

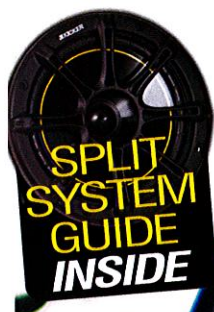
CARS • PASSION • CULTURE

# SPEED & SOUND

Issue 134 - November 2012 R29.95 incl. vat RSA. Other countries R26.27 Excl. tax.

## FEATURING

MT's Bill O' Roake  
Thunder Tour 2012  
Drag Nationals  
Toyota's Finest



# KADETT HYBRID

**4-WHEEL DRIVE &  
RB26 POWERED!**



## WASTELAND WARRIOR

Shaun Lamprecht and his Toyota Supra



# FOREIGN INVASION

Snapper Wally Dicks // Scribe Chad Luckhoff

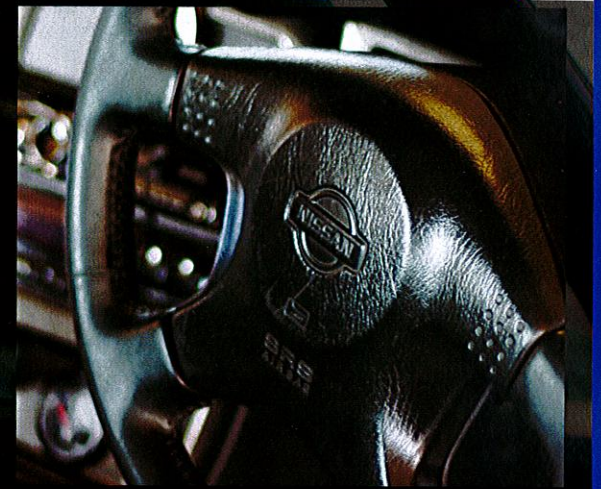
What do you do when nobody wants to play with you because you drive a Skyline? You tone it down... but only a little.

■ ■ ■ ■ We see a lot of the same in this industry. Hot hatches with the standard fare of chip and exhaust with an intake on the side. Super saloons with supercharger conversions and Jap coupes with bucket loads of boost.

Every now and then though, something truly unique piques our attention and we all fizzle and pop like snails sprinkled with salt. Sometimes we're aware of its presence, sometimes it sneaks up unannounced. When it does blindside us, the way that this cover car did, we have to pull out all the stops, call up favours and rattle our connections. Being well connected does help a little.

The reason this seemingly mundane Opel Kadett put us in a flat spin was not only because of its blistering performance at the recent Nismo Day, it was because of the rumours surrounding its powerplant and setup. We heard stories that it was running an RB26DET with an all-wheel-drive system and that it ran an 11.1 at 204km/h on semi-slicks. This immediately had us running around in search of the owner, not realising that we knew the owner quite well.

Phillip has been in this magazine before, he's owned some strong Opels in the past and has moved onto the Nissan marque now, owning a few Skyline GTRs in various states of tune.



One of the many tell-tale signs that something's not right!



Racing Hart Alluet replica wheels give the Kadett a Suple feel.



**“The GTR ABS and power steering has been retained, which is testimony to the attention to detail in the build...”**

He noticed that no one was willing to play with him when he roamed in the Nissans, so he decided to create something a little more subdued – from the outside at least.

This prompted him to embark on an ambitious project. You see, what Phillip has done here is transplant the motor and drivetrain from a Nissan Skyline R32 GTR into an Opel Kadett E coupe.

From the outside, there's very little that gives away what is hidden underneath the skin. Initially, you may only spot the wider wheels at the rear and if you know your Opels, you'll notice the modified rear arches that are blown out by 60mm on either side to accommodate the wider track. What you won't notice though is that this Kadett is actually 111mm longer than a standard Kadett E; not only in wheelbase, but in overall length too.

