

RACE ON! FULL REPORTS ON F1, DTM, SUPER GT, RCA MEGALAP, MMR 2012 AND FD USA RD. 5!
EXCLUSIVE: WE TALK TO NAKAI-SAN ABOUT ROUGH STYLE, WIDEBODY PORSCHEs AND RWB STYLE!

RETROTM Singapore

HMS INVINCIBLE

BENTLEY GRILLE
AUDI R8 LIGHTS
AND A 2JZ-GTE
THIS IS THE
VEILSIDE
4509GTR

BESPOKE
JDM

THE ONLY RE AMEMIYA SUPER GREDDY III
CONVERSION OUTSIDE OF JAPAN
WITH AN ENGINE YOU WON'T BELIEVE



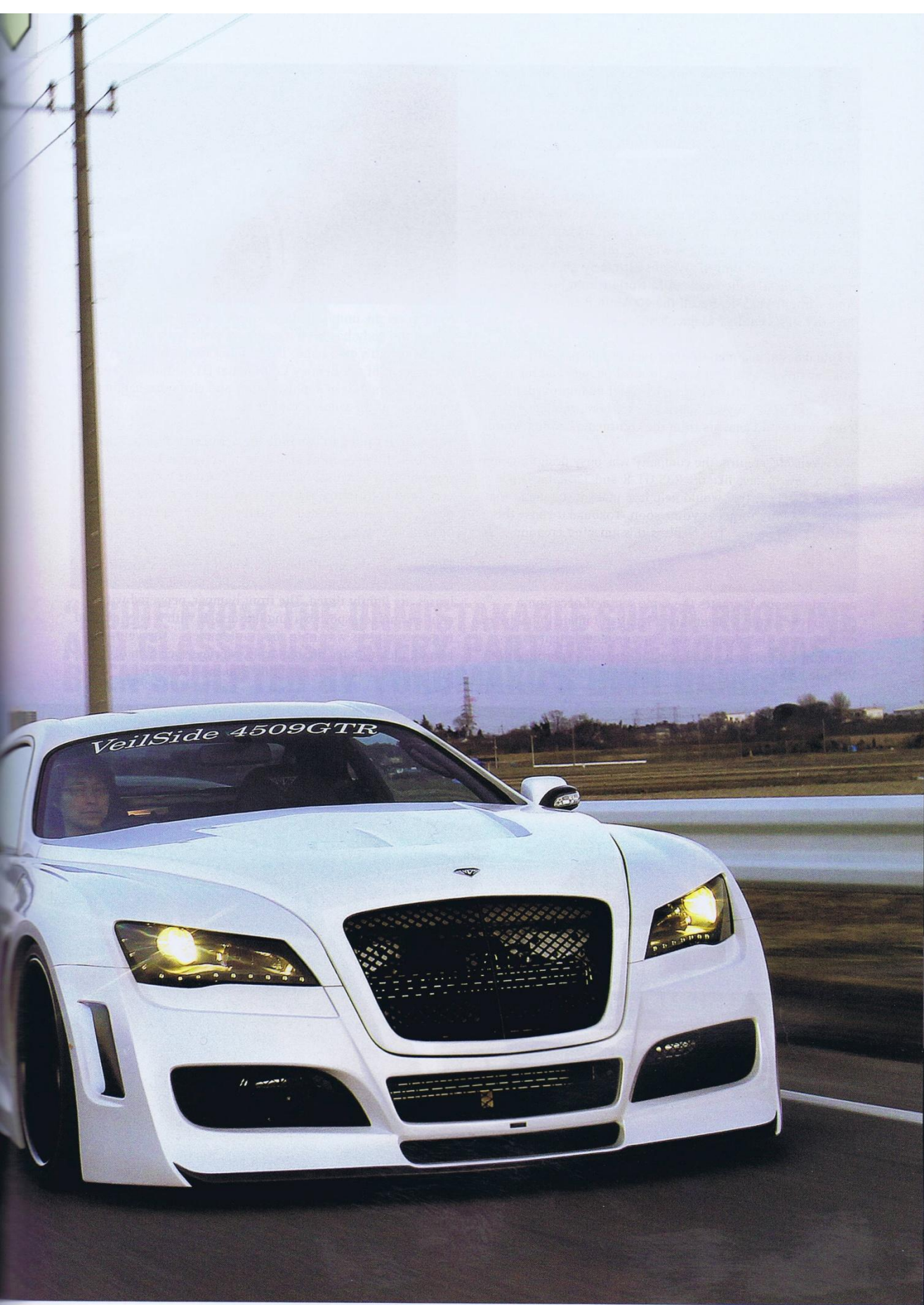
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CULTURE CLASH

