

WE RACE THE  
24 HOURS OF LEMONS

V-8 S13



# modified

HOME BUILT, LOW BUDGET, TRACK READY

# IMPREZA



**GRIP IT**

SUSPENSION BUYER'S GUIDE



**TECH**

- }} OIL COOLING SYSTEM INSTALL
- }} \$2000 OVERFENDERS DONE RIGHT
- }} GO PRO HERO HD CAMERA REVIEWED
- }} HOW TO: LSD INSTALL IN K-SERIES GEARBOX

WE'RE THERE!

**SUPER LAP  
BATTLE FINALS**

PLUS: FORMULA D PRO/AM

MODIFIED.COM



A SOURCE INTERLINK MEDIA PUBLICATION  
MARCH '10 \$5.99 USA • \$6.99 CANADA

THE TIRE CHOICE  
OF **TIGHT  
RUBBER**



The Exclaim™ UHP provides tight rubber for the ultimate gripping experience.

**GENERAL TIRE**   
WWW.GENERALTIRE.COM

# GO GREAT

DAVE MANN'S '98 IMPREZA IS PERHAPS THE GREATEST STREET-LEGAL GC8 ON THE PLANET, COMBINING TIME ATTACK FUNCTION WITH AN AGGRESSIVE, UNIQUE STYLE.

Story David Pratte Photos Ameer Rehal

**W**hen you think of the GC8 Subaru Impreza, chances are the first images that come to mind are the awesome WRC machines piloted by rallying gods like Colin McRae and Richard Burns. Or if you're more into time attack than rally, perhaps it's images of fender-flared and big-winged monsters like GST's, Top Speed's or Zen Performance's Unlimited class Imprezas that call your screen saver home.

For Dave Mann of Kelowna, British Columbia, his influences come from the dirt and the pavement. "It started for me out of a love for WRC. I had never really been into cars for the majority of my teen years—instead, I raced downhill mountain bikes at a high level. Naturally, rally was something I took a liking to, as it's very similar to downhill racing in some ways [loose surface and racing against the clock]. That, along with the fact that we were constantly shuttling on gravel roads in the mountains, drew me to Subaru." >>



**WORTH KNOWING**

Subaru owes much of its current popularity in the tuner/high-performance market to the success of its World Rally Championship program. In fact, the STI division was created by Subaru in the late '80s to spearhead its WRC effort. With WRC manufacturer's championships claimed in 1995, 1996 and 1997 and a driver's championship in 1995 by the late-great Colin McRae, it was on the dirt in a GCB (built in large part by Prodrive) that Subaru established its credentials as a high-performance brand and earned the company a loyal following in the process.



"After many phone calls, I finally sourced my swap from Andre at SwapShopRacing.ca out of Blainville, Quebec. Once the complete JDM Version 7 WRX STI engine and Spec-C 6-speed transmission arrived, my friends and I completed the install over the winter months, and by the summer of 2007 the car was on the road. At this point, it was basically stock with the exception of the new engine and transmission."

It was around this time that Dave developed an interest in time attack. So rather than building his GCB to slide sideways through the dirt, his objective was to turn his Impreza into a low-budget time attack special and aggressive street car. This meant gutting the interior and having Alsek Industries fabricate a CARS-spec (Canadian Association of Rallysport) eight-point rollcage, as well as developing some functional aerodynamic aids to go along with the usual power-adders and suspension modifications.

"One thing that is really important to me about this car is that it is 95 percent self-built. I have not had a shop do

anything to the car except for the ECU tuning and cage work. Everything else I did myself, with the help of my friends." One of the more distinctive modifications to Dave's Impreza is the Limit Factory rear diffuser, a custom one-off item built by this small local fabrication shop. Installing it meant cutting a big hole in the trunk floor as well as the rear bumper cover, but Dave's never been one to shy away from adventurous mods like this, which not only look wild but more importantly should significantly improve rear downforce. The Do-Luck side skirts are also both functional and quite rare (especially on a GCB), complemented nicely by the Seibon carbon-fiber hood and front lip. The rest of the exterior is all JDM Version 6, from the STI foglight covers to the front grille and rear spoiler.

Just as much as the wild rear diffuser and unique aero package, it's the wheel offset and stance of Dave's Impreza that sets it apart from the crowd. It's not every day you see a set of JUN Nissan S13 fender flares on a Subaru, but that's exactly what Dave chose to create the super-flush look on his GCB, along with Rota SVN-R 18x10-inch +30 wheels spaced out to a +5 offset up front and +1 out back. Rolling on 265/35-18 Bridgestone RE-11s, ride height was set with Racecomp

**Exterior:** Seibon carbon-fiber hood and front lip; KLlight 6,000K HID headlights; PIAA Ion Yellow corner lights; JDM Version 6 STI foglight covers, front grille, and rear spoiler; JUN S13 fender flares; Do-Luck side skirts; Limit Factory custom rear diffuser



**IT'S NOT EVERY DAY YOU SEE A SET OF FUN NISSAN S13 FENDER FLARES ON A SUBARU, BUT THAT'S EXACTLY WHAT DAVE CHOSE TO CREATE THE SUPER-FLUSH LOOK ON HIS GC8.**



tronic SM4 stand-alone ECU, power is sent to all four wheels through Suretrac front and rear LSDs and a 20kg viscous center differential. And there's no shortage of power to be distributed, the current 94-octane pump gas tune being good for 470 bhp at 1.4-bar of boost pressure.

