

WRAP STAR

THERE'S NO DENYING THIS VINYL-WRAPPED LITCHFIELD-TUNED R35 GTR IS A REAL HEAD TURNER, ESPECIALLY WITH 750BHP ON TAP!



Rich Marshall doesn't mess about. For most people, buying a brand new R35 GT-R to drive on the road would be more than enough fun. Not Rich. He chose to wrap his sparkling silver GT-R in matt orange, tune it to 750bhp and now drives it to the absolute limit at trackdays all across the country.

You can't blame him really. Most of us are doing exactly the same thing – taking our dream car and tuning it to produce ridiculous amounts of horsepower before racing Ferraris and racecars. For most of us though, there is usually a PlayStation or Xbox involved, but Rich is doing it for real.

It's completely in character for this petrolhead too: 'I started messing about with cars years ago – my first serious projects were my Escort Mexico and RS2000s when I was younger. I started making them go faster and I quickly got bitten by the tuning bug.'

Now, Neil is 50-years-old and owns his own company. He's supposed to be grown up. However, after leading a fascinating life, with some 'ups and downs' that would make an episode of Eastenders look tame, it appears his love of speed and hard driving is stronger than ever. Take the GT-R's predecessor as an example: a 550bhp Audi RS4. A car that Rich spent over 10-years and several engines trying to

smash the 200mph barrier with. Sadly, while the German superbarge was supremely fast, it ultimately lacked a certain something.

'What do you replace a 500bhp four-door estate with?' laughs Rich. 'The only car on the horizon was the R35 GT-R, which I had heard rumours about, but it was near impossible to get any information out of Nissan and I knew more about the new car than the dealerships did! When I tried to put my name down for one, my local dealer didn't know what it was, and even when they got a small amount of detail, they would only put my name on a list and wouldn't take a deposit! It was madness!'

Rich continues: 'When the GT-R news broke, I had to move my name from the local dealership to Middlehursts, as they were going to be able to supply the car for me. I got my first GT-R in April 2009 – in red. Two weeks after I picked the car up I did a 3000-mile tour of back-road France with some like-minded guys in Ferraris and Maseratis. The GT-R proved itself to be very quick and able, but it left me feeling as if it was the car that was doing all the driving, instead of me.'

Then fate stepped in and nudged Rich toward the orange GT-R he drives today. Back in England, Rich was offered a very good price for his red GT-R and decided to



THE GT-R IS EQUIPPED WITH FLOATING DISCS AS STANDARD, BUT RICH HAS UPGRADED THE PLAIN STANDARD DISCS WITH AP RACING J-HOOK DISCS. FLOATING DISCS HAVE ALL SORTS OF BENEFITS INCLUDING REDUCING WEIGHT, BETTER HEAT MANAGEMENT AND PREVENTING DISCS WARPING. THE J-HOOK DISCS FEATURE J-SHAPED GROOVES TO HELP THE DISCS RESIST CRACKING UNDER HARD USE. CARBONETIC RACE PADS PREVENT FADE AND GIVE PLENTY OF BITE. A GREAT COMBINATION FOR THE HEAVY AND FAST GT-R



accept it. In true cliché form, it was only when Rich was without the GT-R that he realised how much he enjoyed it. Sure, the driving experience had felt a touch removed if he was being critical, but Rich figured that, with a few tweaks and a lot more power, the GTR would demand more of the driver and give him the thrills he was ultimately searching for.

So after selling the red car, Rich bought this silver GTR – which is now wrapped in a blazing orange vinyl – and set about making it one of the fastest R35s in the country. Fortunately, Rich had a head start, in that his friend Phil Millington is the Managing Director of exhaust giant Milltek Sport. You may have noticed the huge Milltek decals down the side of the car? It's not overstating things to say that replacing the relatively restrictive stock exhaust system with the comprehensive Milltek system was a vital step in extracting more power from the 3.8-litre twin-turbo engine.

Rich adds: 'Very soon the car was in the

Milltek workshop to have downpipes, resonated 'Y' section, 90mm titanium mid-section and a backbox with titanium tips. I love the sound – not to mention the huge flames it now makes on overrun.' Not only did the car sound great, but the turbos were now de-bunged and ready to receive a whole lot more tuning.

Phil recommended Iain Litchfield of Litchfield Imports. Rich explains: 'After meeting Iain it was soon apparent that any tuning had to be worked around my driving style. Following my disappointment with the Audi I was not looking for a specific power output or performance goal, more a constant power in all conditions – better to have 600bhp all the time than 1000bhp for a minute...'

So Iain and Rich ignored headline-grabbing drag turbos and nitrous oxide, and instead looked to realise the potential of the original turbos. The less-restrictive exhaust system was a great start, and it was complemented with Bosch 1100cc fuel

injectors, twin Walbro fuel pumps and a host of Forge Motorsport goodies including a huge front-mounted intercooler. The result was 623bhp and Rich admits it required much more driver input, just as he had hoped for when the project began.

