

TEAM RPM DIGEST

RACE | PERFORMANCE | MODIFICATION



Baby Shark at Road Atlanta

Justin Barbry competes in the Grid Life Touring Cup at Road Atlanta on August 27th, 2019

Four races done in the Baby Shark at Road Atlanta and it's back on the trailer in the same condition it came off. Gridlife GLTC was a great experience. Had a ton of fun running in close quarters with some great drivers. Thanks to the **Defenbaughs, Paul and Mike Spencer, Ron Earp,**



ERIC NORMAN
USDrift FormulaD
Pro-AM Round 4



MARCUS LANE
Tearing down the track at Rockingham Dragway



MORGAN DARNELL
Gridlife HPDE
August 24th, 2019

1

RACE

Life is a race, we race with ourselves and with other to push the limit

2

PERFORM

Raise expectation to improve one's performance

3

MODIFY

The only modification is carburetor or exhaust

and the OPM crew for the hospitality in paddock.

-Justin Barbry

DRIVER'S CORNER:

A look into our High Performance Driving Event (HPDE) specialist, **Morgan Darnell's** biography

Morgan's passion for speed began with a trip to the Tail of the Dragon and the surrounding area around 2007. As a caravan of mostly Honda's blasted through the twists and turns and pushed cars to their limits, adrenaline ran high and the terrain offered thrills not obtainable on the routes near home. Multiple trips and events were completed in his street/show turbocharged '95 Civic coupe. By 2009, that passion was a full blown addiction and the decision was made to build a new chassis that was better suited for spirited driving.

His chassis of choice: a '91 Honda CRX Si. The shell was obtained from a friend for \$100 moments before it was scheduled to be sent to the metal crusher. It was beat up



and bare, with parts thrown inside to add weight on the scales. With a crisp title, he saw it as a perfect canvas to build upon.

Morgan used his vast skills as an auto body

'TAKE IT TO THE TRACK'

technician to bring the body back to show condition, and his fabrication skills to make it fast. Nearly every piece of the car was hand crafted, including the custom suspension components, engine build, and aerodynamics.

WHAT DOES IT TAKES TO COMPETE WITH THE BEST?

It takes hours of research to sort out the best custom parts for your dream project. It takes the technical know how to incorporate an LSX engine capable of supporting 1200 hp, attached to a Porsche RS transmission, sitting in a carbon fiber tube chassis.

It requires parts from just about every car manufactures in the world to create this Factory Five GTM masterpiece. Most importantly, it takes the patience and commitment from none other than our own **Jason Oliver** to make this happen.



The dangers of spirited driving on **Tail of the Dragon** lead Morgan to make the decision to ‘take it to the track’. So from 2009-2011 while the CRX was being built, Morgan competed in local SCCA auto-x events with the Triad Sports Car Club in his daily driver of the time, a ‘91 Civic Si hatch. While he was not out breaking records, he was gaining valuable seat time.

After a few years off due to college and such, Morgan set a goal in 2016 to begin participating in HPDE track days with the CRX. The first of which was with at NCCAR, followed by CMP, and Road Atlanta. The following 3 years he logged over 30 track days with multiple events at **Mid-Ohio, Charlotte Motor Speedway Roval, Road Atlanta, Carolina Motorsports Park, Summit Point, and VIR.**

DRIVER’S CORNER:

Jason Maxwell coping with **Obsessive Compulsive Disorder** through motorsport



His love for automotive started at a young age after learning about his father’s past motorcycle racing experience growing up in South Florida. After moving to Climax, NC in 2004, Jason’s parents bought him a Yamaha TTR-90 that they rode around trails in the area with until it became developed. Once the area became congested with homes they sourced local tracks to ride and eventually race. Jason successfully won many local events on the Yamaha, they decided it was time to move up to the next class and broaden their participation at other events.

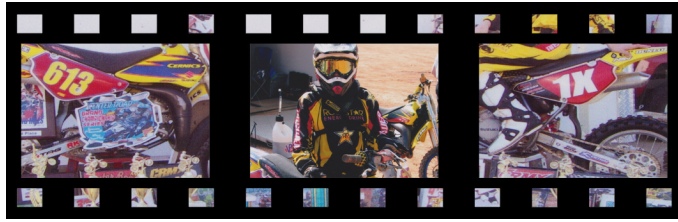
His next bike was a Suzuki RM-85cc that was obtained through a professional super-mini rider. After many successful event series, he then advanced into racing multiple classes in the 85cc small wheel and super-mini groups consisting of riders twice his age. Unfortunately, after a successful season, Jason had a crash while practicing



The 2019 season brought big changes to the race program. He was connected with **Team RPM**, and the goal was set to complete necessary tasks in order to compete in Time Attack events in 2020.

