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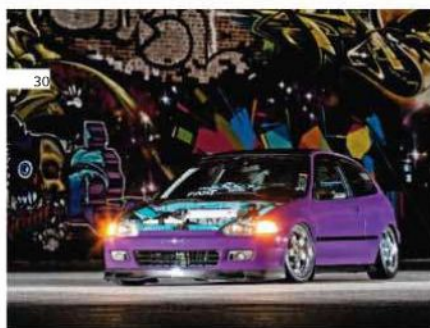
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HOLLA

Every month, our tireless staff and crew of global freelancers work hard to try and bring you the best magazine possible. We sit in our offices discussing trends, cars, tech, and models we think our readers would want to see. But as far as input, the debate has been a one-way street—we've never really asked you. Sure, we have Going Postal, where a lot of our incarcerated readers talk about their future project plans or express their gratitude for the fine females we bring to their cells, but we've never made a formal request to see what you want. Here's your chance. This is our call to action to write in and let us know what you want in 2NR.

What type of cars do you want to see featured? More street cars, drift cars, time-attack, cars from Japan, Hondas, or old school? Something completely different? Let us know.

What kind of tech stories do you want to see? More low-budget DIY stuff or wild, high-horsepower builds? Anything specific? Is there a car that you've been dy-

ing to see in Power Pages or a product you want to see busted in Fact or Fiction? Send in your requests.

Is there an up-and-coming model or do you have a favorite girl you'd like to see on the cover? Do you want to see fewer girls or do we not have enough? And before you begin, no, nudity is not an option.

Do you dislike something about our magazine or is there stuff we've run that you've absolutely hated, let me know as well. *Import Tuner* is your mag and it's your support that allows us to do what we do. So go ahead and shoot me an email. I can't promise that I'll get back to everyone, but I can promise that I will read every single piece of mail.

EDITOR
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THE EPIC CARTEL SCION

SILENT BUT DEADLY CONGRESS TO DELIBERATE ON CARS BEING TOO QUIET

If daily commutes in an electric or hybrid car weren't shameful enough, lobbyists are joining forces to present Congress with a proposal to help them attract even more undue attention. Advocates claim these are silent killers, endangering distracted pedestrians by emitting virtually no noise when running on electric power. Their proposed solution: adding artificial noise.

And of course, the sounds these greenmongers are pushing for hybrids to emit couldn't be just anything—they want "cute birds" chirping in harmony. Whatever dignity and manhood remained in conquering the alternative fuel frontier is quickly thrown out the window if you're forced to rock sparrow song while the hot blond rocking Finch (the band) in the IS350 next to you can't stop laughing.

If the proposal is passed, vehicle owners wouldn't be able to customize the sound of their cars the same way they could download cell phone ring tones—they'd be stuck with the birds. Or at least, whatever car manufacturers and some government agency-to-be approve as acceptable sounds for a given make and model. That means no cruising to the "get out of my way" tune of Metallica while driving down Hollywood Blvd.

This proposal was designed specifically to aid the visually impaired from being hit by cars they can't hear, but really—who stops in fear of robins or blue jays? It's hard to believe that automakers have been working for over 40 years to make cars quieter, never admitting that loud cars are, in fact, safe cars. If Congress pushes this proposal into effect, they should consider allowing Hybrid/electric car owners the ability to choose their own sounds to warn pedestrians they are approaching, or better yet, requiring cars to actually sound like cars. After all, who would cross paths with a Honda Insight screaming (quietly) like an HSV-010 GT? Of course, I would select an all-time classic as the perfect warning system. Ice Cube's "Check Yo Self" would easily bring some street cred back to owning a hybrid.

<http://www.youtube.com/watch?v=mvLxPQ-7VuA>



Scott Tsuneishi

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LIVING it

RIDING SHOTGUN WITH THE EDITORS

'95 HONDA CIVIC

With two of my three cars currently out of service (an engine fire put the '05 STI out of commission during last year's STI vs. EVO Shootout, and my '03 WRX continues to collect cobwebs due to a blown head gasket), it's become imperative that the D16Z6 1.6L engine in my '95 Civic remains in perfect working condition. Call me paranoid, but I spent the past weekend performing a leak-down test to diagnose its health. What is a leak-down test, you ask? Simply put, it's a compression test in reverse. Instead of measuring the ability of the engine to create pressure, compressed air is introduced into each cylinder through the spark plug hole during its compression cycle, and the amount of air escaping—or leaking from the cylinder—is measured. The percentage lost will indicate the condition of the cylinder, piston rings, valves—basically, the condition of the engine. Upon testing, the D16 engine displayed less than 10 percent leak-down across all four cylinders, and continues to run like a champ. Needless to say, I'm a little relieved.

SENIOR EDITOR
SCOTT TSUNEISHI



'09 MITSUBISHI LANCER RALLIART

With new wheels, tires, and suspension to complete the weekend track/canyon carving package on our Mitsu, we were in desperate need of a brake upgrade. With only a few options available for the Ralliart, luckily for us, EBC Brakes had a solution in their new Bluestuff full race brake pads. Unlike most race pads that are too aggressive for street use, the compound in Bluestuff is engineered to work well even at cool temperatures, helping it last three times as long as their Yellowstuff pads, while aramid fibers and a proprietary manufacturing process improve aggressive braking. Look for the full story soon.

EDITOR
CARTER JUNG



'94 ACURA INTEGRA

I drove Project DC2 from Long Beach, CA to Lake Havasu, AZ over the recent long weekend—on \$25 of 91-octane Premium. The trek netted a 39mpg average, which included sitting in gridlock on the 605, detouring through a canyon road south of Palm Desert, and full-throttle traffic passing on the two-lane 62. Engine modification will be completed soon and we'll be looking forward to 45+mpg and more power!

TECH EDITOR
LUKE MUNNELL





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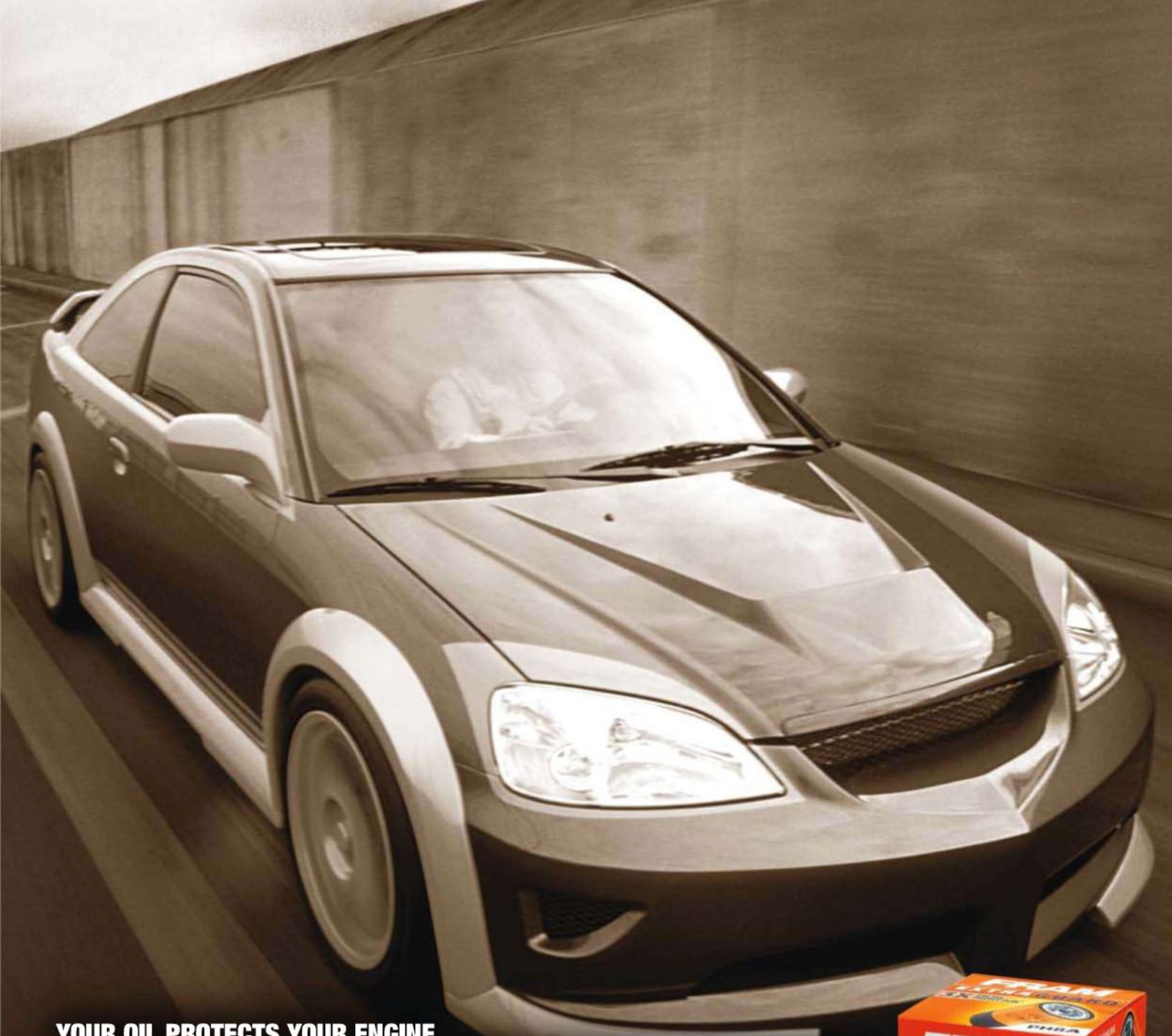
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FLAME ON!

