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what moves you

FEATURES



ADAPT OR DIE
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'04 SUBARU IMPREZA WRX



ORIDO STYLE
'99 LEXUS ARISTO

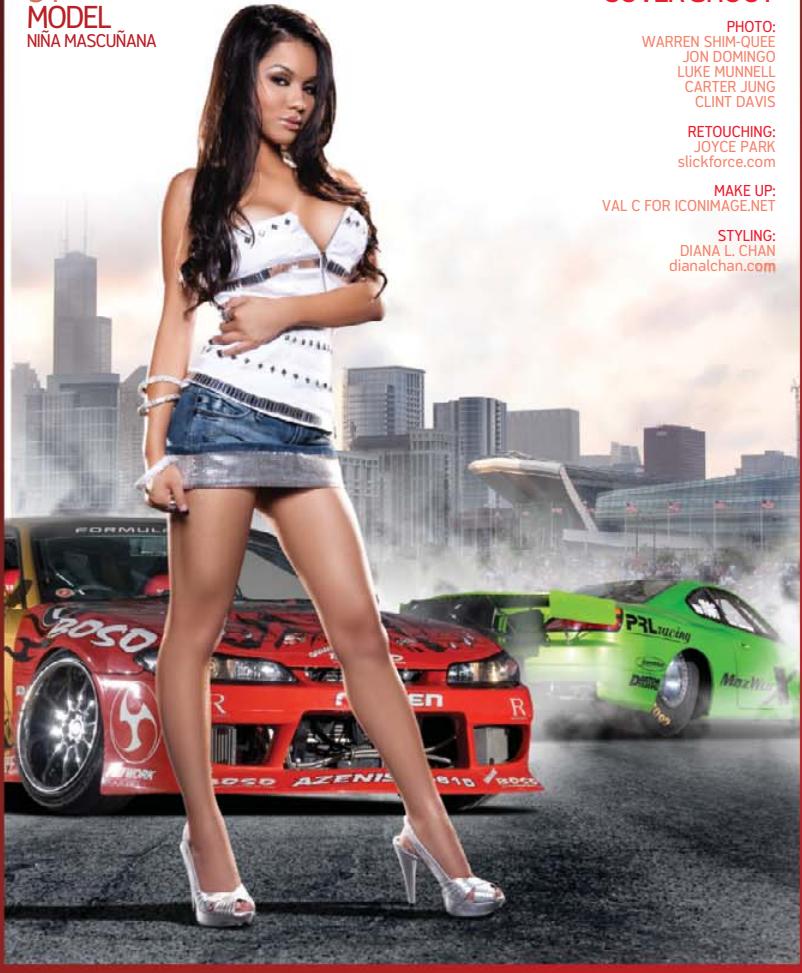


DRAG VS DRIFT
2 '99 NISSAN S15s

IMPORT TUNER MAGAZINE
DECEMBER 2009, ISSUE #129

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INITIAL TIMING

IMPORT TUNER MAGAZINE
DECEMBER 2009 ISSUE #129

DRAG VS. DRIFT

What does drag racing have to do with drifting? One exists solely in a straight line, and the other penalizes for straightening up during a driving line. Besides the obvious differences between the two, drag and drift are crucial pieces to the tuning pie—can you imagine our scene without street racing, Battle of the Imports, 10-second Hondas, and RH9 GT-Rs? Or what would our market be today if D1GP or Formula D never tandem, Takumi passed on the night shift, Tsuchiya was never crowned king and outdated RWD platforms like the S13 and AE86 were simply forgotten?

BOTH HAVE PLAYED AN IMPORTANT ROLE IN THE FORMATION OF OUR SCENE AND EACH TAKES AN INCREDIBLE AMOUNT OF EFFORT AND MASTERY

Garage Boso S15 is privateer status this season (read: no free ride), with tire support from Falken Tire. But that didn't hold back Ross, head mechanic Frank Siharath and their mischievous crew of merrymakers. Rolling deep in a JDM boxtruck and trailer, they've hit every round of the Formula D circuit on their own dime and have maintained a Top 16 points standing while doing it. Talk about being down for the cause.

As for which is better, drag or drift, I can't really say. Both have played important roles in the formation of our scene and each takes an incredible amount of effort and mastery of skill, so I'll plead the Fifth. Besides, any motorsport where big, billowing clouds of tire smoke—whether from a burn-out box or full-lock drifts—are not just accepted, but applauded, is alright with me. ■



EDITOR
CARTER JUNG
carter@importtuner.com

As intrinsic as drag and drift are, no two cars epitomize the two schools of motorsports as do the dual S15 Silvias of Ross Petty and Pat Linn. Both builds started with the same make, chassis, engine, and passion, but each owner took his Nissan down a drastically different path.

Running low 7-seconds in the 1320, Pat Linn's Mazworx-built S15 doesn't mess around. Producing 1,400 hp, the methanol-fueled SR20DET puts down power rivaling an M1 Abrams tank, a handful of K20-powered Hondas or a dozen Kia motors strung together. Compared to the duct-taped, trash-bag-for-a-hatchback, bumper-missing imports that first raced down the drag strip years ago, the damn-near Pro Stock-quality S15 is a testament to how far the scene has come.

Ross Petty's tri-colored S15 is polarizing to some, but if you get to know Ross and the cultures his machine was built to represent, you'll understand its Rastafarian motif. Despite the level of craftsmanship in the build, the

IT TEAM

DRAG VS DRIFT: WHICH DO YOU LIKE BETTER?



EDITOR
CARTER JUNG

FOR A *CHOOSE YOUR OWN ADVENTURE* MOMENT, TURN TO PARAGRAPH FIVE ON PAGE 6 FOR THE ANSWER (READ: LEFT, LITERALLY).



SENIOR EDITOR
SCOTT TSUNEISHI

MY LOYALTY WILL ALWAYS REMAIN STRONG TO DRAG RACING. STREET RACING DURING MY JUVENILE DELINQUENCY DAYS WAS MY FIRST EXPOSURE INTO HOW TO BUILD A FAST CAR FASTER. THE FEELING YOU GET WHEN SHIFTING THROUGH THE QUARTER-MILE IS PURE ADRENALINE.



TECH EDITOR
LUKE MUNNELL

I'M AN EAST COAST NATIVE. WE LIVE AND BREATHE DRAG RACING. HOWEVER, WHILE I DON'T OWN ANY PARTICULARLY FAST CARS AT THE MOMENT—AND DO OWN A SLOW, BUT RWD MIATA—I'M BEGINNING TO APPRECIATE DRIFT MORE AND MORE. CALIFORNIA'S PLENTIFUL CANYON ROADS MAY OR MAY NOT HAVE SOMETHING TO DO WITH THAT ...



MANAGING EDITOR
DREW FARRINGTON

DRIFT, WITH THE FREQUENT COLLISIONS, IT'S THE CLOSEST THING WE HAVE TO DEMOLITION DERBY WITHOUT THE MISSING TEETH AND COUNTRY MUSIC. AND I LOVE ME SOME DEMOLITION DERBY.



ART DIRECTOR
CLINT DAVIS

I'LL ADMIT I FIRST GOT INTO DRAG RACING ON THE STREETS, THEN GOT INTO AUTOCROSSING AND TRACK DAYS AFTER THAT AND WAS HOOKED. FLIP BACK TO THE PREVIOUS ISSUE'S COVER CAR AND THAT'S WHAT I'M ALL ABOUT—GRIP.

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DEATH OF THE SKYLINE GT-R

Say it ain't so...

A few days ago while browsing the Internet, I stumbled upon a disturbing letter written by the U.S. Department of Justice that will undoubtedly affect bootleg Skyline owners throughout the United States. The disheartening letter was sent to an anonymous R33 GT-R owner, ordering him to either surrender ownership of, or export, his Skyline within 60 days or the government would take possession of the vehicle.

**IT'S A CAR...
NOT A CRATE
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"Why would a letter of this magnitude be sent by the Department of Justice and not the Department of Motor Vehicles?" I asked myself. But before calling B.S. on the matter, further investigation revealed the shop/owner accused in the letter had found a loophole in our justice system: shipping the car into the U.S. in several pieces, reassembling the car, then registering it as a "kit car". Dozens of GT-Rs were brought into the states under this process and were successfully registered with the Department of Motor Vehicles to be driven on the streets, but a major problem still existed—the cars had not passed EPA and DOT regulations, which are required for any production vehicle to be operated on public roads.

At the time this column was written, the letter was only 11 days old, and not much was known about its ramifications; we can only hope for the best. While we patiently await any word on the matter, a blogger best summed things up when he wrote:

The War on Skylines = The War on Drugs. They can take away every Skyline in the US and it still won't do shit. Someone, somewhere, will figure out a way to bring one in. It's a car... not a crate full of bombs or fully automatic machine guns. Seriously, what difference do they think this will make? 

SENIOR EDITOR
SCOTT TSUNEISHI
scott@importtuner.com

LIVING it RIDING SHOTGUN WITH THE EDITORS

'09 NISSAN 370Z

No other modification can make or break a project vehicle like a set of wheels. Therefore, we went to Eddie Lee at Mackin Industries for a set of the new 20-inch Volk G2s (10s for the rear, 9s on the front). With the 370Z's Sports-equipped package rocking stock 19s, Eddie convinced us to go with a plus-one fitment for the streets. For the track, we'll be rocking a set of 18s. That's right, two sets of Volks. Baller? Yes, I know.



EDITOR
CARTER JUNG

'95 HONDA CIVIC

Upon tearing apart my new junkyard-special 1.6L engine, I found a thick layer of silicone completely enshrousing the oil pickup, leading me to believe the engine has suffered major oil starvation. Let's all give a round of applause to the previous owner for using cheap, non-heat-resistant silicone to seal the oil pan. Great work buddy! Remind me not to call you if I need a rebuild in the near future.



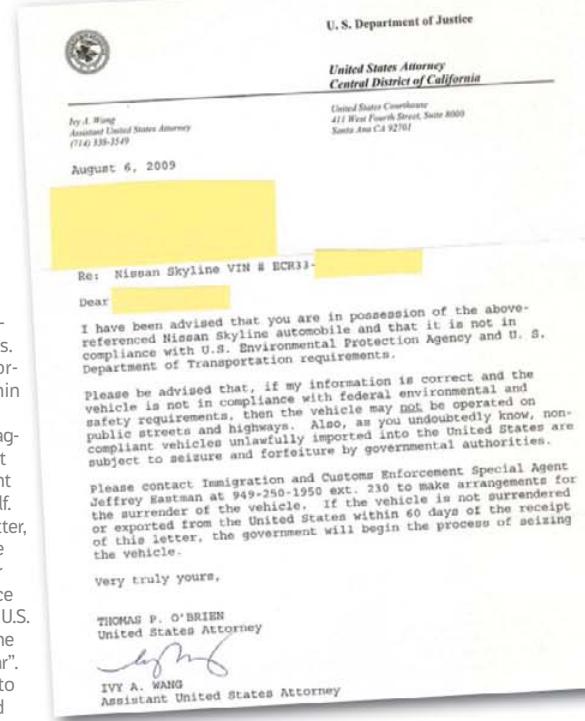
SENIOR EDITOR
SCOTT TSUNEISHI

'94 ACURA INTEGRA

My DC's junkyard GSR trans has always had a slight grind on the up-shift from Third to Fourth, and a mystery oil leak I was never able to pin-point. With the car in the midst of a Suspension Techniques bushing install, I figured luging the 'box over to Synchrotech in San Dimas, CA, wouldn't be a bad idea. A day later, once cleaned and de-burred, and fitted with new bearings, oil seals, and their signature carbon-fiber synchros, I'm thinking it was a great idea! Stay posted for more...



TECH EDITOR
LUKE MUNNELL



1

"My cars push the limits of Japanese tuning, so I have to use the best parts for all of my builds. That's why I use nothing but Mobil 1."

Ben Schaffer — Bulletproof Automotive



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PAID IN FULL

I was recently reading the October '09 issue of *ZNR* and noticed in the article "Paid in Full" (sweet piece, by the way) that someone from the Maricopa County jail had sent you in a postcard. Well, I thought I might send you all five unused postcards that were given to me by Sheriff Joe Arpaio upon my incarceration. This exclusive set cannot be purchased—you have to screw up and be sent here to get one. Right before Joe sends your ass to Tent City, to slave away on the chain gang in the hot sun, in pink shorts. I'm also sending you a drawing I did of your August cover model, hoping to see it in your next issue. Enjoy the collectors' items!

Christopher Thayer
Maricopa County, AZ

Thanks for what is without a doubt the best Postal submission we've received, ever. This could only be trumped by sending us an official "Chain Gang" hat y'all have to wear with those pink shorts—not that we're asking for a pair of those! Enjoy the Team GMPT schwag—almost as rare as the postcards, but far more stylish than your (or Joe's) current attire.

Joe. Camel.



Sheriff Joe Arpaio says: sell tobacco to a minor and you're dead meat. Let's be a crime that can cost you \$900 fine. Possess or possess tobacco as a minor and per the same previous or previous offense, \$900 fine and a crime that can cost you your driver's license, a \$900 fine and a court appearance service work. To report any violation call: BUTT OUT (208-8688)

CRIME NEVER PAYS. WELL, MAYBE FOR A LITTLE WHILE, RIGHT BEFORE IT ALL COMES CRASHING DOWN AND YOU OWE TEN TIMES WHATEVER LOOT YOU MIGHT'VE SCORED AND END UP IN PLACES LIKE MARICOPA COUNTY'S SHERIFF OFFICE. MARICOPA COUNTY HAS WRITTEN IN ON A NUMBER OF OCCASIONS, ASKING THAT *ZNR* NOT BE DISTRIBUTED TO INMATES ON THE GROUNDS THAT IT'S A "GIRLIE MAG". THIS ISSUE'S LETTER OF THE MONTH HONORS GO TO ONE MARICOPA COUNTY INMATE WHO NOT ONLY SNUCK IN OUR AUG AND OCT '09 ISSUES, BUT SENT US HIS RENDERING OF THE LOVELY ALANNA KOLETTE, ALONG WITH A SET OF RARE POSTCARDS THAT (HOPEFULLY) NONE OF YOU WILL EVER OBTAIN. AS THANKS, WE'RE SENDING HIM A SCHWAG PACKAGE FROM GADGET IMPORT—THE IMPORT WORLD'S OWN OUTLAWS!



A PURIST

I myself am the owner of a '94 Mazda RX-7, so when I saw another FD on the cover I naturally picked up your mag and purchased it. Upon getting home and reading the article "F-The Purists", I quickly began to wonder why would you even consider showcasing this car, given that it's owned by such a tool.

Now, I'm not a purist. I'm a firm believer of "it's your car and you can do whatever you want," but this guy is an idiot. I'd never, ever do that to my car. And it seems that the main focus of his build was just to try and piss people off. It's great that he fixes his car for himself, and doesn't give two shits about the haters, but not divulging his wheels specs? Who gives a rat's ass? It's not too hard to find wheels that won't rub the shit out of your fenders—doesn't take a lot of skill. Duh.

I'm disappointed that you gave this spoiled kid his fifteen minutes. My only glimmer of hope was when I saw that he lacks an airbag on his steering wheel. Ah, if only to dream ...

Alexc855@yahoo.com

It seems our plan worked perfectly. And good luck on those wheel specs ...

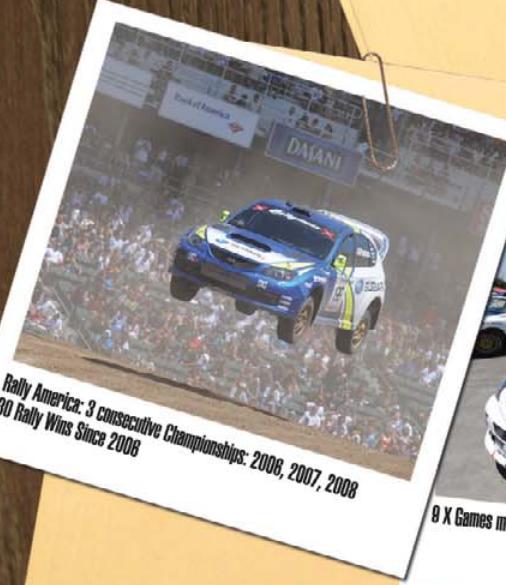
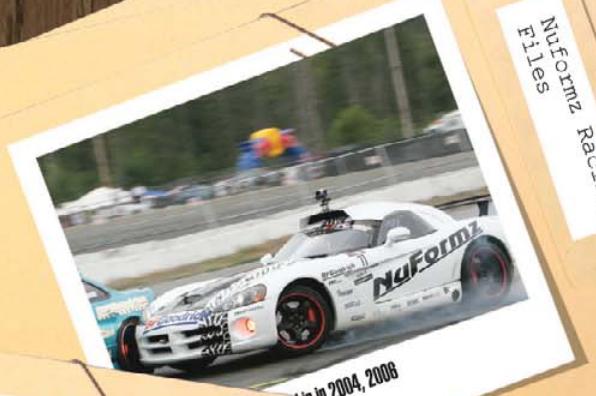
2NR—WE DO IT ALL FOR THE KIDS

Thanks for producing my favorite (and the best) magazine. I have been reading your mag for about a year and a half now and my favorite issue was my first (Jan '08), where you featured Speed Element's EVO IX. EVOs are fairly rare in B.C., but are becoming more popular. I hope to someday own my own with a fully built engine and a GT35R turbo, complemented by the beautiful Voltex body kit that adorns the exterior of Speed Element's car. Of course, I won't be buying an EVO anytime soon. I'm not old enough to have a license, and I still need to get a job. So I'll probably start off with a 240 with an SR swap. Maybe I'll follow your GT2871R route with some built internals if I can scrounge up the money. Keep up the tech articles and big-power turbocharged imports. And the ladies!

Matt A., British Columbia, Canada

The planets have definitely aligned for you. We're sure you liked our CBRD EVO IX cover feature last month, and just to keep you reading, we're throwing two turbocharged SR20-powered S15s your way this month—that's over 2,000 hp of import power, a buyer's guide to get you started building your own, and Miss Niña Mascuñana to keep you motivated. And if that's not enough, you'll definitely like what's in store in the coming months!

Nuformz Racing
Files



8 X Games medals in the past 4 years

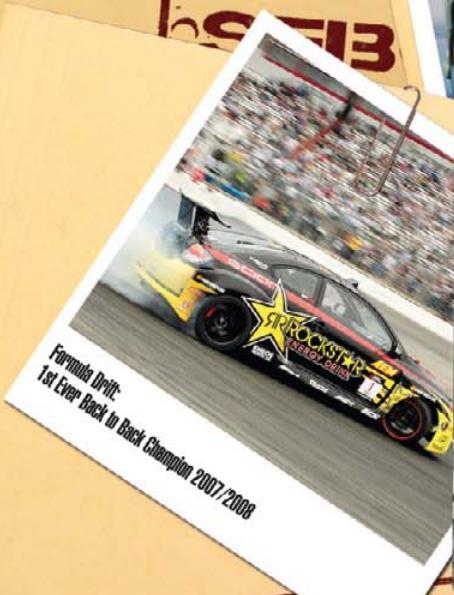
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GOODBYE NISEI SHOWOFF?



It's absolutely true that all good things come to an end. The only question is whether the end is really the end. Michael Jordan, Brett Favre, and New Kids on the Block fans can attest to this, as can anyone who thought subsequent Woodstock festivities would be anything like what went down in '69. Recently, Los Angeles' Little Tokyo district hosted yet another incarnation of its infamous Nisei Showoff: L.A.'s title match among elite Japanese import show cars. This was the tenth consecutive event in as many years as it's been held, and—as Nisei Week organizers broke the news to disheartened enthusiasts day of show—was to be it's last.

If the rumors prove to be true, then it's safe to say the good times went out with a bang. Registration was up so much over preceding years that only the crème de la crème of modified rides were allowed admittance, while an increased number of spectators meant cruising the lot required battling near shoulder-to-shoulder mobs. Dare we say the show was Honda-dominated? The likes of the Fast Autoworks crew, any car sporting a ChaseBays or RyWire sticker, or any with bolts turned by Sheepy and co. prompt us to say so, despite strong non-Honda offerings from teams High End, ar-kan, M2tuning, Hybrid, Infinitwheels.com, and DD Garage. Old and new schools were well represented, along with a little "junior high" student body, by way of a slew of clean DA Integras and EF Civics, and even an RB-swapped M30, courtesy of sister publication Project Car magazine.

As the crowd thinned, the plot of the demise of Import Showoff thickened, as word of organizer Ken Miyoshi's planned Mega Matsuri show began to spread. Set to take place the following weekend of the Nisei Festival, Ken promises this to grow into an even bigger hit—in more ways than just a car show—than his Nisei Showoff ever was. Check back next month for more. www.megamatsuri.com



FYI TODA RACING IN THE U.S.

TODA Racing Co., Ltd. recently announced that it has appointed Misano Motor Sports Inc. as its official North American distributor. Based in Irvine, CA, Misano Motor Sports will offer TODA Racing's entire product line of Power engine components and Fightex suspension systems. Misano Motor Sports will be responsible for the distribution, sale and marketing of TODA Racing products to stateside tuners, as well as providing first-rate customer service and support with strong product knowledge. www.todaracingusa.com



2010 2NR CALENDAR

With the crap that was the year 2009 finally done and over with, we can all look forward to a clean start, full of fresh promise a new year brings. And what better way to set off 2010 than with an *Import Tuner* calendar. Brought to you by the carbon-loving folks over at Seibon, make sure to peep the January 2010 newsstand issue of *2NR*. Carbon-fiber-themed, it's guaranteed to come packed with 12 of the hottest hotties your thumbtack will ever get its "poke-on" with. www.seiboncarbon.com

IMPORT ALLIANCE

What started out as a grassroots, forum-organized import meet in rural Tennessee has, now in its fourth year, grown into the biggest import automotive gathering in the southeastern United States. Different from judged shows or lifestyle events, ImportAlliance holds true to its "meet" roots, and remains all about the cars. For only a \$10 admission for each vehicle, over 2,000 of the cleanest imports east of the Rockies converged on Nashville Super Speedway for two days of showing, perusing schwag from top industry vendors, tuners and garages, partaking in free time-attack exhibition and competition, and just plain-old kicking it import style. No B-boy battles, foam parties or pounding electronica here (unless you brought your own), just good vibes with miles of imports and the people who drive them. Click importtuner.com for the outtakes! www.importalliance.com



HONDA RECORDS BROKEN

Motorsports has had a few big days lately, most notably in the Honda camp, with all-motor drag racer Bisi Ezerioha breaking the 150mph trap speed mark with his 17:1 compression, F23-powered Honda Insight, and Doug Macmillan and the Hondata crew breaking three of their old records in the

SCTA's G/BGALT (2.0-liter, blown/gas/ altered) class, in the very same RSX featured in our Sept '09 issue. Bisi's 9.65 @ 150.3 run marks the first time an all-motor FWD four-cylinder has run a trap speed as fast as those traditionally run by 600whp turbo beasts, while the new 218mph record earned by the Hondata crew beats their previous record by 10 mph—no small feat, in the top speed game. www.bisimoto.com www.hondata.com



10.24-25: Just Drift, Willow Springs

10.30: HIN, Jacksonville

11.01: Import Faceoff, Montgomery

11.03-06: SEMA SHOW, Las Vegas

09.12.2nr.15



photos: Brian Chin

E-TOWN HONDA MITSU DAY

In other East Coast news, Englishtown Raceway threw down a strong response to the West Coast's Eibach Honda meet and Mitsubishi Owner's Day (profiled in the Sept and Nov '09 issues) with its own enthusiast-organized Honda Day (presented by V Race Works and Import DPS) and Mitsubishi Day (AKA "The Showdown", presented by Exedy—coverage coming next month). A meet of the East Coast's cleanest this certainly was, along with a judged car show and heads-up drag racing in multiple classes (with bounties paid by Import DPS, V Race Works, The Driveshaft Shop, NYCE1S.com, Hondata, Speed Theory, Yosolo Racing, and Certified Racing), Ruckus mayhem, models, and—true to East Coast street form—plenty of hustlin' on the side! When the tire smoke had cleared, it was Cory Chaput of Glen Burnie, MD, atop the Sport FWD bracket, and Albert Marty of Stony Point, NY, in All-Motor. Complete coverage available at importtuner.com www.etownraceway.com



AMS CHILD FOUND!

Die-hard fans of cross-country "bull runs" should be familiar with the Fireball Run: The Race to Recover America's Missing Children. Assigning one missing child's information to each competing car, the Fireball Run challenges each team to distribute the most missing-children flyers across the country. When Chicago-based EVO tuning masters AMS (Fireball team #85) were assigned to represent RJ Myers, a six-year-old girl from NY who went missing almost three years ago, they took their responsibilities a step further, affixing her information not only to their Fireball car, but to all of their race cars, posting it on their site, and distributing it in their showroom for the 2008 and 2009 seasons. Good news—RJ was recently found in good health, living on the streets, 3,000 miles from home. For the AMS crew, it's on to the next kid: six-year-old Chloe Comb-Rivas (pictured here). Visit below to help. www.amsperformance.com www.fireballrun.com

2009 GRAN TURISMO AWARDS

For the seventh year in a row, the *Gran Turismo* Awards is returning to SEMA 2009 in search of the hottest car from five different categories. For SEMA-headed cars of the tuning flavor, you'll be gunning for the Best Japanese Import class. If you win, your car will go head-to-head against the four other



category winners where Kazunori Yamauchi, the creator of *Gran Turismo*, will pick the ultimate Best in Show that will be immortalized in the next *GT* game. And here you thought you'd have to make a sex tape with Paris Hilton to become famous.

To enter, submit the make and model of your car, pictures and modification list, and the SEMA booth number to rides@importtuner.com

BY TH3
NUMBERS

2,356

The total number of man-hours logged in the three-month build of the Boso S15 cover car, by the Garage Boso crew.



11.11: Super Lap Battle, Buttonwillow

CITRUS-IZE YOUR ENGINE

When it's time to clean-up your engine or drivetrain, it's time to bust out a cleaner with a little more kick. Zep's Heavy-Duty Citrus Degreaser is a citrus-based cleaner that dissolves heavy soiling from many surfaces including engines, machinery and wheels, and rinses easily without leaving unwanted alkaline residues. Available in concentrated bottles, the orange, non-petroleum-based cleaner sells at Home Depot for twelve bucks a bottle. A wire brush

might also be another solid investment for the tough chores—like ours pictured here.

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Remember how your teachers used to pound into your head: "There's no such thing as a stupid question"? That, or how everyone—even you—is created special? "Special", you might be, but ask something stupid here and a stupid answer fitting of the question and questioner will be granted. Hope you got your thinking caps on nice and snug, cause in **Eric Hsu's** inbox, there's no room for the short bus. Hell, stump Mr. Hsu with a technical question and we just might dig up a "special" prize for you.

For intelligent, hard-hitting tech questions, send them to questionit@importtuner.com. Got a lame one, and enjoy the taste of a good verbal thrashing? Email them there, too.



REBUILT ROTARY?

I own a '93 Mazda RX-7 with an air-to-water intercooler set-up the previous owner never bothered to finish, so the car has been sitting unmoved for five years. Since then, I have tossed out his contraption for a V-mount radiator and intercooler set-up. I've heard that it's not good for rotary motors to sit for long periods of time. The motor has about 60K miles on it, and as far as I know, all the seals are still intact, and the main drive pulley still turns freely without much resistance. Is it safe to start up the engine without having to rebuild it?

—**Brandon**
via importtuner.com

Pull out the spark plugs and squirt some thin motor oil (10w-30) into all six combustion chambers and turn slowly. After several rotations, cross your fingers and fire it up. Being able to hand-crank the engine indicates it isn't carbon-locked—a good thing. What kills rotaries when they sit for extended periods of time, is that water from the coolant system eats away at the iron and O-rings at the circumference of the engine. Chances are, even if the engine does start, it won't last long. But, buying a turbo rotary, you already knew that, didn't you? If you get stuck, give Jeff a call at Rotary Power: 310.516.9959.