GRILLE FROM A BENTLEY, LIGHTS FROM AN AUDI R8...
BUT UNDER THAT SKIN, VEILSIDE HAS CREATED THE
MOST AMAZING SUPRA EVER TO WALK THIS EARTH

TEXT & PHOTOS DINO DALLE CARBONARE



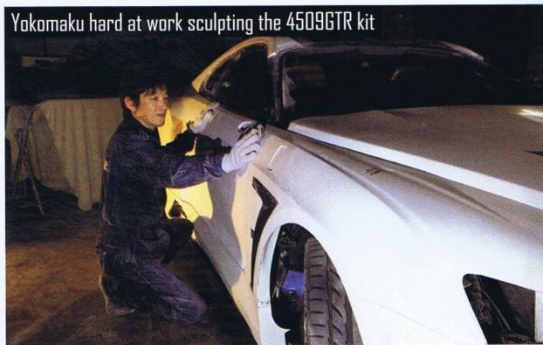
Just as people were slowly forgetting what has to be the most recognized name to ever come out of the Japanese aftermarket scene, Yokomaku-san marked his comeback at the 2011 Tokyo Auto Salon with what can truly be called a culture clash between the tuning worlds of the East and West.

For close to six years the Tsukuba-based company was laying low, trying to survive the biggest crisis the tuning industry has ever been through. As Yokomaku-san told us, "it hasn't been easy but I hung in there, waiting for the right time to get back on top of things." We are extremely glad he did because, honestly, the whole JDM world would just not be the same without Veilside. Recall the 400km/h R34 street drag in the early 21st century? Magic, Veilside style.

Yokomaku-san is a man of great insight and passion; he looks at cars in a different way to most people, and his mind always thinking how their designs could be improved, or in the case of the Toyota Supra you see here, completely reinvented with elements from the continental tuning world.

Since Veilside's return, the company was busy designing aero kits for new models like the R35 GT-R and 370Z, but when looking for a car that would help him make a statement that people wouldn't forget anytime soon, Yokomaku chose the trusty JZA80 Supra. The result is this amazing creation – the 4509GTR.

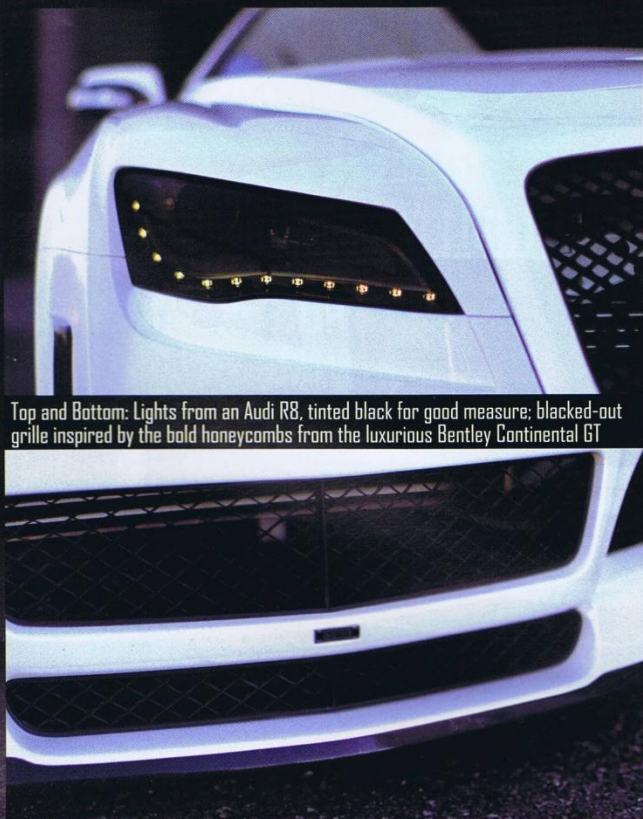
To say this Supra is imposing would be a great understatement. It creates the same sense of occasion a concept car would, except this is legal and made to be driven on the road. The idea, like the Fortune models that came before it, is to offer a unique custom creation sporting the Veilside badge, with production limited to 100 cars.