I know I'm gonna get flamed for asking this, but how come you guys never give love to the Chevy Cobalt SS? When the car first came out, it crushed the Mazdaspeed 3 lap time by 13 seconds, owned Super Lap, and now there are companies putting the car into the high 11s down the quarter with the stock turbo! Keep up the good work all the same,

-Brandon

via postal@importtuner.com

Good points, especially now that a Scion tC owns the Unlimited FF Super Lap record (with an Eclipse and Civic close behind), and the drag racers in Puerto Rico are running 9s with stock-turbo EVOs. Hey Carter, why don't we feature Cobalts, again? Carter...

UPDATE:

Hey guys, just wanted to show you what I'm working on. It's my dream car: a '97 Nissan Skyline GTS25T, with an RB25DET and five-speed manual trans. I just started modifying it and have added an A'pexi Power Intake, 17-inch Enkeis, and some little stuff. Hopefully one day it will be in your awesome mag!

-Kenny Richardson,
Okinawa, Japan



OK, seriously... we're more lovers than fighters (most of the time) but we're really thinking about enlisting in hopes of being stationed in Okinawa where we can actually own/drive cars like this one day, too. Legally, at least. Kenny, we got your back. As long as you let us take that R33 out to the drags when you bring it over!

ROLE PLAYING, ANYONE?

My husband is a subscriber and got the 2010 calendar with the many gorgeous models (yes, he went out and bought a copy, just so he can hang it up in the bedroom... sigh). The reason I'm writing today is because I'm desperately trying to find the high heels Ashley Sarto (Miss May) is wearing. I really need to know who they are made by and where I can buy them! Please, please get back to me ASAP! I hope I'm not asking for too much.

-anonymous,

via postal@importtuner.com

Interesting...



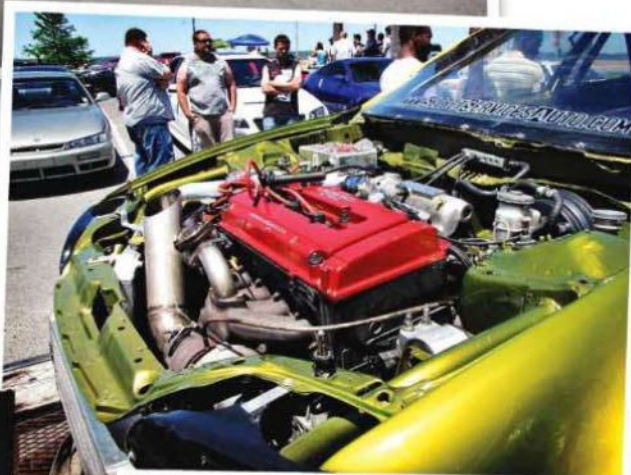
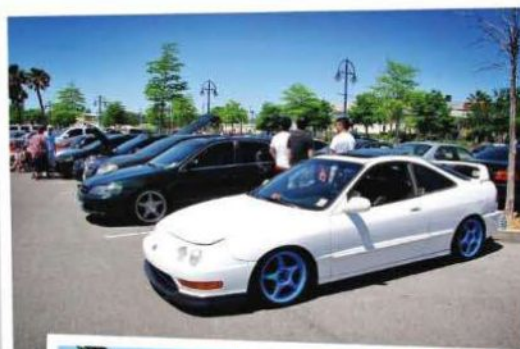
MEET MEAT

I know you guys are always looking for coverage even of local events/meets, so I was wondering if you would like some snaps of our Fourth Annual Lakefront Meet, here in New Orleans, LA. This meet has been growing stronger each year, and I'd love to get some coverage out, because no one really knows what's going on down here. If you would like to check out my pictures, check out this link:

<http://s679.photobucket.com/albums/vv155/Jac33/LFM4/>

-Jerron Warren,
Baton Rouge, LA

Not bad! We'll probably see you all at Import Alliance in a few months. In the meantime, have your boy with the drag Civic give us a shout.



Car and Driver concludes:
"The **VENTUS V12 evo** is an impressive,
well-rounded summer tire."

Car and Driver - August 2009



"Impressive!"

Tame the Road



**VENTUS
V12 evo**

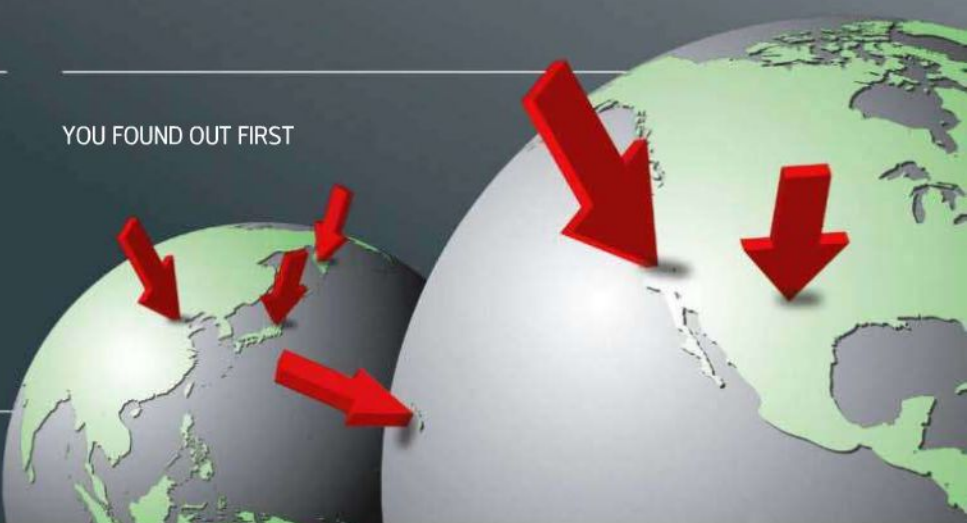


For the full story, and results of the Summer Tire Test,
grab a copy of the August 2009 issue of Car and Driver
or visit our website at www.hankooktireusa.com

Hankook
driving emotion

411

YOU FOUND OUT FIRST



EIBACH HONDA MEET

It's amazing what can be done through sheer willpower. While big-budget show series with years of experience, rife with the industry's leading vendors, paying show exhibitors, and prime live acts continue to "reorganize" and/or throw in the towel, the annual Eibach Honda meet (now in its fifth year) continues to draw larger support from participants, fans, and vendors. Organized by sister magazine *Honda Tuning*, NWP4life.com, and members of Honda-

tech.com, this past iteration packed Eibach's Corona, CA, grounds with over 600 of the cleanest Hondas in the country (with an estimated twice as many in the parking lot), and over 9,000 attendees. The main thing to remember is that this is a meet—spots sell for a mere \$10, general admission is free, and nothing is judged. Officially, at least. Check importtuner.com for complete coverage. www.nwp4life.com



by the
numbers: **1,075**

The amount of horsepower T1 Race Development owner Tony Palo estimates his drag DC2 [p. 21] outputs at the wheels. "Estimates", because it's lost traction on every dyno it's been on. With slicks.

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DIY PLASTIC HEADLIGHT RESTORATION

Clouded, yellowing headlight lenses are an eyesore and embarrassment on any car. The cause of the yellowing is prolonged exposure to sunlight, air pollution, dust, and other harsh environmental contaminants. But the good news is that the damage to these plastic lenses is usually only surface deep, and by following our six-step procedure, you can have your headlights back to a shine in no time. To demonstrate, we used a Subaru headlight that was damaged when brake cleaner was applied by a "friend" who had mistaken the plastic for a glass lens.