POWER POTENTIAL

I've done the basic intake and exhaust upgrade on my '03 350Z, with the possibility of adding a turbo or supercharger in the near future. Which option is better suited for my 350Z, and is either safe to use on the factory block? If not, what engine components should be upgraded so a turbo or supercharger would be an option?

—**Robert Haskell**
via importtuner.com

It all depends on what you'll be using the car for. Roots- or screw-type superchargers (Stillen) are good for immediate torque, whereas centrifugal blowers are good for non-competitive road racing. Turbos can provide anywhere from mild to wild power, depending on size and tuning. In general, the stock block has an unofficial stress limit of about 400 hp at the wheels, due to its weak-ass connecting rods. And the pistons aren't much better. Whichever way you go, make sure you get a professional tune, by either reprogramming the stock ECU or upgrading to an HKS V-Pro, and you'll have years of reliable service keeping it below 400 whp.

TRANSMISSION UPGRADE

I recently purchased a '91 non-turbo Supra, with plans of swapping the engine to a 1JZ or 2JZ. My question is what transmission to use. I have read that everyone loves installing the infamous R154 tranny, but why not use a W58 tranny found in the Toyota Soarer? Is the R154 that much better or is it just a little more convenient to find? Which transmission would you suggest?

—**Fue**
via importtuner.com

The R154 bolts right in with a Turbo flywheel and clutch, and is designed to handle the torque from a boosted engine, making it that much better to begin with. I have personally destroyed quite a few W58s and have never destroyed (to date), the R154 in my '90 Supra Turbo. I would go with a R154 all the way.

STREET-LEGAL JDM IMPORT

I have been looking for a straight answer on how to import vehicles from Japan to the U.S. and have yet to find one. I have been to DOT websites multiple times and have had no luck in finding any useful information. I was hoping you 2NR guys can lead me in the right direction...

—**Anonymous**
via importtuner.com

Our friends at the various government offices have recently made it extremely difficult to bring a car from Japan legally. Unless you have nothing better to do, it's basically a waste of time and money. Even then, you would have a car that is maybe 80 percent legal. If it's customs legal (very unlikely), then it probably isn't DOT legal (chances are, the RHD chassis hasn't been crash-tested), and if some government task force with nothing better to do decides to knock on your door, you'll have to turn the car over to them and have it crushed at your expense. Just ask any of the Skyline GT-R owners who shit their pants daily. Give the idea up, unless you're planning on building a full race car out of it.

DIFFERENTIAL DILEMMA

What's the difference between a differential that's one-way, 1.5-way, two-way, helical, mechanical, and clutch-type? All this differential confusion makes my head spin like an open-diff, high-powered Honda wheel. Can you break down the way they're designed and how they function? Why does my EVO use a helical-type diff up front, but not in the rear?

—**Kevin M.**
via importtuner.com

Dude, you're asking for a complete magazine article. There's no way in hell I can write about all the different diffs in one short paragraph. Send letters to Carter and have him request that I write one.

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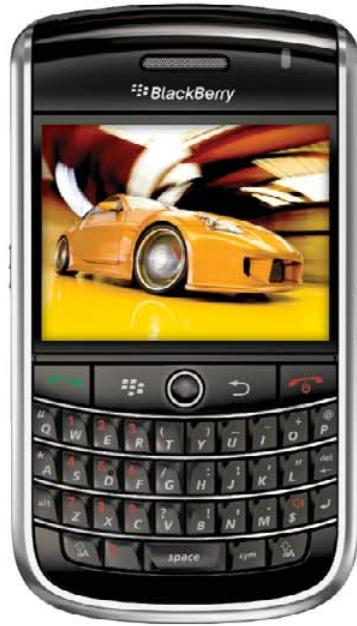
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BLACKBERRY TOUR



01 Feel like hitting a race in Tokyo, partying in Los Angeles and raving in Ibiza all in the same week? Don't forget to pack this versatile smartphone, blessed with extensive world calling capability, along for the ride. Lack of WiFi and touchscreen capability aside, the handset also scores with a slick QWERTY keyboard and 2.4-inch display. While built-in GPS and location-tagged photos make nice extras, you'll be most thankful it functions almost anywhere, especially when you desperately need springing from a Tijuana jail.

www.rim.com / \$199.99

02 myBOOK WORLD EDITION II

Now that disk space goes for a song, it's easy to find plenty of room for your collection of adorable kitten photos or Norwegian slasher films. Backing these precious memories up, though—that's a little more difficult. Enter an external hard drive that kills both birds with one stone, providing continuous and mirrored digital archival, readily safeguarding against data corruption and serving as a warehouse for treasured files. Even cooler, content can also be accessed online, ensuring you'll never have to leave precious info behind.

www.wdc.com / \$399.99 (2TB); \$699.99 (4TB)

03 iP1

Why settle for blasting your favorite Eminem (or, better yet, Enya) joints from just any old iPhone dock? Not only does the current contender pack a suave, modern aesthetic, it packs 100 watts of power, and has enough muscle to deliver ear-rattling volume levels, giving nearly any track (OK, maybe not Raffi's "Baby Beluga") an instant turbocharge. Although an admittedly expensive option, units do add noticeable oomph even to familiar tunes, providing a solid fit for the discerning audiophile.

www.ihomeaudio.com / \$299

04 XV-BP1

Fun fact: Blu-ray's our latest vice, thanks to the disc format playing home to jaw-dropping high-def films like *Watchmen* and *Transformers: Revenge of the Fallen*. (Including a few favorites you can only find at the "adult novelty" shop, but we digress . . .) Get your collection started with this top-notch player, which doesn't just introduce BDLive functionality—allowing you to download bonus content over the Internet—the gizmo's also compatible with garden-variety camcorder formats, making it a suitable companion for home movie watching.

www.jvc.com / \$299.95

05 10DMF82XKU

Once upon a time, digital picture frames just displayed images of you frolicking with dolphins or missing an eyebrow after falling asleep during pledge week. These days, however, models such as this eight-inch black beauty also offer WiFi connectivity, introducing fresh options like real-time weather updates, sports scores and traffic info. Also included here: Support for WMA/MP3 music playback, and the ability to grab photos from Flickr, Photobucket, Facebook and other online providers, promising an endless grab bag of multimedia distractions.

www.tacp.toshiba.com / \$179.99



02



03



04



05



06



08



07



09

06 LEFT 4 DEAD 2



Hungry for brains or good old-fashioned zombie-squishing mayhem? Check yon thumb-numbing masterpiece, which pits hapless human survivors against shambling undead hordes throughout the Southern U.S. Albeit mostly more of the same, if the idea of shredding arms, legs and ribcages in scenic Savannah or New Orleans with a well-placed bullet or shotgun shell doesn't excite, well... we're confident that a fresh, more colorful visual makeover, new weapons including chainsaws (hell yeah!) and baseball bats, and array of engaging co-op/competitive multiplayer options will.

www.valvesoftware.com / PC, Xbox 360

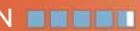
07 ASSASSIN'S CREED 2



Time to get medieval on someone's codpiece: It's do or die in this adventurous free-form epic, which casts you as Ezio, an acrobatic hitman for hire in Renaissance Italy. Impressive as the game's fluid physics and gripping visuals are, you'll be more floored by the ability to ice opponents in increasingly creative ways. From patiently stalking adversaries to sparking off sword-swinging duels and hopping rides on Da Vinci's flying machine, it's a genuine delight to snuff out adversaries, then gracefully scamper or swim off when screams split the night.

www.ubisoft.com / PC, PS3, Xbox 360

08 SPLINTER CELL: CONVICTION



Join renegade operative Sam Fisher as he investigates his daughter's death the only way he knows how. Specifically, by targeting multiple enemies for quick, bloody takedowns; slamming heads into walls in brutal interrogation sequences; and dangling from window ledges before bursting in to spray entire rooms in a hailstorm of flying lead. Featuring gameplay that splits the difference between tiptoeing about the shadows, using pieces of broken glass to spot hidden enemies, and balls-out gunfights, it strikes just the right balance of tension and trigger-squeezing mayhem.

www.ea.com / PC, Xbox 360

09 TONY HAWK: RIDE



While a pricy outing (units ship with a motion-sensing skateboard controller that you stand on to grind, ollie and execute sick tricks), there's much to love about the Hawkman's latest knee-scraping epic. Hernia-inducing potential aside (players must literally turn, twist and wiggle in order to perform various maneuvers) you can't help but appreciate how well it approximates the real-world activity. As such, it's a welcome refresher for the aging franchise, and hell of a title to bust out at parties.

www.activision.com / PS3, Xbox 360, Wii

FORZAMOTORSPORT3



10 Bill Gates wants to hold your hand. Or rather, that's the impression we get given the array of nifty auto-assists offered here, allowing even Sunday drivers to compete with veteran wheelmen. Nevertheless, diehard auto buffs won't be disappointed either, given hundreds of vehicles and events (i.e. drag, drift, circuit, oval, and timed competitions) to pick from, plus a stunning hi-def visual presentation. Whether rewinding devastating crashes or uploading custom builds for sharing worldwide, you've got to applaud the stunning showroom model.

www.xbox.com / Xbox 360



09.12.2nr.21

FACT OR FICTION

BY LUKE MUNNELL

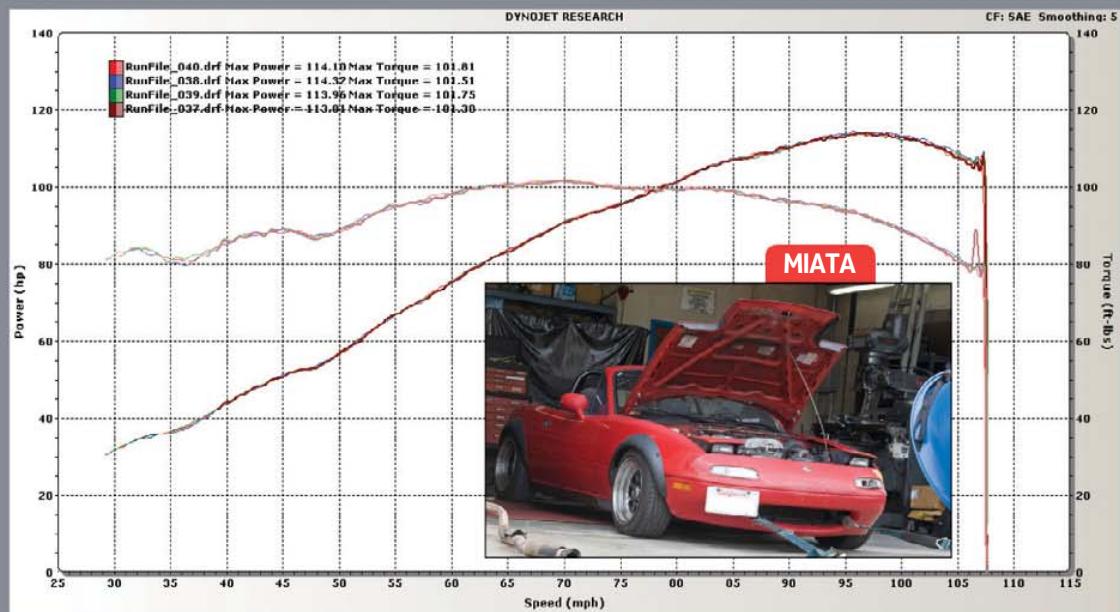
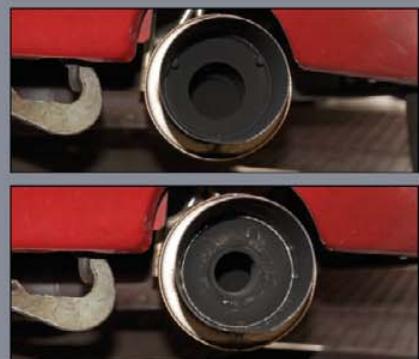
For as long as enthusiasts have been tinkering with cars, the general public has been upset with it, and therefore, has called upon law enforcement to keep us in check. From ride-height laws to emissions requirements and draconian CARB legislature, every step up we take in enhancing the performance of our cars results in two knocks down by the law. Possibly the biggest attractant of "fix-it" tickets is the aftermarket exhaust. They're legal for street use in some states, provided they accommodate a catalytic converter and remain largely faithful to the factory design. In others, they aren't legal at all. But nearly every jurisdiction in the country enforces the minimum level of sound an exhaust may output for it to be street legal—usually 95dB—and to cope, most aftermarket exhaust manufacturers have adopted a removable silencer in the exhaust's tip that reduces excessive noise.



WILL USING A MUFFLER SILENCER ALWAYS COST YOU POWER?

The silencer works by restricting exhaust flow, thereby reflecting noise back into the muffler canister where more of it can be absorbed by sound-deadening insulation. Enthusiasts have been loathe to accept the devices, on the grounds that restricting exhaust flow reduces power. But is this always the case? Are there instances in which the added back pressure might actually be beneficial to a street car? To test, we rounded up the usual test subjects—our naturally aspirated Project Miata and turbo-upgraded SR-swapped 240SX—and took them to the Dynojet rollers of Westminster, CA's MD Automotive.

Both cars are equipped with aftermarket GReddy Ti-C cat-back exhaust systems, which utilize muffler silencers to keep sound in check. With the cars strapped to the dyno, we performed three back-to-back runs of each car, both with their muffler silencers installed and with them out. Here's what we found:



THE VERDICT:

At low boost, the 240sx lost about 18 whp from mid-range to redline, and 11 lb-ft of torque. At full boost, the losses were greater and the rush of air funneling through that tiny silencer was actually kind of scary. But power and torque came on earlier in

the mid-range, which could be a bonus for daily driving. Overall, the power and torque output of our 114whp Miata didn't budge at all with the addition of the muffler silencer, even though sound output dropped noticeably. Our verdict? It's a five-minute install—keep it on the street, out at the track.

HOTBOX

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PROJECT 7
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WHEEL+TIRE COMBOS FROM \$1188

REVO
BLACK GLOSS



18" PRICE
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WHEEL

19" - \$317 | 20" - \$332
WHEEL+TIRE COMBOS FROM \$1188

HYPE
MACHINE BLACK



17" PRICE
START AT **\$ 171** PER
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18" - \$194 | 19" - \$274 | 20" - \$323
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WHEEL+TIRE COMBOS FROM \$1148

L-SR
MACHINE BLACK



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20" - \$267
WHEEL+TIRE COMBOS FROM \$1168

OLDSKOOL
MACHINE BLACK

axis



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WHEEL

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ANGLE
MACHINE BLACK

axis



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R933
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MANHEIM
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20" - \$325 | 22" - \$422
WHEEL+TIRE COMBOS FROM 1000

MULTI
SILVER GLOSS



17" PRICE
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WHEEL

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20" - \$339 | 22" - \$456
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DIRTY UPSET

X GAMES 15, LOS ANGELES, CA

TEXT AND PHOTOS BY CARTER JUNG

After three years of complete and utter domination, Subaru's reign at the X Games Rally podium has come to an end. A moment of silence, please. Three upstarts from the Ford camp, via the Fiesta, took the top and bottom podium spots, with former 1999 Indy 500 champ Kenny Brack taking Gold and Formula D Diaries contributor Tanner Foust walking away with Bronze. Travis Pastrana took home Silver after he wedged his Subaru between two walls, giving the win to Brack.

What about the other two Subaru drivers? Dave Mirra put down a valiant run against the grip skills of Brack in the top eight, fighting for the lead all the way to the finish line back in the stadium. Unfortunately for Mirra, he crossed only moments behind Brack's pace.

During the same quarter-final round, Ken Block went up against Motocross legend Brian Deegan (the latest X Games athlete and Metal



Mulisha founder to take up rally) in a Ford Fiesta. On the hunt for Gold, Block took the turn before the jump a tad too hot and tagged the wall. Without enough speed, and with an ESPN commentator in tow, Block drove around the gnarly 70-foot jump, forfeiting the round to Deegan—ironically, Deegan went on to lose to Pastrana in the semis when he dodged the same jump. For his first time out in X Games rally, Deegan finished a respectable Fourth, rounding out Ford's three of the top four spots.

With an OE rivalry ignited in X Games, what Ford needs to do next is step up to Subaru and bring the fight to the rest of the Rally America series. Competition is a good thing, and if Vanilla Ice, Baha Men and Paperboy have taught us anything, it's that a one hit doesn't get you very far. **it**





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X GAMES RALLY RESULTS

- 1 KENNY BRACK
- 2 TRAVIS PASTRANA
- 3 TANNER FOUST
- 4 BRIAN DEEGAN
- 5 ANDREW COMRIE-PICARD
- 6 ANDI MANCIN
- 7 KEN BLOCK
- 8 DAVE MIRRA

JUDGEMENT DAY

IMPORT TUNER GOES TO BATTLE IN THE CASTROL SYNTEC TOP CAR CHALLENGE

After more than a year of planning, months of careful selection and vehicle prep, a few flying-pizza debates about judging criteria, and more late-night tuning sessions than we'd care to remember, it all came down to this: Judgment Day of Castrol Syntec's Top Car Challenge. Which, by the way was actually three days, but considering how perfectly (sleeplessly) they blended together, who's counting?

As a quick recap, the Top Car Challenge is the spawn of the synthetic oil mogul's Top Shop Challenge, outlined in our Jan '09 issue, which allowed *2NR* and City of Industry, CA's G-Dimension to build a quaint little 867+hp, 100-octane-sipping monster SR20DET, soon to be re-tuned on race gas for four-digit power and import drag racing domination. This time around, the quest was to have it done on a larger scale ... by our readership.

Our Aug '09 issue introduced you to Ryan Gates: 22-year-old *Import Tuner* reader, resident of a small town on the outskirts of Nowhere, Minnesota, and die-hard automotive enthusiast—just like most of us. Where he differs from most, however, is that he builds and races badass EVOs, like his 510+whp '08 EVO X (profiled in the Sept '09 issue) that's been schooling time-attack and time-trial competition in various classes since its debut, while still offering the civility of a car that can be driven to class on a daily basis.

The Top Car Challenge invited every major automotive enthusiast publication (*Super Street*, *Modified*, *eurotuner*, *Honda Tuning*, *5.0 Mustang*, and *Lowrider* ... don't ask) to compete their idea of the perfect car in the areas of lap times, quarter-mile performance, 0-60 acceleration, 80-0 braking, horsepower, weight, emissions, vehicle cost, and endurance driving. All said and done, that meant we were left battling a K20-swapped Civic, a 500whp Super Lap Battle 350Z, a bagged '68 Caprice (... don't ask), an Audi S4 that does 0-60 in under three seconds, and the owner of AMS's personal EVO VII, among others. In order to win, we'd need to bring the hammers. And here's how we did:

1. VEHICLE WEIGHT



Stock EVO X MRs weigh 3,585 lbs. Ryan managed to get his to just about 3,000 lbs, while retaining the necessities of a street car. Don't think that 'Stang has this trick up its sleeve!

2. HORSEPOWER



Ryan's EVO X boasts an FP Red turbo, AMS tuning and a host of other goodies to nearly double power over stock. The really good thing about the EVO is that its driveline can take this abuse, ask for more, and then take that, too. Others ... weren't so lucky.



3. LAP TIMES



Posting fast lap times accounted for more points than any other in the Top Car Challenge, as right it should—running fast around a track pushes every limit of a car's performance. Acceleration, braking, handling, cooling, oiling, endurance, etc. Ryan left no stone unturned in building his EVO X, or in learning how to drive it; time-attack and NASA wins were earned just months before Top Car competition.

4. ENDURANCE



When he's not winning time-attacks or NASA TT-A competition, Ryan puts the stock recliners, seatbelts and airbags back in his EVO, cleans the wheels, and drives it to GNC for Creatine and Protein shakes, and then to the beach to perfect his tan (pictured here). Oh, and all those wins he takes? He drives the EVO to the track and back to get them.

5. BRAKING



Braking is an absolutely essential element for building a road-raced car. Got a slow car that you want to make faster around the track? Upgrade its brakes and tires. Ryan's Nitto NT01s and two-piece Girodisc brakes make his already fast car faster by dropping his braking distances into fly-through-the-windshield territory. Others ... weren't so lucky.

Yes, Castrol Syntec's Top Car Challenge is over, but you'll have to wait until next month for the official results. Depending on when you read this, you might still have a chance to log onto the official site at www.syntectopcarchallenge.com and register for your crack at the \$10K cash prize Castrol Syntec is giving away to one lucky entrant. Just remember who let you in on the secret! 

STOCK VS NOT

OUR EVO X,
PRE- AND POST-
MODIFICATION

STOCK	ZNR
CURB WEIGHT	3,585 LBS
0-60 ACCELERATION	5.4 SECONDS
QUARTER-MILE E.T.	14.0 SECONDS
QUARTER-MILE TRAP SPEED	96.9 MPH
80-0 BRAKING DISTANCE	202 FEET
HORSEPOWER	295 HP
TORQUE	300 LB-FT
	3,004 LBS
	3.49 SECONDS
	11.54 SECONDS
	118.36 MPH
	187 FEET
	510 HP
	421 LB-FT

6. ACCELERATION



It goes without saying that making any car accelerate faster will also make it faster around the track, and although he didn't build his EVO for quarter-mile racing, it went 11.54 @ 118.36 in its first run, with Ryan letting off the gas before the traps ...



7. EMISSIONS



New car + Stock ECU + AMS Tuning + catalytic converter = the emissions-friendly way to build a big-power EVO. At least, that's Ryan's take on the matter.

8. VEHICLE COST



The lower the price the better in this category, and we knew our only limiting factor would be the fact that we were bringing a brand-new, shiny EVO X to a stable full of beaters. But what can we say? We're pimps, and you gotta pay to play! Plus, considering how bad we'd be beating everyone by this point, it didn't really seem to matter.



TEXT BY LUKE MUNNELL
PHOTOS BY STEVE DEMMITT

"I actually liked the thought of buying a Civic that had already been built, and giving it a new life," Seattle, WA resident Yee Vang attests, "The Honda market is so progressive, it's possible to re-build the same car again and again and make it better each time with the freshest parts." Yee's EK is the fourth Honda platform he's owned and modded since getting into the scene in his high-school years, and this marks the second time it's been thrust in the limelight.

"I had a couple mildly modded Civics back in the day," he begins, "After one of them got stolen, I bought a DC2 to modify a little more aggressively, so I also bought a Midori Green EK just to putt around in." Big mistake. With an even bigger and more readily accessible aftermarket than that for the DC2, the flood gates to modification blew wide open, and Yee found himself with no choice but to get down with it. "After the basics and a drop on legit wheels, the green EK was the car I started becoming known for. I was invited to join EK Squad with that car, and I began looking into doing a K-series swap and/or forced induction," he continues, "But then I found an even better one."



ADAPT OR DIE

TURNS OUT THIS WHOLE HONDA
CRAZE MIGHT BE AROUND A LITTLE
LONGER THAN EVERYONE THOUGHT.

ADAPT OR DIE





“SINCE ZEAL GOT BOUGHT OUT BY ENDLESS, THE WING HAS BEEN DISCONTINUED,” HE EXPLAINS, “I BELIEVE THERE ARE ABOUT SEVEN IN THE STATES.”



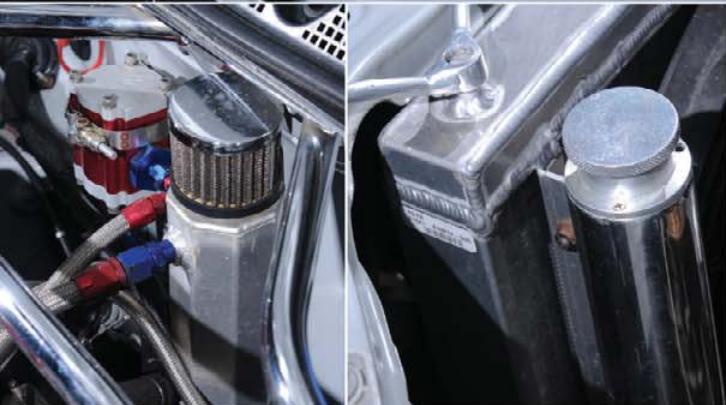
The car had already been K-swapped, and was also fitted with the basic bolt-ons in addition. But there was much more room for improvement. “It was one of the first K-swapped cars in the country,” Yee explained, “It had been featured in magazines and was very well-known in the Honda community, but it was rough around the edges. The knowledge and aftermarket support for K swaps just wasn’t there when this car was converted, and new parts for EKs had been released over the years.” One to like a challenge, and the fact the car would be EK Squad’s first K-swapped ride, Yee hawked his Midori Civic and began modification on this one immediately.

Yee had always been a fan of a clean, OEM-inspired styling, so he’d had his eye on the J-Blood front bumper from the get-go. It had been on the Japanese market

for a while, but no one in the States had taken the initiative to bring one over. “Mine was the first,” he informs, “and is often confused for an OEM ‘99-spec front bumper with a molded lip, or some new version of the White Crow bumper for the EG.” Also added were authentic C-West side skirts, Vision mirrors, JDM Civic Type R taillights, thin moldings, headlights with DTM covers, and an ultra-rare combination of a Zeal rear wing with Mr. Alex brackets that, in the tradition of the J-Blood bumper, looks like a tweaked version of the OE Civic Type R piece. “Since Zeal got bought out by Endless, the wing has been discontinued,” he explains, “I believe there are about seven in the States. And the Mr. Alex brackets were specially made in Japan and brought over by a friend of mine in the military,” he continues, “They’re one of three authentic sets in existence.” A Spoon rear diffuser was also ordered up from the Land-of-Parts-That-Take-Forever-to-Come, but after a year and a half of waiting, Yee got bored and decided to have a custom carbon fiber piece made to order.

Despite its once-ground-breaking K20 swap, the EK’s engine bay was in dire need of an overhaul. Its crude custom-fabbed mounts were replaced with OEM chassis mounts and urethane-filled Hasport EKK2 engine mounts that better supported the engine, and give it a little more ground clearance. Unlike how it had appeared in years past, the bay was given a full wire tuck, with firewall-mounted battery terminals and stainless fuel lines, while Yee took to fabbing up a custom stainless oil-catch can, radiator overflow reservoir, and battery and fuse box brackets. The engine itself was also given a bit of an overhaul; stock pistons, rods and cams were retained, but Blox valve springs and retainers, a Six Sigma Racing header, and 52mm TWM individual throttle bodies with carbon fiber velocity stacks were added to free-up aspiration and allow for high-revving power—226 hp, to be exact, courtesy of a Hondata K-Pro and 440cc RC injectors.

An OEM Integra Type R subframe, steering rack and control arms were brought in to replace the EK components, to improve turning radius and



HMONGS DON'T DRIVE RICED-OUT CIVICS, LIKE IN GRAN TORINO!



better support the full Integra Type R five-lug hubs and Brembo OE-spec brakes that were added to all four corners, along with their accompanying master cylinder, brake booster and a 40/40 proportioning valve from an '00 Civic Si. The ITR's 24mm front sway bar was retained, and Yee added a Blox 21mm sway bar to the rear, A'pexi coilovers to each corner, a Benen Industries three-point front strut brace and rear lower tie bar, and Next's Miracle X-brace with C-pillar and rear strut tower support. Not much of a wheel whore, Yee stuck to what works when improving rolling stock: 16x7 +40 offset Volk Racing CE28Ns, with 205/40 Toyo Proxes 4 rubber and Project Kics Neo Chrome nuts.

