



**BEN
SCHAFER**

Natural Aspirations

The Real JDM is a monthly column written by Ben Schaffer of Bespoke Ventures. Bespoke Ventures operates a number of JDM related businesses including: Bulletproof Automotive, Top Secret III, Ings+1 USA, VARIS USA, HyperRev USA and C's USA. Visit www.bespokeventures.com for more information.

There often lies a beautiful agony within dreams out of reach. Everybody dreams of something, but what happens when the dream is clearly unobtainable? The unobtainable dream is what drives many car enthusiasts to push the limits of their project cars. Their dreams are rarely realized, yet the continual process of trying to reach the unreachable often yields smaller satisfying victories.

Within many car tuners there is a natural aspiration to exceed what has been done before; to beat the competition and to reap the rewards that come with creating an object of lust and envy exclusively their own.

While traditionally magazines will talk about projects that are expensive but within reach, this month's column will hit the furthest end of the spectrum. The products we're about to discuss are in some cases not within reason for even the wealthiest individuals. They are simply objects to obsess over, obscurities to the logical-minded. They are examples of the most extreme representations of automotive tuning parts at any price.

With prices this high, you may need to sit down for a minute ... and when you do, imagine yourself in a Recaro Japanese market SP-X limited production seat. The SP-X is built exclusively for the Subaru Impreza in a limited quantity of 55 sets. Most striking is Recaro's unlikely price of over \$12,000 for a pair of seats, which I must again remind you are designed solely for the Impreza. The business premise behind the need for a \$12,000 pair of Impreza seats is as equally mind-blowing as their quality. The SP-X starts its production process in an autoclave where the dry carbon frame is pressure cooked to perfection. The F1 quality dry carbon frames are then wrapped with the finest luxury black leather and treated with blue accents to keep with the Impreza's trademark colors. The SP-X seats are fully reclining for daily driving comfort but also offer aggressive sport side



No wheel is more exclusive than the Work W-ITS P901 SP MAG-try \$10,000 exclusive.

bolstering for track day use. Despite Recaro Japan's aggressive marketing with full page dedicated magazine ads, these seats are destined to be the rarest and most exclusive seats in existence.

The decision of which wheels to buy is a choice often initiated by evaluating the performance and exclusivity of a wheel. There is perhaps no wheel more exclusive or high performing than the Work W-ITS P901 SP MAG. This particular work wheel is a completely built to order magnesium 1-piece wheel offered in 18-inch. Give Work Japan your exact width and offset you'd like and they will build you a custom 1-piece magnesium wheel, much like the same wheel Work uses on the Hitotsuyama

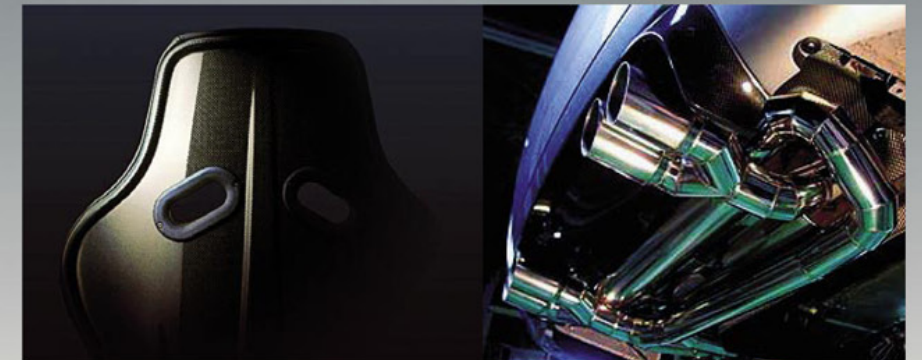
Racing McLaren F1-GTR in the Super GT series. Current word is that only one set of these rims are in existence for street use, used on the President of Work Japan's Porsche 996. The price for exclusivity is over \$10,000 per set of four rims.

Much has been said about the exotic nature and high performance of Titanium exhausts. I'd like to present to you the new king of bling from Japan. It's completely unnecessary, insanely expensive and unjustifiable even if you have millions in the bank. It's the Dixis Spirit 100% Inconel exhaust system for the BMW E46 M3 and its price exceeds \$20,000. Inconel as a material can handle extreme temperatures and is used in applications ranging from F1 to jet engine components. Inconel is also extremely durable and resistant to harsh weather. Be the first person on your block ... or continent to own a \$20,000 exhaust for your E46 M3! Others might be laughing at you, but trust me ... it's out of jealousy (or is it?).

If the price tags thus far have made you uneasy, the next one might put you in a coma.



The Mirage GT is an example of perhaps what could be considered the end goal of the tuner dream.



Gemballa, the legendary Porsche tuner, has created a full conversion for the Porsche Carrera GT. Gemballa's Carrera GT customers look to improve the arguably perfect GT through an extensive reworking performed by Gemballa's top engineers. Gemballa can do a stellar job at this for the nominal fee of \$1,800,000. Did I mention that you need to buy the Carrera GT first? The car is the cheap part of the conversion at only \$440,000.

So what do you get for more than \$2,000,000? One of the fastest and most exclusive cars in the world. Zero to 60 in under 3.4 seconds

and a top speed of 250mph to be specific. The Porsche Carrera GT is reworked into the Gemballa Mirage GT, a hard-topped, gull-winged, 1000hp twin turbo, dry carbon bodied monster with enough technology to make Bill Gates stain his diamond-encrusted keyboard. The bodywork is all wind tunnel tested and has been tuned so efficiently that even the mirrors were removed and in place are small side-mounted cameras that feed the rear-view information directly to the interior's multiple monitors.

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dream. Of course there never really is an end goal, and with the lust and envy the Mirage GT creates inevitably there will be others working to overshadow it with something even more impressive. Tuner cars and parts like these continue to provide inspiration to enthusiasts with their heads in the clouds and their feet firmly planted on the ground. These are tall dreams for the naturally aspired tuner in all of us. Sleep well.

Look for next month's The Real JDM as Ben brings more cutting-edge industry insider knowledge from Japan to Modified's pages. ■■■

Send your feedback to: TheRealJDM@modified.com