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QUARTER MILE
KING!

LOUIS LIMA'S NEW BAKKIE



DRAGSTER
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INSTALLING A SUPERCHARGER
...AND MUCH MORE!

SNS BIRTHDAY BASH, 24TH APRIL, TARLTON

PUTA PRETA

Photos Rob Russel // Story Krutch

IS THIS GONNA BE THE COUNTRY'S FASTEST 4-CYLINDER? FOR SURE!

If there's one name in the South African drag racing industry that should be commended to some sort

of Hall of Fame, it has to be the legendary Louis Lima, owner of Nitrous & Turbo Performance. Over the years this man has driven some of the fastest modified street cars we've seen from his maroon Nissan Champ right up to his famous blue one running a Mazda 16v turbo powerplant with more nitrous than the local hospital's emergency surgery ward.





➤ **WE'RE SHOWING OFF LOUIS' NEWLY
COMPLETED PROJECT, THE BLACK BITCH!**

The blue bakkie is the fastest four-cylinder running in SA, it runs sub-nine seconds easily. But we're not here to talk about the blue beast, we're showing off Louis' newly completed project, the Black Bitch! That's what Preta Puta means in Portuguese, and seeing as Louis is porra, as are most of SA's fastest tuners, we thought it would be a fitting title. If it has inadvertently offended anyone, we don't really give a shit!

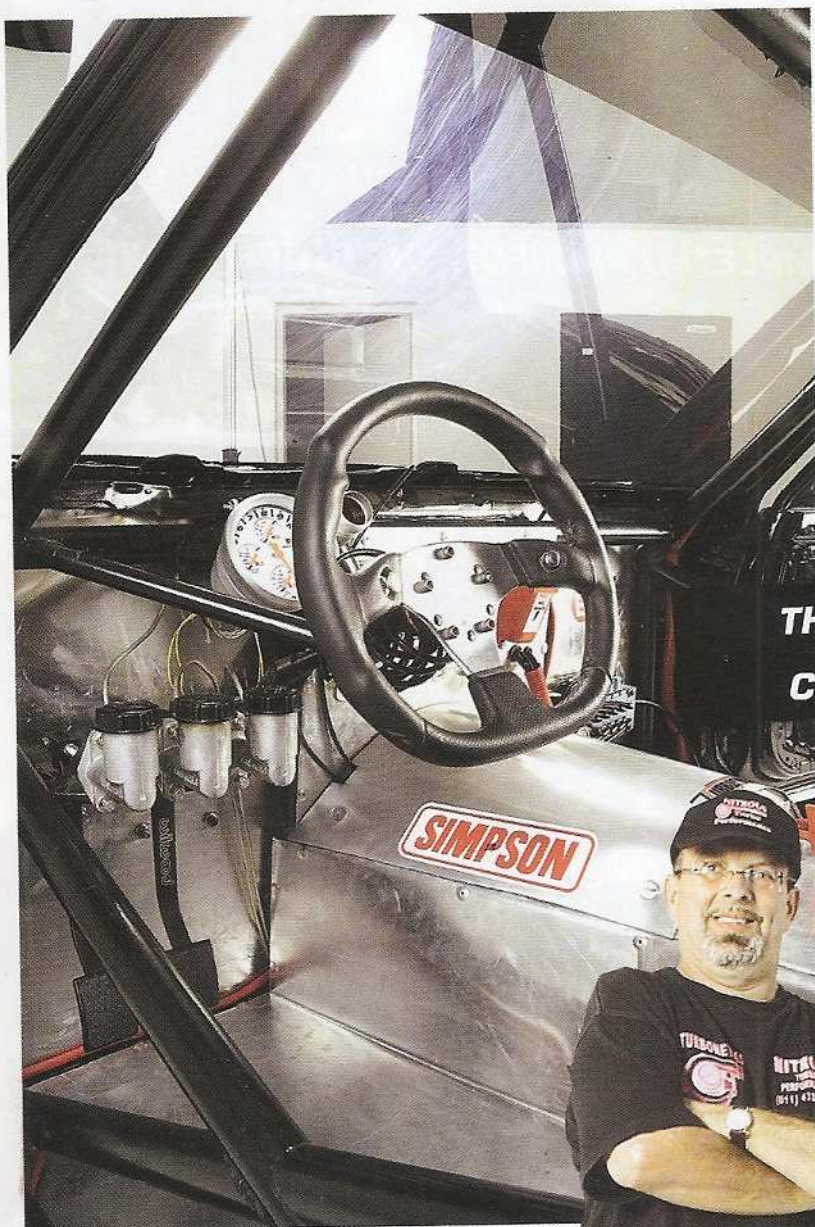
Louis bought this bakkie from Hillbank as a stolen and recovered vehicle. Once he took delivery of it he sent it straight through to Vaal Peet in Vereeniging who does major work on most of the

