

MODIFICATION



Old is gold...
1982 and still very capable.

Giant in slumber

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DON'T mess with businessman K.C. Tay if you do meet up with him on the North-South Highway between KL and JB.

He might drive a battered 1982 BMW 323i, but under the bonnet is his new 220bhp turbo-charged Nissan SR20 heart! He might blow you away if you get in the way.

Originally, the car came with a mild 143bhp six cylinder fuel injected engine, but that's history after he put in the new SR20 heart!

"Yes, I really have to tidy the car up," said Tay who commutes



Poser... this doesn't look like a 323i rear end now does it?

Original... an all Beemer interior maintained despite the odd presence of an rpm meter in the centre.



Pride and joy... Tay and his transplanted beauty.

regularly from JB to KL in his trusted two-door.

"Perhaps a fresh coat of paint and slap her back into shape around the rough and dented edges. The sunroof's also out. I have to get that fixed. No! No body kits. I don't want people to know."

You can't see the hidden standard turbo intercooler fitted just behind the left side of the front bumper, and neither does the car look intimidating enough, but you have to be downright ignorant not to notice that it's

turbo-charged just by listening to the car's roar when she's fired up.

"That comes from a straight-through three inch exhaust piping with just one muffler at the rear," explained Tay.

A peek inside the cockpit will reveal an Apex-I rev speed meter that will eliminate the Nissan's 180km/h-speed cut, and on the right side of the dashboard, you'll find a discreet boost meter. Partly why the rev speed meter was installed was also due to the fact that the Nissan and BMW Speedo circuitry were worlds apart and

therefore, the original rev and speed counters on the Beemer are now rendered useless. The fuel and temperature gauges still work though.

And as if a claimed 220bhp and a dyno tested 180bhp at the wheel wasn't enough, he managed to squeeze an additional 6bhp from his Broquet (a fuel catalyst device) installed in the car.

Tay's car is not the first to undergo such a transplant. In fact, the Nissan SR20 and the RB20 engines are popular replacements for ailing BMW engines.

In most cases, it not only gives the car a new lease of life but twice the horsepower.

In Tay's case, the car is now running on Nissan engine and transmission with the car electrical still relying on the BMW circuitry. The entire transplant cost him RM17,500.

The stock standard suspension was found to be adequate in handling the extra power, and so too the standard all round four-disc brakes but Tay is considering an upgrade to front four-pot calipers.