



PERFORMANCE

NAGOYA EXCITING SHOWDOWN

Imports

No.139

www.hpi.com.au



2
ULTIMATE
1JZ TURBO
TRIO

180

PRIMAL SCREAMER'S



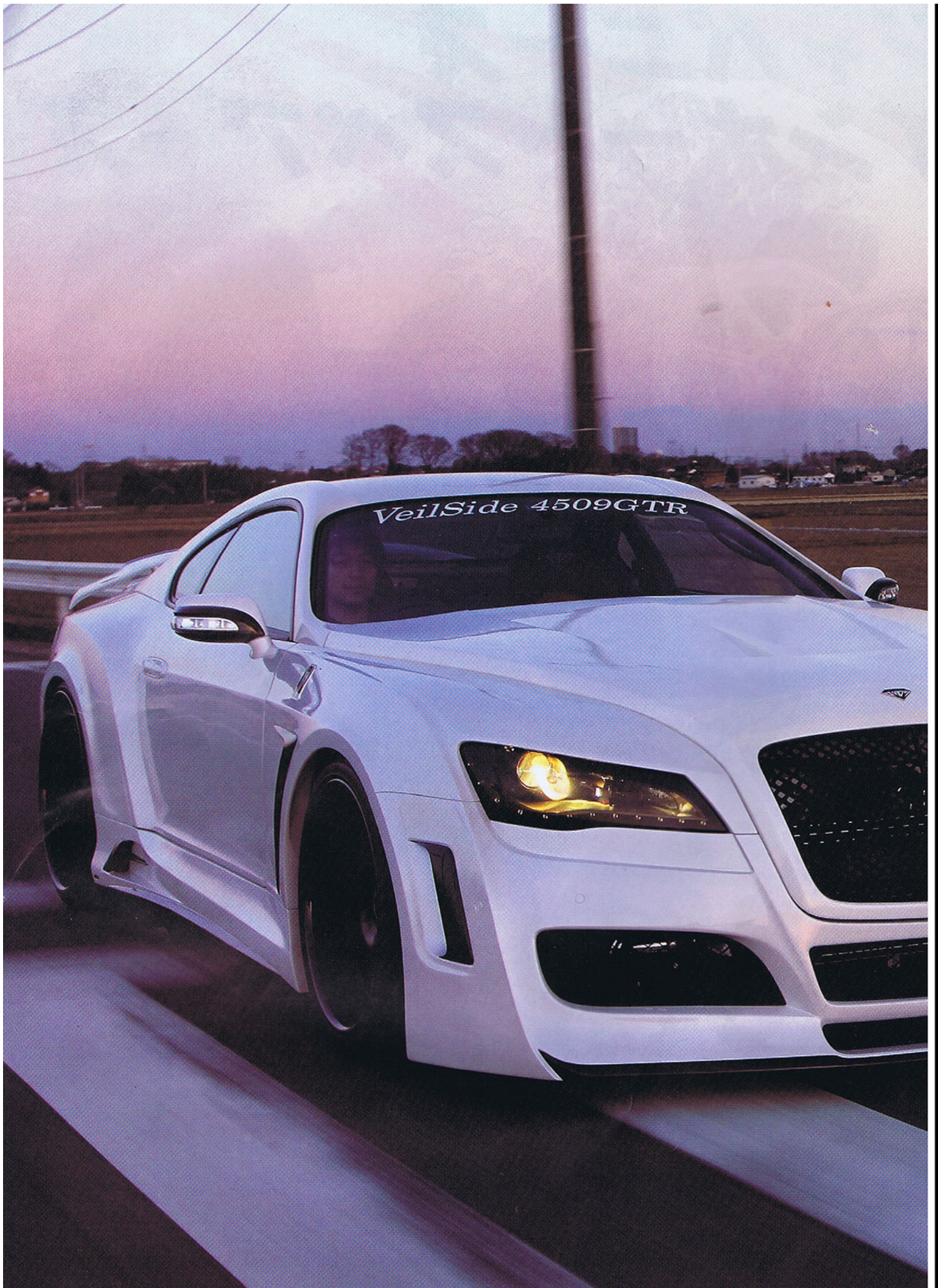