drag cars Louis builds. When it was there, the whole thing was ripped apart and the custom chassis was built in. It had to be a special setup that was not only super strong, but obviously also to convert the bakkie to a rear wheel drive setup, but not like normal, the plan was to accommodate some large racing slicks too. When the job was done, the body was then taken

through to Big Boss Auto where the paint was applied. Louis also commissioned Justin to supply a new nose for the car. Being a drag car it had to be lighter, but going the usual fiberglass route just wouldn't do for this project. The entire front end was manufactured from super strong and super light carbon fibre. The finished setup looks impressive, it actually

looks so damn good that you'd be forgiven for thinking it was fully imported from an American company specializing in this type of thing. Wheels on the car are obviously full aluminium drag pieces too. The suspension in the bakkie comes courtesy of Strange, as is the braking system. The bakkie is also helped to a stop with a Simpson parachute.

THE SUSPENSION IN THE BAKKIE COMES COURTESY OF STRANGE





The signage was done by Tony's Signs and that's also a clue to the competition running with this feature...

With the exterior done, Louis turned his attention to the cockpit, because that's essentially what it is, it resembles something NASA would be proud of. He's fitted a custom carbon fibre seat with the associated FIA spec racing harnesses.

bits imported from USA, made by Moroso. The shifter for the special gearbox came with the box from Jericho, it's the optional air shifter that helps rush through the gears. A full complement of Autometer gauges lets Louis monitor all the important goings on in the engine bay, and believe me, that's a lot. There are also loads of

bakkie could double as a show car too if Louis ever got the urge.

The interesting bits are all in the engine bay, as you would imagine. These bakkies are setup to take a small 1600 motor in the horizontal position. For the chosen engine in his drag car to run the rear wheels, the motor was mounted transversely, this actually freed up a



WITH THE EXTERIOR DONE, LOUIS TURNED HIS ATTENTION TO THE COCKPIT

Steering is by Strange and the pedals are drag spec

switches and buttons, each one as important as the next, they control everything from the fuel pumps to the engine cooling fans. The roll cage is part of the chassis that we mentioned was done by Vaal Peet. The finishing off is perfect, this

lot of space to build all the necessary go fast bits around the engine. It also helps a lot with the carbon fibre nose being removable in one complete piece to allow very easy access to the engine. The block isn't the normal two-litre that everyone normally uses, this one measures in with 200cc more at 2200cc. There's no real reason for this except bigger is better. The internals



DID YOU KNOW?

If you bought this car from Louis and tried to drive it, we'd bet you a million bucks you couldn't do it. This thing looks like a flipping NASA space shuttle cockpit. There are way too many little buttons and knobs to fiddle with. If you do one little thing wrong - BOOM!

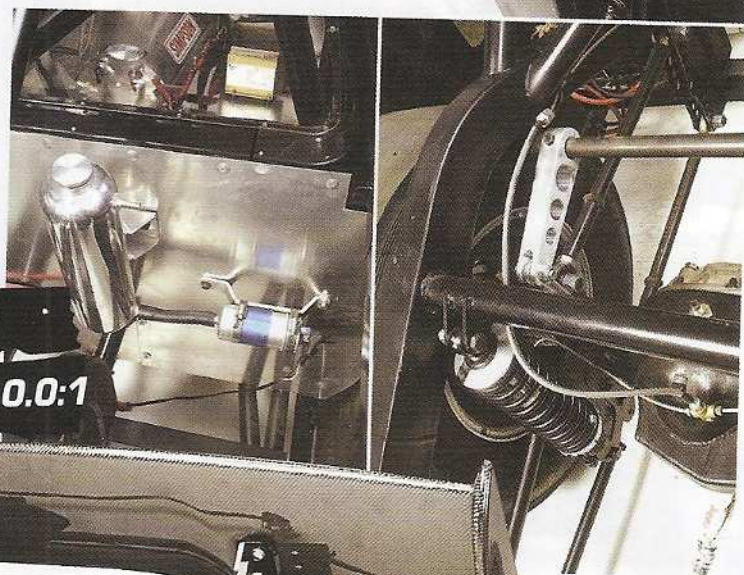


in the block are worth more than gold, and we mean that literally. Louis opted to use a set of forged light-weight Wiseco pistons to fill the 86mm bore, these are connected to the nitrided and balanced crankshaft via a set of Titanium Crower connecting rods. Not only are the titanium bits very light, they're practically indestructible and cost the earth. The compression ratio is quite high for a turbo car sitting at 10.0:1, but there's good reason

for that. Louis has built the motor to run on methanol so high compression doesn't really matter. It will also be running at 2.8 – 3bar, so power is estimated to be at around 800kw with torque in the region of 1100nm. The block was o-ringed and sealing it off is a custom copper head gasket.