Aside from the unmistakable roofline and glasshouse, every part of the body has been redesigned, sculpted and shaped by Yokomaku's own hand. The striking front end is very reminiscent of the Bentley Continental GT, purposely done to bring about an air of sophistication and elegance, helping get the theme of the whole car across.

Yokomaku wanted to combine the performance of a tuned JZA80 with the comfort and style of luxurious European GTs, something he obviously achieved. The whole conversion is very time-consuming as every body panel is removed, with new fixing points created to mount the FRP replacements onto.

This goes for the headlights too, which are very expensive LED items taken from the Audi R8. For added effect, the lenses are lightly tinted. The front bumper, peppered with copious intakes, sports an angular design with a very defined edge working its way onto the front fenders. The vented bonnet incorporates the big grille, a prime specimen of the attention to detail that has gone into the 4509GTR.



Top and Bottom: Lights from an Audi R8, tinted black for good measure; blacked-out grille inspired by the bold honeycombs from the luxurious Bentley Continental GT

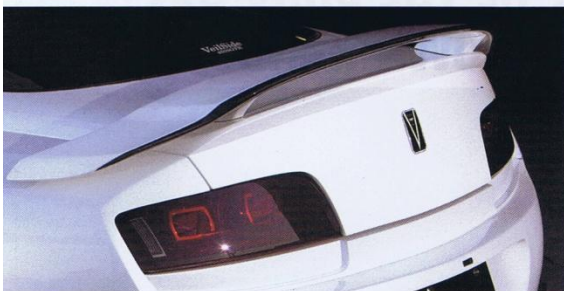


“ASIDE FROM THE UNMISTAKABLE SUPRA ROOFLINE AND GLASSHOUSE, EVERY PART OF THE BODY HAS BEEN SCULPTED BY YOKOMAKU'S OWN HANDS”





“YOKOMAKU-SAN WANTED AN INTERIOR AS SPECIAL AS THE BESPOKE BODY CONVERSION - HENCE THE RED ALCANTARA ON BLACK LEATHER SEATS”



Chunky side skirts allow for the design to flow over the profile before fusing into the massively blistered rear fenders. The rear view is as bespoke as the front, where again we find lights borrowed from the R8 along with the reshaped hatch and boot areas.

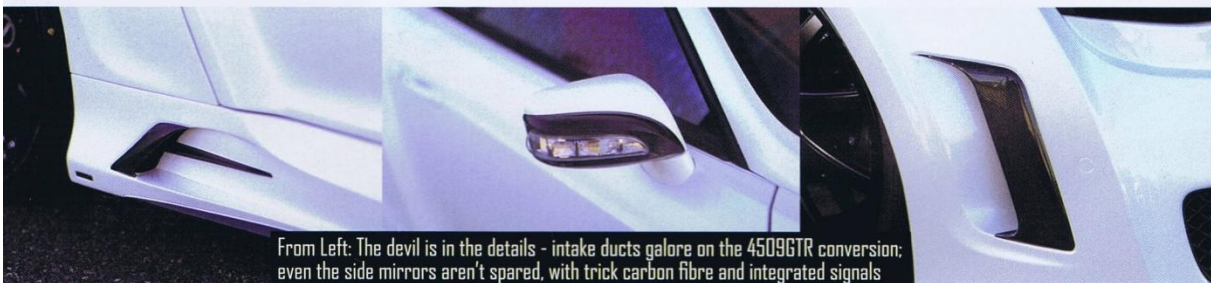
The carbon fibre spoiler is there to hint at the performance of the car without looking over the top. More carbon is found on the diffuser section of the rear bumper, from which the four tail pipes of the Veilside exhaust exit. Finishing touches include custom side mirrors with integrated turn signals and Veilside emblems.