-Morgan Darnell

which resulted in a torn ACL that resulted in an 8 month recovery time.



Once he recovered from his injury, his main goal was to progress and make up for the lost time. As his motocross career accelerated, he moved into the 125cc classes after they acquired a 2003 Honda CR-125 from a family friend. During this time he was performing his own bike maintenance consisting of oil changes, filter cleanings, and many other routine maintenances.



As he aged out of the 85cc classes, his main focus was to progress in the 125cc classes and up. When the four-stroke engines became popular, he then moved up to the 250 4-stroke class on a Suzuki RMZ-250. Before being able to compete in the 250 classes, Jason sustained another injury in practice. This crash resulted in a cracked ball/socket on his left pelvis which required yet another surgery and significant downtime. The last injury resulted at the end of his racing career due to the severity

and risk becoming too great at such a young age.

“Who is this young kid with a fly-ass car?”

As Jason became of driving age, his interests starting growing towards automobiles and customization. The Hyundai Genesis was a car he has always dreamed of having after seeing one for the first time that was owned by a friend. Jason was fortunate enough to obtain a 2011 Hyundai Genesis 2.0T from a dealership in Raleigh, NC. After purchasing the car of his dreams, his vision would eventually be a reality.

It all started by joining Facebook groups that revolved around the KDM platform and it was compiled of enthusiasts around the world. Once he obtained an abundance of knowledge about his platform, Jason began to build a parts list of his own.



After sharing his vision and goals with various vendors in the community, Jason teamed up with several top companies in the West Coast willing to work together and grow the platforms aftermarket industry on

the East Coast. Throughout all of the build phases, the most important aspect to him was keeping every modification clean and precise.



The most common saying in the aftermarket industry is that fitment is not always guaranteed. This played a huge factor in how he approached each modification to ensure it was durable, functional and most importantly clean. Jason main goal is to attend and be able to spread his visions and build designs on a larger event scale such a SEMA.

-Jason Maxwell

56th SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Justin Barbry made #top5 in this highly competitive national competition



The 56th SCCA National Championship Runoffs, considered to be the most prestigious amateur racing event of American motorsports, took place at VIRginia International Raceway for the first time this year. This 6 days event which starts on Tuesday to Sunday, includes two qualifying days and culminating in a 25 B-Spec cars lineup on Sunday, Oct 13th. The race encompasses 15 laps on the 18-turn, 3.27-mile circuit.

“Alex was a good carrot to chase”

Our very own member, Justin Barbry was piloting his **Flying Brick Racing | Honda Fit**. On qualifying Day 1, Justin was gridded behind **Alex Ratcliffe** from Virginia. From prior races earlier in the year, Justin knew Alex was fast, so he “was a good carrot to chase”. The day ended with Alex in 4th place and Justin was a tenth behind at 5th place.

On Qualifying Day 2, Justin dropped from 5th to 7th place. However, over half of the B-Spec field was running under the lap record. Justin was 2 seconds under it and the top 4 cars are 3 seconds under it.



YOU ONLY LIVE ONCE, BUT IF YOU DO IT RIGHT, ONCE IS ENOUGH

Justin's fastest lap was 2:24.1 and the course fastest race lap was 2:22.09. The final day, among the group of handful drivers in the lead pack, was our own Justin Barbry. Other notable drivers were Tony Roma of Michigan, John Phillips of Texas, David Daughterty of North Carolina, and Brandon Vivian of Michigan. In the end, John Phillips won his first Runoffs National Championship after 29 attempts, setting a record for most Runoffs appearances before claiming a win. Other notable moments in the race include Daughterty who had car troubles and fell off the pace after clocking a VIR lap record for B-Spec. The most newsworthy for us is Justin Barbry finishing #top5 among the field of 25 B-Spec drivers from across the country competing in this covet **SCCA National Championship** event. Justin would like to give a shoutout to Darius at Driven Performance for the dyno work, and Racing for Heroes for the help. ALTON, Va. — Provisional results for Sunday's B-Spec race at the 56th SCCA National Championship Runoffs from VIRginia International Raceway, with finish position, starting position in parentheses, driver, hometown, car, and laps completed.

1, (3), John Phillips, Sealy, TX, Honda Fit, 15.

2, (4), Tony Roma, Beverly Hills, MI, Chevrolet Sonic, 15.