Having home-built this stunning Subaru with a style all its own, Dave Mann has no plans to stop developing his GC8. "My future plans include an upgraded fuel system with a

surge tank, a built 2.5-liter engine tuned for high boost with an Aquamist water injection system, and a Accusump wet system. I also plan to do some more custom aero work." With a seven-page thread on NASIOC.com featuring nothing but dedications of love and admiration for Dave's Impreza, there's no shortage of fans (as included) that'll be watching as he continues to push the boundaries of function and form on this truly great GC8. ■

**WORTH KNOWING**

Two Impreza generations later, the GC8 chassis continues to dominate time attack beasts campaigned by the likes of GST Motorsports, Top Speed, Roger Clark Racing and Zen Motorsports. Due to its relatively low mass (compared to GD and GR Imprezas) and expert tuning, the GST GC8 has won the Modified Tuner Shootout two years in a row as well as being a top runner in the highly competitive Unlimited AWD time attack division.



In 2002, when Subaru brought the WRX to the North American market, Dave knew he had to have one. But because he was barely old enough to drive at the time (he's now 23 years old and about to graduate from college with a degree in finance), it wasn't until 2005 that he sold his '98 Toyota pickup truck and found a used '02 WRX that fit his budget. "That's when I started to get into the modding scene. It started off light, but as most people know, the obsession grew fast. Within a year I had the car set up with all the basics, plus

an upgraded turbo and fuel system, having done all the work myself. It was a great learning process, but I was hooked and wanted to do something bigger and better. I wanted to do a classic ('98-'03) body style with a complete swap."

Dave's stars aligned when his local Subaru dealer informed him that they had a Rally Blue Pearl GCB with a blown motor on the lot. He immediately sold his WRX and picked up the '98 rolling chassis and began researching the challenging JDM STI engine and transmission swap.

#### Drivetrain

'01 JDM Version  
7 WRX STI  
Spec-C 6-speed  
transmission,  
Suretrac LSDs  
(f/r), 20kg  
viscous center  
differential



# MOD GEAR

Who says you can't give gifts for Presidents Day?



## 01 POWER SLOT BLACK-FINISH ROTORS

The award-winning Power Alloy enhanced brake rotors from Power Slot are now offered in a new black finish. The rotors utilize a special formula of increased molybdenum content to deliver improved stopping power in severe-duty situations and offer superior resistance to cracking in high-stress driving situations. Available for a plethora of applications, these cool new rotors are perfect for show, street or track. [powerslot.com](http://powerslot.com)

## 02 STOPTECH STREET PERFORMANCE BRAKE PADS

StopTech's new Street Performance Brake Pads are engineered to meet the demands of high-performance driving situations while still maintaining the ability to perform under normal driving conditions. The first full line of brake pads from StopTech combine the benefits of premium street brake pads with aggressive friction formulas suitable for light track use. The pads also include OEM-style shims to eliminate noise from brake pad vibration. [stoptech.com](http://stoptech.com)

## 03 INOVIT DTM MESH WHEEL

The newest wheel from Inovit features an elegant 10-split-spoke design, set deep in a nicely polished and dished rim. As with all Inovit products, the DTM is lightweight and precision engineered, and the open-spoke design also helps with brake cooling during spirited driving. With a wide variety of sizes and finish options, the DTM will make any ride look good. [inovit.com](http://inovit.com)

## 04 MISHIMOTO CARBON-FIBER OIL CATCH CAN

Mishimoto is proud to announce the release of a brand-new carbon-fiber oil catch can. Over time, harmful oil can build up inside parts like turbochargers, intake manifolds, intercoolers and piping. An oil catch can will help prevent this from happening, and the sleek carbon-fiber exterior will add a touch of style to your engine bay. [mishimoto.com](http://mishimoto.com)

## 05 TAKEDA USA '02-'06 RSX TYPE-S SHORT RAM INTAKE

The newest short ram intake by Takeda USA utilizes a specially designed 1-piece polished aluminum intake tube to improve airflow and throttle response, while also adding a touch of style to your engine bay. Takeda air intakes use aFe Pro Dry S filters, and in recent testing the unit produced 8 hp and 12 ft-lbs of torque over the restrictive stock intake. Takeda sends you everything you need for a simple installation. [takedausa.com](http://takedausa.com)