PLUS! Veilside SUPRA

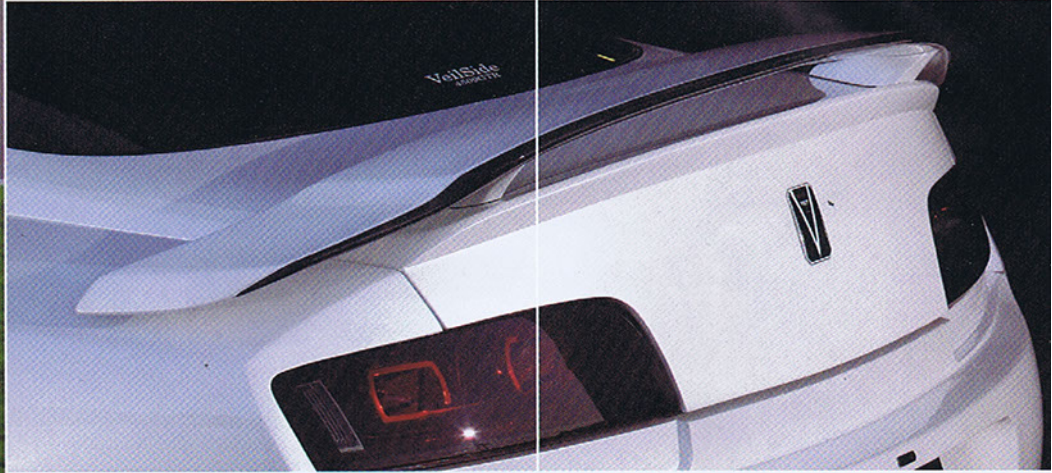
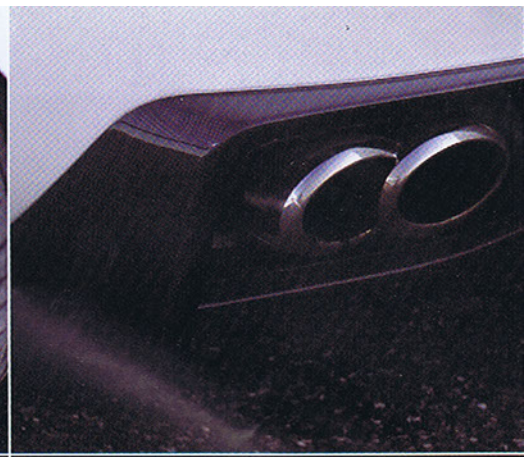
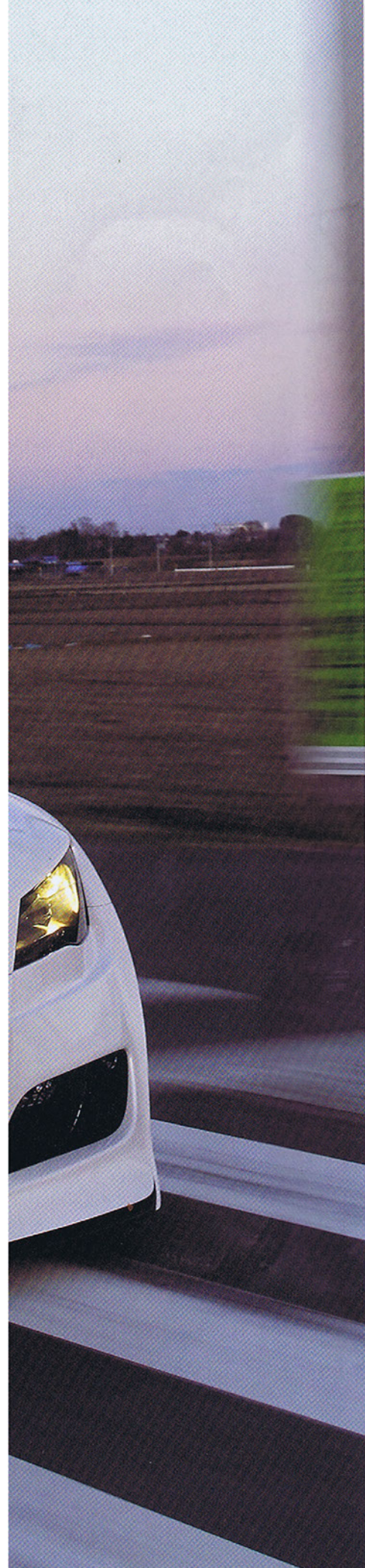
730HP 2JZ SILVER