3, (2), Brandon Vivian, Milford, MI, Chevrolet Sonic, 15.

4, (26), Travis Washay, Milford, CT, Mini Cooper, 15.

5, (7), Justin Barbry, Jamestown, NC, Honda Fit, 15.

6, (9), Christopher Riley Salyer, Longview, TX, Mazda 2, 15.

7, (8), Robert Bax, Cincinnati, OH, Mini Cooper, 15.

8, (15), Joseph Gersch, Conroe, TX, Toyota Yaris, 15.

9, (10), Kent Carter, Houston, TX, Honda Fit, 15.

10, (12), Chris Taylor, Elroy, TX, Ford Fiesta, 15.

11, (13), David Rosenblum, Mays Landing, NJ, Ford Fiesta, 15.

12, (14), Stewart Black, Greensboro, NC, Chevrolet Sonic, 15.

13, (16), Drew Strickland, Baltimore, MD, Honda Fit, 15.

14, (19), Bruce Shelton, Charles Town, WV, Ford Fiesta, 15.

15, (11), Billy Parrott, Barboursville, KY, Mini Cooper, 15.

16, (18), Brad Davis, Summerville, SC, Mini Cooper, 15.

17, (17), Cherie Storms, Langley, BC, Honda Fit, 15.

18, (22), Edward Werry, West Deptford, NJ, Honda Fit, 15.

19, (20), WC Storms, Maple Ridge, BC, Mazda 2, 15.
 20, (23), James Rogerson, Angleton, TX, Mazda 2, 15.
 21, (21), William Black, Greensboro, NC, Chevrolet Sonic, 14.
 22, (24), G Brian Metcalf, Big Flats, NY, Mini Cooper, 14.
 23, (6), David Daughtery, China Grove, NC, Honda Fit, 13.
 24, (1), Frank Schwartz, Ann Arbor, MI, Mini Cooper, 12.
 25, (5), Alex Ratcliffe, Leesburg, VA, Mini Cooper, 0.
 DNS, (25), Matthew Davis, Dallas, TX, Honda Fit, .

Length of Race: 49 miles
 Overall Time of Race: 35:50.123 (avg. 82.126 mph)
 Margin of Victory: 11.748 seconds
 Fastest Race Lap: 2:22.094 (82.847 mph)
 Lap Leaders: #55 lap 1,
 #43 laps 2-15
 Sunoco Hard Charger:
 #30 Travis Washay
 Credit to SCCA: _

BIPPU 101:

For those that doesn't know a lot about the vip tuning scene. Use this post to educate yourself about vip. - Anh-Tuan Tran

HISTORY

From Wikipedia:

VIP Style modifications and history have often been linked to the yakuza. It is claimed that VIP Style came to be due to the

risk of gangsters riding around in high-profile European sedans like the Mercedes S-Class or BMW M-Series. The attention could either bring about police action or retaliation from rival gangs. By using Japan domestic market cars with modifications associated with the creation of limousines, gangsters could avoid detection by the police and rival gangs.[1]

Both Osaka street racers and Kanto area Bosozoku gangs adopted VIP Style in different ways. Osaka street racers, after suffering numerous police crackdowns on the Hanshin Expressway in the early 1990's, turned to sedans after police targeted sport compacts as a way to cruise while remaining incognito. Many design cues were taken from Mercedes-AMG cars. Kanto area bosozoku gangs took a somewhat different approach, by modifying sedans with cut coils and mufflers and were often bold and loud. They also drove recklessly,



such as causing traffic jams and avoiding paying tolls. To mimic their yakuza counterparts, "Bos Bippus" used large black sedans.[2]

uncommon to see extreme negative camber on many vip cars. Traditional colors of VIP



Automotive enthusiasts adapted beyond luxury sedans, utilizing minivans and Kei cars. One advantage presented to enthusiasts is that such modifications can make a car luxurious without being expensive.

Cars associated with VIP Style usually have common characteristics; usually large diameter rims (usually broad faced designs) with low offsets that sit flush with the fender, exhausts that stick out past the rear bumper (although not so much emphasized these days), a full bodykit or lip kit, glossy paint and a lowered ride height (usually with air ride or coilovers). It is not

Style cars are usually black, white, grey and silver.

Most VIP Style cars are Japanese luxury cars like the Nissan President, the Toyota Celsior, the Toyota Aristo, and the Nissan Laurel, although many European cars are also known to be modified in such ways (most of them German luxury sedans such as the Mercedes S-Class). As automotive enthusiasts began to do their own versions of bippu, everything from minivans like the Toyota Estima and Honda Odyssey, to keicars like the Suzuki Cappucino and Toyota bB have received similar modifications.