1 Mask around the headlights with tape to protect your car's finish.

2 Thoroughly clean any debris from the headlight lens with a commercial plastic lens cleaner or soap and water and wipe dry using a clean rag or shop towel.

3 To remove oxidation or melted plastic, grab 800-grit sandpaper and sand in a side-to-side motion, applying even pressure, periodically wetting the sandpaper with soapy water or Quick Detailer spray. Be sure to keep the surface wet at all times to prevent heat burns on the plastic.



4 To remove the coarse scratches from the previous step, continue the sanding process with a finer 1,200-grit, then to a finer 2,000-grit, and finally to a 2,500-grit sandpaper to remove scratches left by the previous grit.



5 Apply a plastic polish or swirl removal compound after sanding with the 2,500-grit sandpaper and buff or wipe off with a shop towel. We found the Mothers Polish Ball helped speed up the polishing process.

6 Clean the lens with a plastic lens cleaner or soap and water to remove any polish residue before applying wax or protectant to the headlight lens.



If the lens is hazy or still shows remnants of any damage, repeat Steps 1-6 until the lens is clear.

411

YOU FOUND OUT FIRST



SPOCOM

Don't think SoCal had all the fun this month. NorCal was the first to get some with an all-new addition to the growing SpoCom show series: the San Mateo Event Center. Preempting their annual Long Beach super-show by about two months, San Mateo joins Honolulu on August 28th in tripling the hotties, cars, hotties, vendors, hotties, live performances, hotties, and hotties we love so much about SpoCom shows. Check SpoCom's worldwide cybernetic headquarters for more of all that, as well as pictures and videos of hotties, event dates, locations, results, and more hotties.

www.spocomusa.com





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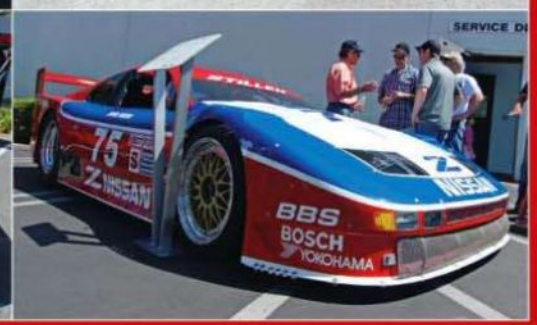
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STILLEN

Back for the 14th time is the annual Stillen meet for all things Nissan/Infiniti (with special love for the Z crowd). Over 500 Zs, Skylines, GT-Rs, Gs, and Silvias/240SXs—even a few Versas and Maximas—recently shut down nearly a mile of roadway in front of the Nissan tuning giant's Costa Mesa, CA, headquarters. Although this, too, was an un-judged "meet", we selected Rick from vipautosalon.com's ultra-clean, Venaci-rolling 370Z for the prestigious Editor's Choice award. The event also served as the launch of Stillen's 450+whp VQ37DE supercharger kit, but the highlight of the day was seeing their legendary IMSA-winning Z32 nearly slide off the rollers of an elevated dyno, under the heavy foot of Steve Millen himself. Check importtuner.com for the video.

www.stillen.com





SPRING NATS

Photos by Sean Bradford

In *Beast Coast* news, we have Englishtown Raceway's Spring Nationals, also in its 14th year. The Northeast's unofficial premier drag racing/show event, this year saw more than \$20,000 in cash and product fall into the hands of winners in eight classes of drag racing and 60(!) show categories. Sport FWD boiled down to Kelvin Gomez and his '96 Civic with a 10.301 @ 149.41 mph over Elvis Liriano's 10.9-second pass, Unlimited FWD saw Henry Montero's '95 Civic pull a 9.632 @ 159.7 over Jonathan Reynolds in a busted DC2, but the true show of the day was in All Motor, with Jose Bello and his '92 Civic's 10.513-second run *almost* not fast enough to edge out vixens Loan Nguyen and Cheryl McCollough, with a 10.759-second Final and 10.903-second Semi-final effort, respectively. Props to Abel Burgos for taking Quick 32 with an 8.757 @ 147.34 mph in his '72 Datsun, but damn—Jorge Lazcano's qualifying run of a 6.697 @ 211.49 mph in his '05 350Z was straight sickness!

www.etownraceway.com



T.O.R.C.

The same day Stilen was blowing up their spot with Nissan/Infinity enthusiasm, the Toyota Owners and Restorers club was throwing down across town at Long Beach's Queen Mary Park—for the 15th year. Evolving into more of a show for modified/restored Toyota/Scion models, one can literally find anything at T.O.R.C., from a time-attack Yaris and Five Axis xD, to big-power Supras and race-prepped Hachis, to *Bosozoku*-themed Cressidas and Puerto Rican RWD dragsters, to the hands-down cleanest old-school platforms you never knew existed (P.J. Bonifacio and company: still on top, after decades leading the way). Check importtuner.com for the outtakes.

www.toyotaclub.org





IFO DALLAS

Photos by Mark Ventulan

And finally, for the vast majority of you between coasts, we have Import Face-off. Equal parts show and drag race extravaganza, with healthy doses of drift exhibition, bikini contest, live music, amateur MMA fighting (the good stuff), and all-around automotive chaos sprinkled throughout, IFO recently did Dallas harder than she'd ever been done before. Elbow room was tighter at Crandall, TX's, Dallas Raceway than in years past, and the drag racing was even tighter. The short story of the Outlaw class is this: Winning with an 8.907@158.69, Kenny Tran and his Jotech tC are officially back. FWD Sportsman classes saw our boy Tony Palo and his 8.7-second DC2 fall victim to staging games by Aaron Lopez and his 9.4-second Civic when, after Tony fully staged in the finals, Aaron sat on one light for a full six seconds, prompting Tony to preempt the drop and redlight the win to Aaron with a -0.31-second reaction time. Shady? Maybe, but this is why drag racing is anyone's game!

www.importtuner.com for full coverage.
www.importfaceoff.net to get down.

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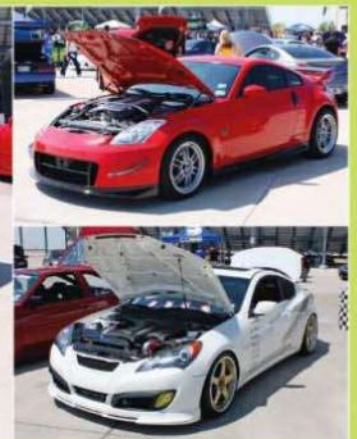
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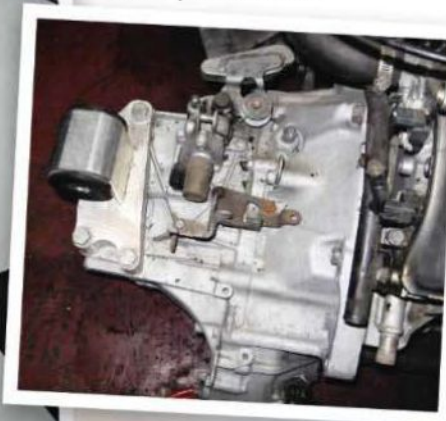
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SWAPPING FOR POWER

I own a '91 Honda Civic hatchback that's broken down and sitting on bricks at home. I am fixing the car to drop in a K20A2. What transmission can I use for this engine to fit into my Civic, and can I swap over the wiring, cluster, and most of the electronics from an RSX Type-S?

-Luis Mines
via importtuner.com



Your only reasonably priced choices for an engine swap are the factory RSX and EP3 Civic Si transmissions that came with K20s. Hasport offers engine mounts, and you'll need axles from a base model RSX (non-S) or a '02 Civic Si. The RSX-S and Type R axles have a different spline count so they will not work. A few others have used the RSX-S or EP3 Civic axles with DA Integra outer stub axles with success.

DAMPING DILEMMAS

2NR's 4G64 project build (using a 4G64 block with DOHC 4G63 MIVEC head) has been an excellent read, and is giving me ideas for my '00 Mitsubishi Galant. I priced out your engine build and calculated the costs at roughly \$8,000. Before I jump into trying to mess with my engine, I want to obtain the proper suspension setup. I recently upgraded the factory rotors to Brembo slotted disks and added EBC Greenstuff pads, but find it difficult to find a decent set of coilovers for my Galant. I know the JDM Legnum, VR-4, and Eclipse Spyder can all be compatible, but before I spend a ton of money, I would like to know if there is any definite match of parts I can use, considering a Legnum is a wagon with a heavier curb weight, the VR-4 has a stiffer chassis with AYC, and the Spyder is a coupe.