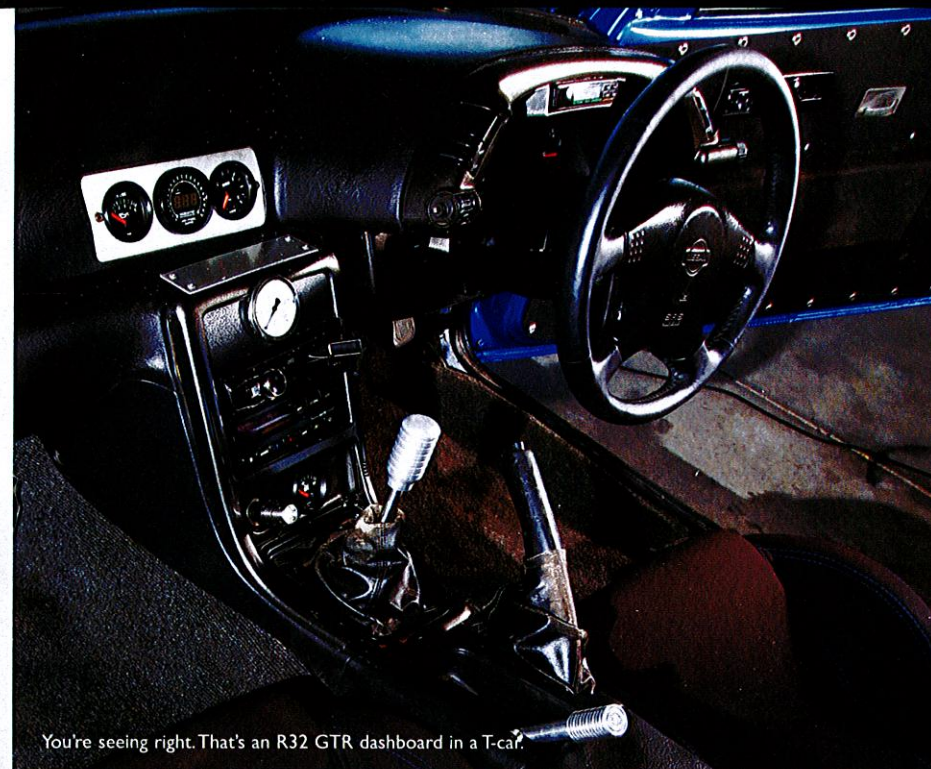
The car was stretched out so that the entire drivetrain from the R32 could be transplanted into this chassis.

Phillip went one further though with this build. While many would strip only the drivetrain components for the build, Phillip sacrificed an entire R32 GTR. The motor, gearbox, both diffs, propshafts and rear sub assembly were used, along with the firewall and transmission tunnel from the Skyline. The Opel chassis and body was simply split open and slotted over the running gear.

The electronic HICAS four-wheel steering was ditched in the name of stability and the all-wheel-drive system converted from electronic to hydraulic. This now allows him to select AWD or rear-wheel-drive only via a lever in the center console. The gearbox has been converted to a dog-box for more direct gear changes.



Evo reclining race seats match the exterior with their blue stitching.



You're seeing right. That's an R32 GTR dashboard in a T-car.