Yee's dedication to boosting his Civic's swagger with the rare, JDM elite continues in the interior, with a \$3K pair of Bride GIAS Andromeda buckets (authentic Mazora finish), a Nardi Classic steering wheel with Splash/Signal Auto goodies, Defi Link gauges, and possibly the most aesthetically complementary cocktail of OEM Honda equipment ever to be fit into a domestic-market chassis: an S2000 digital gauge cluster and six-speed shift knob, Canadian-spec airbag delete tray, JDM sunglass roof console and rear seats, and an ashtray and Honda Optional cigarette lighter. Takata harnesses, Takata and G Force eyebolts, a Broadway mirror, and a Redzone Performance one-touch hood pop further round out a list of mods you and I will probably never own in any one car. Even audio was made a priority—with a pair of Alpine 6.5-inch door speakers and 6x9s in the rear panels—since the car is driven regularly. “I drove it down to Nisei Showoff in L.A. the week after it was debuted at HIN Seattle,” explains Yee, “And I drove it out to Wekfest in S.F. after that. Pretty much everywhere it shows, it’s driven there—open ITBs, no windshield wipers and all,” he laughs.

In its current state, the Civic earned Second Place its debut night at HIN Seattle '08, won the title of Best EK at the Nisei Showoff two weeks later, and was voted Third Place Civic at the ultra-elite WekFest earlier this year. Yee plans to compete the Civic at West Coast shows alongside his EK Squad brothers for the rest of the year and continue improvements in the downtime. “The engine is due for a rebuild,” he explains, “so I’ve been toying around the idea of building a K24 block for it . . . possibly for forced induction. That, or I might actually go B-series or something even crazier. The Honda market is still changing, and the options for EKs are endless.” No matter the direction he takes his car’s next incarnation, it will all be a part of—in his words—“showing the world that Hmongs don’t drive riced-out Civics, like in *Gran Torino!*” ■

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'98 HONDA CIVIC DX

OUTPUT

226 hp

ENGINE

JDM K20A engine; Blox valve springs, retainers; TWM 52mm individual throttle bodies, carbon fiber velocity stacks, fuel pressure regulator, fuel rail; A'pexi GT Spec exhaust; Six Sigma Racing 4-2-1 stainless header; C&R Visteon RSX radiator; Samco Sport Superflex radiator hoses; Hondata K-Pro stand-alone ECU, Heatshield intake manifold gasket; NGK plugs; RC 440cc injectors; Walbro 255lp fuel pump; J's Racing oil cap; ARC spark plug cover, Spoon Sports reservoir covers, magnetic drain plugs; AEM alternator pulley; Hasport EKK2 mounts, urethane bushings; custom wiring, stainless fuel lines, radiator brackets, oil catch can, coolant reservoir, battery/fuse box brackets, firewall-mounted battery terminals; Redzone Performance shift linkage, wire tuck

DRIVETRAIN

Drive Shaft Shop axles; JDM Integra Type R LSD

SUSPENSION

A'pexi coilovers; Integra Type R subframe, steering rack, 24mm front sway bar; Blox 21mm rear sway bar, rear lower control arms; Benen Industries three-point front strut brace, rear lower tie bar; Next Miracle X-brace with C-pillar and strut brace

WHEELS/TIRES

16x7 +42 offset Volk Racing CE28N wheels, black valve stems and caps; 205/40-16 Toyo Proxes 4 tires; Project Kics Neo Chrome R40 lug nuts

BRAKES

JDM Civic Type R five-lug conversion, master cylinder, brake booster; Spoon Sports Twin Block four-piston calipers (front); Drilled Brembo OEM replacement rotors, pads (front and rear); Stoptech stainless braided lines; 40/40 prop valve.

EXTERIOR

J-Blood front bumper; C-West side skirts; Zeal rear wing; Vision side mirrors; J's Racing front and rear tow hooks; Tein hood dampers; Beatrush engine under panel; custom rear diffuser; JDM Honda Civic Type R rear lip, headlights, thin moldings, taillights; Honda USDM antenna block-off plate, window visors, DTM headlight covers; Vogue Silver Metallic paint; McCulloch HID kit

INTERIOR

Bride GLAS Andromeda front seats, optional cushions, Type R seat rails; Takata 340R four-point harnesses, 20mm eyebolts; G-Force 50mm eyebolts; Broadway 300mm rear-view mirror; Honda OEM Canadian-spec airbag delete tray, JDM sunglass roof console, USDM ashtray, USDM cigarette lighter, S2000 shift knob, JDM Civic Type R rear seats; Nardi 360mm Classic steering wheel; Splash steering wheel hub; Signal Auto quick release; Redzone electronic one-touch hood pop

ELECTRONICS

Defi Link Meter 52mm: oil pressure, water temperature, EGT gauges, Link Control Unit II; OEM S2000 gauge cluster; Alpine CDA-7898 head unit, 6.5-inch front speakers, 6x9-inch rear speakers;

GRATITUDE

Thanks to my wife, Sandy Yang, for always supporting and making the trips to California every time with me. My mom and dad for raising me to do everything in life properly and reasonably. Greg and Mike at JDMSpeedworx for always putting my parts on priority. The hometown homies who helped me put things together: Ronnie, Hmochoua, Josh, Marvin, Rainier 2TO, Steve, Tai, Dennis, Jeff, Mel, Richard, Garrett, Brandon. The Cali boys: Danny, Chris, Fred, Ryan, Son, Basil, Sean, Albee, Brian. Adam at Weksos. Special thanks to PlusONE and Hasback for always saving me a spot. My Vang family in Seattle and Nor Cal for traveling along to shows and housing. Props to EK Squad, Albert Squad, ATS Garage, Soul Seattle, Team:2TO, DPK, Phaze2, my customers, all my homies and family along the west and east coast. Lastly, thanks to my Lord and savior for granting me everything I have and blessing me with a great, supporting family and friends.

NAME:
YEE VANG

AGE:
24

HOMETOWN:
SEATTLE, WA

OCCUPATION:
ENTREPRENEUR

HOBBIES:
PHOTOGRAPHY, SHOES
AIR MAX '90S, JORDANS,
PHONES, ANIME (BEING
ASIAN)

BUILD TIME:
EIGHT MONTHS

FEEDBACK:
yee@plusonecrew.com

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06 - Up Lexus RX



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08 - Up Mazda 6



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09 - Up Toyota Corolla



VIP Style Full kit
08 - Up Mazda 3 HB



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W-TYP
98 - 00 Honda Accord 4dr



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W-TYP Full Kit
00-02 Toyota Celica



W-TYP Full Kit
00 - 02 Mitsubishi Eclipse



Racing Series Full kit
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RS Style Full kit
90 - 93 Acura Integra



Fuzion Full Kit
06 - 08 Honda Civic 4dr



G5 Series Full kit
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Formula D Diaries

A DAY IN THE LIFE OF A DRIFTER

TEXT BY COLIN RYAN, CARTER JUNG & THE DRIFTERS
PHOTOS BY CARTER JUNG

ROUND 5: SEATTLE, WA



Two things Seattle is famous for: rain and coffee. Last year's Formula D round at the Evergreen Speedway was run in the sopping wet. This time around, the weather held up and the fans didn't need caffeine to keep them awake, not with crashes and parts failures keeping everyone on their toes. For the drivers and mechanics with subpar performance, unlike Milli Vanilli, they couldn't blame it on the rain. Cheesy, lip-syncing references from the '80s aside, here's what went down in Seattle, straight from the horses' mouths.



FORMULA D PRESIDENT

Jim Liaw

Our guest diarist this month is Jim Liaw, President and co-founder of Formula D, whose mission is to spread the sideways gospel throughout the land. Mission accomplished? We'd say so.

I can't believe we're almost done with the sixth season of Formula D. Every year has had its challenges and 2009 has been no different. One of the biggest obstacles is the economy. How can FD provide a good show for the fans as well as provide a great return for sponsors and teams? I think we've answered that issue.

Formula D is one of the few, if not the only, motorsport series pulling in the same or more fan attendance than in its previous year. Baseball, basketball, hockey—even NASCAR—have all been down this year. This emerging sport called drifting is beating the odds, thanks to all the fans. So naysayers and pessimists: wake up! Drifting is here to stay.

As for this last round in Seattle, it was another awesome event. I love the Pacific Northwest and its scenery, and the drifting fans out there packed Evergreen Speedway. Thursday, we were at the track at 8 a.m. (we're always at the track early) to help the production team finish setting up. We parked displays while the teams hung up banners, laid fencing, marked the track, reviewed security and ticketing plans, etc. We opened the doors to fans on Friday and Saturday, and the Pro and Pro Am competitions were super-exciting all weekend long.

Friday was also practice and qualifying for the pro competitions, as well as the autograph session. Saturday was the main event and the JTuned Auto Gallery car show. Chris Forsberg won and is leading the championship chase and the Tire.com Triple Crown bonus prize.

This time of year is always exciting for me, as we have only two more rounds before crowning another FD champion. It's also exciting because, of the current Top 10 drivers, six of them have no traditional racing/driving experience, one of whom has a real shot at becoming champion. It seems so long ago when we saw a young, beardless Chris Forsberg come out from Pennsylvania with his SR20-powered 350Z, or found Ryan Tuerck sleeping in the parking lot of Soldier Field in his S13. We've come a long way, and there's a lot more in store from Formula D!



Dai Yoshihara

Daijiro Yoshihara is having a rough year in his new ride. After disappointing early knockouts in tandem battles, one might wish the Second-ranked Red Bull World Champion drifter scrap his IS and start afresh.

After the disappointing result in Vegas, I was fired up going into this Seattle round. In the practice session, I was doing well. Because there was understeer, my initiation wasn't stable, but overall, I qualified Fifth. Fifth Place is OK, but I always do well up to qualifying. The actual competition starts from there and I really wanted to go further. However, the nightmare became a reality.

During practice before the Top 32 competition, I hit the wall hard. I think I hit it going about 85 mph. I realized how bad the accident was when I got out of the car. The left front was gone and the front subframe was pushed right into the firewall. The IS was totaled . . . I was in despair. I wished it was a bad dream or something.

It was the worst accident I've ever had. However, I wasn't hurt. My neck was pretty sore, but that's it. I was protected by the Sparco five-point harness and the solid roll cage made by Scott at SPD. If those things hadn't been well constructed, I could have been seriously injured.

Right after the accident, I really didn't know what to say to my chief mechanic, Scott. I just killed his baby. But he didn't say much about the accident, he already started to talk about the next car for me, same as the other crew members.

I made a huge mistake. Thinking about how much money and time Team Falken Tire had put into the IS, I really don't know what to say other than an apology. It was the worst day ever. It's been the worst season



for me. I was so bummed out the past couple of days. But it doesn't help anything, so I must move on.

Everyone's looking forward to the next round. I really, really appreciate how the team treats me. I must confront this difficult situation and figure out what I should do to rise out of it. I'll be one of the top-ranking drivers again in the near future. I'm so sorry, everyone.

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Rhys Millen

What's going on with the former FD Champ? Props and all for the Pikes Peak triumph, but for someone ranked the best drifter in the world not to break into the Top 10 this year, well, it brings a tear to the eye.

Hot off a new world record at Pikes Peak Hill Climb and busting out a sweet video listed on YouTube called "Climb Attack", it was time to return to my favorite track for the Formula D series.

Evergreen Speedway has a high-speed, sustained, on-power drift that leads into a high-grip transition for the infield. I won there in the rain last year and was excited to get the Genesis out on track for a thrashing. With the Phase One RMR Lambda engine upgrade kit giving us some additional power, it was sure to be a tire-smoking fun time.

The Genesis coupe ran great all weekend, never skipped a beat and we



had the highest radar speed in qualifying. The car is a treat to drive, we are making sick power from the 3.8-liter V-6, and we now have the steering dialed and working great. The event didn't go as planned—heck, the whole drifting year hasn't gone as planned—but we won't give up yet.

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Tanner Foust



Foust has a bee in his sponsor-supplied baseball cap. Could it be because he got stung by the judges? Or perhaps he has a serious point the Formula D organizers would do well to heed.

Seattle is the land of kick-ass drift fans—rain, shine or anything in between. Over 12,000 Seattle fans shook the stands at Evergreen Speedway. We lucked out on the weather this year, but we weren't so fortunate in the event itself.

Setting up the Rockstar Scion tC on practice day was pretty straightforward. We tried a few gear options to harness the somewhat narrow (but stout) powerband of the TRD V-8 and found a gear that seemed to get the job done. Some suspension tweaks and pressure changes, and I was happy. Off to the bar we went.

On Friday, we confirmed our settings as the grip increased, and found the gearing to be a bit low. Stephan brought the rev limit up to 8,800—still well within the engine's safe zone—and we were ready for qualifying. I laid down a run that would have scored



FORMULA D COULD FADE AWAY IF THE SPORT'S JUDGING PROCEDURE AND TECHNICAL REGULATIONS DON'T CONTINUE TO EVOLVE

mid- to high-90s in previous years, but this year received only a 73. Low scores were the trend, though, and the number-one qualifier (Ryan Tuerck) only barely broke into the 80s. As the eighth seed, we closed shop and off to the bar we went.

Saturday was rough. I was paired against Tommy Suell, who had been killing it in practice. His little nitrous-injected, turbocharged Corolla was fast everywhere on the track. During the run, however, he hit the wall on the bank and arched back toward the inside concrete at a car-totaling pace. Luckily for him, I was there to soften his impact. My car was only slightly damaged (first time I've thanked Steph for building such a heavy car) but Suell's ride was mangled.

After that, we went against JR. and he was going for it. I stuck to him as well as possible after he was unable to keep up with me on the bank, but I took one of the corners too wide on my lead run. Andy voted for me overall, because I chased closer, but the remaining two judges went the other way. And off to the bar we went, again.

Judging is an aspect we have to deal with in drifting and these guys are trying their hardest to do the right thing. In the last five years, I have both benefited and paid for judging discrepancies. But generally, I think the three guys up there do a great job. However, Formula D could fade away if the sport's judging procedure and technical regulations don't continue to evolve.

Other judged sports have been successful. How do they do it without hitting the same cap we have? Part of the reason why virtually every X Game sport thrives is because of a clear judging procedure that minimizes controversy. They generally have five judges from the industry who are separated from each other during the whole process. We don't know their names, we don't hear them talk on the mic and they are certainly not part of the show. The score appears after the computer has taken the averages. I'd love to see FD take notice of these sports' successes and begin to adopt their model of judging. I'm not looking to change things up in a crazy way, I just want to keep the sport moving forward.



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Ken Gushi

Bad vibes. Ken Gushi has been feeling them. Fresh from an overheating engine in the Nevada desert, Gushi goes to a wobble in Washington State. Ironic, given that he loves the place.

It seems I never have luck at Seattle. Last year, our slave cylinder gave out. This year, we had tons of drivetrain problems. Where should I begin?

Let's start with Thursday's practice. Everything was going extremely smooth. I was focused on getting tire pressures right and counting how many laps we could do with a brand-new set of Toyo R1-Rs. It came down to four laps at about 45psi cold. After a few practice laps, I began to notice a vibration coming from behind me, specifically the passenger-side rear.

I did a few more laps and then the transmission started acting weird. I initiated the bank in Fourth gear, but midway through I noticed I was in Third. Maybe I forgot to shift? I don't know. So I decided to go again. This time, I made sure I was in Fourth gear. I held on to the shifter and kicked the clutch. This time, it was fine. The gearbox stayed in Fourth and I was able to clear the course.

I went again, thinking everything was OK. As soon as I kicked the clutch, I saw the shifter in my peripheral vision slam itself back into Third gear. "A-ha, I gotcha," I said to myself. So, along with the vibrations (which were coming from the passenger-side axle shaft) and the faulty dog-ring, I called it a day and parked. Gearbox and axle swaps were on their way.

Friday morning, the air was nice outside—Seattle has good, clean air. With a fresh gearbox and a new axle, I had a great feeling that this was going to be a good qualifying session. My first run, I scored a 66. WTF? A 66? Yes, the judges were being strict because my speed was low. I believe my exit speed off the bank was 69 mph. For my second run, I scored a 67.9. That put me in 14th place. Not bad, I guess. That matched me up with Rhys, who was 19th. I wasn't too happy with the result, but it was bearable.

After qualifying, I wanted to practice with Rhys, so we both agreed to run with each other and alternate leads. According to Ben, my spotter, it would be a battle of many One More Times.



This is where the drama began. During practice, the vibrations seemed to be getting worse. This time, it wasn't the left or the right. It was from the back, somewhere. I ran a few laps and went in thinking it was the axle again. We determined that it was the driver-side axle this time. After swapping that part, we called it a day and went back to the hotel. I was still a little worried that it might have been the driveshaft instead of the axle.

Saturday. Once again, another beautiful, fresh morning. I'm starting to love the clean air Seattle has to offer. On the way to the track, I kept thinking: "What if it isn't the axle? What if it's something else? What if the transmission wasn't bolted in all the way?" I couldn't help but question everything.

With a practice session before the Top 32, I knew I could test the car again to see if the vibrations were gone. On the start line, waiting for practice to begin, I had a bad feeling. As soon as the light turned green, I accelerated up to the bank, ready to kick the clutch, when the vibrations became 10 times worse, coming all the way to the shifter now. I knew it wasn't the axle, but something far worse. It turned out that the driveshaft had a crack in one of its welds. To make matters worse, we didn't have a spare. The only option was to weld it back together and hope it would hold through the event. Stephan Papadakis from the Rockstar team kindly helped us.

Top 32 tandem. First run was my advantage, as Rhys made a small correction on the bank. Second run, I followed Rhys with about a car-length gap between us. I could have been closer, but just to play safe for the Top 32 round, I kept a small gap. I took advantage once again and moved on to the Top 16 against Sam. At this point, I had no idea how the driveshaft looked and didn't want to think about it. Unfortunately, as I was following Sam, the shaft snapped as soon as I kicked the clutch on initiation. My race day ended.

Not a good turnout for RS-R/Scion/Toyo team, but I learned a lot from this event. For one thing, spare parts are always a must. Even if you doubt it will break, you should always carry a spare. Thanks to every single Seattle fan out there, I wasn't as upset as I could have been. Sonoma, here we come!

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Tyler McQuarrie

Funny how the championship standings are a lot like the act of drifting. Once a driver gets some momentum, he rides the slide and appears almost unstoppable. That's what's happening with Tyler McQuarrie. He's already had a sniff of the podium, got close in Vegas and has become a major contender. If only that darned Forsberg wouldn't keep getting in his way.

I had been looking forward to Seattle the whole year. The track is super-fast and a lot of a run is spent riding the wall, which I love. The crowd is awesome, and to top it off, the Falken Tire 350Z is dialed in.

We spent most of Thursday's practice getting the gearing sorted out. It's pretty easy to try many different gears, since we have a quick-change rear end. After I found a gear I liked, we spent a little time adjusting the shocks and tire pressures to the track. The car was dialed in everywhere except for straight lines. I struggled to put the power down leaving the start line and got pulled by everyone. We realized we couldn't fix the issue at this event. It's all part of developing a new car, and I knew to be patient with it. I qualified Sixth and my first match-up for Top 32 was Ron Ewerth. Although his speed entering the oval was much slower than mine, his speed off the oval and into the hairpin was pretty good. I led first and pulled out a large gap. The trick was following him. I needed to gap him just enough so I could be on his door coming off the bank. I timed it right and was able to get on his door in the infield and pull alongside at the finish. I moved on to the Top 16 to face Yasu Kondo in his AE86.

Yasu had been looking fast all weekend, so I knew this wouldn't be an easy win. I had a clean run and was able to pull out a few car lengths; I just needed to be close to him in the follow run. As we entered the oval, his bumper flew off and went over my head, followed by his hatch. It was like he had a

switch he could flip to jettison body parts and throw other drivers off. After dodging the parts, I was able to reel him in and get the win.

Onto the Great 8, where things started to get tough and interesting at the same time. I was matched with Samuel Hubinette in the Viper. Sam led first, got a really good jump and took off. It was such a helpless feeling, watching his car get smaller and smaller as he pulled out an eight-car lead. All I could do at that point was to try and catch him. I got to within one car length by the end. On my lead run, I went all-out and did one of my best runs of the weekend. I wasn't sure if it was enough, so all I was thinking was OMT. Then my crew chief, Ian, came over the radio and said I'd won. I guess the judges didn't like how he took off, but liked how I caught him.

My match-up in the semi-finals was Chris Forsberg, the fourth time this year he and I have met in competition. Whoever won this battle would win the event, since O'Sullivan had advanced to the Finals, but his car couldn't continue. Chris and I talked before, and agreed to use the pace cone. On my lead run, I struggled to get the power down, so Chris had to wait a bit for me. But as we entered the oval, I drove as hard as I could and pulled out a pretty big gap. Following Chris on the next run, my plan was to stick with him and victory would be mine. Charging into the oval, I was on his right rear throughout the bank. Chris was a little slower coming off the bank, but I was too close to just ease off. I grabbed some e-brake to avoid hitting him, which caused me to stall out a bit. Victory went to Chris.

Next came the consolation round for Third Place against my Falken teammate, J.R. At this point, Falken was guaranteed a podium spot, but this was an important run for us both. J.R. was Fourth in the championship and I was half a point behind him. I led the first run and pulled out a gap on the bank, but he closed it back down to a car length on the infield. On my follow run, I stuck to him and came within inches of his rear bumper coming off the bank. I was then able to get up alongside his driver's door on the infield. It was a hard-fought battle with my teammate, but the judges awarded me the third step on the podium.

What an amazing event. My second podium of the year and I've moved up to Third in the championship with two events to go. I'm having so much fun this year! Thanks to Team Falken and ASD for giving me a car to contest the championship. Bring it, Sonoma!



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Chris Forsberg



The drift gods taketh away and the drift gods giveth. If the likes of Millen and Yoshihara are wondering where all their luck has gone, they ought to ask Chris Forsberg. The bearded one is riding the crest of a wave right now. There's a lot to be said for raw talent, but the more someone prepares and practices, the luckier they get.

Seriously, did that just happen? What an unbelievable weekend. We came to Seattle this year hoping to make it through a couple of rounds and keep in the top three. Given our past years of bad luck at Evergreen, that seemed to be asking for a lot. We made no big changes to the car from Las Vegas, focusing mainly on the reliability aspect, to avoid another engine failure. Another major concern was the weather. We had to be prepared to run in the rain, if necessary.

The weekend started out pretty good. I had the chance to go to Microsoft and test out the new *Forza 3* game that will debut soon. The team at Turn 10 took us around the office and showed us all the efforts that go into making a new video game. The game play is excellent, and with more than 400 cars, it could take years to drive every one.

To business. I felt I had a lot of weight on my shoulders going into this event. I had never led the championship this far into the year. I was nervous about what could happen, or if we didn't qualify, and dozens of other scenarios. I always get a little jittery before qualifying, especially before the Top 32 field, but this time my nervousness was

I THREW THE CAR UP TOWARD THE WALL AND HELD IT ALL THE WAY AROUND THE BANK, BUT TYLER WAS CLOSING IN FAST

tenfold. I tried not to think about it as the day went on, but as certain people moved on or got knocked out, I could calculate the points in my head, even up to my Top 16 match with Darren.

I knew Darren's car was working well and it would be a tough fight to get past him. My mechanic, Kevin, and I had a long discussion before the Top 16, how to make the car a little faster to keep up with him. But when it came time to make a decision, we opted to run with our current setup and see what would happen. There was no point in trying to make a last-minute change and hope it would work. On our first run, Darren was in the chase position. He hit my door on the infield and spun to a stop, giving me a



clear advantage. My chase run was clean, giving me the win.

From there I felt more confident, I had made the Top 8 and now it was going to be anyone's day. Top 8 led us to Ross Petty, who was cranking out so much smoke when he was leading that I couldn't even see the blinding strobe lights on his car. I stayed in the throttle and followed the smoke until he slowed down and I could see him again. I dumped the car down into Third gear and dived in for his door. I followed closely through the infield and came out with the win, putting me in the semi-finals. This was where things got a little confusing.

J.R. and Eric O'Sullivan were the first two drivers to pair off in the semis. Word came back to the pits that there was a serious crash in the bank. After about 10 minutes, we heard the judges rule that J.R. had been at fault and Eric O'Sullivan would move to the finals. Here's the twist: Eric's car was inoperable, which meant the winner of my upcoming semi-final run with Tyler would therefore clinch the whole event. As that idea started to set in, so did the pressure.

On my chase lap, I jumped off the line and ran down the straight as fast as I could, hoping not to get left behind. Tyler's car was at my rear bumper as he fought for traction down the straight, so I lifted off momentarily to let him get back in the lead, he rocketed by and feint-drifted right across my front bumper. I got back on the throttle and initiated as well, but he had a large gap at the beginning of the bank. I tried to make up ground as best as I could as we drifted through the infield, but there was still a decent gap.

My lead lap had to be all or nothing. I threw the car up toward the wall and held it all the way around the bank, but Tyler was closing in fast. I cranked in as much angle as I could as we slowed to enter the infield. This is where I got lucky. Tyler over-rotated his car, causing him to lose speed and create a big gap between us. I cleared through the rest of the course with no corrections and was then declared the winner. After the consolation round for Third Place, I drifted through the course and took my victory lap. I'm so pumped and grateful to have had such an amazing weekend! **It**

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Formula D snapshots



Rd 5. Results

SEATTLE, WA PODIUM

1. CHRIS FORSBERG
2. ERIC O'SULL VAN
3. TYLER MCQUARRIE

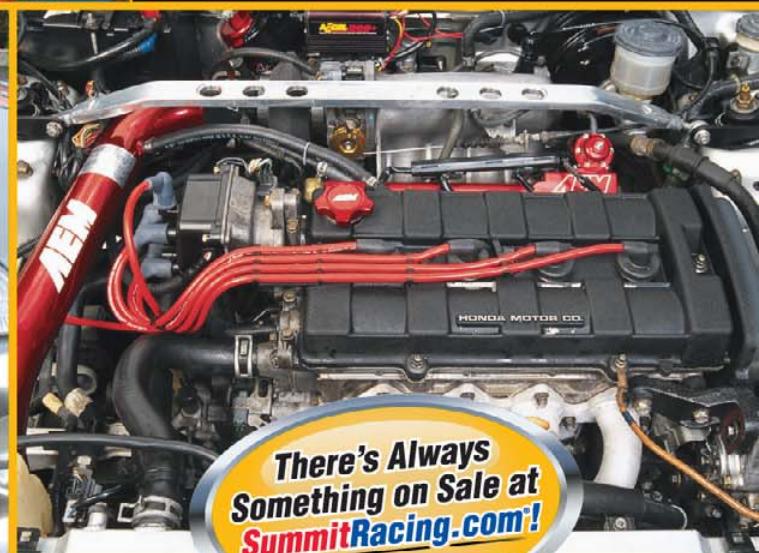
OVERALL STANDINGS

1. FORSBERG
2. TUECK
3. MCQUARRIE
4. HUBINETTE
5. GITTIN
6. MCNAMARA
7. NISHIDA
8. FOUST
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FORZA 3

HANDS ON WITH FORMULA D DRIFTERS

TEXT AND PHOTOS BY CARTER JUNG



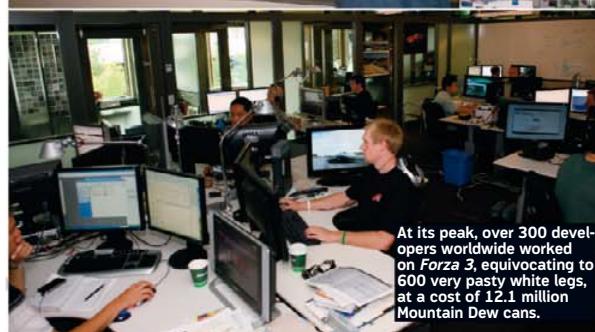
With the impending launch of *Forza Motorsport 3*, the ZNR staff, along with Formula D Diaries contributors Chris Forsberg, Dai Yoshihara and Rhys Millen, were invited to Turn 10 studios in Redmond, WA, for a hands-on digital test drive. And what a drive it was.