-Brandon Goodrich
Lawrence, KS

HKS has numerous special-order coilover applications for JDM passenger cars that would possibly fit your Galant. Unfortunately, no suspension company is going to guarantee fitment for a JDM coilover onto a U.S. spec Galant... so you're on your own there. Your best bet is to try verifying JDM to US spec suspension fitment on a Mitsubishi forum.



NEED 4 SPEED

I'd like to get just a bit more power (50-75 hp) out of my '06 M45 Infiniti 4.5L V-8 currently equipped with a cold air intake and Stillen exhaust. I've looked on the Internet for performance upgrades but still haven't found anything regarding my motor (VK45DE). I'm willing to spend \$1,500 to \$3,500 toward parts if it can help me obtain my horsepower goal.

-Steve
via importtuner.com

Being a V-8, any bolt-on turbocharger kit for the VK45DE engines is going to cost large sums of money. The Drift Emporium cars are all running Stillen supercharged VKs—you might want to give them a call for advice. Cosworth designed a supercharged engine package based on the VK45DE engine for a high-end boat race team in Dubai. Each of their boats uses two of these 600hp engines, which cost about \$80,000 each, so unfortunately such a setup wouldn't fit your budget. Damn, don't we all wish we had oil money?!

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S2K BOLT-ON POWER

I'm a fan of naturally aspirated power and want to make 300 whp in my '06 Honda S2000. Which parts would you recommend I obtain first? I've heard Password:JDM makes the best intake systems, and that J's Racing headers are the way to go. At some point a dyno tune would be necessary, along with larger fuel injectors, but what else do you suggest I do?

-Evan
via importtuner.com

For 300 naturally aspirated horsepower at the wheels, you'll need increased compression and, ideally, larger displacement. Cams, head work, a long-tube header, ECU tuning, dyno tuning, etc., will also be required. Unfortunately, it isn't going to be found with just a series of bolt-ons.

AFFORDABLE BOOST

I am the proud owner of an '03 350Z. Its VQ35DE is a great engine, but I'm stuck at a crossroads between forced induction or natural aspiration. I wouldn't mind turbocharging it—I love boost and I miss the FC3S I sold a few years ago—but I want to be different and see what kind of power I can make with a stroker build using ITBs.

My friends say to go the forced induction route, and so far the best solution I found is the Power Enterprises twin-turbo unit, but it's a bit pricey. Plus, I know I would eventually have to build the engine's internals to handle boost. Others have suggested the Vortech supercharger, which is more within my price range than most turbo kits on the market. I want 350-400whp. What should I do?

-Chris M.
via importtuner.com



To be honest, a big-power, naturally aspirated build is expensive, can hamper street drivability, and is generally loud without turbo(s) to silence the exhaust. To make 400hp naturally aspirated, you'd need camshafts, head work, high compression pistons, and bigger displacement, all which will add up to big bucks. Back in '08, Cosworth built an engine for the Castrol Syntec Top Shop Challenge that made 439 naturally aspirated bhp, but the parts alone cost nearly \$16,000—without labor. The PE twin-turbo kit uses IHI turbos with the capability of delivering 500whp while offering excellent boost response. But like you said, it would be ideal to build your engine first. Another option is to keep the boost down on stock internals, and the power at or below 400whp with good tuning. The Vortech kit is a good option for this. Unfortunately, it all comes down to how much your wallet can handle, before your engine.

OLD SCHOOL TRANSFORMATION

I just bought an '88 Nissan Sentra and would like to modify the car, but have some questions:

1. Can I convert the front and rear end to those from a Nissan S13?
2. What engines can I swap the stock engine with, if any?
3. Can I convert to a rear-wheel-drive setup?

4. What are some good companies you know of that hook up U.S. service members?

If you guys could point me in the right direction, I would appreciate it.

-SPC Cedric Barnes
Fort Leonard Wood, MO

1. No, what's the point? Why not just buy a S13? An S13 doesn't cost much more than an '88 Sentra.
2. You can swap in anything that will fit if you have the money, but it probably isn't worth it.
3. See answer #1.
4. It's usually only the larger mail-order warehouses that offer military discounts. The smaller shops that do engine swaps probably won't have the budget to offer "hook-up pricing", but it doesn't hurt to ask.

INDUCTION SUCTION

I own an '03 Celica GT-S and wanted to know what's the best "bang for the buck" cold-air intake system on the market today? Should I worry that running a cold-air intake will cause the engine to ingest rain water and hydro lock?

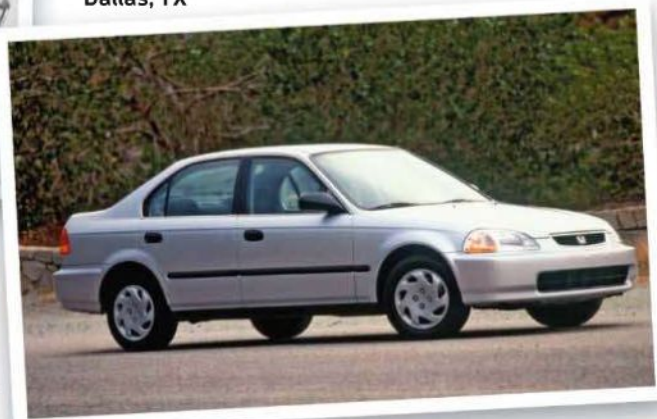
-Ron Leland
via importtuner.com


I would suggest looking into a K&N Typhoon or an AEM Cold Air Intake. The K&N Typhoon intake plenum isn't as long as their competitors' and might be good for your application if water is of concern. K&N claims to deliver a 7.5hp gain at 6,400rpm over the factory intake.

BACKPRESSURE

I currently own a '96 Civic LX with an AEM Cold Air intake and a 2.75-inch cat-back exhaust system. The exhaust is using the factory catalytic converter built into its factory header. If I purchase a 4-2-1 two-piece header and aftermarket catalyst, how much horsepower can be gained or lost because of the lack of back pressure?

-Kim Ketring
Dallas, TX



A well-designed 4-2-1 header will provide gains in both torque and horsepower, but it's the 2.75-inch exhaust that I think might be a little too big for your naturally aspirated engine. Even near-stock road-racing Hondas—such as NASA's Honda Challenge H3, H4, and H5 class cars that spend their lives above 6,000 rpm—don't usually use exhausts that large. Of course, it all depends on the mufflers and silencers used in your 2.75-inch system, but I think a 2.25-2.50-inch exhaust would yield more usable power. 

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Infiniti G35 Coupe	2003-06	3.5L	69-7080-1TS	+9 hp
Mazda 3	2003-09	2.0L	69-6010TS	+5 hp
Mazdaspeed 3	2007-09	2.3L	69-6011TS	+25 hp
Mitsubishi Evo X	2008-09	2.0L	69-6546TWR	+21 hp
Nissan 370Z	2009-10	3.7L	69-7078TS	+14 hp
Nissan Altima	2007-10	3.5L	69-7062TTK	+9 hp
Nissan Cube	2009-10	1.7L	69-7077TTK	+7 hp
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Toyota Camry	2002-06	2.4L	69-8609TTK	+6 hp
Toyota Camry	2007-09	2.4L	69-8610TTK	+14 hp
Toyota Yaris	2006-10	1.5L	69-8612TFK	+4 hp

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01



BRAVIA XBR-LX900

■■■■■

01 Love or hate the concept of 3D TV, it's officially here. Keen to hop on the bandwagon, Sony—who's also doubling down with 3D gaming support on the PS3—is offering a full line of sets featuring moving images that literally pop from the screen. This premium model, albeit not for the faint of budget, also packs several enjoyable extras, though. Think breezy 240Hz refresh rates to minimize motion blur and high-speed wireless networking for streaming video from Netflix, Amazon and more.

Sony / www.sonymstyle.com / \$TBD

03



02



04



05

02 FREEAGENT THEATER+ ■■■■□

Sure—you could always jury-rig a spider's web of cables from your laptop to TV or connect a network-attached storage solution to enjoy digital audio and video, but why? Cop this 500GB media player, which lets you dock external hard drives and USB keys, plus quickly connect to a home network, and you can be consuming (legally downloaded, natch) multimedia in minutes. An intuitive user interface and HDMI connectivity make it simple to browse and enjoy high-definition films, all G-rated, we're certain.