The cylinder head was ported and flowed and given a set of lighter valves that were swirled to help with flow. Uprated valve springs

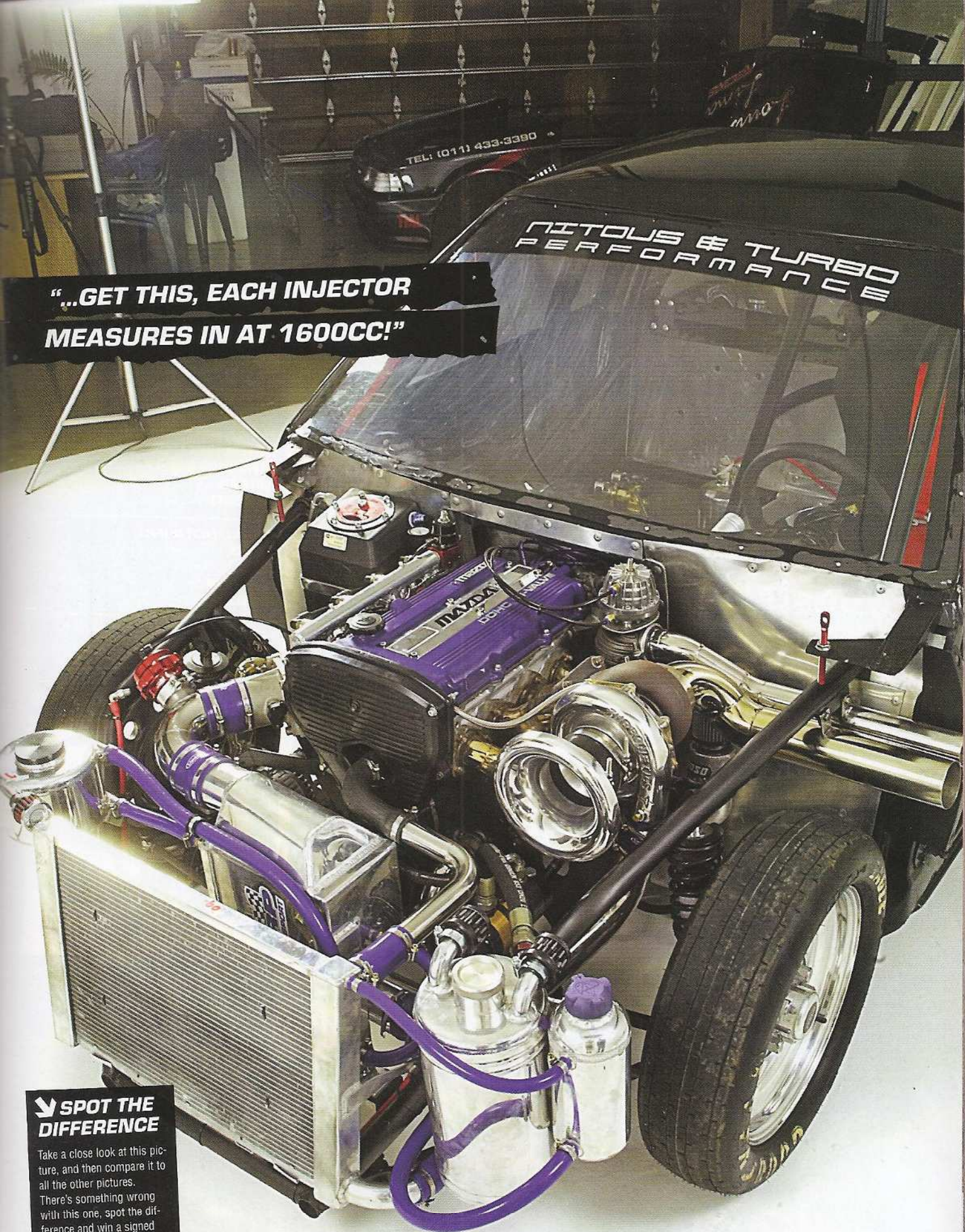
also ensure the solid lifter setup stays together. A set of custom 288 degree cams control valve lift too. A Domingos fuel management system coupled to a 5bar map sensor control all eight injectors. Get this, each injector measures in at 1600cc! A ball-bearing Turbonetics T66 turbo pumps the boost into the engine. To accompany this top of the range turbo is a huge 65mm HKS external wastegate and a 50mm Tial dumpvalve, all fitted