With over 400 cars and 100 track configurations, the latest in the *Forza* franchise not only pushes what you thought the Xbox 360 was capable of, but your perceptions on tuning in video games. With an infinite number of livery combinations, all your favorite aftermarket manufacturers, complete engine, chassis and suspension tuning, and the ability to "sell" your creation, *Forza 3* is as close to becoming a tuner without having to fork out for a garage, lift or tools.

Once you get past the customization aspect and take the cars out on the track, the scenery and attention to detail are amazing. Hooked up to three proper HDTVs (which takes three Xbox 360s) and steering wheel, it is the closest to driving for a console game, period. When passing or being passed, you'll find yourself peering out the side monitors to check for traffic, and the cabin motions, gauges and physics reflect driving action so well that you'll actually find your feet reaching for the brake pedal. But enough about us, let's see what the FD drivers thought. www.forzamotorsport.net



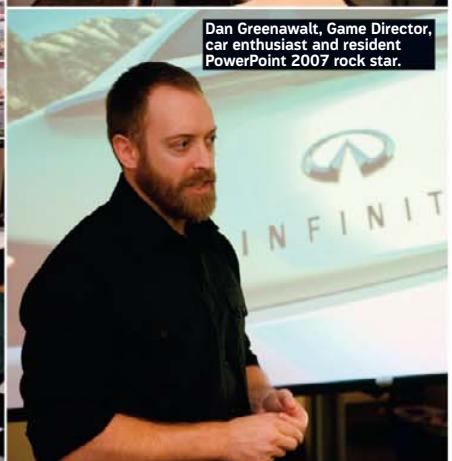
Known as Camino Viejo, in game, and one of six original new tracks, the attention to detail is staggering. The fish the designer caught however, not so much.



At its peak, over 300 developers worldwide worked on *Forza 3*, equivocating to 600 very pasty white legs, at a cost of 12.1 million Mountain Dew cans.



Not only did *Forza 3* record audio samples on the dyno for each car, they attached straight pipes on every make for a "tuned" sound. Think Power Pages times 400.



Dan Greenawalt, Game Director, car enthusiast and resident PowerPoint 2007 rock star.

WITH OVER 400 CARS AND 100 TRACKS, THE LATEST IN THE FORZA FRANCHISE NOT ONLY PUSHES WHAT YOU THOUGHT THE XBOX 360 WAS CAPABLE OF, BUT YOUR PERCEPTIONS ON TUNING IN VIDEO GAMES



Chris Forsberg



Rhys Millen



Daijiro Yoshihara

Gaming consoles you currently own:
Xbox 360 and PS2.

Previous racing games played:
Gran Turismo 1 to 4, Forza 1 and 2, Need for Speed Underground 1 and 2, Pro Street.

How much of a gamer would you say you are?
I rarely play.

First video game ever played:
I don't remember what the game was, but it was on a Commodore 64.

How realistic would you say Forza 3 is?
From what I can tell, it's the most realistic racing simulator I've ever played.

How about drifting: how realistic was it? How hard was it to drift?
I've never drifted on a simulator before, so that was tricky. But I think more practice and tuning the car to my liking will make it more realistic.

Who would you want to tandem battle with, digitally?
Ryan Rogers.

Which track would you battle them on?
Deep Forest.

Should they add digital umbrella girls?
No.

Overall review/impression:
The game was surprisingly realistic. The amount of cars was amazing and the tracks, real and fantasy, were so detailed and realistic. I really enjoyed the "simplified menus" when navigating around the game. *Forza 3* is really focused on making a racing game for car guys.

Gaming consoles you currently own:
Playstation 2, Xbox, Wii.

Previous racing games played:
Rallisport Challenge, Dirt, Need for Speed, Forza.

How much of a gamer would you say you were?
I only game around the holidays.

First video game ever played:
I'm dating myself here, *Pong* on my black-and-white TV.

How realistic would you say Forza 3 is?
It has the most detailed overview of any game I've seen. The cars are hands-down impressive and there are a ton of them.

How about drifting: how realistic was it? How hard was it to drift?
I struggle with the connection between reality driving and gaming. Drift cars under these circumstances are even harder for me to control. I suck.

Who would you want to tandem battle with, digitally?

Any of the top guys. It would be cool to have all of our cars in the game as a pat on the back for what we've done for the sport.

Which track would you battle them on?
Seattle would be cool. Ebisu in Japan would be sweet, too.

Should they add digital umbrella girls?
Never say no to umbrella girls.

Overall review/impression:
The graphics are amazing and the attention to detail in both the tracks and the cars is unparalleled. Without a doubt, even if you're bad at playing games (like me), you'll enjoy the experience and challenges in this game.

Gaming consoles you currently own:
Xbox and PS3 (they both belong to my roommate, though).

Previous racing games played:
Grid.

How much of a gamer would you say you were?
I rarely play games.

First video game ever played:
Mario Brothers

How realistic would you say Forza 3 is?
I think *Forza 3* is one of the most realistic car games.

How about drifting: how realistic was it? How hard was it to drift?
Pretty close, but it wasn't easy to get used to. Steering in drifting is all about self-steering and it's hard to reproduce in the game. It's especially difficult with the regular controller. But other than that, it was pretty realistic.

Who would you want to tandem battle with, digitally?

Not anyone in particular. I'll battle anyone from FD.

Which track would you battle them on?
Irwindale Speedway.

Should they add digital umbrella girls?
Yes, that would be cool. And they should use actual umbrella girls.

Overall review/impression

My favorite car game is *Gran Turismo* because it's realistic, like a simulator. But *Forza 3* is very realistic as well, especially the graphics and sounds of the cars. Plus, it has a lot of online features. This will definitely be my favorite game when it comes out. 



FORZA 3 x IMPORT TUNER

If you've been reading *Import Tuner* lately, you know that ZNR's building an '09 Nissan 370Z project car. With a GReddy twin turbo kit, Volk G2 wheels, Sun Line Racing aero kit, Tein Monoflex coilovers, Project Mu big brakes and a bunch of other drool-inducing parts, it's going to be making its debut at SEMA and Super Lap Battle Finals at Buttonwillow. Cooler still, is the collab with *Forza 3*, where we are opening the design of the livery to the community as a contest. The winning design will then be applied on the car and featured in *Import Tuner*. Look for the 370Z at SEMA and check importtuner.com for more details.



HOBBY HORSE

BETTER THAN COLLECTING BASEBALL CARDS

TEXT BY COLIN RYAN
PHOTOS BY HENRY Z. DEKUYPER

Some things shouldn't be translated. Casablanca, for example, sounds romantic because of the black-and-white movie classic of that name, and exotic because it's a city in far-flung Morocco. "White house" doesn't quite have the same ring. Do-Luck also sounds esoteric. We know it's the brand name of some high-end aftermarket schwag from Japan. It's expensive, exclusive, well-made, and fits right. So calling it "my hobby" (which is what "do-luck" means) seems way too lame. It doesn't do justice to their operation. Nor does it adequately describe Gilbert Lustina's WRX project. Although spending three years and \$30,000 on a hobby is not unheard of—builds like these tend to be more labors of love, the realization of a vision.



At the tender age of 26, Lustina is no stranger to what has become a rare motor in the USA: the VW Corrado G60. The Corrado is one of the coolest VWs that never wore a GTI badge. The G60 was the 158hp supercharged version, last on sale stateside in 1993. A friend's father had one and that was all it took to introduce Lustina to the wonderful world of torque. He even bought his own G60 as soon as he could.

As the seasons passed, our friend from Bothell, WA, took the Pacific Northwest winters into account when renewing his wheels. Reliability and all-wheel drive seemed like good ideas, but he wasn't willing to give up

on forced induction. An '04 Subaru WRX, then, was a no-brainer. It was also the perfect platform for modding. Lustina wanted a daily driver that could provide some fun as well as visual impact. He decided a Do-Luck body kit had to be part of that equation.

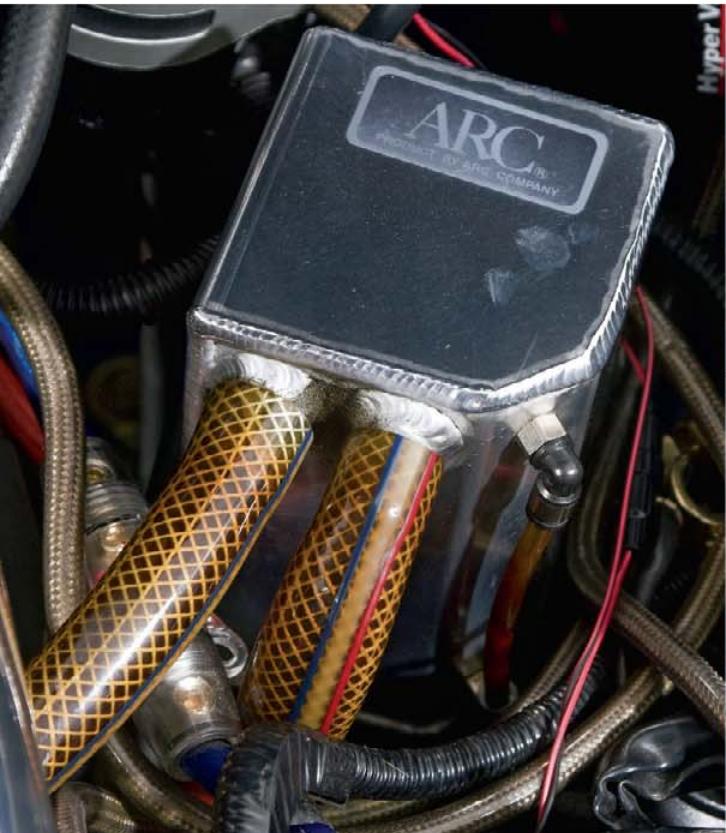
In the meantime, there was work to be done on the EJ20 engine. Because greater horsepower was the target, the stock turbocharger was upgraded to an IHI VF34 unit, with a boost controller, front-mount intercooler and associated plumbing coming from Turbo XS. Perrin is also the name on the up- and downpipes, while ARC is the logo on the blow-off valve. More air needs more fuel, and a Walbro 255lph pump and Power Enterprise 800cc/min injectors supply it in bulk. Once the fuel/air charge hits the chamber, it's detonated with NGK Iridium spark plugs, then an Espelir JGT500 exhaust hustles spent gases through its stainless steel system.

Snohomish is not some weird religious sect where even the women have beards and everyone goes around by horse and buggy. It's the town in Washington where Robert and Jayson Crisostomo tuned Lustina's WRX using a Turbo XS UTEC (user-tunable engine computer). While the factory ECU tends to mundane tasks—like hot and cold starts, A/C compensation, and closed-loop fuel control signals—the Turbo XS plug-and-play unit looks after ignition timing and the generally more sexy stuff that goes into making 341 hp at 5,600 rpm and 350 lb-ft of torque at 4,200 rpm.

However, it takes even more parts to make a daily-driven show car. Step forward Gates Racing timing, A/C and alternator belts; ARC titanium pulley cover, radiator shroud and oil catch can; Samco Sport hoses; Tein hood dampers, and an oil pan from a 2.5-liter STI. Respect and props to World One Performance for the engine, transmission, and suspension work.

Before we get to the suspension, though, we'd better stop off at the transmission, because it's never as simple as gaining more power and then driving off into the sunset—that could mash up a stock driveline. Lustina went for a cryogenically treated STI RA gearset, plus a clutch and flywheel from ACT.

If there's one thing Lustina's not afraid of, it's spending money on





IT'S NEVER AS SIMPLE AS GAINING MORE POWER
AND THEN DRIVING OFF INTO THE SUNSET—THAT
COULD MASH UP A STOCK DRIVELINE





LUSTINA WANTED A DAILY DRIVER THAT COULD PROVIDE SOME FUN AS WELL AS VISUAL IMPACT. HE DECIDED A DO-LUCK BODYKIT HAD TO BE PART OF THAT EQUATION



top-drawer Japanese products—not if a set of Zeal Function-D coilovers is anything to go by. Set 2.5 inches lower than the factory ride height, these Zeals are complemented by Perrin bushings and anti-roll bars, and a Cusco Type OS aluminum front strut brace.

The subject of pricey Japanese parts brings us back to Do-Luck. But since it took eight weeks for the aero kit to cross the Pacific, let's kill time by looking at the frankly beautiful Do-Luck Double Six 17x8.5 wheels with their +43mm offset at the front and +30mm offset at the rear. Clad in 245/40 Nitto Invo rubber, behind them are Brembo STI-model brake calipers with Project Mu slotted and drilled rotors, fed by StopTech stainless steel braided lines.

At last, our ship has docked. Coming out of the crates are a front bumper, side skirts and rear bumper fashioned from fiberglass, and a carbon fiber hood (with a serious scoop) and T2 rear wing. Attaching these pieces was handled by Alki Autobody. Obtaining this kit was the hardest part of the project, not least because paying for it involved putting in plenty of overtime at work.

Team Menace, in conjunction with S&P Designs, took care of the interior. This involved Bride Ergo II front seats and door panels, resplendent in red, along with blue STI carpeting. A custom dash houses an ATI gauge pod and a JDM STI instrument cluster, in front of which is a Sparco Lap 5 steering wheel coupled to an NRG quick-release adapter. A custom-made carbon fiber shift knob sits atop an STI lever, illuminated by under-dash lighting.

Also twinkling behind the car's 35-percent tinted glass are Defi-Link Meter BF amber red gauges and a Defi-Link Control Unit II, wired up by

Jayson Crisostomo. He also installed the Alpine Blackbird GPS unit, IW200 DVD player, two PDX 1.100 amplifiers and connected them to Boston Pro 60 6.5-inch speakers, Pro 40 4.5-inch speakers, an Alpine Type-R 10-inch subwoofer, and a Rockford Fosgate one-farad capacitor, using Streetwires cables and plugs throughout.

And so we leave Gilbert Lustina wowing the Bothell populace with his remarkably clean machine, strapped in place with a Takata harness and Sparco harness bar. He's even won a few prizes at local events, including best Subaru. And Lustina's still firmly on an all-wheel-drive kick—he's now considering a Nissan GT-R. Hey, everyone needs a hobby. **IC**



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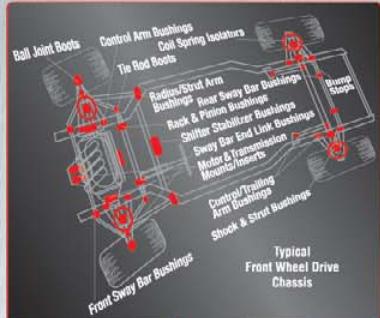
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'04 SUBARU IMPREZA WRX

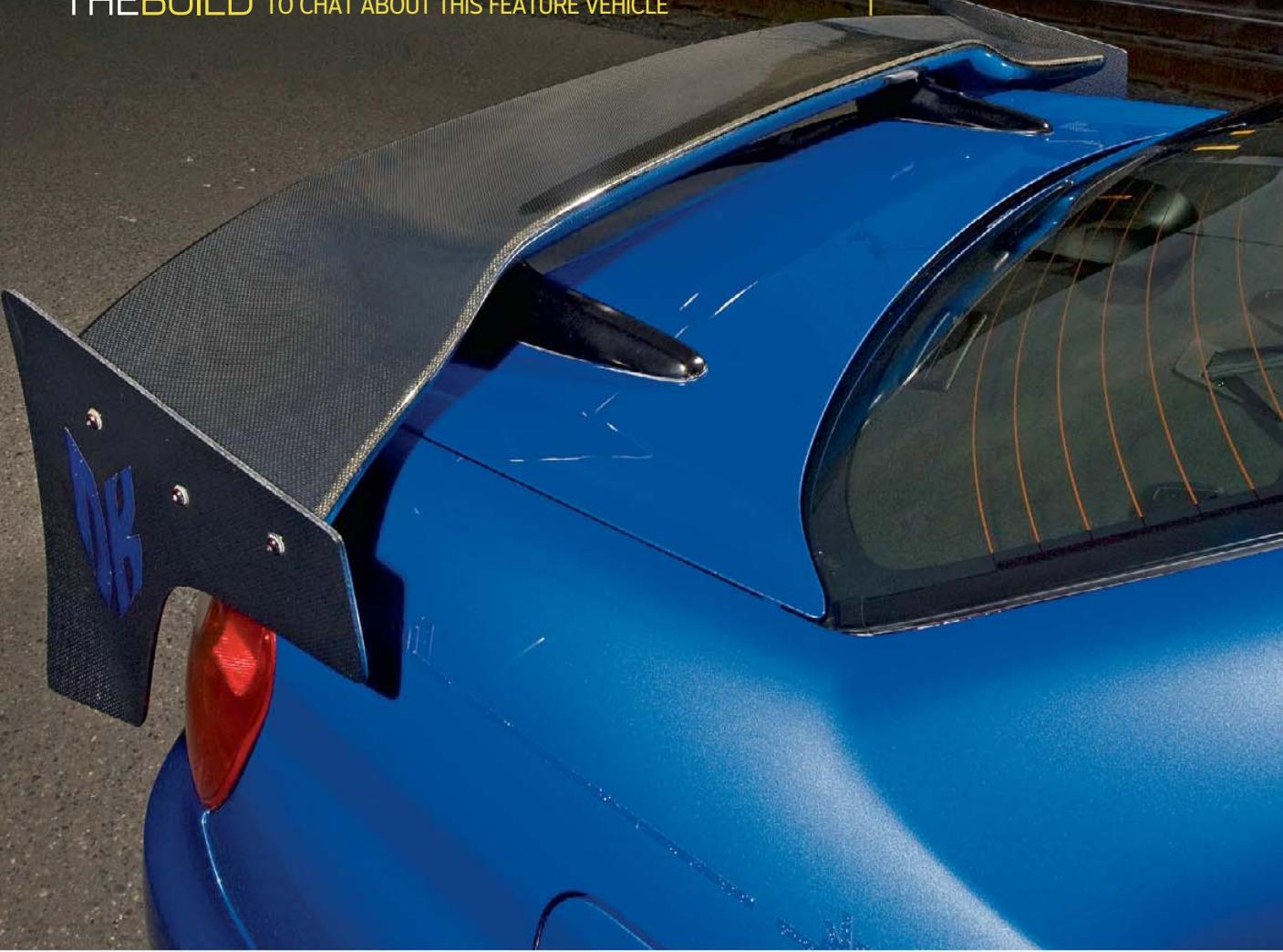
OUTPUT 341 whp @ 5,600 rpm**ENGINE** Perrin intake, up-pipe, downpipe; IHI VF34 turbocharger; Turbo XS V2 front-mount intercooler, boost controller, UTEC ECU; ARC blow-off valve, titanium pulley cover, radiator shroud, oil catch can; Walbro 255lph fuel pump; Power Enterprise 800cc/min fuel injectors; Gates Racing timing belt, A/C belt, alternator belt; NGK Iridium spark plugs; Subaru 2.5L STI oil pan; Espelir JGT500 exhaust; Samco Sport radiator hoses; Tein hood dampers**DRIVETRAIN** ACT Street/Strip clutch, Streetlite flywheel; STI RA cryo-treated gearset; Subaru STI shift lever**SUSPENSION** Zeal Function-D coilovers; Perrin 22mm front anti-roll bar, 25mm rear anti-roll bar, bushings; Cusco Type OS front strut tower brace**WHEELS/TIRES** Do-Luck Double Six 17x8.5 wheels (+43mm offset front, +30mm offset rear), Nitto Invo 245/40-17 tires**BRAKES** Brembo STI calipers; Project Mu rotors; StopTech stainless steel braided lines**EXTERIOR** Do-Luck front bumper, side skirts, rear bumper, carbon fiber hood, air scoop, T2 rear wing; Hella lighting**INTERIOR** Bride Ergo II front seats, door panels; Sparco Lap 5 steering wheel, harness bar; NRG quick release steering wheel hub; Takata harness; Subaru STI rear seats, blue carpet, JDM instrument cluster; ATI gauge pod; Defi-Link Meter BF gauges (amber red), Link Control Unit II; Alpine Blackbird GPS, PDX 1.1000 amplifiers (x2), IW200 DVD player, Type-R 10-inch subwoofer; Boston Pro 60 6.5-inch speakers, Pro 40 4.5-inch speakers; Rockford Fosgate one-farad capacitor; Streetwires cables and connectors; custom-made dash, under-dash lighting, carbon fiber shift knob**GRATITUDE** Donn Dupaya at Team Menace; Mike Huff at S&P Design; Sarmiento brothers Bryan at High End Performance; Thanh and Tuan at Stage; Keoni Jay; Alki Autobody; Terrence Ng at Nitto Tires; Import Tuner

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F-SPORT EQUIPPED **LEXUS** **IS250**



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Try as we might, most of us don't have the coinage to purchase a \$56,000 IS F. But that hasn't stopped Lexus from making our dreams come true. Taking note from the aftermarket tuning scene, Lexus birthed a line of F-Sport products designed to improve power, handling and braking, as well as aesthetics accessories to sharpen up its entry-level sedan. The masterminds behind F-Sport crafted each component with performance in mind; stringent testing of each product on and off the track guarantees their consumers are getting the best bang for their buck. The F-Sport accessory line, specifically geared for the performance-minded customer to fit the IS 250, IS 250 AWD and IS 350 sedans, was developed by Lexus USA and engineered by Toyota Racing Development (TRD) to allow the owner to personalize their car's performance to best match their needs and budget.

Marketed as an affordable, tuner-friendly sedan, the Lexus IS 250 has mass appeal to a maturing audience that's looking to graduate from their Civics and Integras into a more luxurious ride. Yet, many of today's youth are weary of purchasing a Lexus, due to its fade-prone brakes, lethargic handling and lack of power. Fortunately, Lexus F-Sport accessories address those shortcomings. And you'll be glad to know that—unlike many aftermarket parts that will void your warranty faster than you can say "Lexus"—F-Sport accessories are fully warranted for 12 months when installed by an authorized Lexus dealer, or for the balance of the new car warranty, whichever is greater.

Putting Lexus and their F-Sport products to the test, we arranged to compare a stock IS 250 with one outfitted with the entire F-Sport package (our March '09 Power Pages test subject) both on streets and through the local canyons, with former *Sport Compact Car* editor Andy Hope behind the wheel. According to Lexus track data, a fully equipped F-Sport IS 250 ran an average of three seconds faster per lap at Willow Springs' Streets of Willow circuit than a stock version (79.08 seconds for the stock IS 250, versus 76.15 seconds for the F-Sport-equipped machine)—impressive numbers for a car that still retains its factory warranty and the ability to turn heads while cruising the streets. Would ours fare as well? Beginning with a trip to Lexus/TRD headquarters in Torrance, CA, for the authorized install, we would soon find out.

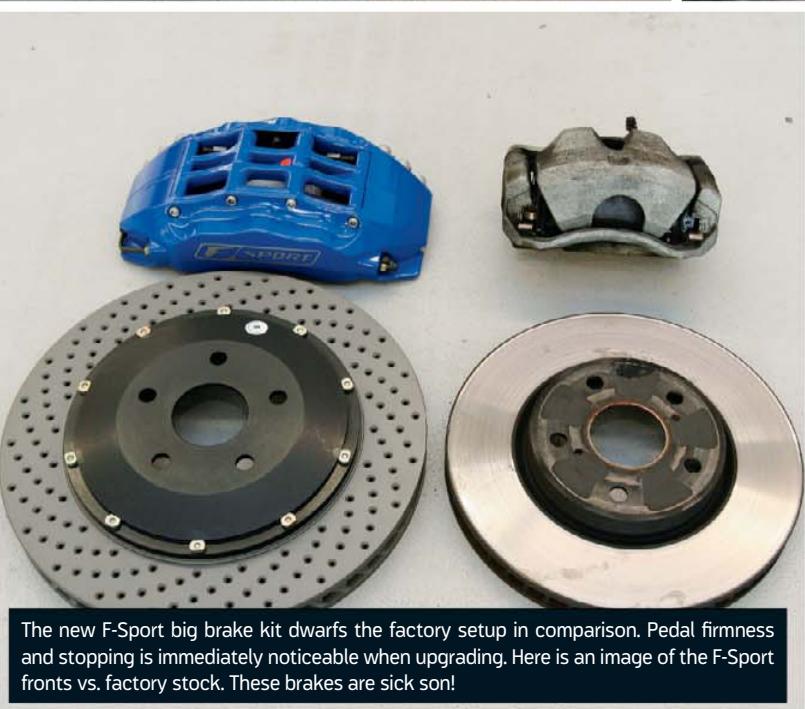
TECHKNOWLEDGE: F-SPORT EQUIPPED IS250

In collaboration with Bilstein, F-Sport developed a mono-tube shock through rigorous testing on the circuit to offer an increase in vehicle stability through the turns without sacrificing ride quality.

The IS 250 is lowered on F-Sport springs by one inch at all four corners to improve the vehicle's center of gravity, while the increased spring rates deliver added control through the turns.



To combat the IS 250's factory body roll, Lexus supplied it with an F-Sport 28.6mm chromoly sway bar, increasing stiffness by 46.6 percent over stock. A larger-diameter 19mm steel sway bar for the rear also increases stiffness by 6.3 percent.



The new F-Sport big brake kit dwarfs the factory setup in comparison. Pedal firmness and stopping is immediately noticeable when upgrading. Here is an image of the F-Sport fronts vs. factory stock. These brakes are sick son!



F-Sport offers a big brake upgrade featuring six-piston fixed calipers and 355mm, two-piece, drilled cast-iron rotors with aluminum center hats. Braided stainless-steel brake lines and performance brake pads are also included, and the upgrade can be used with stock or F-Sport rear brakes.



The rear brake upgrade requires trimming of the factory dust shield to clear the four-piston calipers and 345mm, two-piece, drilled cast-iron rotors.

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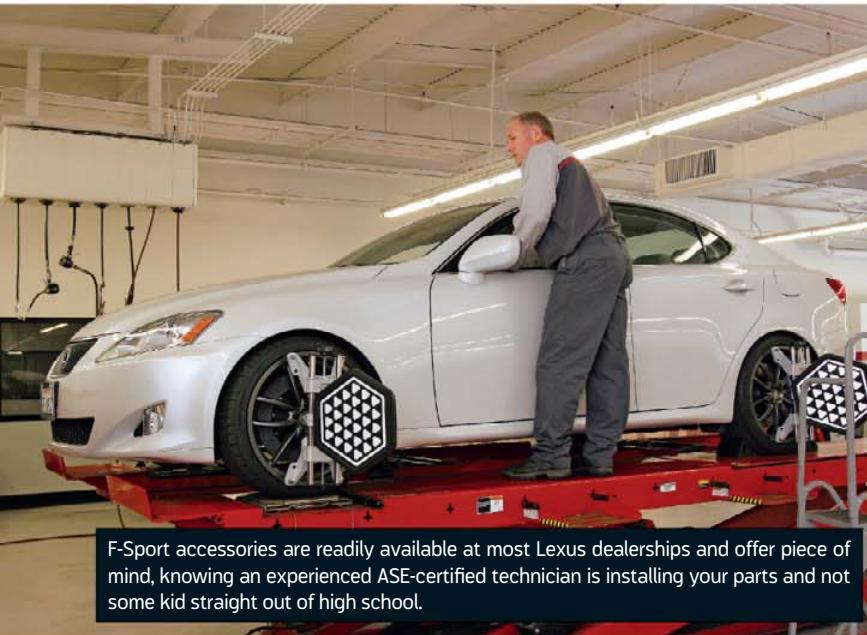
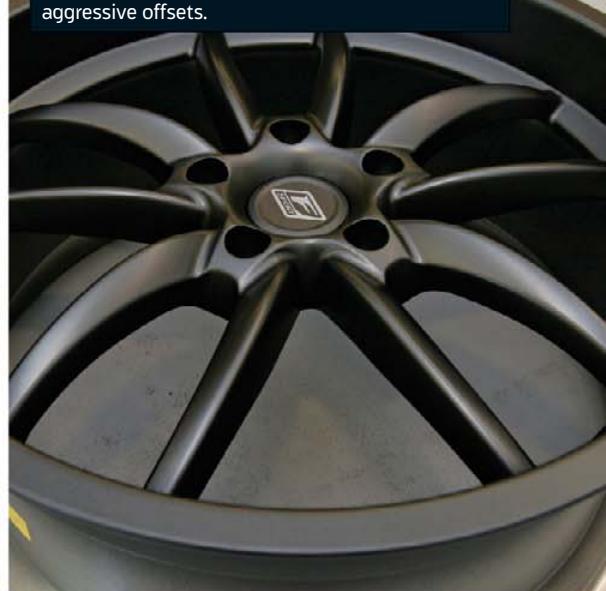
Chassis rigidity is improved using an F-Sport rear chassis member brace. The X-framed brace is engineered with reinforcement gussets to help stabilize the rear chassis and suspension mounting points to minimize flex during hard driving.