Seagate / www.seagate.com / \$249.99

03 FLIP SLIDE HD ■■■■□

Despite its high price tag, this budget camcorder scores points for style, packing a three-inch widescreen touch-enabled sliding display, plus 720p high-definition recording capability and 16GB of internal memory. Still, battery life is unimpressive, zoom capabilities minimal, and we'd have liked to see some image stabilization options. But for those who don't mind paying a premium for a solid portable playback and viewing experience, the gizmo delivers, making a great fit for impromptu screenings of recent skateboarding sessions or last night's drunken revelry.

Cisco / www.theflip.com / \$279.99

04 DEAD TO RIGHTS: RETRIBUTION ■■■□□

Score one for absurdity—this is the first game we've ever seen that lets you play a crotch-biting dog awarded "scrotality" props for snacking on thugs' genitals in grisly fashion. As for the rest of it, which sees rogue cop Jack Slate clearing rooms with bone-crunching melee moves and gore-spraying, slow-motion gunplay while spouting the crappiest one-liners known to man, well . . . when it comes to shamelessly ripping off every film noir cliché in the book, let's just say that this one's guilty as charged.

Namco Bandai / www.namcobandagames.com / PS3, Xbox 360

05 SPLIT/SECOND ■■■■□

A high-stakes arcade racer with a twist: Rack up enough juice by making last-minute skids or heart-pounding drifts, and you can cause background elements to explode or come tumbling down on opponents. Whether riding solo or squaring off against live online adversaries, its knockout challenges and white-knuckle sprints prove as much about toppling towers on rivals' heads as crossing the finish line first. Despite an air of predictability due to canned set pieces, consider it good for the occasional jaw-dropping fender-bender.

Disney / Buenavistagames.go.com / PC, PS3, Xbox 360



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It's always entertaining to see the same product marketed by different features according to the times. Ordinary tire pressure gauges nearly always include some "fuel saving" benefit on their packaging today, and polarized sunglasses slung on late-night infomercials spontaneously became "HD" with the popularity of digital TV. Cell phones have legitimately evolved into the new Yellow Pages, video game consoles, car alarms, etc., but when the accelerometers included in certain models only to detect which way they're being held (so as to re-adjust screen orientation) are written into a free program that purports to measure your car's horsepower and acceleration... we raise a suspecting eyebrow.



THE CLAIM: INNOVATE MOTORSPORTS' FREE LOGWORKS IPHONE APP CAN INFER HORSEPOWER.



Regular readers will recall our testing of Bunsentech's Dynolicious mobile-dyno iPhone app that claimed to use elapsed time, a vehicle's weight, and an iPhone's built-in accelerometers to accurately infer 0-60 and quarter-mile acceleration, trap speed, horsepower, g-forces, and more. You'll also recall our mixed emotions when the \$13 app returned decent quarter-mile and ET figures, but struck out in the horsepower/torque department. Well, Innovate Motorsports is claiming their system does it all better—for free.

The Logworks iPhone app is part of Innovate's OT-2 system, which works with a wireless module that plugs into a car's OBD 2 port and relays engine functions to your Logworks-loaded Apple device of choice: iPhone, iPod, or iPad. The system can function as an OBD 2 scan tool, relay thousands of engine/vehicle parameters via virtual gauges (coolant temp, oil pressure, boost, transmission temp, etc.), simultaneously data-log up to 16 channels of those functions, and calculate fuel efficiency, among other features—that much is fact.



Adding in the functionality of an appropriate i-device, Innovate claims the OT-2 system can accurately infer acceleration times (0-60, 0-70, etc), braking distances, lateral G-force, elapsed time (60-foot, eighth-mile, quarter-mile), trap/top speed, can be used to plot dyno curves over engine or wheel speed, can help you plot torque/traction loss, and even help you calculate shift points. The OT-2 module retails for about \$179, but the Logworks iPhone App is free to download, and the Innovate team claims it can deliver precise horsepower and acceleration numbers completely on its own. We'll save testing with the complete OT-2 system (with wireless module) for another installment, and focus solely on horsepower numbers you can expect from the free app.

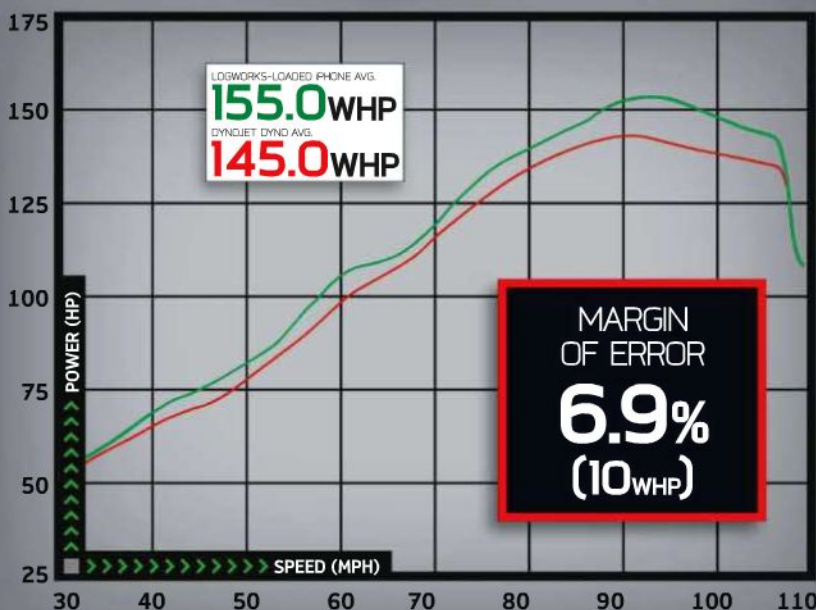
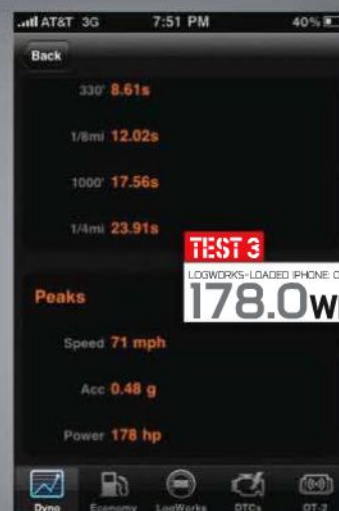
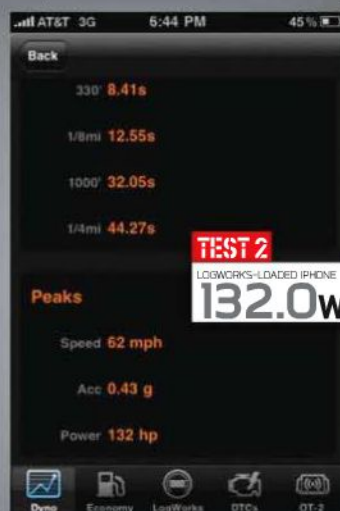
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The Logworks iPhone app was created specifically to work with the wireless OT-2 module. Since a Logworks-loaded iPhone cannot read engine and wheel speed on its own, and most of Logworks' calibration options aren't available without the wireless module (only vehicle weight and min./max. rpm "guesstimates" can be used), we weren't expecting it to do wonders. We rolled our OBD 1 Integra DC2 across town to MD Automotive in Westminster, CA, and hit the Dynojet to establish baseline power/torque averages with several Second-gear pulls. Next, we made repeat Second-gear acceleration pulls from a dead stop, down a stretch of secluded, off-highway pavement and back again (to account for incline variance) with our Logworks-loaded iPhone inferring numbers.

One immediately noticeable point to mind when testing with the Logworks-loaded iPhone is that the iPhone must carefully be installed in the vehicle: It should lay as flat as possible, face-up, with the Power button facing forward, and should not move at all during testing. Finding this "sweet spot" took us some time. Packing tape helped.



THE VERDICT:

PLAUSIBLE

Once averaged, the horsepower numbers returned by Logworks-loaded iPhone varied by 10 whp from those given by the Dynojet. But there were obvious variables in our road testing: We were testing a vehicle with semi-compliant chassis bushings and a stiff

suspension over an imperfectly paved surface—engine vibration and ride quality were much more harsh than usual, which probably taxed the iPhone's accelerometers. Still, representing about a 6.9-percent margin of error, the Logworks numbers didn't outright fail—making the free app a bargain. We'll be looking forward to testing the complete OT-2 system soon.