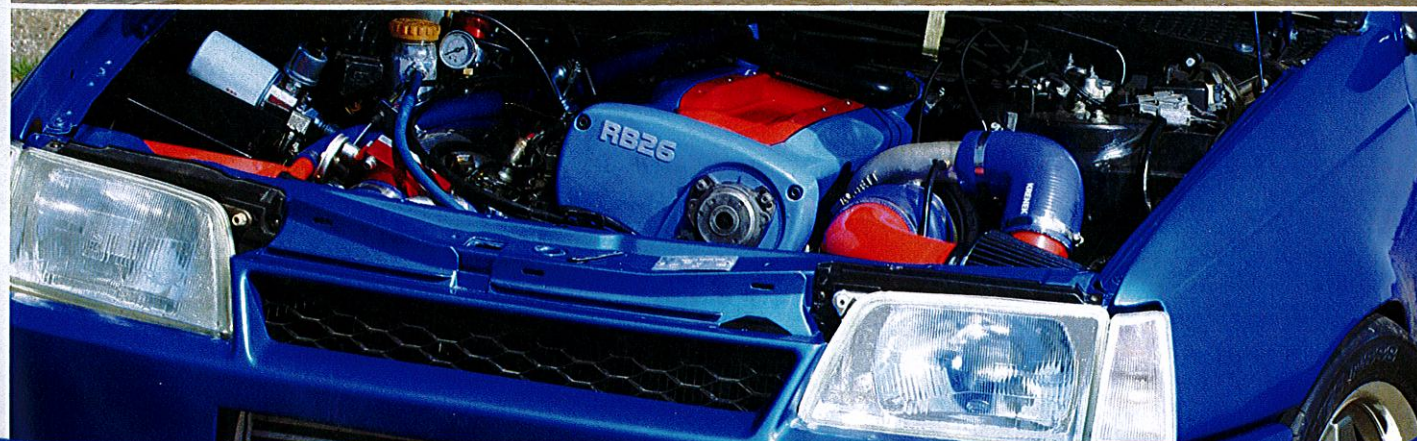
The brakes are off the R32 as are the rear hubs. The front hubs are still Opel items, the GTR brakes modified to fit. The suspension is courtesy of Koni who made up some damper adjustable units specifically for this project. Naturally this conversion required a lot of work to be carried out at the rear and the Opel fuel tank was ditched to make way for the rear diff; a fuel cell now holds the 95-octane pump fuel. A rear subframe and bracing was incorporated into the body to stiffen up the rear.

While the internals of the 2.6-litre straight six RB26DET motor are still stock items, there are a number of bolt-on items that make this car even more potent than a stock GTR. It starts with the GT30 turbo that rests on a stainless manifold and breathes through a 76mm exhaust on one end and blows through a 600 x 300mm air-to-air intercooler up front. Six 1000cc Bosch injectors do duty while two Bosch fuel pumps provide a little pressure. A Haltech management unit runs the motor and it does so thanks to the expertise of Steve Clark from No Sweat Racing.

In the end, this motor makes 443kW at 1 bar boost but this power hikes up when Phillip runs it on clean (E100) ethanol and turns the boost up to 1.5bar. In this trim it's stopped the rollers at a pant-wetting 534kW.



Office in the front, party at the back!

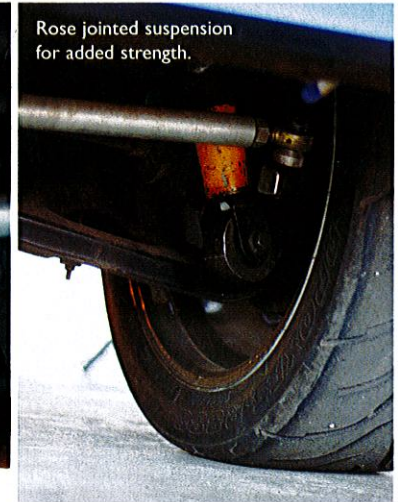




An Opel Kadett, with a RWD diff...



Rose jointed suspension for added strength.



In a car that probably weighs in at a little over a metric ton, that's more than enough to take years off of your life expectancy. However, it's the neatness of the conversion that really impressed us. There's no massive bulge in the bonnet, massive venting and wild body kits; the styling is subtle and subdued and you'd hardly look twice if you passed it on the road. Care has been taken to make sure that everything works as it should and the fact that the GTR ABS and power steering has been retained, is testimony to the attention to detail and depth of this conversion. Inside the car you will find a GTR interior too. The R32 GTR dashboard and center console reside in the

cabin, complete with working dash cluster and electric windows. That's right, even the electric windows were kept. Sport bucket seats are fitted to the front but due to the transmission tunnel and also because they could, the rear seats from the GTR can be found in the back of the Kadett.

