

LOVE AT FIRST RIDE



IF YOU'RE INTO CARS AND RACING, RUN YOUR OWN AUTOMOTIVE DETAILING BUSINESS, DATING THE CHAP WHO RUNS THE BEST KNOWN TUNING SHOPS IN SWEDEN AND WANT TO BUILD A CAR TO TAKE PART IN SWEDEN'S TIME ATTACK CHAMPIONSHIP, THE END RESULT WAS ALWAYS GOING TO BE THIS PINK EVO X COURTESY OF JRM RACING!

Words: Darin Photography: Rani Giliana



It all began two and a half years ago when Hellen, then a fan of German cars, met Joakim, founder and owner of Scandinavia's most famous JDM tuning company; JRM RACING AB. On their first date she got a ride in his brand new 2011 R35 GT-R and was love struck... not only between Hellen and Joakim, but also between Hellen and the GT-R!

Time went on and Hellen wanted to change her daily driver (an Audi A4 1.8TSQ) for something funkier. She asked for Joakim's opinion and for him there was only one car on the market at a reasonable price that could offer what Hellen wanted in both winter and summer, and it was spelt: EVO.

With Hellen still in doubt Joakim arranged a test drive for her in a JRM Stage 1 tuned EVO 9. After the drive she was quite happy with both the handling and the power, but still she seemed in doubt. There was only one thing on Joakim's mind: How do I convince her? Joakim who have owned 5 EVOs and is quite used at driving them on the edge asked if they could swap seats so he could drive the car whilst she enjoyed being a passenger. After just a couple of kilometers of let's say "quite inspired driving" on some winding roads, it was 'mission accomplished': there were no more doubts - Hellen just had to have a EVO!

So the search for a car began. It was going to be a EVO, but what EVO? As Sweden is a country with LHD cars EVO 1-4 was ruled out. EVO 5 was never sold in Sweden so that was also out of the question. EVO 6 TME was the first EVO ever sold in Sweden but these are quite old now yet still quite expensive and as Hellen's new car was meant to be a daily driver an EVO 8 or 9 seemed like a better option.

Joakim who had recently owned a EVO X GSR for 2 years had the opinion that the EVO X is the best of the EVOs if you are looking for a everyday car. But as always the finances had to be considered and as the EVO X is the newest of the breed it's also the most expensive. As luck would have it, a customer of Joakim's called shortly after and asked if he knew anyone who might be interested in buying his EVO X GSR at a great price as he just got a new job and had to move to Singapore. Indeed Joakim had a buyer for his car! After a short test drive Hellen was in love again and the happy owner of a white 2008 EVO X GSR.

Hellen was very pleased with the car and used it as intended, 130 kilometers everyday to and from her company (she runs a car detail shop). When she followed Joakim to a track day and really had the opportunity to try the car at its limits she really got hooked on driving the EVO like a EVO should be driven. A couple of track days went by and Hellen just loved it more and more.

During the winter Hellen and Joakim were informed that Time Attack was going to be launched in Sweden over the forthcoming summer, so they both decided they wanted to try it out. First year of the Swedish Time Attack was really a trial season and was to contain 3 races with the competing cars





divided into 3 classes; "unlimited" PRO class and 2 Street Car classes. The difference between the 2 street classes was the choice of tires. Joakim went for the PRO class with his 800bhp/900Nm EVO 6 TME and Hellen decided that she wanted to compete in the higher of the street car classes where semi slicks (i.e. Toyo R888, Yokohama A048 etc.) are supposed to be used.

At this moment the only modifications on Hellen's car was a EcuTeK ECU reflash (approx 330bhp), lowering springs and an upgraded rear swaybar. Hellen felt that to make the car a bit more competitive it had to have more power and be able to stop better, so an HKS exhaust, PFC brake discs, Toyo R888 tires and Hawk DTC-70 pads were ordered. When the new parts were bolted on to the car JRM re-mapped it which resulted in 400bhp/500Nm.

Now the car was almost set to hit the track in the Swedish Time Attack Series 2012 but there was something missing. The car still looked quite boring in plain white with Bronze coloured Rota GTR rims. Joakim told her to try his set of pink GTR's he had on his EVO 6 just for fun. It looked amazing on the white car compared to the yellow car they had been fitted to earlier which resulted in Hellen "stealing" the rims and also deciding to make some other minor details on the car 'pink'.

In the first year of the Swedish Time Attack Series Hellen finished 2nd, 8th and 7th with her EVO X which

resulted in an overall 5th place in the championship. Considering there were 14 competitors in her class Hellen was very pleased with her daily driver! The only flaw in the whole season was that 'EVO-flu' struck the car half-way thru the year, ie: the AYC/ACD-pump broke!