700HP 2.8L SKYLINE + 560HP CHASER + 270HP MSC SPRING



No. 139
A\$9.95 (inc. GST)
NZ\$10.95 (inc. GST)
US\$9.95 / CAN\$9.95





WHO NEEDS A BENTLEY WHEN YOU'VE GOT THE VEILSIDE 4509GTR SUPRA?

Words and pics: Dino Dalle Carbonare

Veilside is back. Just as people were slowly forgetting what has to be the most recognised name to ever come out of the Japanese aftermarket scene, Yokomaku-san marked his comeback earlier on in the year at the Tokyo Auto Salon. For over five years the Tsukuba-based company has been laying low, trying to survive the biggest crisis the tuning industry has ever been through.

As Yokomaku told us, "It hasn't been easy, but I hung in there, waiting for the right time to get back on top of things". And we are extremely glad he did because, face it, the whole JDM world would just not be the same without Veilside.

Yokomaku is a man of great insight and passion. He looks at cars in a different way to most people, his mind always thinking how their designs could be improved or, in the case of the Toyota Supra you see here, completely reinvented.

Since Veilside's return, the company has been busy designing aero kits for new models like the R35 GT-R and 370Z, but when looking for a car that would help

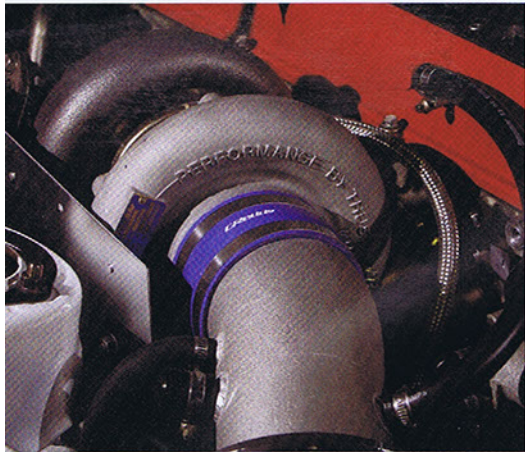
him make a statement that people wouldn't forget any time soon, Yokomaku chose the trusty JZA80 Supra. The result is the 4509GTR.

To say this Supra is imposing would be a great understatement. It creates the same sense of occasion a concept car would, except this is legal to be driven on the road. The idea, like the Fortune models that came before it, is to offer a unique custom creation sporting the Veilside badge, with production being limited to 100 cars.

Aside from the unmistakable roofline and glasshouse, every part of the body has been redesigned, sculpted and shaped by hand by Yokomaku. The striking front end is very reminiscent of the Bentley Continental GT, purposely done to give an air of sophistication and elegance, helping get the theme of the whole car across.

Yokomaku wanted to combine the performance of a tuned JZA80 with the comfort and style of luxurious European GTs — something he obviously achieved. The whole conversion is very time-consuming, as every body panel is removed and new fixing points created to mount the FRP replacements onto. This goes for the

37



YOKOMAKU IS A MAN OF GREAT INSIGHT AND PASSION. HE LOOKS AT CARS IN A DIFFERENT WAY TO MOST PEOPLE

headlights too, which are very expensive LED items taken from the Audi R8. For added effect the lenses are lightly tinted.

The front bumper, peppered with copious intakes, sports an angular design with a very defined edge working its way onto the front fenders. The vented bonnet incorporates the big Bentley-like grille, a key factor of the attention to detail that has gone into the 4509GTR. Chunky side skirts allow for the design to flow over the profile before fusing into the massively blistered rear fenders.

The rear view is as bespoke as the front. Again we find lights borrowed from the R8 along with the reshaped hatch and boot areas. The carbon spoiler is there to hint at the performance of the car without looking over the top. More carbon is found on the diffuser section of the rear bumper from which the four tail pipes of the Veilside exhaust exit. Finishing touches include custom side mirrors with integrated turn signals and Veilside emblems.