The sloppy, factory six-speed gear shifter is replaced by a billet aluminum F-Sport quick shift. By replacing the factory shifter, gear selection was noticeably crisper and throw was reduced by 35 percent to aid in quicker shifts.



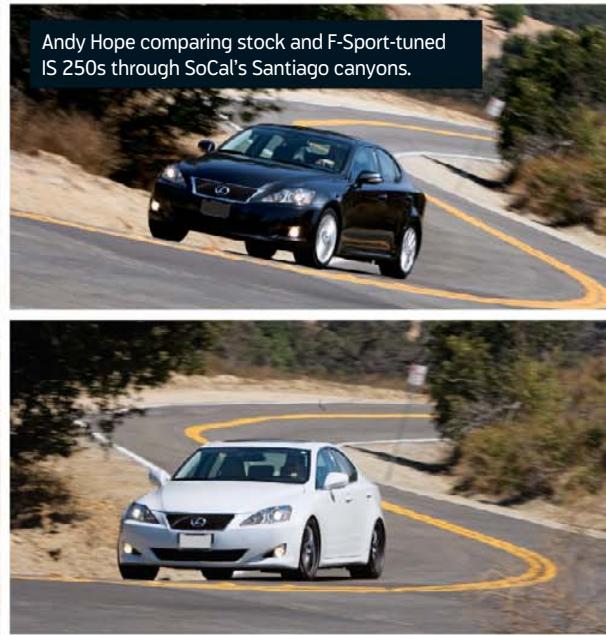
F-Sport's stronger, more lightweight forged wheels are wrapped in a set of Michelin Pilot Sport tires for enhanced performance.

The F-Sport forged aluminum wheels play an integral part in offering the IS 250 a sportier appearance, thank in part to their dark graphite finish and aggressive offsets.



F-Sport accessories are readily available at most Lexus dealerships and offer piece of mind, knowing an experienced ASE-certified technician is installing your parts and not some kid straight out of high school.

Andy Hope comparing stock and F-Sport-tuned IS 250s through SoCal's Santiago canyons.



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DRIVING IMPRESSIONS BY ANDY HOPE

When you're accustomed to riding in a lowered car with a modified exhaust, driving a stock Lexus just feels unnatural. Don't get me wrong—the stock IS250 that we borrowed for this comparison was a really nice car. It was smooth and quiet. It had leather seats, A/C, a quality sound system, and every other imaginable amenity, yet I felt uncomfortable behind the wheel. It was as if I'd borrowed my mom's car and I'd be banned from burrito night at the Hope's house if I scratched it.

Despite my attempts to drive with caution, as soon as I merged onto the freeway, I drove straight up someone's ass in the fast lane. The rings around the speedometer switched from orange to red as the needle swept passed 80 mph. I could have sworn we were only doing 50. The silence of the

THE F-SPORT COMPONENTS REALLY WAKE UP THE CAR

cabin had thrown my sense of speed all out of whack, and it didn't get any better once we got to the canyons. The uphill sections were fun; the tires would let out a hearty squeal before sliding too much. However, coming down the mountain was sketchy. Trail-braking in the corners would initiate a lot of brake dive and body roll. It was hard to feel when the back end was going to break loose, and I didn't care to find out what it would be like when it did. In stock form, I'd recommend leaving the traction control on and turning to the center console for entertainment.

The F-Sport components really wake up the car. One blip of the throttle and I felt right at home. With the windows down, the growl of the high-compression V-6 was fantastic.

There was no more need for a tach; she lets you know when it's time to shift. The increased traction from the larger and stickier tires was also welcome. But it was the suspension that I liked best. The stiffer springs, dampers, and sway bars not only helped keep the tires planted, but also increased feedback through the steering wheel, seat, and even the brake pedal. While going uphill, the oversized rear tires would only step out when provoked by violent footwork. And when coming down, the resistance in the steering kept me apprised of available traction, making it easy to balance cornering and braking forces.

The ride quality of the F-Sport car didn't feel that much different from stock as we commuted back into the city. This is mostly due to the progressive-rate springs that don't really stiffen up until you lean on them, and dampers that have mild high-speed valving. The exhaust isn't even that intrusive with the windows up. However, on the outside it certainly makes your presence known. If we could have more of anything, it would be power. The axle-back exhaust sounds wicked, but the car is more likely to break the necks of its admirers than its occupants. Still, the designers at Lexus have come up with a really tempting assortment of upgrades that work really well together. We'll resist the calling of boost...at least until the warranty expires, anyway.

Former Honda Challenge champion and senior editor of Sport Compact Car magazine (bless her track-loving soul), Andy Hope is a NASA instructor turned part-time ZNR driving stooge. 

2008 F-SPORT EQUIPPED LEXUS IS 250

ENGINE: F-SPORT INTAKE, AXLE-BACK EXHAUST
DRIVETRAIN: F-SPORT SHORT SHIFTER
SUSPENSION (FRONT): F-SPORT/BILSTEIN SHOCKS, SPRINGS (25 MM LOWER, 268-377 POUNDS PER SQUARE-INCH PROGRESSIVE RATE), 28.6MM HOLLOW ANTI-SWAY BARS
SUSPENSION (REAR): F-SPORT/BILSTEIN SHOCKS, SPRINGS (19 MM LOWER, 228-399 POUNDS PER-SQUARE-INCH PROGRESSIVE RATE), 19MM SOLID ANTI-SWAY BAR, UNDER CHASSIS BRACE
BRAKES (FRONT): F-SPORT SIX-PISTON FORGED ALUMINUM CALIPERS, 355MM DIAMETER CROSS-DRILLED TWO-PIECE ROTORS
BRAKES (REAR): F-SPORT FOUR-PISTON FORGED ALUMINUM CALIPERS, 345MM DIAMETER CROSS-DRILLED TWO-PIECE ROTORS
WHEELS: F-SPORT FORGED ALUMINUM WHEELS (19X8 FRONT, 19X9 REAR)
TIRES: MICHELIN PILOT SPORT TIRES (225/35/ZR19 FRONT, 255/35/ZR19 REAR)



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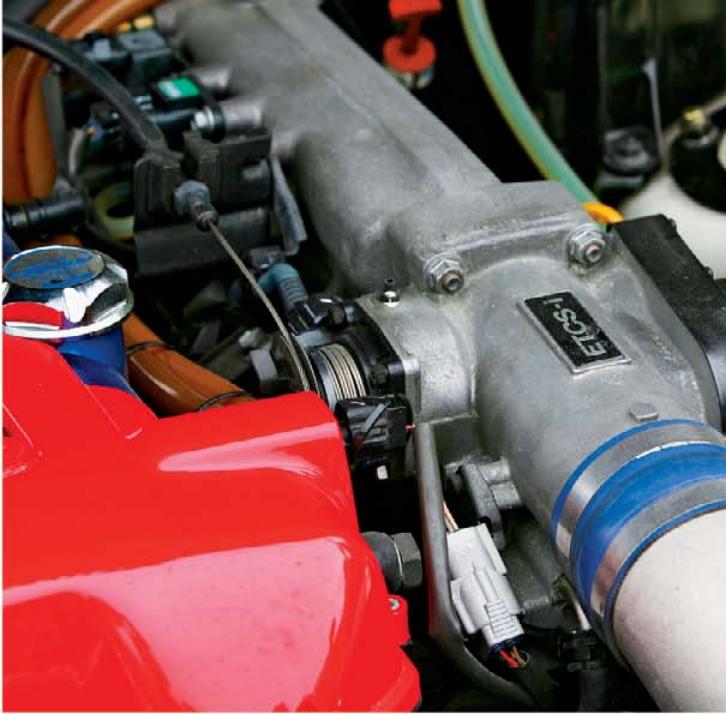
ON THE TRACK
OR ON THE
STREETS, WE
WOULDN'T
HAVE IT ANY
OTHER WAY

TEXT AND PHOTOS BY:
DINO DALLE CARBONARE

Individuality is very important for those who wish to stand apart from the crowd. It's something that's all but required of public figures, doubly so for any who achieve such status by driving race cars that need to appear as loud, confident and intimidating as their drivers. It's by this quality that Manabu "Max" Orido has become one of the most recognizable Japanese racing drivers of modern times. Despite his respectable repertoire of driving everything from Super GT and Super Taikyu, to NASCAR and the 24 Hours of Le Mans, Orido owes this fame to his passion for drifting, and cars like his wildly modified D1GP Toyota Soarer and Aristo you've seen in *Hot Version* and *Best Motoring* videos and magazines like this one for years. And for those of you who think Max's stand-out persona and lust for boosted Toyota JZ muscle is just an act, we take you into his personal life this month, to peek at this Ridox JZX161 Toyota Aristo—his daily driver.

DRIVING EVERYTHING FROM SUPER GT AND SUPER TAIKYU, TO NASCAR AND THE 24 HOURS OF LE MANS, ORIDO OWES HIS FAME TO HIS PASSION FOR DRIFTING





Max was a bit surprised when—standing at his doorstep, where so many had stood before and asked to shoot his race cars—we asked to shoot his daily. “It’s . . . nothing special,” he said in disbelief. Driving Super GT cars for a living can have that effect on a man. Orido-san teamed up with body kit maker Varis to create the stunning Ridox kit fitted to the JZX161. The idea was to come up with something fresh and modern that would integrate certain features of GT racing into a street-going machine. Up front, the bumper sports a clean and uncluttered design with an aggressive double opening in the center and an integrated carbon spoiler. A strip of chrome runs around the top section, adding a touch of elegance to the Aristo’s front end. The standard Toyota grille has been replaced with one from an imported (USDM) Lexus GS, giving that all-important “import” feel the Japanese love. More carbon is used to create the aero hood, which has been designed to expel hot air from the engine bay. To help give a more prominent stance, the fenders are also Ridox-designed parts, featuring a wider and more aggressive contour and full carbon fiber construction. The side skirts continue the carbon theme and sport a more angular and aerodynamic design, especially towards the rear, to promote better airflow over the wheels. The lower section of the rear bumper has been redesigned with an integrated oval carbon section, from which the exhaust pops out, despite the bumper having been cut for a dual system. Completing the Ridox conversion is the small trunk spoiler, held in place by carbon wing stays.

Orido-san came up with his own custom chameleon color for this car, something that would emphasize the lines of the body and look like nothing else out there. The result is a stunning metallic blue that shifts from turquoise to purple, depending on angle of view. To highlight its carbon armor, a thin strip on top of the hood and fenders was left unpainted, only covered by clear coat. The same was done to the lower portion of the side skirts, matching the carbon detailing on the front and rear bumpers. To dress things up a little, chrome door handles join that thin strip of chrome that makes its way all around the car. LED taillights and aftermarket front projectors are a nice touch, bringing the JZX161 in line with more modern cars. The showy 20-inch Weds Maverick 110Ss match the “sporty VIP” feel of the Aristo well, and are wrapped in Continental ContiSportContact 2 tires.

In case you might be thinking this is all flare, popping the lightened hood reveals the 2JZ-GTE that came standard in Japan’s V300 Vertex Edition Aristo. Lucky bastards. Orido explains that the engine hasn’t been touched; it’s strong enough to take a “slight” power boost on its own. Which, to a career race car driver, must mean nearly tripling its power, because Max’s HKS T04Z single-turbo conversion is good for just over 600 hp. To





A “SLIGHT” POWER BOOST, TO A CAREER RACE CAR DRIVER, MUST MEAN NEARLY TRIPPLING A CAR’S POWER, BECAUSE MAX’S HKS T04Z SINGLE-TURBO CONVERSION IS GOOD FOR OVER 600 HP



support the higher boost, the fueling was beefed up with a Sard high-flow fuel pump and upgraded injectors. The T04Z breathes through custom plumbing and dumps spent gasses through a custom downpipe, Sard catalyst and that straight-through custom center-exit exhaust. Boost is relegated by the external HKS wastegate and EVC boost controller. Full Trust piping was installed, along with the Trust intercooler that exchanges heat with an increased flow of incoming air, thanks to the Ridox front bumper’s gaping inlet. And you thought that was all for show! Prepping the car for impromptu drift battles are a pair of Trust oil coolers and a thick Sard radiator. Engine management is a venerable HKS F-Con V Pro, custom-mapped for mid-range torque and fuel economy. Seeing as how Orido drives this beast almost daily through hectic Tokyo traffic, he decided to keep its factory automatic transmission in place, and upgraded it with a Sard Sport A/T Pro kit, eliminating slip and increasing response for performance driving. And in keeping with the oil coolers, a Kaaz LSD was thrown in for the occasional slide.

A soon-to-be-released Ridox suspension takes care of lowering the car as well as offering greater handling. Control arms were left untouched, but the braking was something Orido addressed with Project Mu six-piston slim calipers up front, mated to four-piston items at the rear. Curiously enough, the rear calipers use four small pads—one for each piston, a design that is supposed to make better use of pad material. Two-piece floating discs and stainless lines are further fitted to each corner, all from Project Mu.

Like its stateside Lexus GS counterpart, the JDM JZX161 Aristo features an interior design that simply refuses to get old. However, Orido wanted to spice things up a little, starting with the Bride Stradia II carbon-Kevlar reclinable buckets. Maybe they make him feel more at home during the daily commute. Fitted onto a quick-release boss is the Orido-style Nardi steering wheel, one of the hottest-selling parts in the Ridox catalogue. A top-of-the-line Eclipse hard-disc navi unit was installed, and below it, we noticed something peculiar about the center transmission tunnel—the curious-looking lever coming out at an angle. It’s a custom foot-to-hand emergency brake conversion that was done to help Orido-san initiate drifts with the automatic transmission.

If Max’s personal Aristo reminds you at all of his current D1GP drift machine, it should—it was built to be a de-tuned, more luxurious replica of it. The same Ridox kit appears on both cars, and power output is roughly identical. What might come as even more of a shock is that Max designed the kit himself to, in his words, “Prove the people how Orido style translate.” We get it. 

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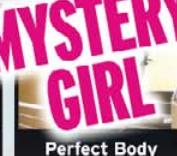
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'99 LEXUS ARISTO

OUTPUT

600 hp

ENGINE

2JZ-GTE; HKS T04Z turbo, stainless turbo manifold, external wastegate, Super Power Flow filter, F-Con V Pro; Trust front-mount intercooler, piping, oil cooler (x2); Sard radiator, catalytic converter, fuel-pressure regulator, fuel pump, 700cc injectors; custom oil catch can

DRIVETRAIN

Sard Sports A/T Pro kit; Kaaz limited-slip differential

SUSPENSION

Ridox adjustable coilovers

WHEELS/TIRES

Weds Maverick 110S MPB wheels (20x9.5 front, 20x10 rear); Continental ContiSportContact 2 tires (245/30-20 front, 275/30-20 rear)

BRAKES

Project Mu six-piston calipers and two-piece rotors (front), four-piston calipers and two-piece rotors (rear), brake pads, stainless steel lines

EXTERIOR

Ridox front bumper with integrated carbon fiber lip spoiler, carbon aero hood, front fenders, side skirts, rear bumper, trunk spoiler, chrome door handles, LED taillights; Makino Factory HID kit, projector headlights

INTERIOR

Nardi Orido Style leather steering wheel with quick-release boss; Bide Stradia II carbon-Kevlar reclinable seats, low-mount seat rails; custom foot-hand brake conversion

ELECTRONICS

HKS EVC boost controller, fuel gauge; Maruhama radar detector; Eclipse AVN777HD navigation head unit

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"DRIFTING ISN'T REAL RACING."

R. PETT



DRIFT VS DRAG

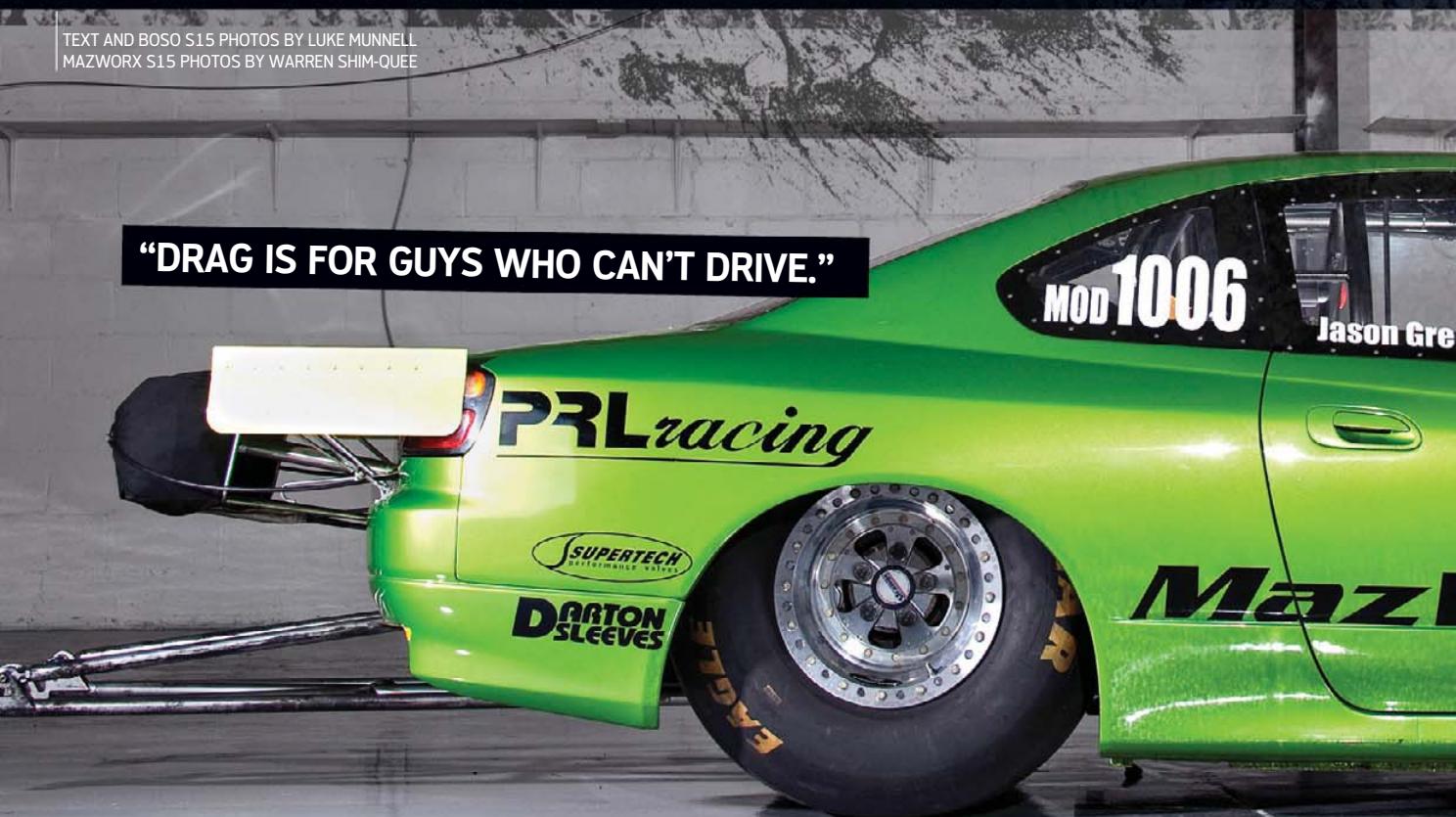
THE RIVALRY RAGES ON, BUT THESE CARS' PRIVATEER OWNERS COULDN'T CARE LESS. THEY'RE AFTER THE SAME THING—TOTAL DOMINATION.

TEXT AND BOSO S15 PHOTOS BY LUKE MUNNELL
MAZWORX S15 PHOTOS BY WARREN SHIM-QUEE

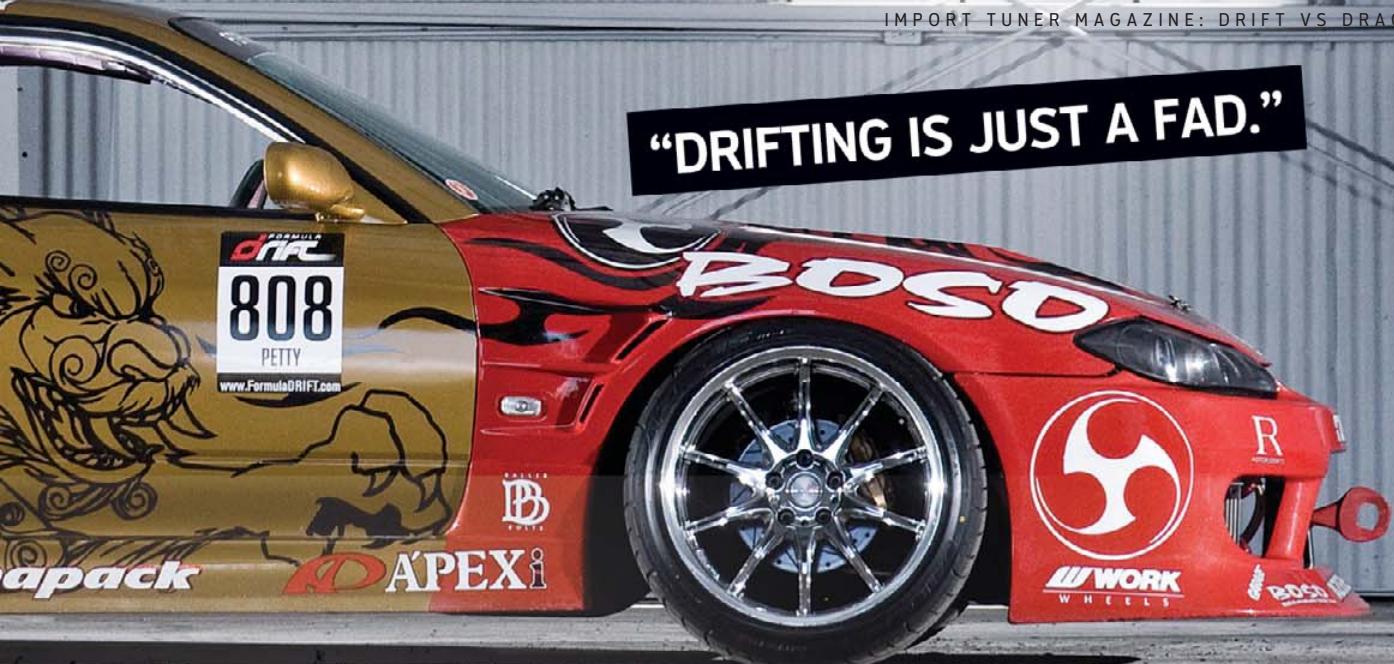
"DRAG IS FOR GUYS WHO CAN'T DRIVE."

MOD 1006

Jason Gre



“DRIFTING IS JUST A FAD.”



We've all heard the arguments. Fans of drag racing will shout that theirs was here first—that it's the quintessential form of racing: a no-bullshit, *mano-a-mano* power contest with the clock as the judge. Those of drifting, that drag racing is narrow-minded and boring; drifting is more creative, interesting, and has more character. We're not taking sides. It's all one big shit storm that we'd rather not get caught in, and after a close look at these two S15 Silvias, a baseless one. Love or hate what either car was built for, the quality, craftsmanship and capabilities of each are worth a kidney from any one of us. One car churns out 1,400 hp at 11K rpm, and blasts 7.2-second quarter-mile passes. The other has bested the likes of Yamanaka, Takatori, and Verdier in competition, and has prompted drivers of big-budget, V-8-powered drift machines to re-think the potency of the modified four-cylinder street car that just took them out.

So, you can argue amongst yourselves, or take cues from what's presented here and begin achieving your own goals. Contrary to the popular adage, good things don't come to those who wait; they come to those who act. Take a lesson from two people for whom action is a way of life.

“DRAG IS DEAD.”



DRIFT BOSO S15

Ross Petty was raised in Okinawa, Japan. His childhood days were spent the same as any Okinawa youth: studying, playing sports, or diving for *tako* and *meata* fish in Okinawa's Zampa bay; and later, in his early teen years, the same as any Okinawa adolescent: surfing, wreaking havoc on the general citizenry, wrenching on cars with the older guys by day, and causing trouble with them by night. "None of us had money to pay people to fix our cars," Ross explains, "so everyone worked on their own." And with that came the instinctual urge for performance, felt by anyone who's ever discovered the benefits of turning a wrench.

Built Skylines and Supras ran the streets of Okinawa in Ross' younger years. Drag racing was popular, and also expensive, regimented and structured. Drifting, like other activities Ross and his crew occupied their time with, was the antithesis of those qualities. "It was just part of the culture I was into," he recalls, "like surfing or skating. We built our cars for fun and never took them too seriously." While the draggers pounded the streets at night, looking for a fight, Ross' crew congregated in the canyons or at the docks. Ask, and he'll talk at length about the Aja dock sessions: massive circuits defined by buildings, shipping containers and spectators' cars; over a hundred cars on hand at any given night; 20-car tandem drifts with no beginning or end—cars simply jumped in and out of line when they got the chance, or became new additions to the course when things went wrong. Guys would bring their girls, girls would bring their friends, and as Ross explains it, there was nothing structured or official about it—no judged competition, no rules. Drivers would push each other and their cars to be better, then kick back and become part of the crowd when they were done. "It was total freedom," explains Ross. A lot of what they were doing was illegal, but in contrast to street racing, "No one really cared," he says, "Nothing ever got out of hand. They were happy as long as we stayed out of everyone else's way."

It was in the midst of this underground lifestyle that Ross first met Michiya Kohoribata, owner of a salvage yard in Itoman, supplier to the underground Okinawa drift scene, and as Ross puts it, "the craziest, most underground, ghetto, JDM drift samurai alive!" When Ross was 15, Michiya taught him to drift FWD cars, to learn the importance of hand-brake technique and car control. Two years later, after Ross wrecked his friend's CRX, Michiya-san helped him build his first RWD car—a CA18-powered 180SX—that they took through the *touges* and to the docks at night. "When he's on-point, Michiya-san is one of the best drivers out there," Ross says bluntly, "but he's crazy reckless. He falls asleep behind the wheel all the time." He laughs, "I saw him fall asleep merging onto a freeway once."

At 18, Ross decided to leave Okinawa for the tropical green of Hawaii, abuzz with killer surf, friendly "locs", and the Falken Tire-backed competitive drift series Drift Sessions. Ross's first Hawaii car was a comparatively underpowered USDM 240SX, but his miles in the Okinawa underground gave him experience the competition lacked. He won Drift Sessions seven times in a row. Victory led to a sponsorship with Falken, and

IF ROSS' S15 LOOKS MORE PROFESSIONAL DRIFT CAR, TO DRIFT IN RHD STREET



The exterior of a properly built drift car puts character, creativity and individuality first. The Boso S15's "rasta-themed" colorway was added as a tribute to the Rastafarian lifestyle of shared communal living and individual freedom—regardless of reigning social standards, laws, or public opinion. It's a maxim that's shared by Japan's *Bosozoku*, and one that translates to every facet of the car's build. From stock to how you see it here, every modification was handled at Garage Boso, either by owners Ross Petty and Frank Siharath, or with the help of close friends.

after polishing his skills at local spots like Tantius and Triangles, he won Signal Auto's Drift Challenge in '00, along with an opportunity to travel the mainland and represent his sponsors in the newly formed Formula Drift series.

