

RUMBLE on

10 seconds to EVO-lation

WITH THE PRESSURE OF KEEPING HIS WRX WIDEBODY SHOW CAR IN PRISTINE SHOW CONDITION WEIGHING ON HIS SHOULDERS, PARKS BROKE DOWN ONE DAY AND BOUGHT THIS 2003 MITSUBISHI LANCER EVOLUTION 8 JUST TO AVOID DRIVING IT. FROM SCORCHING QUARTER-MILE DRAG STRIPS TO THE SOARING, TREACHEROUS MOUNTAIN PASSES OF THE US AND AUSTRALIA, THIS +600 HP EVO 8 IS SO READY TO RUMBLE...





RUMBLE ON AUDIOBAHN EVO8



IF YOU'RE an avid spo-com nut and pay close attention to the Southern Cali car scene, then Doug Parks is a name you might have heard before. In fact, the Brea, CA, resident has been director of shows for in-car entertainment giant Audiobahn, Inc. for the past several years. During this time he's been responsible for creating a modest fleet of custom cars - like a 6,000-Watt Audiobahn 1955 Chevy mobile sound storm, I.C.Ed-out Accord Coupe, Mercedes 500SL, 2004 Subaru WRX and several others - for North Ameri-

can enthusiasts to pine over. The list of vehicles he's been directly involved with is quite long and varied, but almost accidentally it's the latter vehicle that became the catalyst for this car: Project EVO8-S.

The story goes that Parks was in the midst of turning that '04 WRX into a widebody show car with all the bells and whistles for Audiobahn. Progress was pretty good and Parks could see the light at the end of the tunnel; but, the Subie was also his primary mode of transportation.

With the pressure of keeping the vehicle in pristine show condition weighing on his shoulders, Parks finally broke down one day and bought this 2003 Mitsubishi Lancer Evolution 8 just to avoid driving the WRX.

In a move that could have been predicted by almost anyone who knows this bona fide enthusiast, Parks was off to the races changing things on the car to help cull his passion for fast cars. It wasn't long before he found himself on the doorstep of GT Motorsports (GTM) in Rancho Cucamonga, CA, where he and shop owner, Sam Zawahara, were getting set to embark on this full-on performance build-up. "The EVO's awesome performance is the main reason I picked this car," explains Parks. "I started the WRX with the same intent, but it ended up being a full-on show car" equipped with hundreds of pounds in I.C.E. gear.

The EVO, however, "evolved a completely different way," he says. And, surprisingly, you won't even find a head unit anywhere in this car. It's a bit ironic considering Parks place in the 12-Volt industry, nonetheless, you won't hear us complaining. EVO8's with this much prowess are rare commodities indeed. Don't believe me? How many EVO's do you know of that can run 10s in the quarter-mile?

"I started with the motor first," imparts Parks, "and then moved my way to the outside, which gave me a greater appreciation and the need to drive it every day," which he does. And, thanks to ongoing support from GTM and companies like Whiteline and L-Con Engineering, it's also his weekend race car. We fear Parks may never be the same, and he certainly wasn't going to slap on some basic bolt-ons before calling it quits. Far from it. In actuality, the car became GTM's test-bed for prototyping a new 2.3L stroker kit for Mitsubishi's transversely-mounted 2.0L DOHC 4G63 four-banger.

To handle the increased potential, the 4G was furnished with Wiseco pistons and Crower connecting rods and bearings. The Ferrea valve-train alone is "good to up to 900 hp," Zawahara says, crediting the 1mm larger valves, double titanium springs, and retainers. Removing the balance shafts from the forged balanced crankshaft freed up a bit of power, but the biggest gain was realized when GTM paired an Automotorsports (AMS) Garrett GT35R turbo kit with a sheet metal intake manifold from Magnus Motorsports. This heavy-duty setup exploits the added displacement as well as GTM's stage 3 ported and polished heads. Included in the mix are a large PWR front-mount intercooler, AMS turbo manifold and an external wastegate and blow-off valve from Turbosmart. Aside from the potential 700 hp this kit has, AMS also supplied a super-duty fuel system complete with new lines, hoses and carbon-chrome accents.

