

The Sub Rosa Ibishu 200BX 0-400

# How far ? is too far !

The latest custom Ibishu 200BX built by Sub Rosa is pushing the envelope when it comes to customizing this small Japanese coupe.

Does this eccentric car go too far at trying to beat the speed record?  
And does it even make sense t o d o i t t h i s w a y?







When you first lay eyes on the Sub Rosa Ibishu 200BX 0-400, you can't help but wonder if this is where the line between sanity and obsession blurs.

Mr. Sato, the mastermind behind Sub Rosa, isn't exactly known for playing it safe. But what drives him to transform a humble 200BX into a road-going missile capable of surpassing 400 km/h?

Perhaps it's not about racing; perhaps it's about the art of engineering itself. Let's dive into the mind of Mr. Sato and explore the madness—or genius—behind this project.



The wing is massive. Just like the exhaust.

So, Mr. Sato, tell me about the Sub Rosa Ibishu 200BX 0-400. What sets it apart from your typical tuned car?

As you can see, this isn't a run-of-the-mill race car. This 200BX 0-400 is more of a grand tourer, designed as an alternative to Italian super cars and powerful American engines.

Sometimes it's not just about having the best time or widest angle. Rather, being able to experience a ride like you've never had before. We've poured our hearts into it to ensure it's a joy to drive whether you're cruising down a village road or speeding right below highway speed limits (chuckles).

This must mean some serious modifications and upgrades, right?

Absolutely! This specific one is our show car—and thus we decided to decorate it in our signature livery and a flashy accents to go with it.

While we decided to customize the body in the usual Sub Rosa fashion, this car hides a bespoke racing suspension, rebuilt engine, and many other changes.



We don't want to just claim our car can go this fast. We want to make sure it is capable of achieving more than that.

**The exterior does not resemble a standard 200BX either.**

This is right, we decided to go with the Type 2R body to improve the aerodynamics of the car. We added our custom carbon fiber lip kit as a way to make the car more stable at high speeds.

**Let me guess—the tires make a half of the price of the entire kit.**

(chuckles) Just a decade ago it might have been true. Back then, we often used racing tires to push our cars to the max, while road-going models were equipped with standard road tires.

Today, many tire brands offer high performance tires for a fraction of the price. We went with Selecta, as it is one of the few brands that offer those not only in super car sizes, but also ones that fit our domestic cars.

**Does this mean a shift in the way Sub Rosa operates?**

Not entirely. Our cars, even the most hardcore race cars were meant to be road legal. The only exception was the Zenith race car, but that one was already a race car to begin with.

**But you made sure to make this one is safer on regular roads.**

If you want to put it this way—maybe. The question is, do you expect a car like this to be safe in the hands of an inexperienced driver.



Selecta Sport Plus 2R  
in the front...



... and in the back.  
Both 245/30R17.

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Let's talk performance. How much power does this 200BX make?

We always test our cars twice before passing them to our customers. This one makes exactly 1050 PS and 975 NM. But the numbers alone don't show you the whole picture.

Despite the reinforced body and complete interior, we've managed to slim this 200BX by around 300 kg.

**Zero to sixty?**

Under four seconds if you manage to keep it straight. And then sixty to hundred twenty miles in another four.



**Vehicle specifications:**

**Engine:** twin-turbo 2.0-liter inline-four.

**Power:** 1050 PS

**Torque:** 975 NM

**Weight:** unspecified, around 1200 kg.

**Top speed:** 400+ km/h, 397 km/h tested.

**0-100 acceleration:** under 4s, 4.2s tested.

**Body:** custom Type 2R body kit with Sub Rosa carbon fiber aero lip kit.

**Suspension:** bespoke race suspension with big brake kit, Clockwise 533 wheels and Selecta Sport Plus 2R tires.

**Safety:** TCS, ESC, boost-by-gear systems.





## This is what the fuss is all about: four-banger twin-turbo!?

Mr. Sato, can you tell me more about the engine? Many say it makes no sense.

I don't take offense. I know it is unusual, I know there are faster cars. At Sub Rosa, we think about this one more as an art piece, proving what we are capable of.

This engine started as a side project, we wanted to see how a serial twin turbo setup would work in an inline-four engine. After some measurements, we realized that by attaining the right pressure in each, this setup works pretty well. This is what we call can-do attitude.

And then you coupled it with an ITB intake. Wasn't it too complex already?

Race cars did it as early as in the 60s. Ibisshu did it in the current gen Diana...

It was much more difficult to prevent it from cooking itself. Look at all these radiators—they are on pair with Civettas.

**Couldn't you just use a single big unit or a variable geometry turbocharger?**

No. It would be too easy. As I said, this one is not as much about the performance as the achievement.





I hope you don't mind if I ask how fast it can go.

The transmission should allow it to go somewhere around 410 km/h.

And how fast it actually goes?

We've already delivered a few units to our customers, I've heard one of them took it all the way up to **397 km/h**. Don't ask me where or when—I won't tell you.

I understand. But can I get one myself?

If you have a spare BX anywhere, just come to our garage and tell us what you want us to do with it. Each car we work on is unique, and it is only up to our customers to decide how.

Thank you, Mr. Sato. I will definitely look forward your next builds.

Thank you too. It was my pleasure.