Fast forward a few years and drifting had become a world-wide phenomenon. Japan's D1GP began hosting competitions in the U.S., alongside Formula D, NOPI Drift and other series, and drifters from all camps participated in exhibitions abroad during the off-season. It was during the World Drift Series' third event in China that Ross first crossed paths with Frank Siharath: tuner, fabricator and owner of Racetune in Hayward, CA. The two got to talking one night—over some Heinekens and Chivas—about rolling out a joint effort in SoCal. It was the light-up of Garage Boso, and their first order of business was the up-keep of Ross' 240SX competition car, which led to taking on other cars in the Falken stable, and later, those from A'pexi, Signal and the general public.

When Michiya-san made a surprise trip to the States in 2006 for D1GP Finals at Irwindale, Ross lent him his 240SX during a practice session, so the *sensei* could renew his competition license—a safe bet with any seasoned drifter, except for, maybe, Michiya-san. Ross' car was returned to him totaled, but with a promise of a better one to come. A year later, just as wishful thinking began to fade, a cargo container arrived at the Garage Boso facility in Gardena, CA, carrying a stripped-down, white, S15 Silvia, along with a note from Michiya-san: "Better luck this time!"

LIKE A STREET CAR THAN A THAT'S THE IDEA. "I LEARNED CARS," HE EXPLAINS



The Boso S15 rolls Work wheels—18x10-inch XSA-03Cs on the track, and 19x10s off. A'pexi N1 Evolution Drift Damper coilovers keep the beast aloft, but behind them, things get even more interesting. An S14 differential replaces the S15 unit, stuffed with custom-machined Skyline R33 gearing, an R33-spec Kaaz LSD and R33 GT-R axles. R33 rear brakes are also used, for their own drum-and-shoe setup for the hand brake that remains separate from the discs and calipers actuated by the brake pedal—great for hand-brake initiations, especially once fitted with high-friction Project Mu shoes.

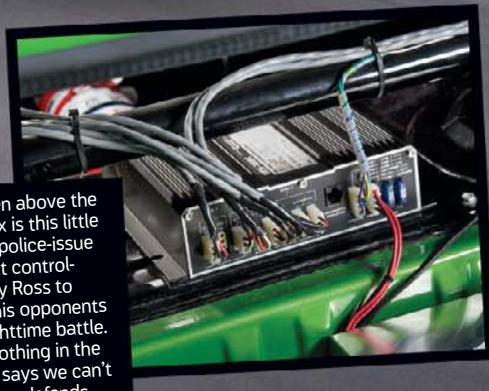
If Ross' interior looks more like a street car's than a professional race car's, that's the idea. "I learned to car to resemble the cars you'd see drifting the streets of Okinawa or Osaka," he explains, "so we built this a full rollcage, but this S15 sports one that fits flush against the factory door panels and roof liner. With doors closed, the only visible part of it is the dimple-die up front, added for structural rigidity. The stereo works, too—there's nothing wrong with bumping a little Israel. Vibration in the grid, is there?"



Just the basics in the trunk: a box for the Optima battery and "bash bar" reinforcement from the rollcage, designed to safeguard the chassis from collision—the brainchild of Dan Ruelas, lead fabricator and long-time friend of Ross, whose handiwork is behind nearly every cut and weld on the car. No need for a fuel cell—Ross' S15 uses a stock R34 GT-R in-tank fuel pump, which supplies plenty of fuel for his needs. That 1,400 hp drag car on the next page, however, might need something bigger.



Semi-hidden above the battery box is this little number: a police-issue strobe light controller, used by Ross to disorient his opponents during nighttime battle. "There's nothing in the rules that says we can't use it," Ross defends, "Plus, the fans love it!"



DRAG MAZWORX S15

A rural, southwestern Pennsylvania native, Pat Linn—owner of PRL Racing and this Mazworx-backed S15 Pro Mod-class dragger—got into the import scene about as far from it as anyone could. Whereas SoCal's Asian-American pop culture rightly gets the nod for sparking import enthusiasm's mainstream blow-up, to hardcore enthusiasts of every demographic, it was always about making cheap cars faster than expensive ones, small engines more powerful than big ones, and playing that underdog card for all it was worth. "When we first started making imports fast around here," explains Pat, "No one saw it coming." Before he knew it, he was hooked on the imports' unsuspecting power, and the respect—and coin—their element of surprise earned on the streets. He built, raced and sold several cars in his first few years, and soon found himself signing papers on his first Nissan 240SX. "I actually wanted to build it for drifting," he explains. "But once the SR swap and turbo upgrade were finished, I changed my mind."

Trends will come and go among the various sects of automotive enthusiasm, but straight-line acceleration will always be the most widely upheld statute for judging dominance, and the streets will always be the most easily accessible courtroom. Pat's S13 was stock bodied, primer-clad and street-driven, and he was covering his engine-building expenses by embarrassing Supras, blown V-8s and modified Ferraris on the

streets. "Everyone raced me. No one was afraid of that car," he laughs, "It was too easy!" Working with Latrobe, PA-based Hybridynamics, Pat, Denis Howell and lead builder Jason Greenawalt tuned his S13 coupe to make 579 whp on stock internals—a record that Pat drove the car 1,200 miles to NOPI Nationals to set, and one that still stands to this day. "We hit 630 whp with it once, when its wastegate hose blew off on the dyno," Pat clarifies, "but I don't count that one."

As the car's reputation caught on, the decision was eventually made to form PRL Racing, and to prep the car for NHRA Sport RWD and NOPI's NDRA Turbo Sport competition. The following year saw Jason pilot the S13 to consistent 9.3-second passes, regularly beating every opponent save for one, and earning a Wally in Indianapolis in 2007. The only remaining competitor: Orlando-based Mazworx front-man Mark Mazurowski and his 9.2-second S14. "Our cars were breaking parts every round," Pat explains, "and we were getting bored only battling each other." He transferred his S13 to PA drag racer Levi Stanley, and got started building a Pro-class car.

At the time, post-merger NHRA/NDRA judging criteria favored Pro Mod racers who ran with four-cylinder engines. And in Pat's eyes, the best four-cylinder, RWD car in recent production was the Nissan S15 Silvia—one he knew could compete with turbo-six platforms with the right build. Former foe Mark was also looking to get behind the build of a Pro-class car, and agreed that once Pat tracked down a platform, he would volunteer chassis fabrication and tuning. It gets better: "The only legal, registered S15 I found in the state was a yellow show car that Nitrous Express built and gave away at SEMA in 2006," Pat explains. It seems the thought of cutting up a sissy show car was just too good for the crew to pass up.

In case you're thinking scrapping 90 percent of a show car to make a Pro-class dragger is a waste, don't. "The kid who won the car sold it



ACTUAL POWER NUMBERS AREN'T KNOWN, SINCE THE CAR'S MAXED OUT EVERY DYNOMETER IT'S BEEN ON

almost immediately," explains Pat, "Everything on it was still brand new. We were able to part out what we didn't need and get most of our money back." It was like getting a legal, S15 chassis for free.

The conversion took six months, but testing and tuning took a bit longer. The crew did most of the tuning on-track—since they were maxing out their dyno—which meant dialing in the chassis had to come first; alignment problems at 180 mph aren't fun. Three months later, the car was running consistent 7.3-second passes and posting 185 mph trap speeds with room to grow. But then, the unthinkable: NOPI went bust, and the Pro Mod class—along with most of import drag racing—went with it.

They say timing is everything, and to few disciplines is that more applicable than drag racing, in the business side of it arguably as much as at the line. Battle of the Imports still holds events, but fields only one Pro class, meaning the 3/4-chassis S15 would have to run against full tube-frame, carbon-fiber-bodied, turbo-six dragsters. The big, privateer-organized events of the Northeast have thus-far stayed in the Northeast, "and they're mostly for Sport FWD," Pat points out. Import Face-off and the newly formed NSCRA hold events regularly, but sub-\$500 payouts don't justify the team putting thousands of dollars on the line with each pass. "These days, the car rarely leaves the shop," Pat laments. It's a shame, too, because data-logging from later test sessions shows it capable of 6.8-second passes with a few tweaks—faster than any other class competitor. It's a glimmer of hope Mark's put a lot of faith into, lately. The day after our photoshoot of the S15, Pat sold it to Mark.



If this setup looks strange to street/drift car owners, it should. Strange Engineering is the name behind the brakes and drag launch suspension visible here. Drag suspensions allow a car to better hold traction, not break it—you'd never catch these coilovers on a drift car.

The exterior of a drag car is all business, down to paint that serves as a canvas for sponsors' names, and is selected to attract attention in published coverage. Every modification was made in the name of performance; 15x3-inch front wheels and Front Runner skinnies reduce friction and aerodynamic drag, while massive 15x15-inch rear wheels and slicks are absolutely necessary to hold 1,400 hp. The car's lowered stance limits lift-generating airflow underneath it, and its rear wing smoothes airflow overtop, decreasing turbulence at the rear. The wheelie bar is self-explanatory, and the unspoken blessing of a parachute is that it helps slow a car without inducing snap-oversteer that would otherwise arise by mashing on the brakes at top speed. Yet, it all looks great—proof that form does follow function.



Four more reasons for Pat's S15 to deploy a 'chute after a quarter-mile blast lurk behind each wheel: these Strange brakes, chosen for their light weight, in a game where stopping power comes second to reducing rotational mass.

DRIFT BOSO S15



Retaining nearly all its creature comforts and then some, Ross' S15 certainly isn't the lightest car in the grid—a fatal disadvantage for a drag car, but an arguable benefit to a drift car that can use the extra momentum to sustain longer drifts. The extra weight might make it less nimble than lighter cars, but in Ross' words, "It feels better to me." Racing seats and harnesses are mandated for competition, but as Ross says, "I'd rock Bride Zetas on the street all day."

Ross and friend Richard Rabe completed the bodywork and paint, prepping the full D-Max kit and applying the red, gold and green hues at the Boso facility. The vinyl graphics were conceptualized by Ross, Frank and friend Jeff Alcairo of Two Art Studios in San Francisco, and were hand-drawn, cut and applied by Jeff. Two traditional Ryukyuan *Siisa*—one roaring to scare evil spirits away, one with teeth clenched to hold good spirits in—safeguard the car from its sides, while an *Oni* Demon plastered across the hood warns the competition of impending doom.



"Mil-spec" is a common catchphrase in tuning circles, but few know what it really means. Frank fabricated the S15's chassis and engine wiring harnesses completely from scratch, using genuine military surplus wire stock, DMC crimp connectors, Raychem DR-25 heat-shrinkable tubing, and Amphenol quick-disconnect connectors, pictured here. "It's a flame/heat/chemical-resistant system that disconnects from the chassis wiring in seconds," explains Frank—great for any competition car.



For an engine that lives at its rev limiter, under full throttle, cooling is an absolute priority. Doubly so if it's in a sideways-moving drift car. Ross's car uses a Griffin front-mount intercooler, dual-pass radiator, and twin oil coolers, with Spal fans helping to pull air in through each one. It might seem excessive, but Ross's engine never overheats.



A twin-scroll Garrett 3071R turbo replaces the stock S15 unit, and produces a fat, drift-friendly 568 whp and 420 lb-ft of torque to the S15's wheels. And those red silicone hose tabs on the end of every T-bolt clamp are a very important detail if you work on a car that's allowed only minutes for repairs. Your forearms will thank you.

MAZWORX S15 DRAG



In their effort to "keep it real", Pat and the crew elected to keep their S15's RHD configuration. The stock dash was also lightened and retained, though its ignition was replaced with a Painless switchbox, and its instrument panel with a Motec Sport dash. Style points are earned with the full carbon fiber transmission tunnel that accommodates a G-Force 2000 sequential dog-box and shifter—vital to a drag car ... but not the best choice for a street/drift car.



Style points continue to rack up in the rear of the car, where massive carbon fiber wheel wells reside amongst an impressive network of roll cage, chassis reinforcement and fire suppression equipment. Unlike a street/drift car, the driver's seat in a Pro-Riding shotgun in Pat's car is the coolant reservoir for the liquid-to-air intercooler, and a Koni damper control module above it. Everything else was tossed, for the sake of weight reduction.



Beneath its one-piece fiberglass front and Lexan windows, the PRL Racing/Mazworx S15 is still a door slammer ... full fiberglass doors, but you get the picture. Built for NHRA/NDRA Pro Mod class, it retains its factory firewall, strut towers, floor pan, A-, B-, and C-pillars, head- and taillights, and much of the rear quarter panels. Pro Mod cars are about as radical as stock-bodied drag cars can get. The next step would be a conversion to a full tube-frame chassis. Pro drift cars haven't become quite as radical ... yet.



DRIFT BOSO S15



Torque and throttle response are key to a drift car, and most modern pro drift teams achieve these qualities through the use of eight-cylinder engines. With a few tweaks, Frank found a way to do it with the S15's inline-four. Displacement was increased to 2.4 liters and compression bumped to 10:1—to fatten mid-range power and torque, and to increase throttle response, at a slight cost of high-rpm power. Everything under the hood was developed and/or selected with endurance in mind, as well as power production—right down to the re-worked cooling system, flame-retardant loom, AN fittings, and generous use of off-the-shelf aftermarket or OEM components throughout.

'99 NISSAN S15

BEHIND THEBUILD
HEAD TO THE MESSAGE BOARDS AT WWW.IMPORTTUNER.COM TO CHAT ABOUT THIS FEATURE VEHICLE

OUTPUT 568 hp at 6,800 rpm; 420 lb-ft of torque at 6,200 rpm

ENGINE Crower Stage 2 camshafts, titanium connecting rods, pistons, piston rings, BC5209 crankshaft, valves, valve springs, titanium retainers; Pulsar GTi-R throttle body; Garrett 3071R turbocharger; Full Race manifold; A'pexi AVC-R boost controller, GT Spec exhaust w/Boso-modified downpipe, Power FC D-Jetro ECU; Denso fuel pump, 800cc/min injectors; HKS fuel rail; Sard fuel pressure regulator; Power Enterprise Ignition Amplifier; NGK Iridium spark plugs; Hose Techniques silicon hoses, T-bolt clamps; Baller titanium bolts; Griffin Thermal Products intercooler, dual-pass radiator, oil coolers (x2); Spal fans; Yashio Factory water pump pulley; Garage Boso water/air separator, power steering reservoir, oil/crank case breather system, oil pan, intercooler piping, 90mm head gasket, head studs

DRIVETRAIN OS Giken twin-plate clutch, five-speed gear set, main shaft; R33 GT-R axles, differential gearing; Kaaz R200 two-way LSD

SUSPENSION A'pexi N1 Evolution Drift Damper coilovers; control arms

WHEELS/TIRES Work XSA-03C wheels (18x10 front, 18x10 rear); Falken Azenis RT-615 tires (235/40-18 front, 275/30-18 rear)

BRAKES R32 GT-R front rotors, calipers; R33 GT-R rear rotors/drums, calipers; Project Mu pads and hand-brake shoes

EXTERIOR D-Max Type 1 body kit, LED taillights

INTERIOR Custom DOM 1.5/.095-inch roll cage; Bride Zeta III driver's seat; Sparco steering wheel; A'pexi EL gauges and tachometer; JVC DVD/audio system; Yashio Factory shift knob; Flawless Rides carbon fiber pieces

GRATITUDE Garage Boso staff: Frank Siharath, Ross Petty, Dan Ruelas, Keigo Sato, Hamma, Richard Rabe, Bushman; Mario Lozano of TSR Fabrication; The McCully crew, uncle Jeremy Motes, Antonuts and everyone in Hawaii, Okinawa, S.F. Bay Area, and people all over the world down with the Boso lifestyle!

NAME:
GARAGE BOSO

LOCATION:
GARDENA, CA

OCCUPATION:
TUNING SHOP, RACE PREP SPECIALISTS

QUOTE:
"WE CAME TO FORMULA D TO MAKE PEOPLE SHIT THEIR PANTS."

HOTBOX

FALKEN TIRE
WWW.FALKENTIRE.COM

A'PEXI USA
WWW.APEXI-USA.COM

BRIAN CROWER
WWW.BRIANCROWER.COM

CAR STUDIO USA
WWW.CARSTUDIO-USA.COM

GRIFFIN THERMAL PRODUCTS
WWW.GRIFFINRAD.COM

DYNAPACK
WWW.DYNAPACKUSA.COM

BRIDE
WWW.BRIDE-JP.COM

WORK WHEELS
WWW.WORK-WHEELS.CO.JP

HOSE TECHNIQUES
WWW.HOSETECHNIQUES.COM

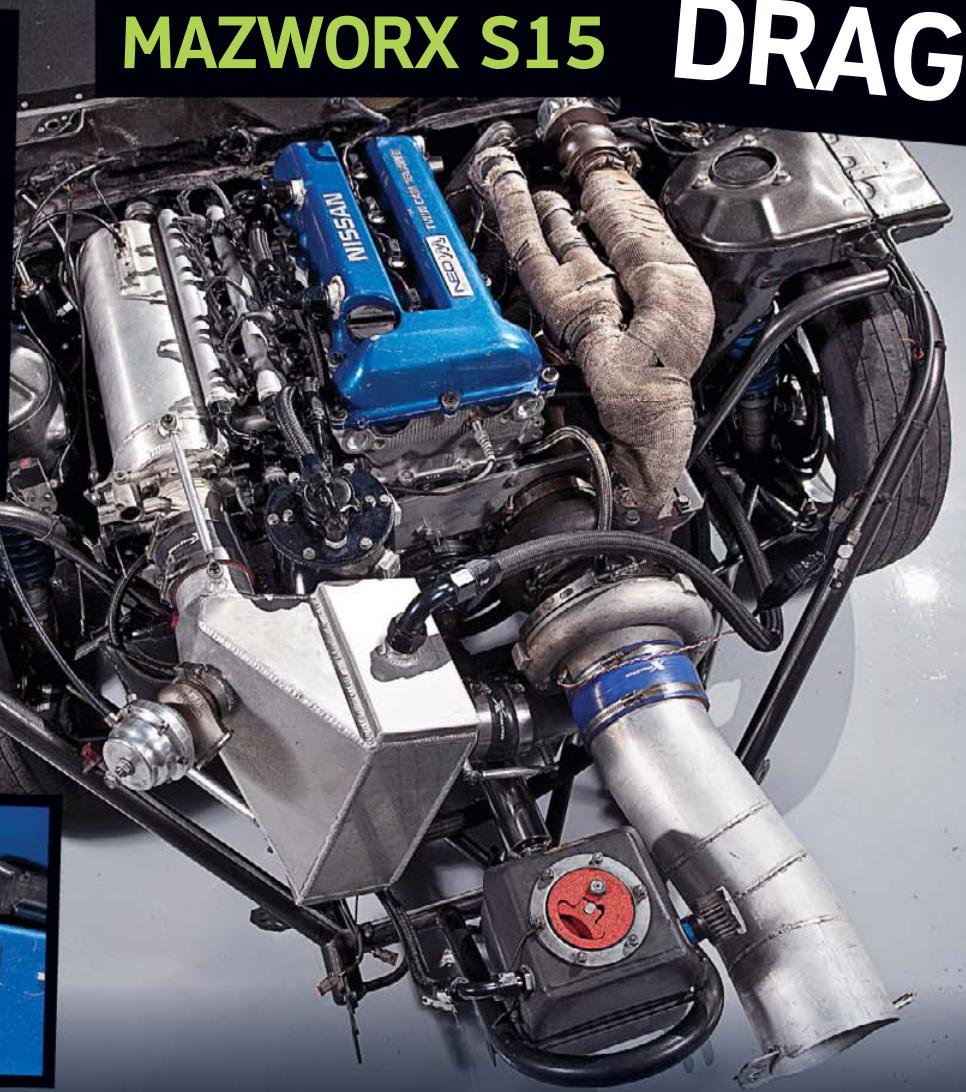
FLAWLESS RIDES
WWW.FLAWLESSRIDES.COM

A lucky few of you who subscribe might get to read this before Formula D's final event at Irwindale. Depending on how the car survives, Ross and co. are planning to retire it from competition at the end of the season, paint it black, and add it to their line-up of Garage Boso street cars. "It always was a street car; it's been registered, tagged and insured in California since it came over," explains Ross, "We just take it to the track for fun!"



Nearly everything in the Mazworx S15's engine bay is one-off—built to make peak power, and survive it for 7 seconds at a time. Throttle response and mid-range power aren't a concern, since the G-Force sequential tranny allows for full-throttle shifts, and is geared to keep the engine at the top of its powerband. The methanol-burning SR20 displaces 2.2 liters, compresses at a ratio of 11:1, revs to over 11,000 rpm, and makes in the neighborhood of 1,400 hp and 700 lb-ft of torque—actual numbers aren't known, because the car's maxed out every dyno it's been on. To date, it's regarded as the most powerful SR20DET in the world. A massive Garrett GT4718R, strategically held in place by a custom Mazworx manifold, provides upward of 60 pounds of boost at full spool, cooled by a custom Garrett liquid-to-air intercooler. Most of the engine bay was reconstructed from tubing and rid of anything not needed, including the radiator and fans—useless items to a car that isn't driven long enough to overheat.

The secret behind the S15's high-revving power is its SR20VE cylinder head. Made available only in FWD, naturally aspirated applications from the factory, the VE head uses solid lifters in place of the shim-and-bucket design of other SR20 heads that severely limits power potential and rev range. The VE head also features variable valve timing and lift and more aggressive porting, but that's been done away with in this case. A Mazworx CNC port, custom Kelford single-lobe cams, a custom Supertech valvetrain and Tomei cam gears are what make the big numbers.



'99 NISSAN S15

OUTPUT 1,400 hp at 11,000 rpm; 750 lb-ft of torque at 8,600 rpm

ENGINE S13 SR20DET block, SR20VE cylinder head; CP 90mm 11:1 pistons, rings; Mazworx aluminum connecting rods, dry sump system, 90mm head gasket, 1/2-inch head studs, CNC cylinder-head porting, intake manifold, turbo manifold, downpipe and wastegate dump, fuel rail, tuning; Kelford cams; Darton sleeves; ATI race damper; Supertech Intake and incoloy exhaust valves, dual valve springs, titanium retainers; Tomei cam gears; Infiniti Q45 throttle body; Garrett GT4718R 1.39 A/R turbocharger, liquid-to-air intercooler core; Tial blow-off valve and 60mm wastegate; Honda CBR 1000 coil packs; NGK plugs; RC Engineering 160lb/hr injectors (x12); Motec M800 ECU, CDI ignition

DRIVETRAIN G-Force 2000 sequential transmission; Strange axles, driveshaft, 9-inch rear end; Ram clutch

SUSPENSION Strange Engineering drag launch suspension

WHEELS/TIRES American Racing wheels (15x3 front, 15x15 rear); Goodyear tires (23x5x15 Front Runners; 32x14.5x15 medium-comp slicks)

BRAKES Strange Engineering brakes; Goodyear stainless braided brake lines

EXTERIOR Pito Pimar one-piece fiberglass front end, doors; Dodge Viper green paint, applied by Buck's Autobody; Lexan glass replacement; Simpson parachute; Quartermax wheelie bars

INTERIOR Quartermax carbon fiber wheel wells, transmission tunnel, seat; Mazworx tubework; Painless switchbox; Stroppe harness; Sparco steering wheel; Motec Sport display; Auto Meter shift light

GRATITUDE Mark Mazurowski and Mazworx, Jason Greenawalt, Pito Pimar, Buck's Autobody, SPC Motorsports, Denis and the Hybirdynamics crew, Jonah, Eric, Fortune, Luke, and Carter



Now that the S15 has officially changed hands, there's no telling what's in store for it—the only guarantee is that more action is yet to come. "Mark paid me decent money for it," Pat discloses, "so I'm sure he'll be racing it. If it were up to me, I'd re-gear it for the eighth mile and whoop up on ADRL competition." It's also not clear who will be driving the car, although Jason's done a badass job of it so far. "Except that one time," laughs Pat. "Just forget I said anything if you ever see Jay in person!"

MAZWORX S15

DRAG

BEHIND THE BUILD

HEAD TO THE MESSAGE BOARDS AT WWW.IMPORTTUNER.COM TO CHAT ABOUT THIS FEATURE VEHICLE

NAME.
PRL RACING

LOCATION.
ORLANDO, FL

OCCUPATION.
LIVING LIFE AT JUST UNDER SEVEN SECONDS AT A TIME.

QUOTE.
"I LOVE BEATING EXPENSIVE CARS WITH CHEAP CARS."

HOTBOX

MAZWORX
WWW.MAZWORX.COM

PRL RACING
WWW.PRLRACING.COM

SPC MOTORSPORTS
WWW.SPCMOTORSPORTS.COM

HYBIRDYNAMICS
WWW.HYBIRDYNAMICS.COM

DYNO SESSION
WWW.YOUTUBE.COM/WATCH?v=C-RSNZYBGM

11,000 RPM VIDEO
WWW.YOUTUBE.COM/WATCH?v=C-RSNZYBGM

DRIFT

TOP 10 PARTS

**WHAT: LIMITED SLIP DIFFERENTIAL (LSD)****WHO:** Kaaz, Carbonetic, OS Giken**WHY:** Most cars are equipped with open differentials that do not distribute torque evenly between drive wheels during slip—something that is essential to drifting. Viscous-type LSDs will, but only to a certain extent. Spools and welded differentials provide full-time locking of each rear wheel together, which can be a problem when you actually need traction. “1.5-way or two-way clutch-type LSDs are what almost everyone uses,” explains Ross Petty, “because they’re durable, adjustable and predictable.”**WHERE:** kaazusa.com / carbonetic.net / osgiken.net**WHAT: COOLING SYSTEM****WHO:** Mishimoto, Koyo, Flex-a-lite**WHY:** By their nature, high-revving, high-power race engines produce a lot of heat, especially when sideways motion prevents ample airflow to cooling apparatus. Keeping your engine alive means keeping it cool by upgrading its radiator and hoses, and upgrading or adding oil coolers, transmission coolers, power steering coolers, or whatever else may be needed. Ross’s car uses all of these—and a lot fans—and doesn’t overheat.**WHERE:** mishimoto.com / koyorad.com / flex-a-lite.com**WHAT: STEERING WHEEL****WHO:** Nardi, NRG, Momo**WHY:** Stock steering wheels are heavy, off-center or oblong-shaped, and usually house airbags that can be fatal to helmeted drivers. Smaller, lighter and rounder aftermarket wheels are much more predictable to grab mid-drift, are easier to spin, and are more comfortable and responsive than stock.**WHERE:** evasivemotorsports.com / getnrq.com / momousa.com**WHAT: TIRES****WHO:** Falken, Toyo, Hankook, Nitto**WHY:** “A lot more goes into a good drift tire than what’s apparent at first glance. Cheap tires will flake apart or chord (de-laminate) during drifting,” explains Ross, “so you’ll actually end up spending more replacing them sooner.” For higher-powered drift cars, stickier tires all around offer better control and higher speed. For low-power cars, Ross recommends stickier tires up front, and slightly harder tires in the rear.**WHERE:** falkentire.com / toytires.com / hankooktireusa.com / nittotire.com**WHAT: SEATS/HARNESSES****WHO:** Corbeau, Buddy Club, Bride, Takata**WHY:** Body roll and excessive ride height make for clumsy, unpredictable drift cars. Dampering and ride height adjustability, and spring rate choice are important in properly setting up a drift car, as is selecting products from a reliable manufacturer with knowledgeable customer support.**WHERE:** apexi-usa.com / tein.com / bcracing-na.com / kw-suspension.com**WHAT: GAUGES****WHO:** Defi, Blitz, Auto Meter**WHY:** Knowing what’s going on in your car can mean the difference between fixing a problem and replacing an engine. Ross recommends water and oil temperature, boost/vacuum, and oil pressure gauges at the very least, since OEM gauges either don’t relay this information, or do so in a very imprecise manner.**WHERE:** tein.com / blitzperformancesales.com / autometer.com**WHAT: SWAY BARS****WHO:** Stielen, Eibach, Tanabe**WHY:** A little rear squat is critical to maintaining traction and control during a drift, especially with higher-powered cars. But how do you do this with the stiff rear suspension you added to decrease body roll? Simple—soften the rear a little and add a thick rear swaybar. Not everyone is a fan of this technique, but others swear it makes all the difference in the world.**WHERE:** stielens.com / eibach.com / tanabe-usa.com**WHAT: CLUTCH****WHO:** Nismo, Spec, Exedy**WHY:** Clutch-kicking presents a huge torque load on drivetrains—don’t think your stock clutch will take many (if any) before throwing in the towel. Ross recommends using the burliest clutch possible, to eliminate any possible slippage. Keep your stock flywheel, if possible; their heavier weight, compared to lightened ones, is actually better for clutch-kicks.**WHERE:** mynismo.com / specclutch.com / raceinspired.com**WHAT: SWAY BARS****WHO:** Stielen, Eibach, Tanabe**WHY:** A little rear squat is critical to maintaining traction and control during a drift, especially with higher-powered cars. But how do you do this with the stiff rear suspension you added to decrease body roll? Simple—soften the rear a little and add a thick rear swaybar. Not everyone is a fan of this technique, but others swear it makes all the difference in the world.**WHERE:** stielens.com / eibach.com / tanabe-usa.com

...YOU'LL NEED FOR DRAG OR DRIFT

So you want to race, but you're not quite sure how best to build your ride to do so. Sure, you could always throw thousands of dollars at each area of improvement, but you'd rather save all that hard-earned money you haven't earned yet and just add what's necessary. We sat down with this month's cover car owners to see what ten parts they'd add first, when building a drift or drag car. You'd be wise to heed their advice.