TEXT AND PHOTOS BY LUKE MUNNELL

'92 HONDA CIVIC DX



THE UNEXPECTED

Ever had one of those days when nothing goes right?
This Civic's owner has had one of those cars.



There's a saying I've grown quite fond of: Life isn't what happens with the plans we make; it's what happens while we're making the plans. As much as we like to think we're in control of our own lives, it's how we react to the unforeseen that determines them. Destiny, fate, mother nature—call it what you want, "it" doesn't really care what you think. It's going to do what it's going to do, and for you to have a shot at a successful life, you've got to learn to roll with it.



“THE THIEVES ONLY
HAD TIME TO GET THE
WHEELS OFF AND RIP
OUT THE STEREO,”
HE SAYS. “I GUESS I
LUCKED OUT.”



Anyone who's been knee-deep in a project car build can see the segue here. No matter how carefully you plan modification, budget, and build schedule, something always happens to throw those plans off, and your project never turns out exactly the way you envisioned. Jon Sunga's been there. But unlike most of the cars we feature, built by experienced wrenchmen who had a good idea of what they were getting into ahead of time, we don't think there ever was a time when the build of Jon's Civic went according to plan.

This is Jon's first car, and he's had it for seven years. Truth be told, he didn't really want it in the first place. Jon's introduction to cars was through his brother, who rocked a tough first-gen RX-7 back in the day: Turbo II 13B swap, bolt-ons, suspension, etc. "I actually borrowed my brother's car to drive out to look at an RX-7 I wanted to buy," Jon tells, "and I saw this Civic at a Nissan dealership on the way, which one of the salesmen was selling privately." It was a bone-stock DX, had high miles but was relatively clean aside from faded red paint and ripped front seating. "The guy was asking \$3K for it," he says. "I showed him the \$2K cash I had on me and he let me take it."

Like any broke-ass kid whose first car was a Civic, Jon's a little hesitant to reflect back on his initial mods. "I did a lot of little stuff at first; I added a clock and passenger-side mirror, got new stock seats," he laughs, "but then I cut the springs, put on some painted HX wheels—typical ricer stuff!" Hitting up the local meets, he developed a taste for modification. "I remember seeing the AM7 guys and their crazy-clean cars at all the local spots," he recalls. "That's what made me see realize there was another way to do this."

He eventually swapped out those cut springs and blown shocks for Ground Control coilovers and Tokicos for \$500, came up on a set of authentic Mugen

RNRs, and rounded up some bolt-on performance mods and more interior bits. He was even pulling extra shifts to save up for an H22A swap. And just when Jon's plans started working out, life threw him a curveball. The Civic was stolen. "I got caught slippin'," he says. "I had a set of Teins in there that I just bought, along with those RNRs and some little stuff that I was going to put on at my friend's place the next day, and someone jacked it out of my driveway that night." Jon found the car a few days later, abandoned, just down the street from his place. "Baldwin Park was a gang neighborhood back then. I knew who did it, but there was really nothing I could do about it." The car was stripped down to nothing but a running shell, and all Jon's schwag was gone. "It was my only car," he says. "I had no choice but to re-build it."


Jon spent about \$500 of his H-swap money piecing the Civic back together, and later added some stereo equipment and found a good deal on replacement bolt-ons. Content with the brand-new Teins, the thieves left Jon's Ground Control/Tokico suspension untouched, and in turn, so did he. He picked up a set of Work RZR's from a friend, and just as he started saving up for that H-swap he'd been planning, his car went missing. Again. "This time the cops found it the same day," he says. "The thieves only had time to get the wheels off and rip out the stereo. I guess I lucked out."

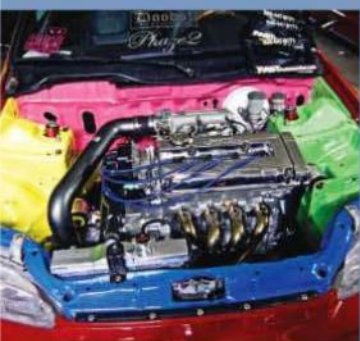




Jon played his cards a little closer the next time around, and stocked parts up in his pad while rolling the Civic stock around town. His connections in the aftermarket led to a full-time gig at Fast Autoworks, and naturally, deals on parts came his way. He replaced the stolen RZR's with a set of used Work Meisters he picked up in trade for work on a homie's car, replaced his Civic's mismatched stock interior with a pair of Bride Zieg III's and matching re-upholstered rears for about a \$1K, and added a JDM EG6 Si-R console in place of the stock DX unit the thieves tore out to grab his stereo. He even traded a beater EF Civic he picked up along the way for a Kenwood KBT-614 head unit, two Alpine amps, four Pioneer speakers, and a 12-inch JBL sub. "I was planning on keeping the EF as a daily," he says, "but I couldn't pass up the deal. I only paid \$100 for that car."

After more than four years, the H22A swap Jon had been planning finally became a reality. Kind of. "Once I saved up, my friend gave me a really good deal on his B16A," he says, "and Fast (Autoworks) was able to get me pretty much everything under the hood, all for about the price of an H22A swap." Chase Bays stepped in with wiring after the Civic was stolen for the second time, and according to Jon, converting the tucked harness for the B16 was easy.

We all know how badly Honda red fades—Jon's Civic had pretty much been pink until this point. "I wasn't sure about which color to paint it," he says, "but I knew I had to do something crazy before I brought it out." Crazy, but clean. Jon had become a fan of stock lines, and purposely hadn't added very much in the exterior department. Any color he chose to paint the Civic would have to stand out, yet remain subtle. "The Honda guys up north were doing the Battleship Gray engine bays with all different exterior colors," he recalls, "and when my friends Mikey and Arnel from Phase2 did theirs down here [see sidebar], I got ideas for mine." A lifelong Lakers fan, Jon chose royal purple for the exterior. But also a collector of kicks, he went teal with the engine bay and interior, inspired by the "Grape" colorway of Nike's Air Jordan 5. "I couldn't afford a pro to paint it like I originally wanted, so I took my shoes and some Lakers gear down to a Home Depot and matched up a couple hundred bucks in Sherwin Williams paint and supplies, and my friend Adam and I sprayed it in his backyard," he says, before offering a final comment that perfectly caps the process of his Civic's build, and his acceptance of the things he couldn't change along the way, "The colors turned out a little off, but whatever. I'm cool with it." 



TRENDSETTERS

You might not be familiar with the members of SoCal's now-defunct AM7 crew, but chances are you're familiar with the trends their cars set. Ryan Ordinario's boosted burgundy EF had one of the first crazy engine bays out there, with its signature gold-leaf intercooler piping, and Adam Nelson's gunmetal K-swapped EG was the first ride we saw to utilize gold heat shielding underhood. Out of SoCal's

Phase2 camp comes Mikey Cristi's gold-bayed, turbocharged DC2 and Arnel Ortiz's ultra-flush EG with the rainbow underhood scheme (which is now red and boasting a tucked radiator), inspired by the Battleship Gray bays of NorCal's heavy hitters, who were in turn inspired by Japanese track cars from shops like Spoon and J's Racing, whose bare chassis were delivered in gray hues straight from Honda. But Hawaiian teams like Green Bottle preempted the trend by nearly a decade. Dig up 2NR's coverage of the 2001 Hawaii Showoff for more.

