

# EG5 HONDA CIVIC ESI

control arms and camber arms to allow precise set up of the EG5's geometry. Suspension-wise, they have fitted Koni coilovers that can be adjusted for damping to suit the track or driver preference and also allow the car to run properly low – enough to scrape the custom polypropylene splitter on just about any paved surface that isn't flanked by Armco. The splitter and front lip were functional additions required to aid handling on track: "At about 120 or 130mph you could actually feel the car lift, so we added the front aero. It's made a massive difference to the all round stability," related Tom, before going on to suggest (only half-joking) that the car was physically dangerous before the upgrades were fitted.

Good job that they addressed safety concerns then. In lairy contrast to the Championship white that covers the rest of the sheet metal, the OMP roll-cage has been given

a lick of paint robbed straight from the colour palette of the Porsche 911 GT3. The snug bucket seats also come from the OMP catalogue and sit the occupants low in the car ahead of Corten-Miller's nifty 500bhp-capable custom fuel system. Tom concedes that this has been laid out for aesthetic purposes (people have a tendency to have a nosey through the car's windows) but is built to the same standards and specification as would be fitted to a customer car making this kind of power. A quintet of Defi gauges relay vital stats to the driver and the Blitz boost controller is at hand for easy adjustment too. All these parts are set into the modified flocked dash and have been chosen because Corten-Miller reckons they are the best out there and are a universal fitment.

That consideration as to the impression that their EG5 leaves on customers (potential or existing) is one aspect of this build that really

stood out to me. After 147 runs on the dyno, this hybrid B-powered Civic is already making a very healthy 470bhp and by now will probably have surpassed the lads' 500bhp target as the engine gets a few more miles on it and the boost gets turned up.

While the core of the engine might have been sourced from the US, the remaining assembly, construction and fabrication on the Civic has been carried out by Ben, Tom and Corten-Miller staff. Rather than throw on hideously expensive hardware for the sake of it, they've used the same affordable and reliable components that would be offered to customers for use on their own cars. Along the way they have built one of the most impressive turbocharged Hondas that we've seen in a long time, but that's what happens when you decide to turn a £150 beater into a flawless and full-on 500bhp track tool.

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## CORTEN-MILLER: THE WOLD'S BEST

Finding a tuner situated three-quarters of a mile up a country road and surrounded by fields is not par for the course – more often than not we end up visiting cramped units in forgotten corners of windy industrial estates. But Corten-Miller Performance Centre, on the edge of the Lincolnshire Wolds, is an example of how an old-skool tuner can move with the times and remain at the forefront of the industry. Established in 1979 by

the late John Corten-Miller, the business soon became known for its rally preparation work and became a Weber carburettor specialist centre. Corten-Miller had a 2WD chassis dyno way back in the early Nineties, which has since been updated with a 4WD Dyno Dynamics dyno in a dedicated, clean and spacious cell to aid the company's specialist all-marque ECU and fuel injection services. A dedicated cylinder head shop and large

workshop mean that tasks from basic servicing and MoTs to engine overhauls and rebuilds can be carried out on site by the trained staff. Corten-Miller is now run by John's sons, Ben and Tom, whose friendly and enthusiastic professionalism is seen in all the staff. And if you've travelled a distance to see them, there's even a spacious reception area with comfy chairs and free drinks – perfect for a weary journalist!