

## V-Sport MY11 WRX Build Up

To compliment our strong presence in the Mitsubishi Evolution Market, V-Sport felt the next logical step was to apply our experience to the Subaru world. Looking at the specification of the current model WRX we saw great potential in the car, and what better way to gain an understanding than to purchase one and start modifying it. As an added incentive the car has been entered into the Motor Hot Tuner Challenge with the aim to produce a high performance, but user friendly, version of the already impressive WRX



In Jan 2011 we took delivery of a MY11 WRX sedan. First off it was over to the dyno to see what the stock engine would do. The result was a healthy 158.9kW @ the wheels.



Next was to get a base lap time with the car in standard trim, so we took it off to Goulburn's Wakefield Park. In the interests of consistent and independent testing, we enlisted the help of professional driver Rick Bates. In the standard car he managed a respectable 1.12:2 at Wakefield Park, but lap-to-lap consistency was an issue. It was clear after the first lap that one of the first modifications to the car would be brakes. Ricks comment after the first session was "the brakes are f!@#ing dangerous!!"

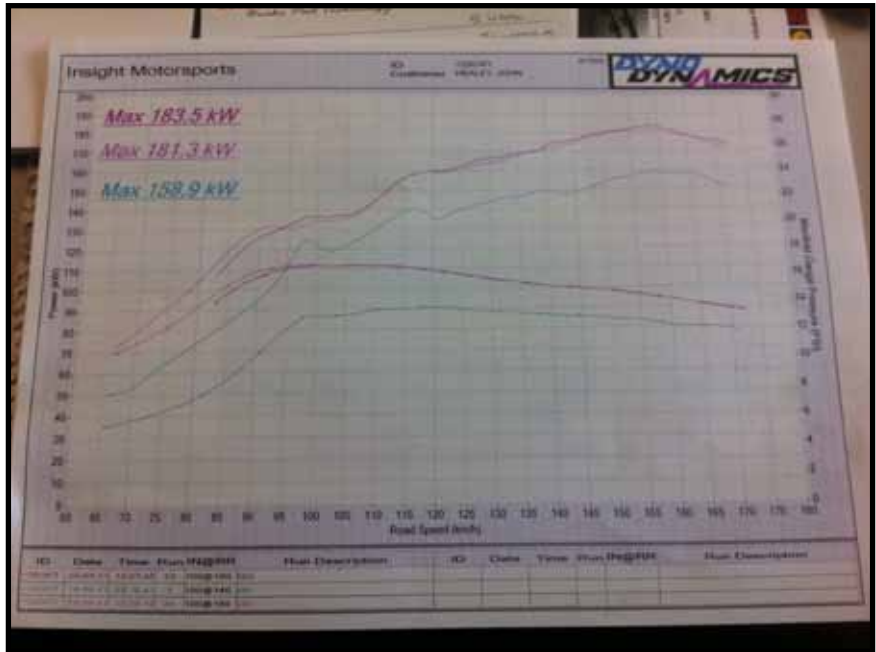
The aim with the car is to make each change a measured and value for money option. There are a range of “off the shelf” brake kits to fit this car from Brembo and AP Racing, but they all require a change away from the standard wheel and therefore incur additional costs to the owner. Keeping this in mind, V-Sport developed an affordable upgrade package that will fit inside the standard wheel, while offering the increased braking performance to work all day at the track.

V-Sport chose quality components for the front brakes, as follows:

- AP Racing CP5200 4 piston caliper
- AP racing 48 vane slotted 330mm x 28mm discs
- V-Sport anodised alloy hats and brackets
- Ferodo DS2500 pads
- Goodridge street legal braided brake lines



Next on the list was some more power. The standard exhaust and intercooler are quite restrictive, limiting the engine, so an upgrade to those components was required. With the new exhaust and intercooler fitted, combined with a customised tune, we ended up with a healthy power improvement - up to an impressive 183kw @ the wheels.



Back at Wakefield with Rick, with the new power and brakes, we saw a lap time improvement of just over one second with a 1.11:14. The brakes offered complete consistency and freedom from fade over the course of the day, and the improved power made it a lot more fun to throw around.



Here is a sneak peak at the next round of Modification!  
Keep an eye out for updates.