THE COMPRESSION RATIO IS QUITE HIGH FOR A TURBO CAR SITTING AT 10.0:1

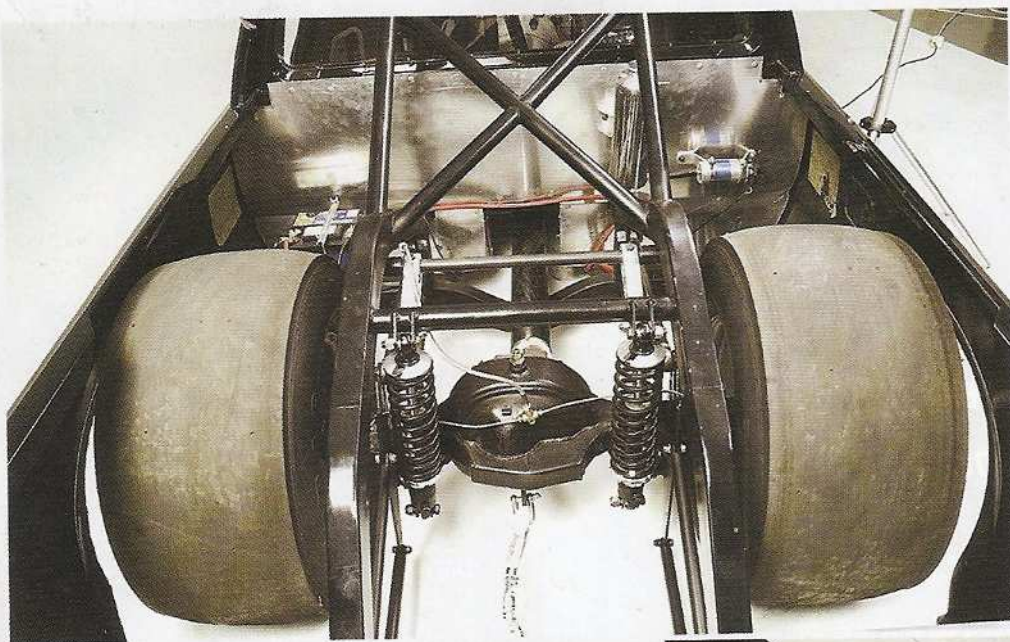


**"...GET THIS, EACH INJECTOR
MEASURES IN AT 1600CC!"**



**SPOT THE
DIFFERENCE**

Take a close look at this picture, and then compare it to all the other pictures. There's something wrong with this one, spot the difference and win a signed shirt & cap from Louis Lima. First correct email we receive wins.
snsmagazine@mweb.co.za



A CARBON FIBRE PROPSHAFT IS IN THE MIX, SAVING 8KG!

on the neatest boost pipes you can possibly make.

The transmission is as serious as the engine. Louis imported a Jericho sequential air shift gearbox so that gear changes are as quick as humanly possible, the internals of which were upgraded to roller bearing status reducing friction by loads. A Tilton triple

clutch pack goes with the system too. A carbon fibre propshaft is in the mix, saving 8kg. A Mark Williams aluminium 9" diff ends the setup.

It's connected to the wheels via a set of large 35-spline rifle drilled side shafts. The entire setup only weighs in at 750kg!

This is the first racecar of it's kind in

SA, it's basically a doorslammer, a hot one! The car must still be run on a track, as soon as it has and it gets some performance figures we'll update you.

Louis wants to thank Nico Van Rensburg, Tyron from Fulrace, Vaal Peet and Justin from Big Boss Auto for their help and obviously to Cobus, his right hand man!



► DID YOU KNOW?

Louis uses a T66 ball-bearing turbo on the drag car. This thing is so smooth that when the car is switched off, the turbo wheel you can see here still spins for about a minute afterwards. This thing spools almost instantly!



SPECIFICATIONS

MOTOR

CYLINDER HEAD: Gasflowed, solid lifter
VALVES: Bigger - stainless
CAMSHAFTS: 288 degrees
MAIN BEARINGS: 5 stock
ENGINE CAPACITY: 2200cc
BORE / STROKE: 86mm x 92mm
CONRODS: Crower titanium
PISTONS: Wiseco
COMPRESSION RATIO: 10.0:1
TURBOCHARGER: Turbonetics T66
BOOST: 3.0bar
MANIFOLD: Custom stainless steel
CHARGE COOLING: MRP charge cooler
FUEL MANAGEMENT: Domingos
INJECTORS: 8 x 1600cc
WASTEGATE: 65mm HKS
BLOW-OFF VALVE: 50mm Tial
EXHAUST: 76mm custom
NITROUS OXIDE: Not yet

TRANSMISSION

GEARBOX: Jericho sequential air shifter
CLUTCH: Triple plate clutch pack
DIFF RATIO: 4.5:1
SIDESHAFTS: 35 spline

ROADHOLDING

WHEELS: Lightweight drag wheels
TYRES: Goodyear
SUSPENSION: Strange
BRAKES: Strange.

PERFORMANCE

KILOWATTS: Unknown
TORQUE: Unknown

DRIVER

LOUIS LIMA



DIMENSIONS

Weight: ±750kg



4600mm



1360mm

1785mm