With an extreme conversion as this, large-sized wheels were really a necessity to get the most out of the bespoke looks, so Yokomaku fitted matte-black Veilside

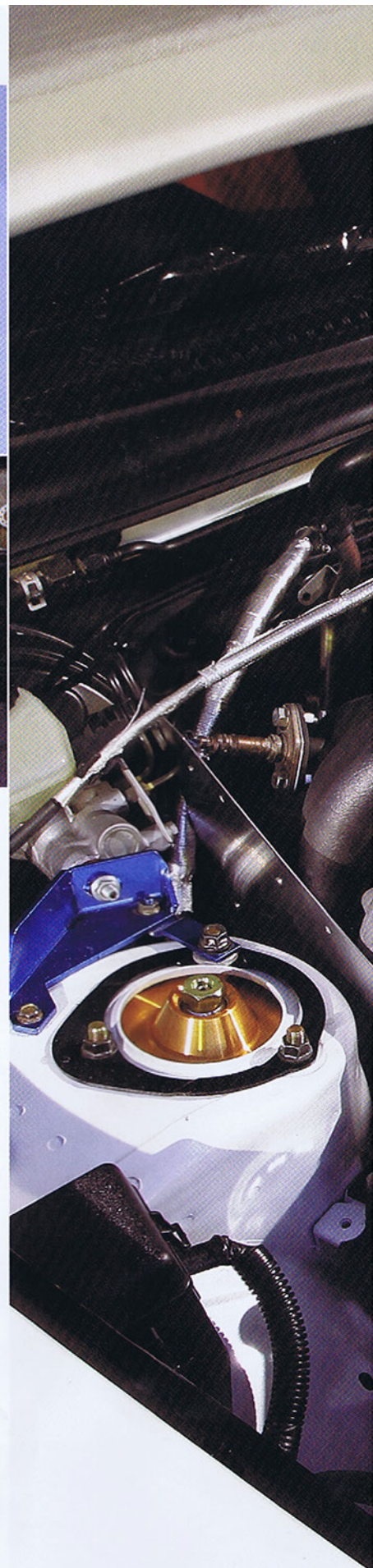
Premier PL-X, 20in at the front and massive 22in at the rear, all shod in Bridgestone Potenza RE050 rubber.

Obtaining a correct stance called for a set of adjustable Veilside dampers mated to Roberuta air cups, allowing the car to be lifted a few centimetres from its normal ride height. These are especially useful to avoid bottoming that custom front end on ramps or speed bumps.

Yokomaku knew that concentrating on only the styling wouldn't generate enough interest, and since Veilside has always been known for its achievements in drag racing, high-speed runs and 0-300km/h shootouts, power was something the 4509GTR was certainly not going to skimp out of.

The 2JZ's stock twin-turbo was thrown out and replaced with shiny Trust stainless steel manifolds and a big T88-34GK turbine, externally gated through the Trust wastegate. The Veilside exhaust is joined by a big-bore Trust front pipe and a sports catalyst to keep the car legal on the emissions front.

Trust also supplied its big triple-core intercooler as well as its polished intake manifold, while everything is plumbed together with GReddy hard piping. Fuelling is





ENGINE: 3L 2JZ-GTE six-cylinder turbo

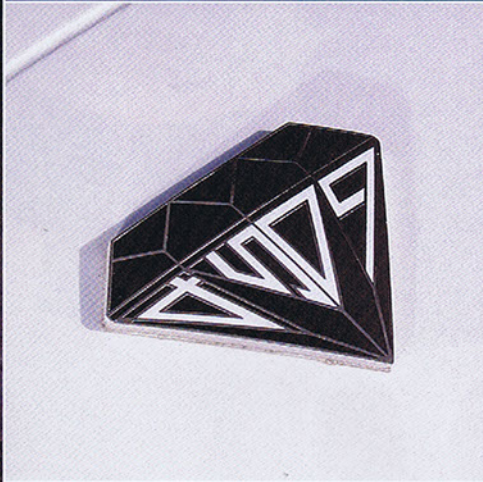
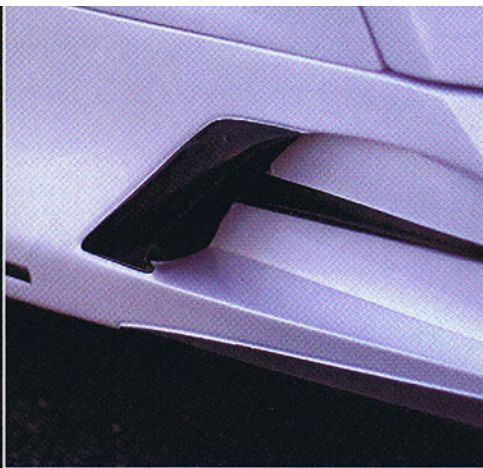
POWER: 680hp

