

bumper, two small turbo coolers are plumbed in series to rapidly lower coolant temperatures coming from the turbo before it flows back into the main system – another neat solution to keep engine temperatures under control. Lastly, the manifold and turbo have been heat-wrapped and the rear of the bonnet raised slightly to get ambient engine bay temps as low as possible. Without doubt, this Civic is ready for sustained periods of hard track action with no problems whatsoever.

Arguably as important as the motive power is retardation. The Civic manages to get so much traction through its combination of grippy R888 rubber and a Quaife ATB limited-slip differential in the stock VTi 'box that it gains speed at a meteoric pace. It was laughable that I even attempted keeping up with the Corten-Miller brothers as I followed the still-road-legal Honda during our photoshoot. Thankfully, it's not a big car or a heavy one – the stripped back Civic tips the scales at just 880kg – so effective stopping power is more easily attained. Nevertheless, a set of six-pot KSport calipers and 305mm discs populate the front end of the car, filling every available millimetre of space behind the 16" Sprint SW98 alloys. Tom and Ben reckon KSport produces the best affordable brake kits on the market, and many of you would probably agree. While they are handing out recommendations, Ben revealed that he's blown away by the performance of the Quaife diff: "It's awesome! There's no torque steer at all. Even on a 250bhp car, I'd go for this mod over anything else." High praise indeed.

A track car also has to have its chassis nailed down more securely than the fixtures and fittings in the aforementioned open prison. To that end, the underside has been treated to a set of Powerflex polybushes and adjustable D2



**"There's not one part on this car that hasn't been removed and then either refurbished or replaced"**