As all of you EVO-fans know already, it's not difficult to reach a point where you realise that if you keep on modifying your EVO there will soon come a time when it won't be suitable as your daily driver! With the 2012 season over and the dark and cold Swedish winter getting ever closer, thoughts turned to keeping up with the competition throughout 2013 so the decision to move the EVO into the workshop and keep on modifying it was taken.

Hmm, so what to do for next year? What modifications would give Hellen the best value for her money and still stay within the Street Car class regs? Since Hellen has started competing in TA there were also some other questions kicking around in her head, which included: Why am I the only girl in the entire Time Attack Series? and, Why are so few girls driving at track days even though I know there are so many girls interested in cars? Hellen decided to let the work begin on her X and use her experience from the year and her 'new' Evo X to bring about a change!

Winter came and the car was parked at JRM and a shopping list handed to Joakim. First part of the planned modifications was to make the car more

competitive and safer, therefore the order contained parts like HKS brake hoses, Cusco rollcage, Sparco EVO2 Seats, Sparco steering wheel, Takata harnesses, Whiteline chassis components, Cusco coilovers, AIM solo laptimer and of course a new AYC/ACD-pump! These parts combined with a track oriented geometry would definitely improve the lap times.

Now to the second part of the plan; turning the car into a real eye-catcher to help Hellen attract more girls to hit the tracks! This resulted in a APR GTC-300 CF wing, APR CF front lip, CF mirrors, flat black ROTA GTR rims and on top of that, wrapping the entire car in flat pink! As Winter rolled on, all parts were fitted to the car and just as planned Hellen's new pink EVO X was all done by the time Spring arrived.

Hellen had also been busy over the winter months and started thinking what she could do to attract more girls to drive on track. The result was a new club called "Girls On Track" being founded - and what a success it's become! From just an idea to a "girls only" trackday with 24 girls getting out on track in their cars and having a blast. One more trackday is planned this year and quite a few of the girls are now up for next year's Time Attack!

Back to the pink rocket and this year's Time Attack. This, the 2nd year of Swedish Time Attack Series consisting of 6 races and as suspected the competitors haven't been enjoying themselves on a beach during the winter - they've all been in the garage!

The 2013 season has just ended as this feature was written and what a season it's been. Hellen has never been a fan of driving in the rain, but this year despite seeing the best summer for many years in Sweden, 5 of 6 races have been in wet conditions. This has really been a year of learning for Hellen and now she is confident in both dry and wet conditions. Despite all the rain and some brake issues during the season Hellen finished 5th in the championship out of 12 participants - a huge Well Done from everyone!

This year has really been a success and all goals were achieved. The car was faster, Hellen improved as a driver, the car and "Girls On Track" got loads of publicity which resulted in more girls coming to the track, and even more are planning to come next year.

Now this year's cold and dark Swedish winter is approaching it's time to take the EVO back to the workshop again and start planning the 2014 version of the car. Hellen won't reveal all the plans as she suspects that some of her competitors might read evolution, but wants to send them this message: 'In 2014 the EVO will be faster, stop better and even more of a rocket, but maybe not a pink one. See you at the tracks and in my mirrors boys and girls!'

www.facebook.com/hellenspinrevolution

www.jrm-racing.se

www.ranisfoto.se



ENGINE	4B11T HKS Super Turbo Muffler Ti-Tip JRM Downpipe and Cat-pipe HKS Super Hybrid Filter EcuTeK tuned by JRM RACING AB (400bhp/500NM) Motul 300V Engine Oil
GEARBOX	OE 5-spd OE Clutch Motul Gear300 Gear Oil
BRAKES	PFC 350mm Front Brake discs OE Rear Brake Discs Hawk DTC-70 Front Pads Hawk DTC-70 Rear Pads HKS Brake Hoses Motul RBF600 Brake Fluid
CHASSIS	Cusco Zero-2E Coilovers Whiteline Rear Swaybar Whiteline Bushings Whiteline Roll Centre Kit Whiteline Anti Lift Kit Whiteline Rear Adjustable Arms
EXTERIOR	APR GTC-300 CF Rear Wing APR CF Front Lip CF Mirrors Flat Pink Wrapping MY 2011→ Tail Lights
INTERIOR	Cusco 10-point Roll Cage Sparco EVO 2 Seats Takata 4-point harnesses Sparco Steering Wheel Snap-off AMS Gear Shift Knob AIM Solo Laptimer



JRM RACING AB

- Founded: 2002
- Specialises in JDM car tuning especially EVO, Impreza, R35 GTR and GRZ/GT86.
- Exclusive Swedish distributor of HKS, EcuTeK, Hawk, Manley etc.
- A proof of the success is that in the 3 classes in the 2013 Swedish Time Attack 8 out of 9 cars on the podium in the Championship was built by JRM RACING AB.
- Tuned cars to date: 748 cars
- JRM undertake all kinds of jobs from regular maintenance work to complete racecar builds