United States enthusiasts use USDM equivalents, such as the Lexus GS and LS series and Infiniti Q45.

From Vipstylecars' forum:

VIP Style or VIP car is very simple. Pronounced VIP or bippu not vee-eye-pee, like how we are used to saying it, but it is pronounced like a word. In Japan there is a large variety of luxury sedans available to purchase. VIP car starts with just that, the platform or the car. It's not a VIP Car unless it starts with one of these cars. From Toyota, you have the Century, Celsior, Aristo, Crown, and Majesta. From Nissan you have the President, Cima, Gloria, Cedric, and the Q45. Then they take these platforms and merge on a massive body kit, larger rims that push the boundaries of offset fitment, an air suspension so that they can drive as low as they possibly can, and we can't forget



about the exhausts that goes on these VIP Cars. Now, taking these aspects of a VIP Car, you then apply it to

cars not accepted as a VIP Car. This in turn created a term I like to define as VIP Style Cars.

There is a difference in Japan in regards to a VIP Car and lets say a K-Car or Style Wagon. All those styles bring up similar aspects of VIP Car but what makes a VIP Car

“VIP” is the car itself. Taking the aspects that was started in Japan with the VIP Cars and merging them onto cars that aren't really considered VIP car platforms. You now see K-cars (Vitz, Scion, and other econo-box cars), vans (Odyssey and Previas) and many other vehicles (G35, IS300, 300Zs) with a heavy VIP Style influence. That also has trickled into our US market with the Scions xA and xB. European cars can fall within the “definition of a VIP car” but isn't as popular of a platform mainly because of an untold requirement. VIP Car has a sense of pride within the Japanese community on its luxury vehicles. However, I am now seeing shows like the Tokyo Special Import Car Show similar to Tokyo Auto Salon now being invaded by Junction Produce, Fabulous, and Auto Couture. When they build their car, they immense themselves in the culture of VIP Car... Noburi Flags, clothing, and getting EVERY accessory that the company made like lighters, teddy bears, fans, and other things.

Fitment of the wheels has always been the largest, most defining aspect that the US market uses for VIP Cars. This also brings the most controversy as well. The most heated debates on VIPStyleCars.com came from topics concerning cars and wheel fitments. We had terms like, if it ain't flush, it ain't VIP. I agree that proper fitment is the key to making a VIP Car look good, however my whole take on it... the car determines if it's a VIP car, not the wheel choice. When I had the chance to visit Japan recently, I saw VIP cars that didn't have the extreme wheel lip that we are so used to seeing here. Yes, the offsets were extremely aggressive however; they were still flat-faced wheels with no lip whatsoever. I just don't think it looks right unless the fitment was aggressive in my opinion, which is the reason I'm personally on a quest for new wheels for our GS400.

that needed to be added to control this factory option was an Air controller like one from Data Systems. This gave you the chance to lower and raise your car without changing any suspension parts. This didn't bring the car down as low as we would like it to be, so then we went and looked up companies like Air Runner, Bold World, Universal Air, Canover, and many others. You had a choice of either a canister setup or the sleeve bag on a shock option. That way, you were able to just lay the frame on the car down on the ground and still be able to drive away when its time to go. Trust me, in Japan, their roads and driveways weren't pretty, how they drove these cars around on a daily basis boggles me... Coilovers are still VERY popular for the hardcore, cause they are still able to find the height that they want for driving and show purposes and costs less than half the price of air suspension set-ups. Hydraulic setups are

now being touched upon by the likes of Tein to control their coilovers and be able to raise and lower the car from within the cabin. This is only available to wagons and vans from when I last looked into it, but I'm sure now, there might be more applications and companies venturing into this.

Interiors and sound systems of these cars can get very Gotti. Wood grain and screens are the first most obvious mods on the interior. You will see Wood grain trays on these cars. Screens for Navigation and of course, Video

viewing is dominant. The sound systems I saw were very elaborate like the ones we see here in CES. On some cars, I saw wood grain all over the trunk to accent the subs that were stuffed in there.



