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DON'T MAKE ME ANGRY

PACKING MORE BRUTE FORCE THAN THE INCREDIBLE HULK, SEVERN VALLEY MOTORSPORT'S 1200+BHP MEAN GREEN MACHINE IS THE WORLD'S BEST NISSAN GT-R. READ ON TO FIND OUT WHY...

The muscular body, seething with latent aggression beneath a skin of lurid green, draws many comparisons with a certain rage-fuelled comic book character. However, unlike its Marvel namesake, the Hulk, Severn Valley Motorsport's 1200+bhp Nissan GT-R wasn't created by an unfortunate mishap of radioactive gamma rays – even if, at first glance, it looks like it could have been – but rather the blood, sweat and expert knowledge of SVM's bossman Kevan Kemp, who has dedicated the last two years to creating what he believes to be the most powerful, the quickest and fastest GT-R on the planet. *Japanese Performance* was given the keys for the day and let loose to poke and prod and generally

abuse the sleeping monster, to see if we could make it angry...

When Nissan first released the GT-R to the performance-hungry public back in 2007 it shocked the world with, not only a car that was so stratospherically capable at such a comparatively low price, but also that, unlike its legendary Skyline forebears, it would be impossible to tune by way of aftermarket parts. This bombshell rocked the tuning world... for about three months, by which time the code had been cracked and GT-R tuning began to grow exponentially.

SVM's car is the epitome of that growth, with everything, including the kitchen sink thrown at it in the quest for world beating power figures.

Starting at the heart of the car, which



+ THE AEROMOTION S2 REAR WING IS A SLICE OF AUTOMOTIVE GENIUS. ELECTRONICALLY CONTROLLED WITH ITS OWN ECU, IT CAN MOVE INDEPENDENTLY LEFT AND RIGHT TO AID NOT ONLY STRAIGHT LINE GRIP AND BRAKING, BUT ALSO AFFECT THE CORNERING BALANCE AND MID CORNER STABILITY



'SVM WANTED TO TAKE THE PROJECT TO THE NEXT LEVEL TO CREATE THE WORLD'S FASTEST GT-R AND BRING THE RECORD TO THE UK'

began life as a standard 2009 Black Edition in a subtle shade of Ultimate Silver, the GT-R's factory VQ38 block has been junked in favour of a forged and blueprinted item that has also increased the displacement from 3.8 to 4.2-litres. This is then filled with high-strength bespoke-length Carrillo con rods, competition pistons and a GReddy billet crankshaft for maximum durability. A pair of custom motorsport-spec heads with bespoke cams, uprated valve springs, larger inlet and exhaust valves and balanced ports, improve the flow of air from the JUN inlet plenum, and give the motor maximum breathing capacity. But where the majority of the nuclear spec power is created is in the choice of blowers.

SVM has selected a pair of GTX GT-3076 ball bearing turbos with TiAL external wastegates, fed by twin K&N air filters to supply the bulletproof motor with as much boost as it can handle through a lightweight Radtec Marston's bar and plate aerospace intercooler.

Close collaborations with companies local to SVM's Shropshire HQ, such as

Radtec – but also Nitron and CR Turbos has meant that Kevan has been able to develop many of his own specification parts for the Hulk, pushing the boundaries of what is currently possible, eradicating any weak points and extracting the absolute maximum from the car.

Waste gases are dealt with via custom 80mm downpipes and through a 102mm GTC Y-pipe and a full quad-pipe titanium exhaust system which, when the loud pedal is pressed, emit the kind of guttural growl that would have even the Hulk quaking in his muscle-ripped pants.

Supplying the vital juice – a potent high octane fuel of either V-Power or E85 bioethanol – is a custom Magnafuel fuel pump system with twin pumps, that sends the high octane liquid to a pair of GReddy fuel rails and on to a set of Injector Dynamics ID2000cc injectors controlled by an AP Cobb mapped by Ben at GTC.

However, unlike many engines which may be producing similar stratospheric power figures, of which most are far from pretty and tuned solely for one discipline

such as drag racing or circuit work – SVM's GT-R has been designed with everything in mind, from obliterating the drag strip to tearing up the track and even simply cruising down the motorway on its way to stealing the limelight at its next show, where Kevan can pull up and pop the gold-lined carbon bonnet revealing a gleaming piece of automotive artwork that looks just as good as it goes.

Rewind back some thirty-odd years to the late 70s and Kevan started his career tuning the GT-R's ancestors, the 240 and 260Z. The Z cars proved popular, but it was a move into Blue Oval tuning that put Severn Valley on the map, with the explosion in Ford tuning with the iconic Cosworth and RS models of the 80s. However, as if going full circle, back in 2008 Kevan decided to return to his Japanese routes and wanted a demo car that would re-establish the SVM name within the Japanese scene.

