12kg/mm front, 10kg/mm rear); Hotchkis 32mm front sway bar
DRIVETRAIN: Exedy Stage 2 clutch, flywheel; AMS bushings
BRAKES: APM two-piece rotors; Brembo calipers; Project Mu pads (front); AMS stainless/Teflon brake lines
AERO: C-West front bumper, side skirts, rear bumper, canards; Voltex rear wing; Bodywork and paint by Finishline, Gardena, CA
WHEELS: 18x10.5-inch +25mm offset Volk Racing RE30
TIRES: 265/35-18 Continental Extreme DW

Mr. Super Lap Battle himself, with Rob Walker behind the wheel, redeemed our good name by gripping out the fastest run of the day, in the first round of competition, with his '08 EVO X split-cover car. It even held as the day's fastest until the third round. But by that time, Rob was fast asleep in the Tein truck with a food coma and Elliott was ripping into his third carton of Camels, so we thought it a nice gesture to let the winner enjoy his day.



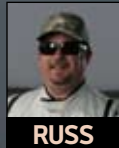
ROB



CAR #102: OCTANE REPORT/M1FD/ TUNING TECHNOLOGIES EVO VIII BEST LAP: 1:59.317 (Round 4)

OWNER: Joey Leh
DRIVER: Russ Warr
OUTPUT: 400 whp
ENGINE: Tuning Technologies prototype turbo upgrade, tuning; Works O2 sensor housing, downpipe, high-flow catalytic converter; Greddy cat-back exhaust, boost controller; AEM intake
SUSPENSION: KW Variant III coilovers
DRIVETRAIN: Gruppe-S ACD ECU; Carbonetic rear 1.5-way LSD
BRAKES: Hawk brake pads; M1FD stainless/Teflon brake lines
AERO: Ings+1 N-Spec front bumper, side skirts; APR rear diffuser, wing; M1FD front splitter, dive planes
WHEELS: 18x9.5 5Zigen FN01R-C
TIRES: 265/35-18 Continental ExtremeContact DW

Another former *Sport Compact Car* editor, but also a full-time Asian cuisine critique and co-founder of Octanereport.com, Joey Leh fielded the day's fastest competing car. In true street form and laying down consistent 2:00 passes, it looked like it might survive the entire event, too, until virtually the last lap, when driver Russ Warr pushed it to its fastest time ever, spinning a rod bearing in the process that would end the engine's four-year reign as an abused press/project/track car during the next day's SLB finals. If ever there was a way to go out in style, this was it.



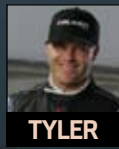
RUSS




CAR #105: BONE-STOCK '10 SUBARU WRX STI BY SPT BEST LAP: 2:06.260 (Round 4)

OWNER: Subaru
DRIVER: Tyler McQuarrie
OUTPUT: 315 hp; 290 lb-ft of torque @ 14.7 psi of boost
ENGINE: 2.5L DOHC 16-valve turbocharged/intercooled horizontally-opposed four-cylinder; Dual Active Valve Control System (DAVCS); SPT turbo heat shield, billet oil cap, billet battery hold-down, cat-back exhaust
SUSPENSION: STI Performance springs; SPT strut tower bar, lower chassis brace
DRIVETRAIN: six-speed manual trans; Symmetrical All-wheel Drive; Driver Controlled Center Differential (DCCD); helical front differential; Torsen rear LSD
BRAKES: Stock Brembos
AERO: STI front-lip spoiler
WHEELS: 19x8.5 Prodrive GT2
TIRES: 245/35-19 Continental ExtremeContact DW

Subaru was nice enough to lend us a '10 STI SPT (Subaru Performance Tuning) press car to drive to the event, on the assumption—we suspect—that it wouldn't see very much track time. Little did they know until now, we basically ran it as hard as possible, start to finish of every session, all day long, without a hitch. And its best time was clocked in the final session of the day, with Tyler behind the wheel, meaning it had more to give all along. It wasn't the fastest car of the day, but compared to those that hitched a ride home on a flatbed, it wasn't the slowest. And it offered a quiet ride, A/C, cargo storage, satellite radio (XM Chill FTW!), and a lot more that gutted time-attackers don't... even though we like those, too.



TYLER

It's important to note that of the five cars that didn't survive our two days, this was the first major event on entirely new setups for four of them, and all of their problems were caused by a simple oversight or freak equipment failure. Proven by the HB Speed cars of this event and the winning cars of the Super Lap Battle profiled in last month's issue, modifying your car isn't the problem—expecting it to fare well in competition without first shaking it down probably will be. As for car #5, this event's winner, stock engines do have their limits—even the venerable 4G63. You gotta pay to play, and we're betting Joey's EVO will be back, running faster and more reliably by the time this gets out. 



HOTBOX

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