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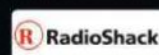
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'92 HONDA CIVIC DX OUTPUT: N/A

ENGINE '00 Civic Si B16A2; Skunk2 Stage 2 camshafts; JG valves, valve springs, retainers; Password; JDM intake; Buddyclub Spec 2 exhaust; Fast Autoworks custom 4:1 header; Mishimoto aluminum radiator, hoses; tucked Chase Bays mil-spec wiring harness; custom white valve cover, tucked brake lines, Air Jordan reservoir socks

DRIVETRAIN ACT Stage 3 clutch, Xtreme Pressure Plate, Prolite flywheel

SUSPENSION Ground Control coilovers; Tokico shocks; Skunk2 rear lower control arms

WHEELS/TIRES 16x7.5 Work Meister wheels; 205/40-16 Nitto Neogen tires

BRAKES DC2 Integra GSR rotors, calipers (front and rear); Performance Friction pads (front and rear); Chase Bays stainless steel braided brake lines (front and rear)

EXTERIOR OEM Honda EK9 side skirts; VIS Racing carbon fiber hood, rear wing, front lip, side mirrors; Stanley headlights, fog lights

INTERIOR Bride Zieg III front seats; custom Bride Gradation-covered rear seats; JDM EG6 Civic Si-R console; Sparco steering wheel, shift knob

ELECTRONICS Kenwood KBT-614 head unit; Alpine PDX-5 amplifiers (x2); Pioneer CS-D1720C speakers (x4); 12-inch JBL subwoofer

GRATITUDE Rodriguez and Sunga family; Cheryl, Jayde, Mark, Steven, Dustin, Angelo, Gloven, John, and the rest of the Defroce fambam; Tuan and Mary at Fast Autoworks; Chuck and Rocky at Showstoppers; HeyMikey Cristi and the Phase2 crew; Joey Lee of stickydijoe

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NISSAN'S MAGIC KINGDOM

One of my most vivid childhood memories stems from my first trip to Disneyland. The funny thing is, I don't remember what rides I took, what shows I watched, what I ate, or who I even went with, but what I do remember is the night prior. I remember trying to go to bed, but being so overwrought with excitement, I spent half the night tossing and turning with visions of Space Mountain, Mickey, and Main Street. And having never actually been, my imagination was running wild solely based on tales heard from friends and classmates. The pre-hype combined with the unknown cranked my expectations way past overload, and unlike most things that end up becoming monumental letdowns, the Magic Kingdom did not disappoint.

And since that momentous event, very few experiences have paralleled that magnitude. Dorming my first year at U.C. Irvine, going to Pomona for my first drag race, or to Bob's Classy Lady, the Valley's finest and my first strip club encounter (any establishment that uses adjectives like "classy" earns points in my book) are just a few. But recently, the same butterflies in the stomach, palms sweaty in anticipation, imagination running at redline scenario happened again. But this had nothing to do with Goofy, campus life, 60-foot times, or girls named "Candie" with a "K", rather a secret museum filled with epic Nissans of yore and present. Having only heard about Zama Museum from other journalists and elite JDM tuners in passing, it was the Fountain of Youth of the automotive realm—people talked about it, providing sketchy information about the whereabouts and contents, but no one knew where it actually was or what was in it, or how to get in. If Dan Brown was a car guy, he'd be all over it.

Cue Nissan North America. After a few calls overseas, arrangements were made to allow our staff inside the sacred museum. Located within Nissan's Zama Operations Center in Kanagawa, Japan—the former assembly plant for their vehicles—Zama is Nissan's Global Production Engineering Center and home to the Nissan Heritage Car Collection, the official name of the museum and home to the greatest collection of Nissans in the world. For our third and final installment, we pull the wraps off the stuff you've been most waiting for: Skylines and JGTC gems.

SKYLINES

1957

1962

'57 SKYLINE DELUXE ALSID-1

1ST GEN

Introduced in April of 1957, the first Skyline appeared under the Prince brand and came equipped with the GA-30 engine, a four-cylinder OHV engine with a displacement of 1,484cc and output of 60 ps. Combined with its advanced-for-the-time suspension comprised of double wishbone and coil in the front, and "de Dion Tube" and leaf spring on the rear, the 1,310 kg Prince Skyline was capable of 125 kph blasts.



'62 SKYLINE SPORTS BLRA-3

1ST GEN

If the Skyline Sports has a European feel, it's because the BLRA-3s were designed by famed Italian Giovanni Michelotti, a prolific designer whose works span Maserati, BMW, Lancia, and Triumph, among others. The Skyline Sports boasted a hand-built body on a Gloria chassis, and also utilized the Gloria's larger 1,862cc GB4 engine (94 ps). Sounds like a pricey deal? It was. At 1.85 million Yen (1.95 million Yen for the convertible), the Sports retailed for double the price of the standard Skyline, explaining why Nissan sold only 60 or so units.





Inside the Nissan Heritage Car Collection (PART 3)

'65 SKYLINE S50 BLSID

2ND GEN



The second generation Skyline replaced its predecessor in November of 1963. Powered by a 70ps, 1,484cc, G1 four-cylinder, the new Skyline was much lighter (960 kg versus the first gen's 1,310 kg) and had a smaller chassis. A 2000GT iteration produced for Japan Grand Prix homologation rules (June 2010, 2NR) was stuffed with the more powerful Gloria engine.

1965

'72 SKYLINE H/T 2000 GT-X KGC10

3RD GEN

The first produced post Nissan/Prince merger, the third Skyline was introduced in 1968 and was eventually offered in three trims: 1500 (1.5L G15 engine), 1800 (1.8L G18 engine), and 2000 (2.0L L20 engine). In September 1971, a more powerful 2000 GT-X model was introduced, boasting a 130ps, SU twin-carb L20 engine. Continuing the extra power theme, the 2000 GT-X came standard with power windows. A KPGC10 GT-R (the first GT-R) was not at Zama during the time of our visit. It was out for exhibition.



1972

'73 SKYLINE H/T 2000 GT-R KPGC110

4TH GEN

Fans of the GT-R had to wait four months after the C110 Skyline's debut in January of 1973. The KPGC110 (The "P" makes it scrumptious) came stuffed with a 160ps, 2.0L DOHC S20 straight-six capable of 7K rpm, and disc brakes behind all four wheels. Thanks to inopportune timing, the oil crisis of the '70s shifted demand toward fuel-efficient cars, and Nissan pulled the plug on production a scant four months after it went on sale, thus only 197 were manufactured. The public would have to wait another 16 years for the GT-R emblem to make its way back into showrooms.



1976

'76 SKYLINE H/T 2000 GTX-E KGC111

4TH GEN



The first Skyline to wear the iconic circle taillights was introduced in September of 1972. Similar to the previous generation, the C110 chassis came available in three trims: 1600, 1800, and 2000 (with GT and GTX versions). Due to stronger exhaust emission regulations in 1975, later GT-E and GTX-E versions were introduced with fuel-injected L20E engines and a revised chassis code of C111. The C110 is commonly referred to as the "Ken and Mary" (or "Kenmeri") Skyline in Japan, thanks to a series of popular ads featuring actors portraying a young couple of the same name.

1976

'80 SKYLINE 2000 GT-EL HGC211

5TH GEN

Like many domestic cars, the fuel crunch brought with it questionable styling during late '70s and early '80s, to which the Skyline fell victim as well. Dropped in August 1977, the fifth-generation Skyline, with its 125ps L20E motor, met the new emission regulations and was offered in GT, GT-L, GT-EL, and GT-EX trims. In 1980, a turbocharged GT-E model was added to the lineup.



'81 SKYLINE H/T TURBO 2000GT-ES KHR30

6TH GEN

The sixth-gen Skyline was the first to use the "R" moniker for its chassis code and went by R30. Available in August of 1981, the 1,160 kg R30 had five engine options: Z20, Z18, L20E, LD28 (diesel), and the turbocharged L20ET, a 145ps six-cylinder. Famously, actor/racer Paul Newman was hired on as the spokesperson for the marketing campaign.



1980

1981

1986

1987

'87 SKYLINE GTS-R KHR31

7TH GEN

Three more months after the GTS model, 800 units of a buffer GTS-R trim were released in August 1987 to meet Group A homologation rules. Powered by a tweaked RB20DET-R, it cranked 210 ps courtesy of a larger turbo and intercooler, and tubular exhaust manifold. Race versions of the GTS-R made a whopping 430 ps in full Group A form.



'89 SKYLINE GT-R BNR32

8TH GEN



After four U.S. presidential terms, the GT-R name was resurrected with the eighth-gen Skyline. The R32 brought with it the twin-turbo, 280 ps RB26DETT engine, ATTESA E-TS all-wheel drive, and HICAS. With Group A domination in mind and the Porsche 959 and its 8:45 Nurburgring time its target, the R32 would go on to win all 29 of the Group A All-Japan Touring Car Championship races and smash Porsche's record with an 8:20:00 lap, with H. Katoh driving. Because of the R32's success in the Australian Touring Car Championship, their press nicknamed it "Godzilla".

'86 SKYLINE 4-DOOR HARDTOP GTS TWIN-CAM 24V TURBO KRR31

7TH GEN

While the seventh-generation R31 Skyline closely resembles the R30, the technology that went into the new Nissan differed dramatically. The R31 was the first Skyline to use the RB-series of motors, offering them in four configurations (RB20DET, RB20DE, RB20ET, RB20E) as well as the CA18S engine. Though first offered in August of 1985, May of 1986 saw Nissan release a high-performance GTS model that integrated four-wheel disc brakes, more supportive seats, and the revolutionary HICAS rear-wheel steering technology capable of up to half a degree of turn, depending on steering angle and speed.