You'd be insane to call a 623bhp GT-R slow, but Rich is a bit 'unique'. The new speed and power only served to fuel his addiction, and before long he returned to Litchfield for a pair of billet VF34 turbos and a re-map to suit. His previous modifications were up to the task, and it's testament to the Nissan engineers that the engine remains unopened. Iain Litchfield comments: 'We're finding the engines are good for 750bhp, so we normally run them at around 700bhp to give us some reliability headroom.'

On maximum attack Rich's GT-R puts out 750bhp and 650lb/ft torque, and absolutely flies – literally, if you gave it a ramp to aim at! Rich adds: 'Times now are 0-60mph in 3.3 seconds and 0-100mph in

THE GT-R HAS TWO ECU MAPS AVAILABLE: A ROAD MAP 0.6-1.2BAR BOOST, AND A RACE MAP 0.8-1.5BAR BOOST. THE RACE MAP HAS MORE TIMING AND MORE POWER, THE ROAD MAP GIVES MORE MPG AND STILL ALLOWS FOR 'SPIRITED DRIVING'. THE MAPS ARE SELECTED USING THE CRUISE CONTROL CANCEL BUTTON ON THE STEERING WHEEL. THE BOOST IS ADJUSTED UP OR DOWN USING THE CRUISE CONTROL SETTING BUTTON. YOU SELECT THE TARGET MAXIMUM BOOST LEVEL ON THE CRUISE CONTROL SETTING BUTTON AND THAT DICTATES HOW MUCH HORSEPOWER IS AVAILABLE. SIMPLES!

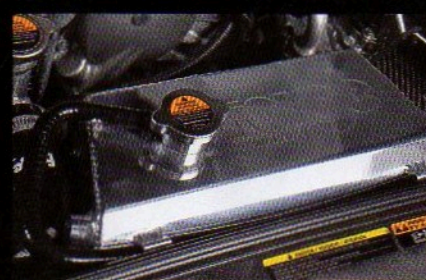
THE CAR HAS BEEN WRAPPED IN ORANGE BY TOTALLY DYNAMICS OF LINCOLN TO MAKE IT STAND OUT AT SHOWS AND ON TRACK. WITH THE COLOUR, THE NOISE AND THE SPEED IT UNDERSTANDABLY GETS A LOT OF ATTENTION WHEREVER IT GOES!





ARGUABLY THE MOST EFFECTIVE UPGRADES ARE THE BILLET TURBOS. IAIN LITCHFIELD EXPLAINS: 'WE WERE LOOKING FOR A TURBO UPGRADE SOLUTION AND QUICKLY WORKED OUT THE IHI VF34 TURBOS WERE A GOOD FIT. YOU CAN FIND THEM ON THE SUBARU IMPREZA SPEC-C, WHERE THEY ARE RATED TO AROUND 370BHP ON THE IMPREZA. SO A PAIR OF THEM PROVIDE A GREAT BASE FOR ACHIEVING THE 700BHP OR SO THAT WE WANT TO SQUEEZE OUT OF THE VR30 GT-R ENGINE. OUR VF34S FEATURE LARGER BILLET COMPRESSOR WHEELS GIVING MUCH FASTER THROTTLE RESPONSE THAN THE ORIGINAL TURBOS. THE VF34S ARE FROM THE SAME FAMILY AS THE ORIGINAL GT-R TURBOS, WHICH MAKES INSTALLATION VERY EASY AS YOU DON'T HAVE TO MESS AROUND CHANGING WATER AND OIL LINES.'

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TECHSPEC

ENGINE

3.8-litre 24v V6 VR38DETT twin-turbo engine, Litchfield Imports Power Upgrade Stage 6 including: Litchfield ECUTEK RACEROM switchable engine maps, Litchfield billet VF34 turbos, Forge Motorsport induction kit and Litchfield large intake pipes, Forge front-mounted intercooler, Milltek Sport 82mm downpipes, Milltek Sport 'Y' Pipe with resonators, Milltek Sport 90mm Titanium centre section, Milltek Sport back box with titanium tailpipes, Bosch 1100cc fuel injectors, twin Walboro fuel pumps, Forge Motorsport large alloy header tank, Forge Motorsport coolant hoses

TRANSMISSION

GR6 6-speed dual-clutch manual gearbox, Forge Motorsport gearbox cooler, Dobson Motorsport uprated circlips, Dobson Motorsport gearbox sump magnets

SUSPENSION

Factory GT-R suspension all round

BRAKES

OE 6-pot front calipers with 380mm AP Racing J-Hook floating discs, OE 4-pot rears, Carbonetic race pads all round