The GT-R was the obvious choice and, by applying his dedication and expertise to the project, Kevan soon built up a



'AFTER THE GT-R'S 2010 RUN DOWN SANTA POD'S HALLOWED STRIP IT ACHIEVED A 9.87 QUARTER, MAKING IT EUROPE'S FASTEST'

reputation in GTR tuning circles and customers started to call through simple word of mouth alone. By 2010, Kevan's GT-R project was at the forefront of the scene and, wanting to prove the hype, SVM decided to put their metal where their mouth was and pit the car against Santa Pod's hallowed strip. The car ran a 9.87second quarter, which, at the time, made it the quickest GT-R in Europe.

The effect of the record breaking run saw SVM's customer base escalate, as GT-R owners from all over Europe flocked to the company to extract the huge potential within their cars. However, such is the pace of development within the GT-R tuning scene at present that, in even the last year or so, tuners from the US and Japan started making serious progress and soon the records came tumbling across the globe, prompting the Shropshire-based tuner to take his own project to the next level and bring the world records to the UK. Enter the Hulk.

Fast forward back to the present and the mutant

shade of Ford Focus Ultimate Green with extra pearl that the car now wears covers what is essentially a shedload of carbon fibre parts that have decreased the car's weight considerably. Most obvious is the AMS carbon roof, which remains in raw carbon finish and replaces the factory metal roof. But other, less obvious black weave body parts, are the Top Racing front bumper, GTC carbon bonnet, WALD carbon rear diffusers, side skirts and rear arch extensions, GTC carbon race mirrors and trickiest of all, the Aeromotion carbon bootlid with S2 active split rear wing.

The latter item has got to be one of the coolest mods around at present. Unlike a normal wing, it is split into two halves – left and

right – that can move independently of each other and are controlled by their own ECU, which lives under the bootlid. The ECU is plumbed into the car's computer and automatically reacts to the car's dynamics. Under braking it pushes the whole wing into a stall position to act as an air-brake, and at speed, it flattens off to achieve minimal drag. But the cleverest part is under cornering, as it can tilt each half of the wing separately, meaning it can help add downforce to the inside of the car mid-corner, helping to keep the car flat and reduce roll, enhancing grip and handling.

But as clever and innovative as the body mods are, it has been the

STOPPING AN ANGRY HULK IS NEVER EASY, SO KEVAN AND THE GUYS AT SVM HAVE EQUIPPED THE GT-R WITH GIGANTIC 400MM ALCON BIG BRAKE CONVERSIONS AT BOTH THE FRONT AND REAR. HOWEVER A SET OF DIXCEL RACE DISCS AND FACTORY BREMBO CALIPERS WILL SOON REPLACE THESE AND BE MORE THAN ENOUGH TO HALT THE HULK AT FULL RAGE, YET WILL BE MUCH LIGHTER TOO



TECHSPEC

ENGINE

4.2-litre, 8-cyl, 32v, SVM HULK-spec forged and blueprinted engine block with additional bracing, knife edge billet GReddy crankshaft and crank damper, 2nd keyway for additional Woodruff Key, 98mm Darton modular integrated deck system, Carrillo con rods, CP Comp pistons, ARP bolts, motorsport heads with bespoke cams, uprated valve springs, larger inlet and exhaust valves and balanced ports, SVM/Radtec central block breather catch tank and upper block breather, JUN inlet plenum, GTC billet sump, NGK spark plugs, Plasma Direct coil packs, GReddy headgasket set, air con removed, Gold heat barrier lining under bonnet, Wilhall Racing 4wd centre coupling, SVM ram charge bumper bar, K&N air filters, SVM 70mm billet throttle housings, SVM 2in stainless steel equal length manifolds, 2x SVM GTX GT-3076 ball bearing turbos, TiAL external wastegates, custom 80mm downpipes and hard pipe kit, 100mm MAF pipes with relocated MAF sensors, 4 Bar AMS map sensor, SVM blow-off valves, GTC 102mm titanium exhaust system with 102mm Y-pipe, SVM/Radtec Marton's lightweight intercooler, high-capacity engine and gearbox radiators, high-pressure header tank and cam breathers and race-spec radiator, GTC ECU rad program, motorsport thermostat, ID 2000cc injectors, GReddy fuel rails, custom Magnafuel fuel pump system and high-flow fuel pressure regulator, twin 750lph fuel pumps, E85/Methanol compatible PTFE Goodridge Dash 10 fuel lines, carbon battery and brake servo cover, Titek carbon cooling panel, colour-coded engine parts