With an extreme conversion such as this, large sized wheels were really a necessity to get the most out of the bespoke looks so Yokomaku fitted matte black Veilside Premier PL-X, 20-inch at the front and massive 22-inch at the rear, all shod in Bridgestone Potenza RE050 rubber.

Obtaining a correct stance called for a set of adjustable Veilside dampers mated to Roberuta air cups, allowing the car to be lifted a few centimeters from its normal ride height. These are especially useful to avoid bottoming that custom front end on ramps or speed bumps.

Yokomaku knew that concentrating on only the styling wouldn't generate enough interest, and since Veilside has always been known for its achievements in drag racing, high-speed runs and 0-300 km/h shootouts, power was something the 4509GTR was certainly not going to be lacking in.

The 2JZ's stock twin-turbo was thrown out and replaced with shiny Trust stainless steel manifolds and a big T88-34GK turbine, externally gated though the Trust wastegate. The Veilside exhaust is joined by a big bore Trust front pipe and a sports catalyst to keep the car legal on the emissions front. Trust also supplied their big triple core intercooler as well as their polished intake manifold, while everything is plumbed together with GReddy hard piping. Fuelling is handled by six 700 cc/min injectors and a Sard in-tank pump all controlled by the HKS F-Con ECU.



From Left: The devil is in the details - intake ducts galore on the 4509GTR conversion; even the side mirrors aren't spared, with trick carbon fibre and integrated signals

Boost is kept relatively low at 1.2 bar, sufficient enough to produce just under 700bhp. The reason more extreme modifications weren't carried out to get the most out of the T88 was to help keep the car as drivable as possible, and of course not compromise the reliability of the automatic transmission.

The choice to go for an auto demo car was to emphasize the comfort and usability factors of the 4509GTR, but obviously for those that want to go for a 6-speed manual and even more power, Veilside will be able to arrange everything.

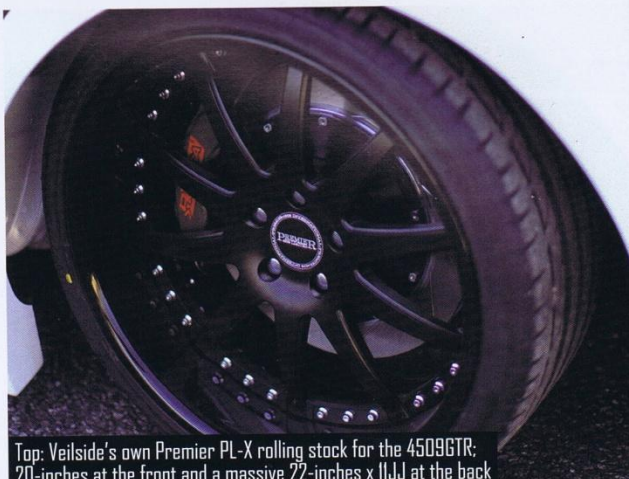
With 680bhp on tap from even the lightest squeeze of the throttle, the 4509GTR required a more competent braking system, needed to also fill the massive Premier PL-X wheels. Veilside collaborated with Rotor on this, who supplied a set of their latest monobloc calipers, six-pots at the front and smaller four-pots at the rear. These lightweight calipers feature titanium piston rings just like race brakes, and are mated to two-piece slotted discs to help the 4509GTR shave speed off twice as fast as it can pile it on.

To complement the amount of work that went into the Veilside conversion, both aesthetically and mechanically, Yokomaku wanted to do something special with the interior. Comfort was the key, so the seats were trimmed in leather and quilted red alcantara for the center parts.

These are joined by a leather-wrapped steering wheel displaying the stitched Veilside logo, a necessary touch in any complete car conversion. The signature Veilside 320

km/h speedometer and GReddy Profec B boost controller are the only other additions, on top of the obligatory state of the art hard disk navigation system.