Next is the suspension, Air suspensions have become the norm. One main reason is the fact that some of these VIP cars come with a factory installed air suspension already. All

Lastly, the body kits... Companies like Fabulous, Junction Produce, Wald, Veilside, Sessions, Auto Couture, Insurance, and many others offer a variety of styles to choose from. The defining factor is the size of these kits. They are never “puny” but more an elaboration of the factory lines. You can choose from the more milder, cleaner look like from Junction Produce, Admiration and Auto Couture. Then you can choose the aggressive lines like Fabulous, LA club, and Veilside. Then the EXTREME VIP Cars will come out with custom wide bodies and fender flares that will just make you take a double take more than once (even if that’s not possible).

Taking a cue from the wheels aspect of it, they then take the most widest wheel with the most aggressive offset possible and just bolt those onto the car with no problems.

Kanto area bosozoku gangs took a somewhat different approach

Where does this all fit into the US market? With companies whose operations are based here are now trying to define the VIP market as Bentleys, Benzes, and other high end Euro cars, it basically leaves out the cars where it all began with for me, The Lexus GS and LS, and the Infiniti M and Q series. Yes, the US automobile market may not have the choice of Japanese luxury cars found in Japan but we make do with what we are provided. However the view of VIP

Car or VIP Style Cars is being EXTREMELY skewed in the US and leaves the hardcore VIP Car enthusiast with a sour taste in its mouth. VIP Car starts with the platform first. 350Zs, G35s, Scions, Accords, and other cars are defining the VIP Style Car... VIP Style Cars was mainly a term devised to help define the difference from a VIP Car platform and a car accessorized with VIP



styling. This website has room for everyone. I created this site for the reason to give these people a home to learn and educate each other. Whether you own a VIP Car or own a VIP Style Car... Yes, we will have

to define our own definition of VIP Style Cars but we can't stray too far from the foundation of it all. There will be those of us who will stick to our VIP Car platforms and those who will decide that their Scion fits the platform as well. Both sides are correct in that matter. What is wrong is to decide that our VIP Car platforms are not acceptable platforms.

DRIVER'S CORNER:

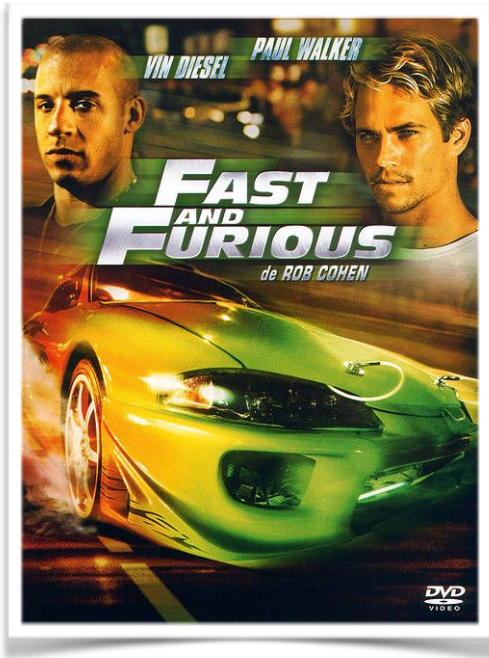
Just a kid with a dream, going from ***
to ***MARCUS LANE

As a kid growing up in Goldsboro, NC there wasn't much of a car scene. It wasn't until Marcus watched the original "The Fast and the Furious" that he was really introduced to modified car scene.

It was 2 year after the release of that movie that he was finally able to purchase a car.

Marcus had originally wanted a Mitsubishi Eclipse but they were out of his budget. He was also fond of the Mercury Cougar but they too were too expensive. After months of searching, he ended up with a 1996 Chevy Cavalier coupe.

It had manual windows, no A/C, or cruise control.



Marcus couldn't afford much but he did have 2 12in Rockford Fosgate subs that rattled the car apart with some sporty looking hubcaps. It wasn't much, but he loved that car. Ever since that Cavalier he was hooked, as years passed by Marcus went from car to car always modding, always attending shows, and always wanting more. In his early modding days he was active on forums such as NCTuners.com, which allowed Marcus to see local builds easier, attend local shows and meet other enthusiasts. Cars helped him excel in his career, "I knew I always wanted more and over time my addiction to cars got crazier". Fast forward to today, Marcus now drive a 2017 NSX which is in some form a dream car of his as a kid. As a person who always loved the Japanese culture and the iconic cars of the 90s such as the Supra, GTR and the NSX, Marcus expressed his gratitude in owning a modern day iconic Japanese car; a car that he was very much a fan of in its first generation. "Cars really mean a lot more than the adrenaline you get pushing them to their



limits. They helped me become a better person by keeping me out of trouble, helping me have a goal to further push myself, and meet tons of amazing people".