Phillip definitely has something special here and I'd be tempted to go out on a limb and say this is the first and only one of its kind. This is the epitome of a street sleeper. You can tell your friends all about it and they won't believe a word you utter unless they see it for themselves. We know this, we found it hard to believe too until we saw it.

TECHNICAL SPECS

OPEL KADETT GTR

OWNER: Phillip van der Hoeven  
 LOCATION: Bela-Bela  
 OCCUPATION: Mad Scientist

ENGINE:  
 RB26DETT - Garrett GT30-100  
 - Haltech management - 6 x  
 1000cc Bosch injectors - 2 x  
 Bosch fuel pumps - stainless  
 steel manifold - 76mm exhaust -  
 600mm FMIC.

TRANSMISSION:  
 Nissan Skyline R32 GTR drive-  
 train including firewall and  
 transmission tunnel - AWD -  
 GTR gearbox, diffs and prop-  
 shafts - Opel sideshafts -  
 Hydraulic AWD conversion -  
 Aluminium flywheel - Twin plate  
 clutch.

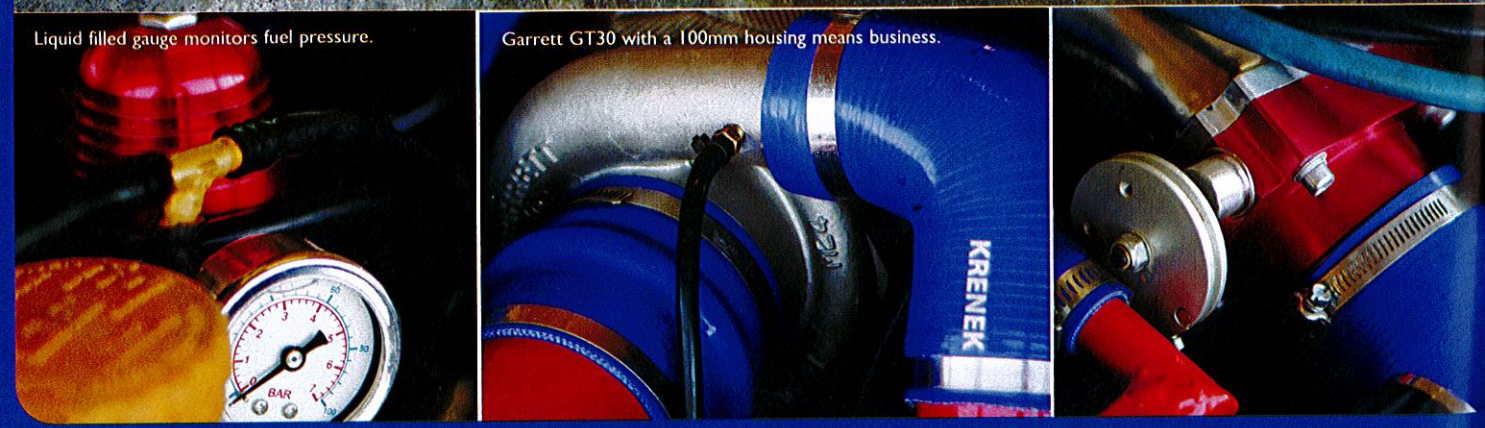
WHEELS & STUFF:  
 Racing Hart Concepts 17-inch  
 wheels - GTR brakes front and  
 rear - Opel hubs front - Nissan  
 hubs rear - Koni coilover  
 suspension - Custom rear  
 sub-frame - GTR steering rack  
 and column.

INTERIOR:  
 GTR interior swap - GTR dash-  
 board - GTR center console -  
 GTR rear seats - GTR steering  
 wheel - Evo Racing seats with  
 brown stains.



120mm wider and 111mm longer, but you'd never say it.

FOREIGN  
 INVASION



Liquid filled gauge monitors fuel pressure.

Garrett GT30 with a 100mm housing means business.