

P-25 TRACK TEST

>> 297 WHEEL-KW STROKER E.J25T

>> 5.5 GRAND'S WORTH OF SUSPENSION GEAR

>> ACCOMPLISHED RACER RATES THE PACKAGE

In search of the

• Two aftermarket
• interests reckon
• they've developed the
• ultimate Impreza STi.
• *Fast Fours* heads to
• the racetrack to see
• whether the numbers
• do all the talking

WORDS: Greg Conway
PHOTOS: Dean Summers



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FAST FOURS: It's a common criticism that the garden-variety STi takes 'forever' to spool up. But has MRT tuned-out this tendency with P-25? Martin Notaras, tarmac racer: 'Oh definitely. This thing pulls like a train! From a driver's point of view, you get out of it and think, wow that was quick!'



best Rex yet



THUMBS UP: Racer Martin Notaras gives his verdict of MRT/Whiteline's P-25

CHOOSING AN EVO OVER A REX is a loyalty thing, like picking a HSV over an FPV or barracking for the maroons come State of Origin. So what would a bloke who races Evos in tarmac rallies think of a souped-up street Rex? Cue one suited-up Martin Notaras, accomplished Dutton Rally racer, who's just alighted from our car of interest. He's pitted after a string of hot laps in the Goulburn cold and already there's a technician in the cockpit, plugging in a laptop computer.

"Looked pretty quick," offers an onlooker, walking in under the eave.

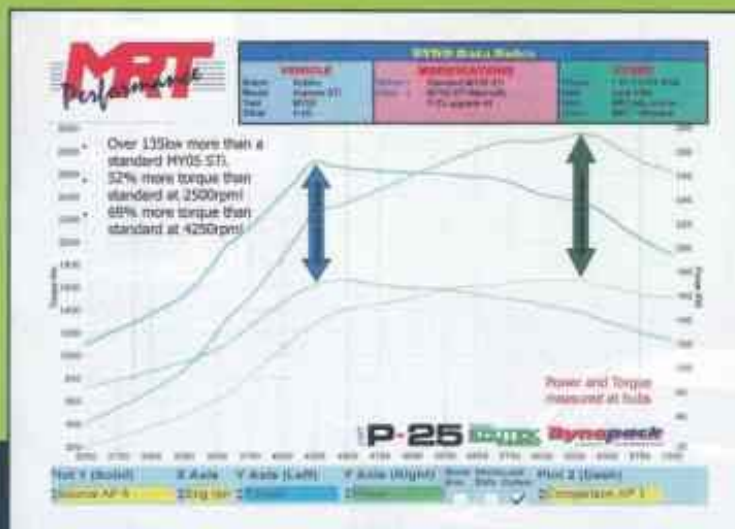
"Yes it certainly has got some go," responds Notaras as he reaches to put down his helmet.

"My first opinion is that the car is very competent," he turned and told *Fast Fours* after a swig of his drink. "It's just unfortunate that we've got a typical Goulburn weather day today with a bit of rain because it makes the car very taily and very slippery."

Martin and co-driver Simon 'Simmo' Arthur punted a Mitsubishi Lancer Evolution VIII RS to victory in the inaugural Alphaera Dutton Rally Queensland and took >>



>> BEST ROAD REX YET?



