



6. CPL Racing Supercharged Honda Civic Type R

Those who discount this car as a bread van with graphics, prepare to be shocked. CPL Racing, successful Honda tuning specialists with a passion for super and turbocharging the classically n/a Honda engines, have taken this humble, 197bhp Civic R and given it the Jackson Racing supercharger treatment, making it one of the most modified cars here. Certainly one of the most powerful. This Type R now produces 300+bhp, or a whopping 236bhp at the front wheels. Hence the need for an ATB Quaife limited slip differential, monster clutch and lightweight flywheel. Radical.

But, despite the transmission commitments, amazingly, the bomb-proof, stock Type R engine remains standard internally, 'just' getting a set of CPL cams (and springs/retainers), larger throttle body, JR header, the Jackson blower itself, an AEM cold air

induction kit, CPL exhaust system and Hondadata ECU remap. Simplicity again you see. And CPL also sell this kit without the cams swap, or, for those who like to run more than 5-8psi boost, a turbo conversion, which can net 400bhp. Nuts.

The rest of this 300bhp s/c Civic is as Honda intended, which is designed as a sharp (Type R, for racing remember) daily driver – capable of being a bit of a cad at weekends; on track or, in the case of CPL Racing (and owner, Pete), drag racing at Santa Pod. There, Pete's hot Honda has



Neatly-installed Jackson Racing supercharger, set of cams, exhaust, induction and headers create 310bhp at crank, or 236bhp at the front hubs. Impressive. Huge grip created by Quaife LSD too and the handling is superbly tail-happy. So much so, this ballistic black bread van feels almost RWD at times