WHEELS & TYRES

9.5x20in (front) and 10x20in (rear) BBS CH alloy wheels wrapped in 255/40/20 and 285/35/20 Bridgestone Potenza tyres respectively

EXTERIOR

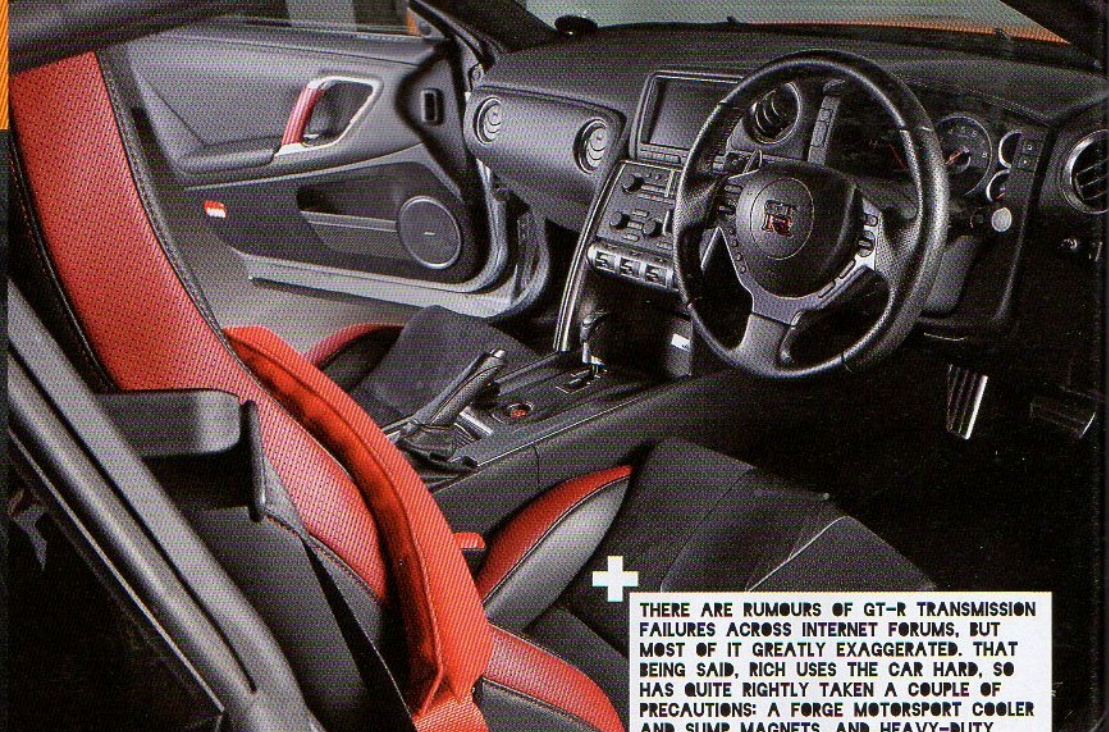
Orange vinyl wrap by Totally Dynamics of Lincoln, various graphics

INTERIOR

OE GT-R

THANKS TO

Litchfield Imports, Milltek Sport, Totally Dynamics of Lincoln, Andy Middlehurst Nissan, Forge Motorsport



THERE ARE RUMOURS OF GT-R TRANSMISSION FAILURES ACROSS INTERNET FORUMS, BUT MOST OF IT GREATLY EXAGGERATED. THAT BEING SAID, RICH USES THE CAR HARD, SO HAS QUITE RIGHTLY TAKEN A COUPLE OF PRECAUTIONS: A FORGE MOTORSPORT COOLER AND SUMP MAGNETS, AND HEAVY-DUTY DOBSON MOTORSPORT CIRCLIPS WHICH DWARF THEIR OE COUNTERPARTS AND TAKE CARE OF A POTENTIAL WEAK SPOT IN THE DUAL-CLUTCH GEARBOX

6.2 seconds – but that only tells half the story, as the mid range punch from 120-160mph is so quick that it doesn't seem possible you are doing those speeds so quickly. It pulls hard all the way to the raised rev limiter in 6th gear, which is well over 200mph, yet it still does 320-miles on a full tank of fuel at UK speed limits.'

model and sleeping in separate rooms'.

He goes on to say: 'On track at full tilt the car uses a litre of fuel every mile, but there is very little that will keep up with it. Inertia takes over on the bends against the

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Rich drives this car hard. He's been to many trackdays, done a top speed run at Bruntingthorpe and a few European adventures including an assault on the de-restricted sections of the German Autobahns. As he says, if he didn't drive the car properly it 'would be like marrying a

specialist aero track cars, but I usually reel them in on the next straight. No other road cars come close to what this is capable of.' One thing's for sure, with that orange wrap and huge flames spitting out of the exhausts, you'd certainly see it coming in your rear view mirror. 