DRAG



WHAT: POWER
WHO: Peakboost, AMS, Brian Crower
WHY: Drag racing is fundamentally a contest of power. Everything else comes second. Depending on your chassis and engine of choice, and what class you're aiming for, there are several ways to make it. Turbo and all-motor camps are the two most competitive classes these days, but that's not to say competition can't be swept by a little outside-the-box thinking. That is, after all, what makes drag still so cool.
WHERE: cheapturbo.stores.yahoo.net/hobtukit.html / amsperformance.com / briancrower.com



WHAT: AXLES
WHO: The Driveshaft Shop, Gator Racing
WHY: Once all that power is produced by your built engine, transferred to your transmission by that racing clutch and to the ground through those street slicks, chances are the weakest link in the driveline chain will break. The Driveshaft Shop offers performance axles and driveshafts for different levels of power, for almost any platform conceivable, and Gator Racing's axle-sponsored Honda dragsters seem to get faster with every blink of an eye.
WHERE: driveshaftshop.com / gatorracingaxles.com



WHAT: NITROUS OXIDE
WHO: Zex, Nitrous Express, NOS
WHY: Whether you're adding a 50-shot to your otherwise stock Civic, spooling your Supra's massive turbo with it, or using it to add 300 whp to your carbureted, 13B-swapped Starlet, nitrous just kicks ass. It's cheap, easy to tune and disconnects in seconds for street legality. Pat's S15 doesn't boost with juice, but lots of his past rides did, and in his words, "Chicks love nitrous!"
WHERE: zex.com / nitrousexpress.com / nosnitrous.com



WHAT: ENGINE MANAGEMENT SYSTEM (EMS)
WHO: Honda S300/K Pro, AEM, Motec
WHY: It goes without saying that significantly increasing power requires the use of advanced engine management and fuel delivery. But outside of providing those tasks, a drag-worthy EMS should offer features like two-step launch control, anti-lag, gear-dependent boost control, and fail-safes for every possible scenario, to guard against catastrophic engine failure. There are some basic, less-expensive EMSs on the market, but why take a risk on something you'll only need to upgrade it in the future, when a quality system can do it all from the start?
WHERE: honda.com / aempower.com / motec.com.au



WHAT: LIMITED SLIP DIFFERENTIAL (LSD)
WHO: Quaife, Wavetrac, Kaaz
WHY: Power only does good if it can be put to the ground, and in most stock applications, your car's open differential will flush it all down the toilet through one wheel, once traction is lost. In street-driven drag cars, a strong LSD is key. Newcomers Wavetrac are earning much respect from Sportsman-class racers, and Quaife's gear-type solution has been the Honda community's pick for years. All the same, Pat loves the Kaaz unit in his 9-second S13 whip.
WHERE: quaifelsd.com / wavetrac.net / kaazusa.com



WHAT: SUSPENSION
WHO: Eibach, Tokico, Ground Control, Omni Power
WHY: RWD drag cars will benefit from rearward weight transfer from the "squat" a slightly soft rear suspension will provide off the line, whereas FWD racers need a stiff rear suspension to keep that weight from transferring off the drive wheels, and both need quality dampening to curb wheel hop. Whether using a drag-specific suspension, or piecing one together on your own, upgrading is a must.
WHERE: eibach.com / tokicousa.com / ground-control.com / omnipowerusa.com



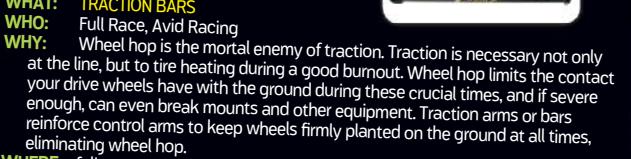
WHAT: STICKY TIRES
WHO: Mickey Thompson, BF Goodrich, Nitto
WHY: Two wheels spinning is better than one wheel spinning, but two wheels gripping is the best combination yet. Don't think those \$45 discount rubbers are going to get your street/drag car off the line in a hurry—you'll need a set of ET Street Radials, g-Force T/A Drag Radials or NT555s for that.
WHERE: mickeythompsontires.com / bfgoodrichtires.com / nittotire.com



WHAT: WEIGHT REDUCTION
WHO: Seibon, Chaser, Craftsman
WHY: Increasing power is one way to go faster. Another is decreasing weight. Replacing heavy steel hoods, hatches, doors and roofs with carbon fiber or fiberglass composites can literally save hundreds of pounds. So can removing unused equipment like spare tires, interior paneling and stereo equipment on race day, or—for the brave—breaking out the tools to disconnect, unbolt and cut off even more dead weight. Who can forget that SCC article where a bone-stock Sentra was made to run 10s through weight reduction alone?
WHERE: seiboncarbon.com / aerokits.net / craftsman.com



WHAT: CLUTCH
WHO: ACT, OS Giken, Carbonetic
WHY: And don't think you'll be getting those two gripping wheels to move you forward if your stock clutch is spinning when you drop the pedal. In high-powered, of a performance clutch, that's nearly always the case. Pat's S13 has used the same ACT Street/Strip disc and Xtreme pressure plate for years with no issues.
WHERE: advancedclutch.com / osgiken.net / carbonetic.net



WHAT: TRACTION BARS
WHO: Full Race, Avid Racing
WHY: Wheel hop is the mortal enemy of traction. Traction is necessary not only at the line, but to tire heating during a good burnout. Wheel hop limits the contact your drive wheels have with the ground during these crucial times, and if severe enough, can even break mounts and other equipment. Traction arms or bars reinforce control arms to keep wheels firmly planted on the ground at all times, eliminating wheel hop.
WHERE: full-race.com / avidracing.com



THE HOT LIST

Of the three ships Christopher Columbus used to set sail to the "New World", the Niña was said to be his favorite. The Pinta was faster but smaller, and the slower Santa María ran aground and was lost. The spunky little Niña not only made the entire First Voyage but two subsequent trips as well, and Columbus loved the Niña so damn much, he logged 25,000-plus pre-Industrial Revolution miles on the woody chassis and purchased a half share in her. Too bad he never got a chance to meet this Niña.

Residing in Los Angeles, by way of Manila, Philippines, Niña Mascuñana has a hotness that could launch a thousand ships. A self-proclaimed sex fiend and a lover of steak and Angelina Jolie, unlike the average model, mortgage broker or banker, Niña holds down a day job. A nurse, she's professionally trained to care for people, and only delves in serious relationships. Like a Honda, a partner with the clasp or Columbus' ship, this is someone you're going to want to be in it with for the long haul. Like infected blankets however, beware! This is a girl who knows exactly what she wants in a man. In fact, she has an entire checklist. But not to worry, we've got Niña to divulge the map to her heart—the rest is up to how big your boat floats and the motion of your ocean.

How fun was it hanging out at Garage Boso?

It was my first time ever shooting at a garage and I had a blast. They had a bunch of really cool cars and all the guys were really nice. They even brought us sushi!

Ross and Frank are super cool. Plus all 20 guys hanging out at the shop didn't ogle—too much. [laughs] On to the Qs, let's start off by starting at the beginning; where were you born?

I was born in Manila, Philippines and moved here to the States when I was seven years old.

Ah, explains the slight-but-very-cute accent. Do you remember much about the homeland?

I remember everything! I visited the Philippines about three years ago, and one of my favorite memories was on this amazing island called Boracay. The one place that relaxes and helps me unwind is the beach, and Boracay's white sand, turquoise water and tropical setting is one of the most beautiful in the world.

What's a good pick-up line in your native Tagalog?

Actually, I don't speak Tagalog, I speak Visaya.

What's the difference between the two? Are they dialects or totally different languages?

They're different dialects. I was born in Manila where they speak Tagalog, but I grew up in San Jose and Duman-aguete province and Visaya is what they speak.

So then, what's a good pick-up line in Visaya?

[laughs] I've actually never heard anyone try to use a pick-up line in Visaya so I don't know of any.

Boo! So you can speak it, but more importantly for us males, can you cook Filipino food?

I would be lying if I said yes. I can barely cook, but I'm always open to learn—in fact I want to learn!

What constitutes "barely" cooking?

I don't want to sound like I'm bragging here, but I can cook breakfast, rice and tilapia.

That's plenty good enough for us. What's your favorite food?

I am such a carnivore—I love steak and prime rib. My absolute favorite is a gigantic, soft, juicy and wet prime rib with lobster, and a side of mashed potato and gravy with an apple juice. Yummy! I'm starving just thinking about it.

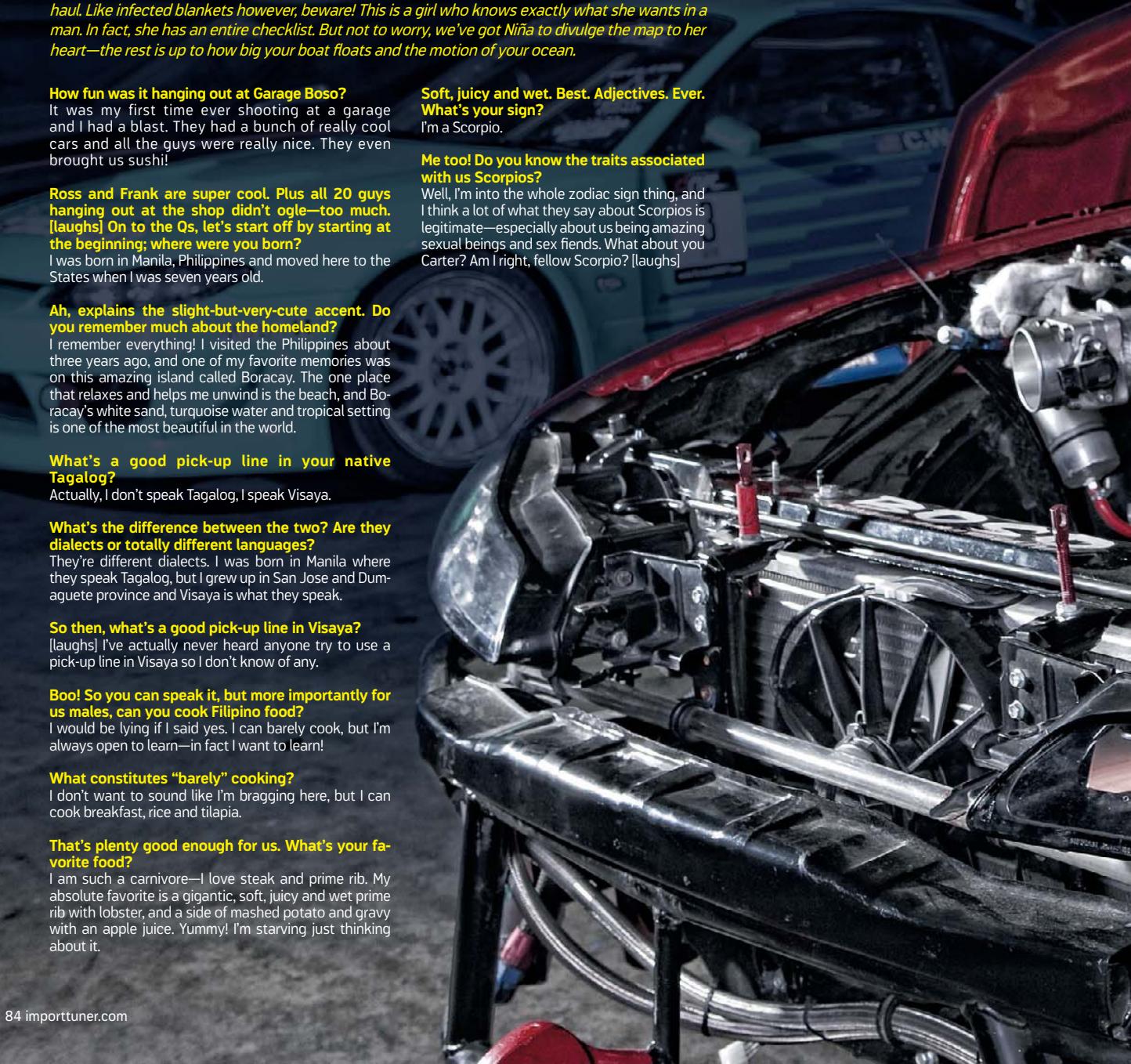
Soft, juicy and wet. Best. Adjectives. Ever.

What's your sign?

I'm a Scorpio.

Me too! Do you know the traits associated with us Scorpions?

Well, I'm into the whole zodiac sign thing, and I think a lot of what they say about Scorpions is legitimate—especially about us being amazing sexual beings and sex fiends. What about you Carter? Am I right, fellow Scorpio? [laughs]





UP CLOSE AND PERSONAL: NIÑA MASCUÑANA
INTERVIEW AND PHOTOS BY CARTER JUNG

MAKEUP: VAL C. FOR ICONIMAGENET STYLIST: DIANA L. CHAN



NINA MASCUÑANA

Rawr. [laughs] Besides the sex factor—which I totally have, by the way—what do you look for in a guy?

I'm very picky. In fact, I have a list.

List? You mean like Santa Clause naughty-or-nice list or a full-on checklist?

[laughs] Yes, an entire checklist!

Word? What's on it?

Are you sure you really want to know?

Yes!

Well, I like old-fashioned men—I love a gentleman who is respectful and treats me like I'm his everything. He has to be intelligent and have a good head on his shoulders. Unique, independent and humorous—I need to have someone who can put a smile on my face. I'm a complete joker myself. My man needs to be patient, understanding, sweet, thoughtful, spontaneous, very caring and honest. I can't stand men who are liars and who are fake to impress me. Be yourself and have the woman accept you for who you really are, and not for the person you're trying to be. Guys who do drugs, smoke cigarettes or are alcoholics need not apply.

Physical attributes that I like in a man are an adorable face with beautiful eyes and smile. Tall, with a nice-cut figure, too.

I have the perfect guy for you: Jesus Christ. If you're not into the whole beard thing, there's Gautama Buddha... sheesh, you weren't messing around with the list thing. If you had to pick six of the 128 listed, what would they be?

So you're asking me to drop my standards? [laughs] The most important would have to be: respectful, intelligent with a strong drive, no drugs, smoking or excessive alcohol, patient, understanding, and humorous.

That was more like nine, but I guess that works. Given your standards, are you a serial dater or a relationship kind of gal?

I'm definitely a relationship type of girl; I don't really date.

Didn't see that one coming... from left field, that answer was. Of the few you've had, what's the worst date you've been on?

It was with this guy who took me to a bar first and then to a club. And all night, all we did was disagree with one another so I ended up leaving him at the club. My number-one rule, in which he completely failed, is never to take me to a bar or a club on a first date.

Now there are rules on top of a checklist! [laughs] So what's your idea of a perfect date?

A perfect date would be with an amazing person who would bring a dozen roses before taking me to a candle-lit dinner overlooking the ocean. Our dish would be from Lawry's Restaurant: prime rib, lobster, mashed potatoes and apple juice. After dinner, we would walk down to the beach and converse, laugh, watch the stars together and before the night ends we give each other a kiss.

All your story needs is the clock striking midnight, a wicked witch, a poison apple, glass slipper and a knight in shining armor and we can, like, totally sell it to Disney. Dreamworks, even. Besides hopeless romantic, do you have any other talents?

If you call sleeping for 16 hours straight a hidden talent. [laughs]

Alone, no. If you added "with a guy" to that statement, yes. To feed the romanticism, do you watch a lot of TV?

I don't really watch too much TV. I'm more of a movie person, the only show I really watch is the *George Lopez* show.

What are some of your favorite flicks?

I love *The Notebook*, *Twilight*, *The Proposal* and the first *Transformers*. The second *Transformers*, not so much.

Your thoughts on Megan Fox?

She's super gorgeous, but she's not my favorite. Angelina Jolie is. Angelina not only has a perfect body and is beautiful, but she's always helping out other people and seems like a good person overall.

Who needs personality when you're a fox?

Wow, that was bad. Moving on, hobbies?

I love to dance, snorkeling, parasailing... What I really want to try is skydiving. Care to try?

About as much as I want to try self-crucifixion. I'll pass, thanks. What's the worst job you've ever had?

Before I became a nurse, I was a personal assistant/receptionist for this man who turned out to be a complete pervert.

Define "pervert"?

He didn't touch me or anything but he was really flirtatious. He would say inappropriate things and he would look at me weird. I would ask him questions and he wouldn't answer. He would be totally distracted, staring at my body—do you know what I'm talking about? Carter?

Huh? What? Sorry, uh, you were saying...?

Carter!



A LOT OF WHAT
THEY SAY ABOUT
SCORPIOS IS
LEGITIMATE—
ESPECIALLY ABOUT
US BEING AMAZING
SEXUAL BEINGS AND
SEX FIENDS



NIÑA MASCUÑANA

Height: 5'1"

Measurements: 34C-24-34

Ethnicity: Filipino-Spanish-Chinese

Sign: Scorpio

Birthday: November 11th

Hometown: Los Angeles, CA

Website:
www.myspace.com/M1ssNina

Thanks: I would like to thank my family who I love to death and who mean the world to me: Anna Mascuñana (mom), Bianca Mascuñana (sister), Dionne Mascuñana (brother), Chayanne Mascuñana (baby sister), Jessie Luague (dad), Seth Luague (brother) and Krystle Luague (sister). Also, I would like to thank Val C. for presenting me to *Import Tuner* and for doing my awesome makeup and last but not least, thank you, Carter, for choosing me to be in this magazine. You're super awesome!

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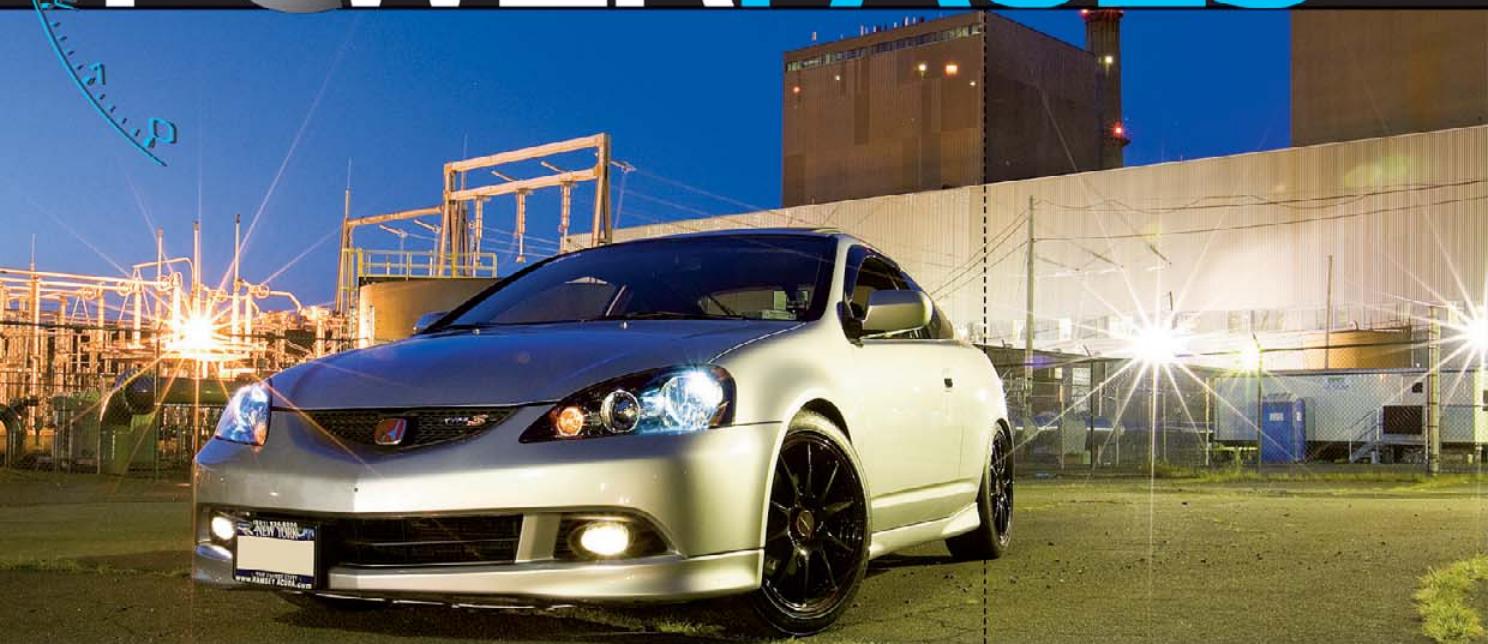
it.



• OWNER: **FRANKIE ALLIANO**
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CHASSIS DYNAMOMETER
 • INSTALLATION: **MB RACING (KEVIN MAECHA)**
 • K-PRO TUNING: **XENOCRON TUNING**
 • TEXT AND PHOTOS: **BRENDAN MORAN**

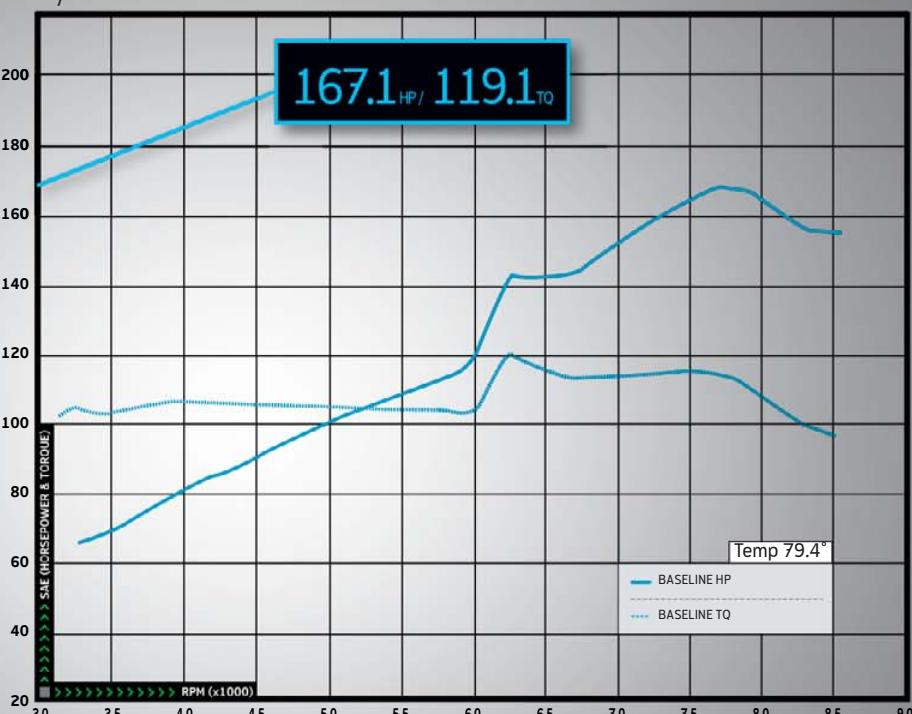
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2005 ACURA RSX TYPE-S

Dyno 1: Baseline



PROS

The '05 RSX continued building on Honda's reputation for affordable performance and high modification potential. Powering the Type-S is Honda's K20Z1, producing 210 hp and 140 lb-ft of torque—making it (at the time) one of the highest specific outputs of any naturally aspirated production engine in the world. Combined with a diminutive curb weight of 2,775 lbs, power gains measured by the dyno easily translate to real-world performance.

CONS

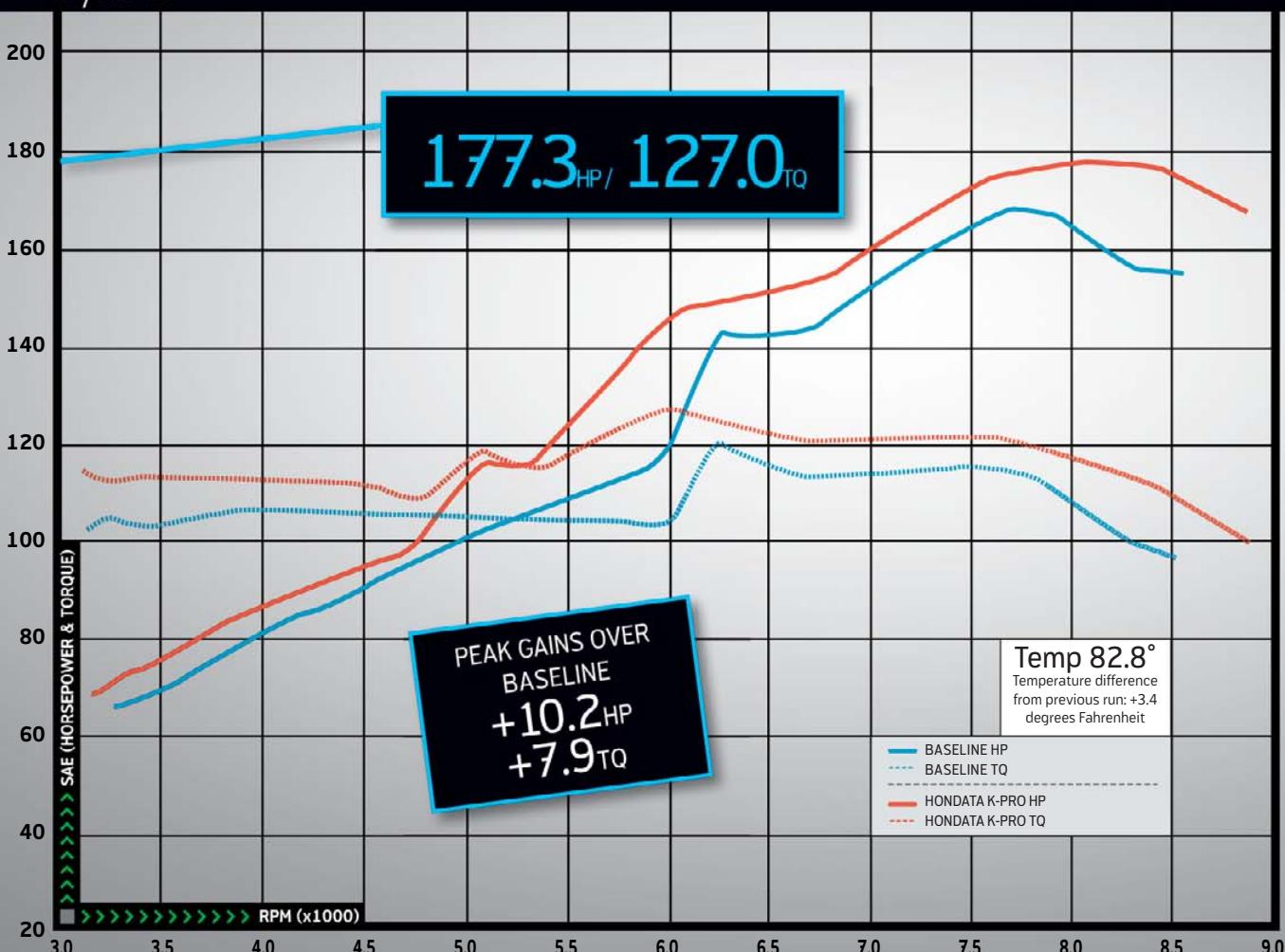
Production of the Type-S with the K20Z1 only occurred in the '05 and '06 model years, making it a bit tricky to find upgrade options. While many aftermarket companies offer components specifically designed for this vehicle, many fail to recognize the subtle differences between the various trim levels, often neglecting to make the necessary alterations to insure proper fitment.