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RUMBLE ON

AUDIOBAHN EVO8

Hooked up to AEM's plug-and-play standalone ECU, GTM's Scot Grey strapped this potent package to the in-house 4WD dyno and squeezed out 601 whp at 7,500 rpm with 30 pounds of boost. Every important parameter can be adjusted by the AEM unit via some new and existing sensors and a laptop PC. On track days, the power can be bumped up to 672 whp at just 37 psi. You better believe this transformed the 4G into a wildebeest capable of running 10.94 at 122 mph – a feat this EVO accomplished in May at California Speedway. This makes Parks' car one of the fastest (if not the fastest) EVO8 in the entire state and possibly the whole southwest. Not too shabby considering trap speeds there are commonly 2-3 mph slower than other So Cal drag strips. With more fine-tuning, he could wind up turning pro and racing in the NHRA or NDRA series before he even knows it's happening.

At last year's SEMA show we came across this hellion on display in the booth belonging to renowned Australian suspension maker Whiteline Automotive. Incidentally it was fitted with a cutting-edge suspension based on their own group 4 coil-overs that helped their R&D car place third overall (out of 115) in the continent's 2004 Alphaer Dutton Rally National Series. Aside from the height and dampening rate-adjustable coil-overs included in the "Works Pack" Parks received, solid bearing camber plates were also installed along with adjustable front and rear sway bars,



a front precision steering kit, rear bump steer kit as well as polyurethane bushings. Shifted using a B&M short shifter, the factory 5-speed manual transmission now benefits from a modified ACT clutch and GTM flywheel configuration that tells the Driveshaft Shop axles when to spin.

With the bar raised considerably, Parks took it even further by visiting L-Con Engineering in Placencia, CA, where the EVO's chassis was stiffened way beyond "as a board" levels. L-Con actually tackled the suspension installation in addition to adding their own hallmarks in the form of custom rear body and chassis bracing kits. One-of-a-kind wheels were the only way to complete this package, and so Parks decided to come up with his

own split five-spoke racing design to be machined from aluminum blanks. Shod in 245/40ZR18-sized Toyo RA-1 tires, the Evo is as racy as she looks, so it's a good thing he also got the 14-inch Wilwood front rotors with 6-piston calipers and 4-pot rear calipers to regain that extra margin in safety for everyday driving.

Parks did say the EVO's exterior is what makes him want to drive it so much. You can't blame him either – it really is that hot! Consider first the Fiber Images front bumper, which was actually molded in carbon fiber using a Giolla form that improves airflow and looks menacing too. Although it was previously installed, this EVO8 arrived for its photo shoot with no rear wing. It did, however, have an

↘ INTERIOR & EXTERIOR

(f/r) 18-in. DP (Doug Parks) custom racing wheels, 245/40ZR18 Toyo RA-1 tires; (f) Wilwood (front - 14-inch rotors, 6-pot calipers; rear - 4-pot calipers)

CHASSIS, BODY

L-Con Engineering (roll cage, chassis/body bracing); Giolla/Fiber Images carbon fiber front bumper; Evo MR head/taillights; shaved spoiler; custom paint; multi-layer vinyl graphics

INTERIOR

Stitchcraft custom suede interior; Cobra Suzuka seats; j; Ichibahn aluminum/rubber pedals; AEM UEGO display gauge; Auto Meter gauges (A-pillar - water, oil & EGT; dash - monster tach, boost, oil pressure, A/F, nitrous pressure); L-Con Engineering carbon fiber trim; Ignited (push-button starter, switches)





