

Victor Harman is
Mr Chips

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How do you get rid of that maiden 'auntie' image surrounding the Honda Civic? Mr Chips gave it to Bromleys to sex it up...

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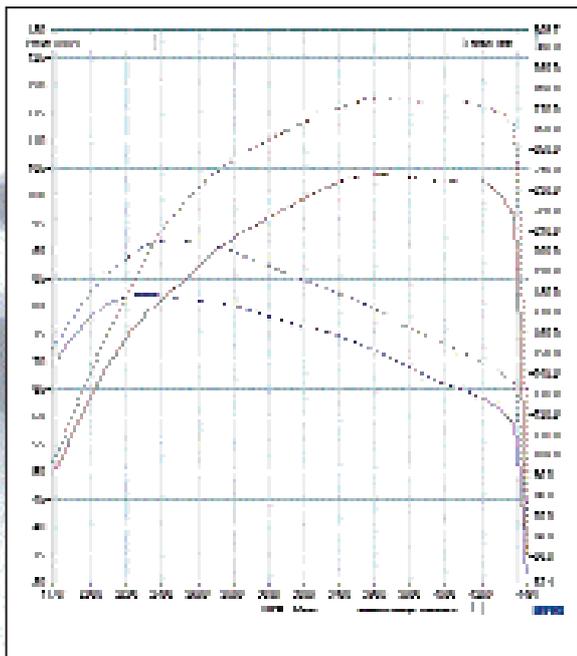
ob McIver was working on a tight contract hire budget when he narrowed his company car choice down to a Golf or Civic - and with taxation in mind his choice just had to be diesel powered! But with the Civic's rather (Type R excepted) 'maiden auntie' image, and a new model Golf on the horizon, it was a tough decision. Finally the Civic 1.7 CTDi got the nod, and Rob's not regretted sticking to the Honda marque that has

served him well in the past - or choosing his very first diesel motor. But with a good number of business miles in view before he gets another new car, Rob, from Renfrewshire, felt that a little more 'spice' in the Civic's performance would not go amiss, which was precisely why he took an early Saturday morning run down to Bromley's

"His choice just had to be diesel."

Tuning in Lancashire, for a Bromley 'Tunit®' conversion which he hoped would spark up a little extra fire. Installation of the Tunit® took very few minutes, the simple plug-and-play connections into the standard wiring harness using standard OEM multi-pin plugs. The module itself was neatly strapped to one side of the engine compartment, and we were soon ready for some test runs on





An worthwhile hike in performance figures.

the Bromley TAT rolling road dynamometer.

The Civic, with only 5K odd miles on the clock, put in a fine performance in standard tune, recording 103bhp, and a meaty 179lb.ft of torque – both being around 5% up on the factory figures. After a few trial runs on the rolling road to optimise the variable settings of the Tunit® module, the final result was a boost in power and torque of around 14-15%, the vital statistics being 118bhp @ 3,640rpm, and 206lb.ft at 2,460rpm.

Mike Bromley would expect these figures to improve by a few percent as the engine loosens up further, producing a 120bhp machine, with a

“The overall result is a healthy boost to the ‘fun factor’.”

power to weight ratio of 92bhp/tonne - which puts it about on a par performance-wise with the heavier Passat TDI PD 130.

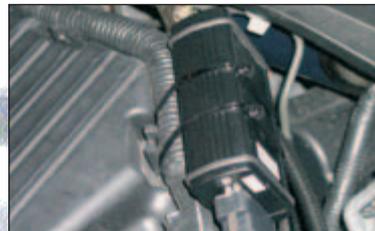
Out on the road the paper figures translated into reality, with Rob noticing an immediate difference in response on pulling away from the first urban roundabout. The Honda’s Isuzu designed common rail engine is quite a smoothy, pulling happily from as little as 1,600rpm up to 4,200rpm, and its essentially benign character was totally unchanged.



Extra power and torque, here we come!

But there’s a welcome and noticeable extra eagerness in mid-range that translates particularly into swifter and safer overtaking. The overall result is a healthy boost to the ‘fun factor’, with no need to indulge in any histrionics at the top end of the power band. And, on past experience, if there’s any change in the Honda’s 50mpg plus economy, proprietor Mike Bromley says it will probably be for the better. Rob’s son living in Avon has a virtually identical Civic and, based on his own enthusiasm for the Bromley conversion, he fully expects another family 1.7CTDi to soon be making its way to Chorley, or one of the nationwide network of authorised Tunit® distributors. At a modest cost of £400 + VAT it’s hard to think of any way that

delivers a better return in terms of making your car a little bit special! For further details of the full range of Tunit® diesel conversions,



That little box can make a big difference.



The box looks right at home.



The alloys really make the Civic.

contact Bromleys Tuning on 01257 274100 or view the comprehensive www.tunit.co.uk web site. And for the Maiden Aunt purists amongst you, you can read how Diesel Car is getting on with its own ‘standard’ Civic in Ours Cars on page 47.



Bromleys Performance Tuning
Tel: 01257 274100 or visit www.tunit.co.uk

Goodbye,
Mr Chips.