TRANSMISSION

Albins 1st to 6th gear set with uprated internals, Dodson Pro Max 20-plate clutch system, upgraded 4WD gearlock system, O.S.Giken superlock diffs (front and rear), DriveShaftShop heavy duty front and rear shafts, SVM gearbox cooler kit with additional fan and thermal control/Motul pump and braided lines, GTC billet gearbox high capacity oil pan

SUSPENSION

Custom Nitron Race 3-way coilovers, Eibach front and rear anti-roll bars, GTC rose-jointed top arms

BRAKES

400mm Alcon Super Kit big brake conversions (to be replaced with Dixcel discs)

WHEELS & TYRES

22in iForged carbon-coated show wheels with green pin stripe and barcode graphics with 265/30/22 (front) and 295/25/22 (rear) Pirelli tyres, Eibach billet spacer pack with titanium wheel nuts

EXTERIOR

Bare shell re-spray in Ford Ultimate Green, Top Racing carbon front bumper, Top Secret towing eye and carbon bonnet lifters, GTC carbon bonnet with gold heat protection, Aeromotion S2 active split rear wing and carbon bootlid, AMS carbon roof, WALD carbon rear diffusers, side skirts and rear arch extensions, front arches rolled, GTC carbon race mirrors, carbon exhaust surrounds, L.E.D front and rear badges, angel eye running lights, brakelights and headlights, carbon headlight surrounds

INTERIOR

Cobra Evolution carbon front race seats trimmed in Alcantara, rear seats retrimmed to match, 6-point custom rollcage with removable bar, Takata 4-point harnesses, Alcantara-trimmed details, 60mm digital gauges for boost and fuel pressure, 2x Dakota Digital EGT gauges, HKS AFR and knock meters, COBB AP, COBB AP Nis 06 upgrade with LC4, COBB upgrade to allow running of MAP sensor, rear wing remote

THANKS

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development that has been carried out on the transmission that has been one of the biggest breakthroughs in making such massive power and transferring it to the wheels reliably.

An Albins 1st to 6th gear set with uprated internals has been installed to take the strain of over 1200 raging ponies trying to strip the teeth from the gears while a Dodson Pro Max 20-plate clutch system helps eliminate clutch slip and contain the mammoth level of torque.

Further down the transmission line, an upgraded 4WD gearlock system with O.S.Giken superlock diffs front and rear and DriveShaftShop heavy duty shafts ensures all the engine's power reaches the stunning wheels.

The huge hoops that adorn the car in our photos are the GT-R's show wheels. Covered in carbon with green pinstripe and barcode graphics, the 22in iForged rims wear a set of Pirelli tyres in a 265/30/22 at the front and 295/25/22 at the rear. But these blinging rims get replaced when the car hits the track, swapped out in favour of a set of either 19in custom wheels in a staggered fitment or 18in forged Motorsport wheels, both with grippy Hoosier tyres, the choice depending on the discipline of either drag or circuit.

The Hulk's interior is probably the least modified part of the car but, when Nissan did such a good job in the first place, there was little that realistically needed to change. However, Kevan and the boys decided that the factory leather seats were far too luxurious, and heavy, so replaced them with a set of Alcantara trimmed Cobra Evolution carbon race seats with Takata 4-point race harnesses and pads. The new perches certainly add to the race-inspired feel of the car, gripping you in all the right places and allowing you to concentrate on piloting the world's fastest GT-R. A custom six-point rollcage also adds to the motorsport feel, but also gives a sense of security, should the worst happen at speeds that are predicted to be well into double-ton figures!

At the time of going to press, the final stats of the car are still a closely guarded secret, but projections from the spec place the performance at 0-125mph in under six-seconds and standing quarter under nine-seconds. Testing and full power runs will be beginning soon after this is written, but SVM are clear with their intentions, no matter what the outcome. This car is to be the world's best no matter what it takes, and quite frankly, we have no reason to doubt it. 



SEE NEXT MONTH'S JP FOR THE FULL PERFORMANCE FIGURES

CUSTOM NITRON 3-WAY COILOVERS WITH EIBACH FRONT AND REAR ANTI-ROLL BARS AND GTC ROSE-JOINTED TOP ARMS ENSURE THAT THE GT-R'S HANDLING CAPABILITY MATCHES UP TO ITS ASTONISHING POWER. THE RIDE HEIGHT HAS ALSO BEEN DROPPED TO FURTHER LOWER THE CAR'S CENTRE OF GRAVITY AND REDUCE BODY ROLL ON THE LIMIT