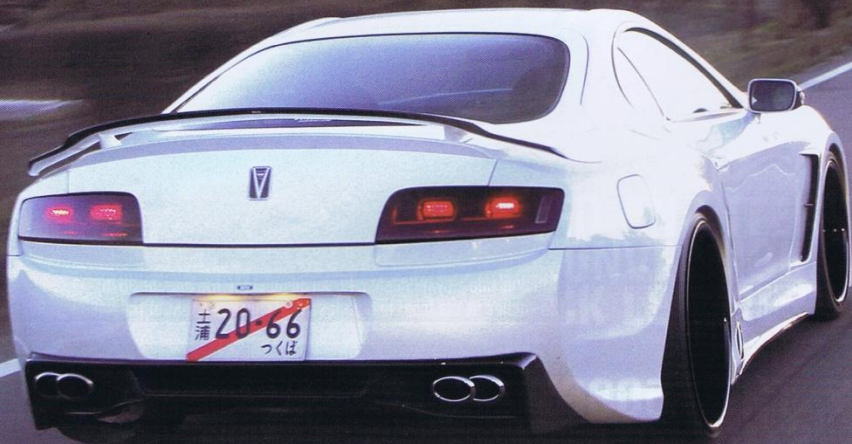
Understandably, the 4509GTR might not appeal to everyone out there; like other Veilside creations, it is quite simply a love-it-or-hate-it creation. It is however an important car, however, because it combines what seems to be the best of both tuning worlds in a vehicle that marks the return of a name everyone was beginning to think we weren't going to see again. But Veilside is back on top again.



Top: Veilside's own Premier PL-X rolling stock for the 4509GTR: 20-inches at the front and a massive 22-inches x 11JJ at the back

“PREDICTABLY, THE 4509GTR MIGHT NOT APPEAL TO EVERYONE; STILL, IT MARKS THE RETURN OF ONE OF JAPAN’S BEST TUNERS OF ALL TIME”





ANALYTICS >>>

TOYOTA SUPRA (JZA80) / VEILSIDE 4509GTR

TRANSMISSION: 5-AT

DRIVE LAYOUT: RWD

MAX OUTPUT: 680BHP / 700NM

ENGINE: 2JZ-GTE

INTAKE: TRUST AIRINX FILTER, TRUST FRONT PIPE, VEILSIDE INTAKE PIPE, TRUST PIPING KIT, GREDDY INTAKE PLENUM, NISSAN Q45 THROTTLE BODY

FUELLING: SARD FUEL PUMP, SARD 700CC INJECTORS

EXHAUST: TRUST STAINLESS STEEL MANIFOLD, VEILSIDE EXHAUST SYSTEM

COOLING SYSTEMS: TRUST TRIPLE-CORE INTERCOOLER

TURBO VARIANT: TRUST T88-386K TURBINE,

TRUST EXTERNAL WASTEGATE

ELECTRONICS: HKS F-CON V STANDALONE ECU,

GREDDY PROFEC-B BOOST CONTROLLER

SUSPENSION: VEILSIDE ADJUSTABLE DAMPERS,

ROBERUTA AIR LIFTER SYSTEM

BRAKES: CUSCO MASTER CYLINDER STOPPER, ROTORA 6-POT CALIPERS, 380 MM SLOTTED ROTORS (F), ROTORA 4-POT CALIPERS, 355 MM SLOTTED ROTORS (R), ROTORA PADS (ALL AROUND)

WHEELS: VEILSIDE PREMIER 4509 PL-X 20X9JJ (F), 22X11JJ (R)

TYRES: BRIDGESTONE POTENZA RED50 255/30R20 (F), 295/25R22 (R)

BODY-KIT: FULL VEILSIDE 4509GT CONVERSION, FRONT BUMPER, FRONT VENTED FENDERS, BONNET, SIDE SKIRTS, SIDE MIRRORS WITH INTEGRATED TURN SIGNALS, DOOR PANELS, REAR FENDERS, REAR BUMPER, UNDER DIFFUSER, REAR HATCH, REAR CARBON SPOILER, TINTED AUDI R8 LIGHTS, CUSTOM VEILSIDE PEARL WHITE, VEILSIDE ORIGINAL BADGING

TRIM: CUSTOM TRIMMED VEILSIDE LEATHER/ALCANTARA,

VEILSIDE 360 KM/H SPEEDOMETER

SEATS: VEILSIDE CUSTOM LEATHER SEATS

STEERING WHEEL: VEILSIDE CUSTOM LEATHER STEERING WHEEL

2JZ-GTE and Trust T88 Turbo, making 680bhp in one of Veilside's coolest creations ever