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➤ SPECIFICATIONS

2003 Mitsubishi Lancer EV08

ENGINE

Mitsubishi 2.3L 4G63 inline-4

ENGINE MODIFICATIONS

2.3L stroker kit; GTM (stage 3 ported/polished heads, balanced forged crankshaft, connecting rods, bearings); Wiseco pistons; HKS 272 camshafts; AEM cam gears; Power Enterprise timing belt; Ferrea (+1mm valves, titanium double valve springs, retainers); Magnus Motorsports sheet metal intake manifold; DC Sports exhaust system; AMS turbo kit w HKS GT35R turbo, turbo manifold, down-pipe, Turbosmart BOV & wastegate, PWR intercooler; 1,200 hp fuel kit w Walbro 255 Lph pumps x2, Blitz 1,000cc injectors, Perrin fuel rail, Taylor spark plug wires; Perrin radiator; Cadco overflow tanks; APR carbon fiber rad shroud, MSD Blaster coils

ENGINE MANAGEMENT

AEM (plug-and-play standalone EMS, C2DI ignition); Blitz (dual SBC, F.A.T.T)

DRIVETRAIN

ACT custom clutch; GTM custom flywheel; B&M short shifter; Driveshaft Shop axles

SUSPENSION

Whiteline (full race coilovers, camber plates, fr/r sway bars, bump steer kit, steering assist kit, bushings)

NUMBERS

601 whp @ 7,500 rpm w 30 psi;
10.94 @ 122 mph (California Dragway,
Fontana 05/05)

SPONSORS

AEM; Whiteline; Ichibahn; DP Racing; Fiber Images; Toyo Tires; PWR; DC Sports; AMS; Cobra; Gravel Crew; ACT; HJC; Wilwood; Perrin; Chatter Box; GT Motorsports; Turbosmart; NX; RC Engineering; Nitro 2 Go; L-Con; B&M; Auto Meter; Stitchcraft; Don Steves Collision; Cadco

WHEELS, TIRES, BRAKES



unmistakable appearance due to an EVO MR Edition head and taillight conversion. The custom paint is an eye-catching yellow by Don Steves Collision that's overlaid by a multi-layer vinyl graphics scheme.

Remember when I said you won't find an audio head unit in this car? Well, check out L-Con's carbon fiber panel work that covers most of the center dash console instead. It provides the perfect backdrop for the Ignited push button starter and switches section, the factory climate controls as well as an AEM UEGO display gauge and Blitz dual sequential boost controller mounted below. To monitor the engine in real time, Auto Meter gauges for water, oil and exhaust gas temperature reside in a triple gauge pod on the A-pillar. Behind the steering wheel there's a monster tach with shift light; over in the middle of the dash there are four more AM read-outs for boost, oil pressure, air/fuel and nitrous pressure (the latter for a system that's no longer installed). Overall, the interior has an urbane quality about it and, even though the Cobra Suzuka bucket seats, rear seat and assorted panels were custom reupholstered by Stitchcraft in suede leather, it still somehow feels understated – almost casual – by today's crazy custom standards. This is undoubtedly the

place where serenity and chaos meet whenever Parks gets an itch to put the metal to the floor.

"Now, the only downfall is the 120-octane VP Import fuel that costs me a mere \$7.57 a gallon," Parks says with a smirk. "However, I do like the car more than the house, so I recently moved to within three miles of the office so I can still enjoy fast vehicles."

Don't kid yourself; this EVO is the business! He plans to illustrate this personally during the 2005 Pikes Peak Hill Climb. That's right, as of this writing, the EVO is back in Zawahara's hands getting tuned-up and prepared for this rigorous annual event in Colorado Springs. Not wanting Parks to have all the fun himself though, Zawahara will be attacking the Peak in his own fully-prepped red EV08. It's a great opportunity for them both, but more than likely it's the guys at Whiteline who've been salivating heavily over this one. Having had success back home in Australia with their own rig, you can bet they're real anxious to see how Project EV08-S fares in this grueling endurance test. We're just hoping the pair from GTM is as good at cornering as they are in a straight line. Who am I kidding? These guys are bringing a pair of pumped-up EVOs to the fight. Rumble on boys, rumble on. ■■■