NOTES

If the following dyno numbers appear lower than expected, please note all testing was performed utilizing a true heartbreaker: the Dyno Dynamics 450, reputed to be one of the most accurate and incorruptible chassis dynamometers in existence, albeit one that corrects for more drivetrain loss than most. Also, in order to insure the aftermarket parts tested here were not restricted by OEM components, our subject vehicle had been fitted with a K&N Typhoon intake and Skunk2 Megaflow cat-back exhaust prior to testing.

Dyno 2

Shell V-Power



PROS

The legendary K-Pro EMS is unique amongst engine management systems (EMS) because although technically a stand-alone, it collaborates with the factory ECU, ensuring near-flawless operation with no loss in daily drivability. Interfacing with the K-Pro requires the use of Hondata's KManager software and a standard USB cable, both of which are provided with the unit. The KManager software seamlessly integrates both a complete engine management suite with an onboard data logger. This makes finding problem cells and altering maps nearly painless. Equally impressive is the speed at which you can upload these calibrations to the K-Pro, making fine-tuning your whip on the street, or a quick map switch at the track, almost effortless.

CONS

Having such a competent piece of hardware doesn't come cheap. In order to install the K-Pro into any '05-'06 RSX, one must provide or purchase a '02-'04 RSX ECU, since the newer unit is incompatible with the device. The primary wideband O2 sensor must also be swapped with one for the '02-'04 model years—an important step, as the stock O2 is unable to properly interface with K-Pro, leading to inaccurate air/fuel readings.

PARTS

Compatible ECU, K-Pro EMS, adapter harness, software CD, USB cable, stickers

TOOLS

Flathead screwdriver, 10mm sockets, ratchet, extension, Windows-enabled laptop

INSTALLATION TIME

30 minutes

NOTES

Installation and operation were surprisingly straightforward. The OEM ECU is located under the glove box and is easily accessible. However, if one wishes to fully conceal the K-Pro, the stock unit must be completely removed. If this is done, remember to plug in the USB cable prior to mounting and run the cable through the glove box to allow easy accessibility. Also note the K-Pro only comes with a 30-day warranty when purchased through an authorized Hondata dealer, so be prepared to complete the install the day you receive it to make sure it is properly functioning. We should also note that each product we installed on the RSX was tuned with the K-Pro to achieve maximum horsepower.

HONDATA K-PRO ENGINE MANAGEMENT SYSTEM

HORSEPOWER GAIN

- 2,000 to 3,500 rpm range: 8.0 to 10.0
- 3,500 to 5,500 rpm range: 3.0 to 6.0
- 5,500 to redline rpm range: 10.0 to 15.0

TORQUE GAIN

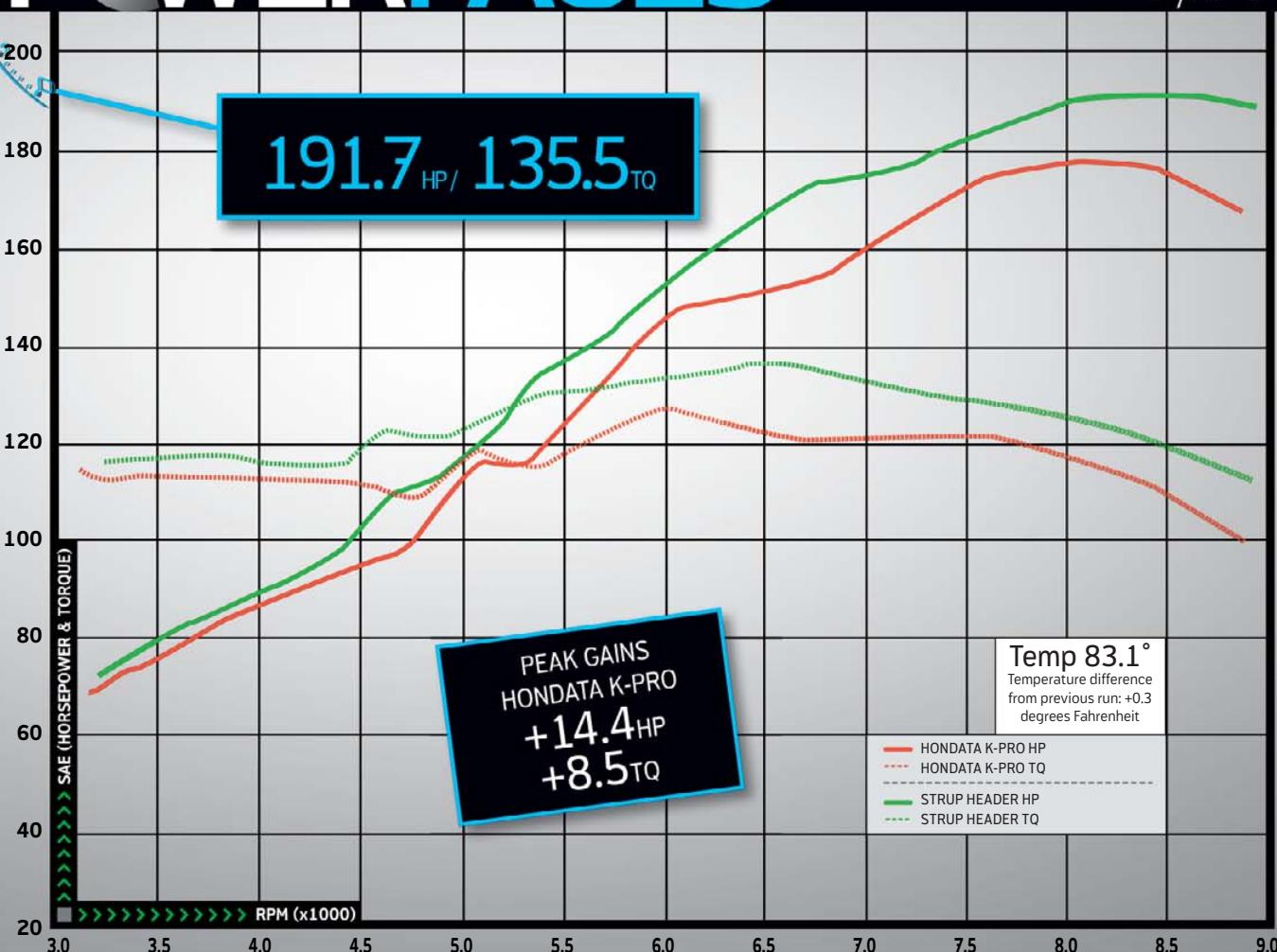
- 2,000 to 3,500 rpm range: 10.0 to 15.0
- 3,500 to 5,500 rpm range: 5.0 to 10.0
- 5,500 to redline rpm range: 6.0 to 15.0





POWER PAGES

Dyno 3



STRUP RACE HEADER

HORSEPOWER GAIN

- 2,000 to 3,500 rpm range: 2.0 to 3.0
- 3,500 to 5,500 rpm range: 3.0 to 12.0
- 5,500 to redline rpm range: 10 to 20

TORQUE GAIN

- 2,500 to 3,500 rpm range: 1.0 to 4.0
- 3,500 to 5,500 rpm range: 4.0 to 15.0
- 5,500 to redline rpm range: 5.0 to 16.0

PROS

The Strup Acura RSX Type-S Race Header features a 4-2-1 design to increase flow and maximize power. Improvements to both power and torque were evident throughout the entire power band, with particularly great gains up top. The header is constructed of 304 mandrel-bent stainless steel tubing and is robotically TIG welded, resulting in a durable, high-quality product that should last for years.

CONS

Using the stock motor mounts, we experienced some knocking of the header against the frame. To eliminate this, Strup recommends replacing the OE mounts with stiffer Energy Suspension Motor Mount Inserts. The need to purchase new mounts does increase the overall cost of installation, but these should be added, regardless.

PARTS

Two mufflers with piping, gaskets, hardware, decals

TOOLS

6-, 8- and 10mm socket, 10-, 12-, 14- and 17mm open-end wrench, ratchet, extension and swivel socket, hanger tool, WD-40

INSTALLATION TIME

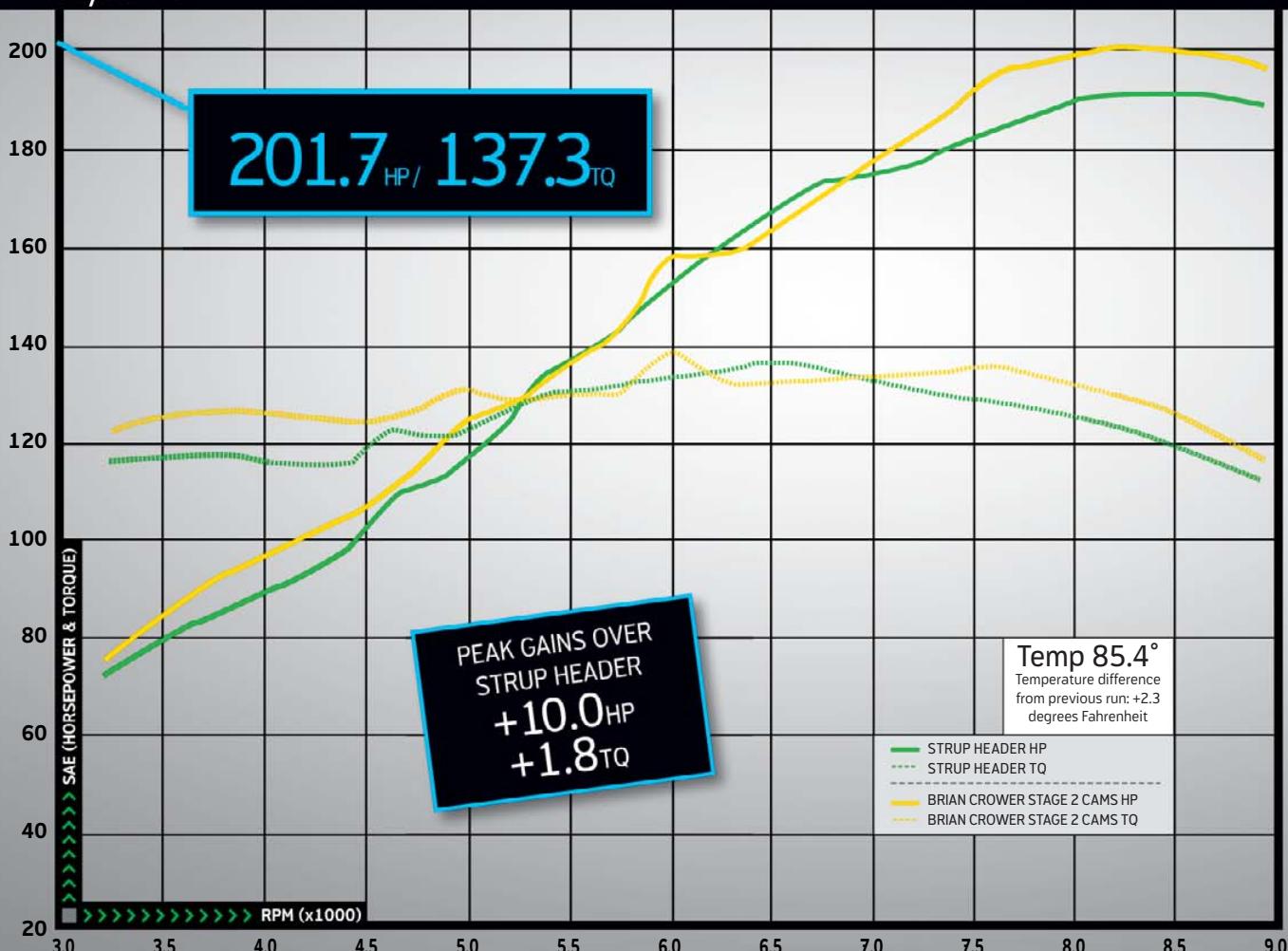
60 minutes

NOTES

Worth acknowledging is that gains in the higher rpm range were made without sacrificing low-end power—an exceptional feat for this application. Using the K-Manager software and the factory wideband, we could quickly see the A/F ratio had become lean in the areas where the most power was being made. We increased fueling in these areas to prevent knock and high engine temps, which, if not corrected, could eventually cause damage to the combustion chambers.



Dyno 4



PROS

The Brian Crower (BC) cams produced some desperately needed low-end torque and respectable horsepower gains up top, nicely complementing the previous mods. Even though we needed to engage VTEC a bit later than with the stockers, our RSX still pulled nicely from 4,000 onward. Overall, these cams performed great and didn't produce any drivability issues common when switching to a more aggressive cam.

CONS

The installation of camshafts can be difficult and time consuming, requiring an advanced understanding of the K-series engine. Although the cams themselves are competitively priced, they require the use of BC's Valve Spring and Retainer kit (part# BC0040) when upgrading from a stock motor.

PARTS

Camshafts, titanium retainers, BC dual valve springs

TOOLS

10-, 12- and 14mm socket, 10- and 12mm open-end wrench, ratchet, extension, valve lash tool, valve adjustment tool, white marking paint for cams, zip ties, Hondabond

INSTALL TIME

5 hours

NOTES

If you are going to attempt this cam install yourself, set aside a major block of time, as just the act of getting the timing chain positioned and threaded correctly can take upwards of 60 minutes. Kevin Maecha of MB Racing has this tip: "Before removing the stock cams, use zip ties or rubber bands to keep the rocker assembly together. This will make it easier to position them correctly once the new cam is in position." In addition to the wrenching, engine management is a crucial next step to ensure proper functioning and maximum power. The more aggressive profile of the BC cams required altering many parameters of our calibration—most critical are those controlling VTEC and cam angles.

BRIAN CROWER STAGE 2 N/A CAMS WITH VALVE SPRINGS & RETAINER KIT

HORSEPOWER GAIN

- 2,000 to 3,500 rpm range: 3.0 to 5.0
- 2,500 to 3,500 rpm range: 3.0 to 6.0
- 3,500 to 5,500 rpm range: 5.0 to 9.0
- 3,500 to 5,500 rpm range: 6.0 to 0.0
- 5,500 to redline rpm range: -3.0 to 10.0
- 5,500 to redline rpm range: -3.0 to 5.0

TORQUE GAIN

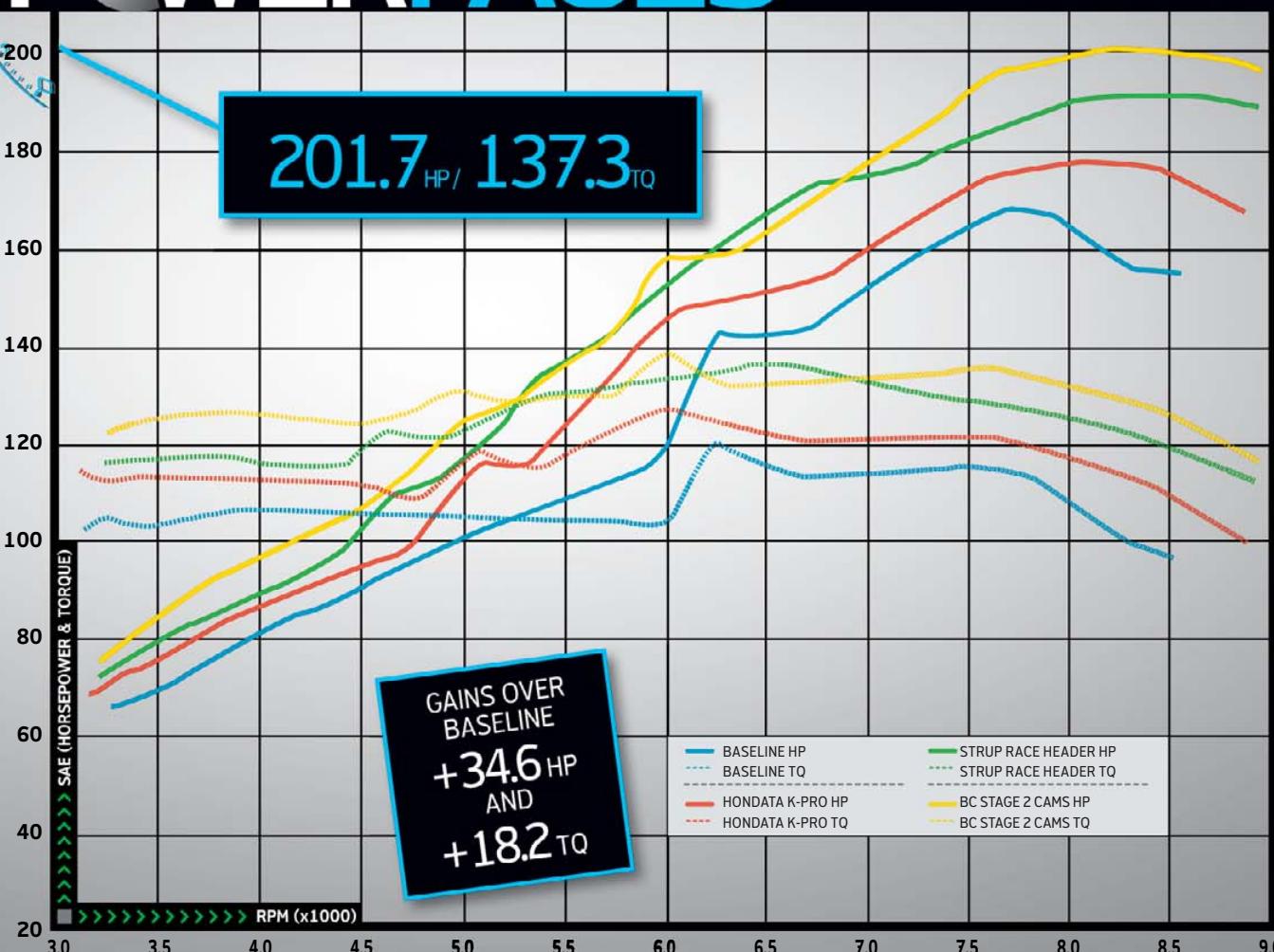
- 2,000 to 3,500 rpm range: 3.0 to 5.0
- 2,500 to 3,500 rpm range: 3.0 to 6.0
- 3,500 to 5,500 rpm range: 5.0 to 9.0
- 3,500 to 5,500 rpm range: 6.0 to 0.0
- 5,500 to redline rpm range: -3.0 to 10.0
- 5,500 to redline rpm range: -3.0 to 5.0





POWER PAGES

Shell V-Power

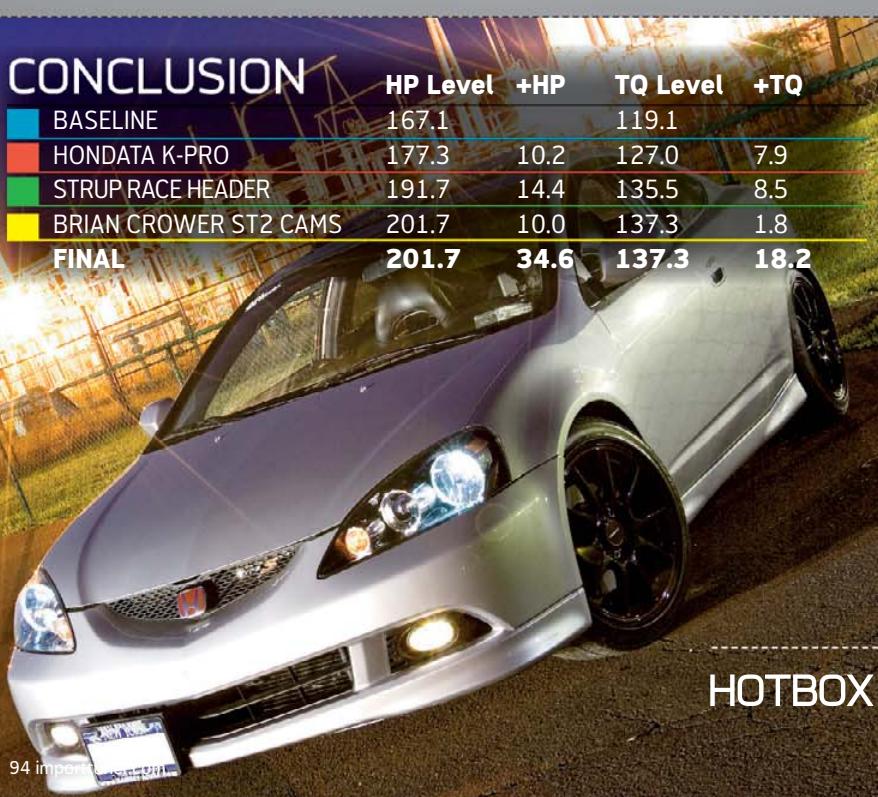


CONCLUSION

	HP Level	+HP	TQ Level	+TQ
BASELINE	167.1		119.1	
HONDATA K-PRO	177.3	10.2	127.0	7.9
STRUP RACE HEADER	191.7	14.4	135.5	8.5
BRIAN CROWER ST2 CAMS	201.7	10.0	137.3	1.8
FINAL	201.7	34.6	137.3	18.2

CONCLUSION

As we've shown, the '05 RSX Type-S responded well to our modifications, achieving peak gains of approximately 35 whp and 18 lb-ft of torque. These numbers may not seem huge to some, but take a closer look at the dynos and what you'll find is that increases in power are consistent throughout the entire power band. However, most important is how the car feels on the streets, and once VTEC engages, it's astonishing how hard this little RSX pulls. ■



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02 AEM SERIES 2 EMS

AEM Performance Electronics introduces its Series 2 plug-and-play stand-alone engine management system for four-cylinder Honda and Acura race cars. The Series 2 EMS, which replaces AEM's first-generation EMS, represents a complete hardware re-design with greatly enhanced features, including a USB data port, 1 MB of internal data logging, and up to six coil outputs. In addition, all Series 2 EMS systems come loaded with the new AEMTUNER software, a completely new user interface software which replaces AEMPRO. Visit SEMA booth #23249.

www.aempower.com

03 HKS GT3240 EVO X TURBO KIT

The HKS GT3240 turbo kit that propelled the HKS CZ200S (CZ4A) to a record lap time of 59.495 seconds at the famed Tsukuba Circuit is now being offered to the general public. The HKS EVO X turbo kit utilizes the stock exhaust manifold in conjunction with a heat-resistant steel adapter to mount the turbine and 50mm GT II external wastegate and is fully compatible with other HKS products including piping, intercooler, and racing suction kits. The HKS GT3240 dual ball-bearing turbo is rated up to 580 hp and eliminates the problem of boost drop at high rpm typically found when using the factory turbo.

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04 GREDDY 370Z TUNER TWIN TURBO KIT

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05 SEIBON CARBON: HYUNDAI GENESIS

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04 ARC AUDIO XXD 4080 AMPLIFIER

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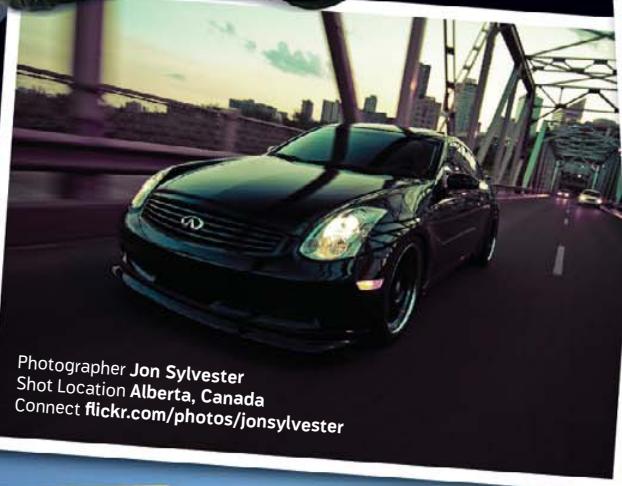
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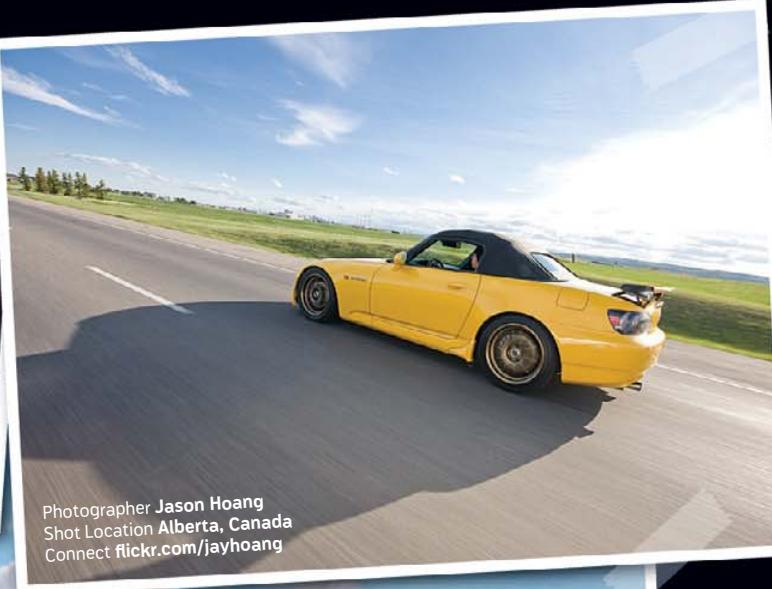


LONGSHOTS

OK, so maybe this month's winner has a *tiny* advantage for having submitted a killer pic of our cover car in competition, but that just goes to show how much this car gets around, and how photogenic a properly built—and enjoyed—drift car can be. Much love to the photographers of America's Hat for submitting sick rolling shots. And to Mr. Lauder, for reminding us how mean a GT-R should look. longshots@importtuner.com



Photographer **Jon Sylvester**
Shot Location Alberta, Canada
Connect flickr.com/photos/jonsylvester



Photographer **Jason Hoang**
Shot Location Alberta, Canada
Connect flickr.com/jayhoang

SHOT OF THE MONTH

Photographer **Chad Burdette**
Shot Location Atlanta, GA
Connect chadbeephoto.com



Photographer **Pat Lauder**
Shot Location Gilroy, CA
Connect quickworksphoto.com



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