ALL TORQUE

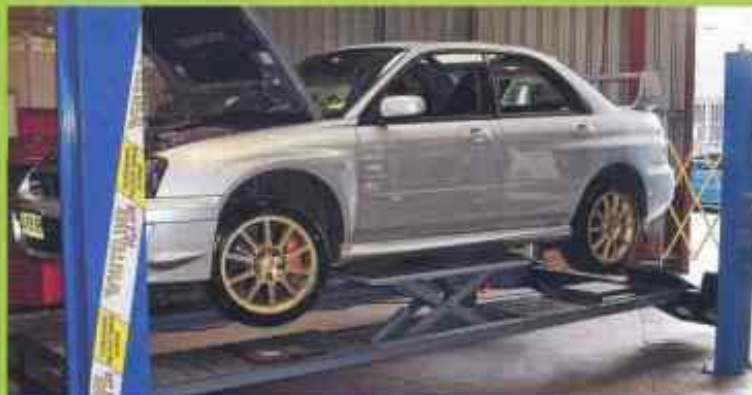
MRT has added the most compelling evidence as bullet points on this dyno chart printout. In short, the UK-spec Litchfield Type 25[®] is quoted, on www.type-25.co.uk, at 261kW at 6000rpm with 482Nm at 3650rpm, and that's at the flywheel. MRT's P-25 engine upgrade makes a dyno-grown 297kW at 6250rpm and a loco-like 514Nm of torque at 4250rpm – at the wheels. **DETAILS:** www.mrttrials.com.au

Take a popular make-and-model of force-ful four, swap in an even more potent powerplant, then tailor its handling to your liking...and voila! This has been P-25's recipe



their 2004 Mitsubishi Evo VIII to victory in last year's NSW event and to a third place in Victoria. This stint in P-25 is only his third time in a WRX, period, and his best lap time under the conditions was a 1:09.32.

"Racing's one thing and driving week to week is another, but performance cars – full stop – are all about an overall package," he continues, now more relaxed. "I think a lot of people forget that when they build up their cars. Anybody can build a monster engine but to build a car to actually brake and handle and always be reliable is what a lot of people are after and what a lot of people are missing," he says, just as Brett Middleton happens to stride across to where we're standing. >>



WHITE OUT

Sydney suspension stalwarts Whiteline Automotive have replaced the stock struts and coil springs with their Group A coil-over dampers and have added chassis-bracing products front, under and rear. They also performed advanced geometry modifications. 'We try and bring [the car] back to a neutral bias but, at the same time, remove some of the artificial driving aids that have been built-in by the manufacturer,' comments Whiteline's Jim Gurieff, 'to ultimately make it a lot more predictable at the top end of its limits, so it can really be driven'

Details: www.whiteline.com.au




Brett's company, MRT Performance, built P-25's stroker EJ25T engine while Whiteline Automotive, the folk who fettled our Project Ford Focus ST170, threw in over six grand's worth of suspension and chassis bracing products. So far Martin reckons it's a sure bet.

"There are more cars out there on the market that you can play with and everybody knows that the Mitsubishi Evos and STs are a good little package for the money. So for the person who buys one off the showroom floor and who wants to do a bit of track work, these things are excellent value for money. You can have a lot of fun in them and that's what it's all about – to have a lot of fun," he states with a definitive nod.

We talk about England's Litchfield 'Type 25' MRT based this Aussie-spec P-25 on. Turns out this one was never meant to take it on, head to head.

"It's an example of what can be done with Aussie engineering, with better performance and handling at the same, or a cheaper, price," explains MRT Performance's Sales Manager, Ben Taylor.

"We wanted to make something that was true to our cause. That is, to create something that is reliable and comfortable midweek, whilst still being extremely potent for the weekend," adds Jim Gurieff, director of Whiteline.

The complete, ADR-approved P-25 engine+suspension package can be purchased for AS\$25,895 incl. GST and with 10,000km/ 6-month warranty – with conditions (race use excluded). See MRT's website for the full box 'n' dice. 



JIM GURIEFF, WHITELINE:

"You've got to start with a pretty good package to begin with, and the zero-five-spec WRX STi we've got here is a wonderful place to start with. The gearbox is very strong, it's got the DCCD which works really well, and the brakes are far over-spec compared to the WRX. It's an all-round updated package over the WRX, and significantly so; a low-cost, high-value proposition"



The most accurate definition of good handling, according to Whiteline, is predictability. Good handling, they say, is when you are driving at ten tenths and the thing doesn't bite you on the bum or do something that you don't expect it to do.