POWER FROM FACTORY: 280hp

POWER TO WEIGHT: 0.25kW/kg

ENGINE HARDWARE: Trust stainless steel manifold, T88-38GK turbine and front pipe, Veilside exhaust system and intake pipe, Trust Airinx filter, piping kit and triple-core intercooler, Nissan Q45 large throttle, Sard fuel pump, six Sard 700cc/min injectors, GReddy intake plenum, Veilside red/black powder-coated engine covers





DRIVETRAIN: Standard auto

BRAKES/SUSPENSION: Rotor six-pot front calipers and 380mm slotted rotors, Rotor four-pot rear calipers and 355mm slotted rotors, Rotor pads all round, VeilSide adjustable dampers, Roberuta air lifter system, Cusco master-cylinder stopper

WHEELS/TYRES: 20x9in front and 22x11in rear VeilSide Premier 4509 PL-X wheels, 255/30 front and 295/25 rear Bridgestone Potenza RE050 tyres

BODYWORK: Full VeilSide 4509GT conversion: Front bumper, front vented fenders, bonnet, side skirts, side mirrors with integrates turn signal, door panels, rear fenders, rear bumper, under diffuser, rear hatch, rear carbon spoiler, front tinted Audi R8 lights, rear Audi R8 lights, custom VeilSide Pearl White, VeilSide original badging

INTERIOR: Recaro bucket seats, D1-spec steering wheel, roll-cage, Sabell Harnesses, Defi water temp, oil temp, oil pressure, turbo and RPM gauges, GReddy boost controller, TRD gearknob, custom switch panel, stripped interior

“IT HASN’T BEEN EASY, BUT I HUNG IN THERE, WAITING FOR THE RIGHT TIME TO GET BACK ON TOP OF THINGS”

handled by six 700cc/min injectors and a Sard in-tank pump all controlled by the HKS F-Con ECU.

Boost is kept relatively low at 1.2bar, which is sufficient enough to produce just under 700hp. The reason more extreme modifications weren’t carried out to get the most out of the T88 was to help keep the car as drivable as possible and, of course, not compromise the reliability of the automatic transmission.

The choice to go for an auto demo car was to emphasise the comfort and usability factors of the 4509GTR, but obviously for those that want to go for a six-speed manual and even more power, VeilSide will be able to arrange everything.

With so much power on tap, even the lightest squeeze of the throttle called for a more competent braking system, needed to also fill the massive Premier PL-X wheels. VeilSide collaborated with Rotor on this, who supplied a set of its latest monobloc calipers, six-pots at the front and smaller four-pots at the rear. These lightweight calipers feature titanium piston rings just like race brakes and are mated to two-piece slotted

discs to help the 4509GTR shave speed off twice as fast as it can pile it on.

To complement the amount of work that went into the VeilSide conversion, both aesthetically and mechanically, Yokomaku wanted to do something special with the interior. Comfort was the key, so the seats were trimmed in leather and quilted red alcantara for the centre parts. These are joined by a leather-wrapped steering wheel displaying the stitched VeilSide logo, a necessary touch in any complete car. The VeilSide 320km/h speedometer and GReddy Profec B boost controller are the only other addition, on top of the obligatory state-of-the-art hard-disk navigations system.

Understandably, the 4509GTR might not appeal to everyone out there. VeilSide’s creations never have done so. It is, however, an important car, a vehicle that marks the return of a name everyone was beginning to think we weren’t going to see again. VeilSide is indeed back. We cannot wait to see what they dream up next. ●

41