'93 SKYLINE GT-R BCNR33

9TH GEN

After the ninth-gen Skyline dropped in August of 1993, Nissan introduced the R33 GT-R later that year at the 30th Tokyo Motor Show. With improvements such as Super HICAS and standard Brembo brakes, the R33 GT-R was one of the first production cars to break into the seven-minute barrier at Nurburgring. Pictured is the prototype displayed at the Tokyo Motor Show.



1989

1993

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NEW PRODUCTS



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CARBON FIBER DOOR/TOP



SPOILERS



1997

GT-RS IN MOTORSPORTS

'85 SKYLINE GT PASSAGE TWIN-CAM KRR31

Utilizing a tuned RB20DET found in the R31, this Skyline competed in the All-Japan Touring Car Championship in 1986. The GT Passage Twin-cam Skyline made 300 ps from the 2.0L (an increase of 110 ps over stock), allowing A. Suzuki to take the Constructor and Driver's Championship.



AUTECH 4-DOOR GT-R

To celebrate the Skyline's 40th birthday, Autech released a limited production four-door version of the R33. Based on the V-Spec trim, the sedan came equipped with the GT-R's RB26DETT, ATTESA ETS, and Super HICAS.



1985

'88 SKYLINE GTS-R KHR31 EUROPEAN TOURING CAR CHAMPIONSHIP ENTRY



For competition in European Touring Car Championships, Nissan Motorsports Europe built an R31 GTS-R (the Group A homologation version of the Skyline), increasing its output from the stock 210 ps to 400 ps, and decreasing its weight from 1,345 kg to 1,160 kg. Driven by A. Grice and W. Percy in the ETCC series, A. Olofsson joined the pair for the 24-Hour Spa-Francorchamps endurance race in Belgium, helping the team finish Sixth overall.

'93 SKYLINE GT-R BNR32 GROUP A SPECIFICATIONS NO. 12 CALSONIC SKYLINE

The R32 GT-R made its motorsports debut at the opening race of the All-Japan Touring Car Championship in March 1990. The 550ps, 1,260kg Calsonic R32, driven by K. Hoshino and T. Suzuki, would qualify for pole position, smashing the track's record by two seconds, and would go on to smoke Toyota Supras and the previous Ford Sierra champs, winning the race, and later, the Championship. In all, the R32 would dominate the four years leading to the final JTCC season in 1993 (Supras and Sierras, uncompetitive, pulled out), winning all 29 races it competed in—a flawless victory, a rare feat in motorsports.



1988

1993

1996

1996

'96 SKYLINE GT-R LM BCNR33 24 HOURS OF LE MANS ENTRY

Following their 1989 attempt at 24 Hour of Le Mans in the R89C, Nissans returned to France in 1995 with a pair of R33 GT-Rs netting NISMO a Fifth in the GT1 class and 10th overall. The following year, NISMO entered two RB26DETT-powered R33s again in Le Mans: a #22 car (not pictured) that did not finish, and the 1,250kg #23 car that would finish 10th in class and 15th overall, with K. Hoshino, M. Hasemi, and T. Suzuki taking turns behind the wheel.



'96 SKYLINE GT-R LM BCNR33 ROAD CAR



To meet the homologation rules for the GT class of the 24 Hours of Le Mans, this official road car, based on the R33 GT-R, was developed by NISMO. The RB26DETT-equipped Skyline was registered in the UK but was never marketed.

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2002

JGTC/SUPER GT

1998

1998

1999

2003

2005

'98 SILVIA XANAVI GT300-CLASS S14



An S14 purpose-built for something other than drift? Thanks to JGTC splitting their series into two engine classes, GT500 and GT300 (the numbers

designating the hp limit), OE flagship models such as the Supra, NSX, and GT-R were reserved for the "higher" GT500 class, while smaller makes like the MR2, M3, and Silvia were commissioned for GT300 duty. While this is a replica of the Xanavi S14, the original was SR20DET-powered and was driven by M. Kondo and T. Aoki and competed rather unsuccessfully. However, we should note the previous year, an S14 piloted by M. Orido (sound familiar?) and H. Fukuyama became the 1997 JGTC GT300 class Champion.

'02 FALKEN SKYLINE R34 GT-R

Modifying a Super Taikyu-spec GT-R for endurance racing (power increased to 500 ps, over-fenders to accommodate wider tires, and lighter carbon hood, doors, and trunk), Falken Tire entered the 2002 24 Hours Nurburgring endurance race with its 25 km of forest road in an R34 similar to the one in the picture. The last time a GT-R entered was in 1999, where an R33 finished Sixth overall, the furthest a Japanese make has made it. Despite a nudge from another car that sent the Falken R34 into a spin, popping its left-rear tire, the GT-R managed to finish Fifth, bumping the best overall standing from a Japanese car a notch higher.



'99 SKYLINE GT-R BNR34 1999 JGTC CHAMPION CAR PENNZOIL NISMO

E. Comas, the winning driver from the previous year, partnered with S. Motoyama in the all-new GT500 R34. In a stronger and more compact chassis with improved aero, NISMO converted the R34 from AWD to RWD. Ultra stable, Comas would go on to win his second Driver's title, a first in JGTC.



'98 SKYLINE GT-R BCNR33 PENNZOIL/NISMO JGTC CHAMPION CAR

Where the previous S14 didn't succeed in JGTC in '98, this R33 did, with the E. Comas/M. Kageyama duo taking the GT500 class Driver's Championship and giving the NISMO works crew a Team Championship. After missing the title in '96 and '97, the 1,200kg R33 attacked the season with an engine sitting lower and further back, thereby improving its center of gravity. The engine was an improved version of the RB26DETT used in the 24 Hours of Le Mans-spec R33 GT-R LM, with more power and torque thanks to a bump in displacement to 2,708cc.




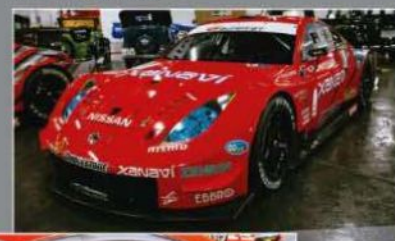
2003 XANAVI NISMO GT-R OVERALL WINNER



Nissan entered its third season of JGTC in '03 with three R34s. With regulation changes, the GT-Rs were revised with the front and rear chassis fitted with pipe frame, wider tires thanks to an expanded front fender section, and a rear-mounted transaxle that improved balance significantly. S. Motoyama and M. Krumm in the #23 Xanavi machine didn't win any races, but after a consistent season with eight starts and four podiums, took the Driver's title, giving NISMO its third Team title. With R34 sales having ended the previous year, Nissan would switch to a Z33 the following season.

'05 SUPERGT XANAVI GT500 Z33

After a debut year ending with the Z taking both the Driver's and Team titles, S. Motoyama and R. Lyons returned in the #1 Z33 with improved aero, balance, and grip. Powered by tuned VQ30DETTs, the #1 Z33 would compete alongside a #22 Z in a tumultuous season. Although the Motoyama/Lyons team would not add a third Driver's title, both Zs did take home the Team titles. 





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Audi A4 A6 TT	Geo Metro Prizm Storm	Mercedes C-Class CLK-Class E-Class S-Class SL-Class SLK-Class	Saturn ION SC SC2 SL
BMW 3 Series 5 Series 8 Series M3 Mini Cooper Z3 Z4	Honda Accord Civic Civic Si CRX Cougar Del Sol Fit Odyssey Prelude S2000	Mercury Capri Cougar Tracer	Scion iC xA xB
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03-07 Accord



05-Up Cobalt



02-04 RSX



03-Up 350z



95-05 Eclipse



93-02 Camaro



05-Up Mustang



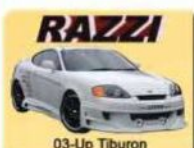
04-06 Mitsubishi Lancer



93-03 Camaro



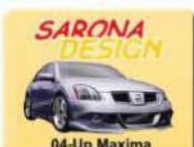
05-Up Cobalt



03-Up Tiburon



03-Up Cavalier



04-Up Maxima



05-Up Mustang



89-94 240SX



95-99 Eclipse



02-04 RSX



97-02 Prelude

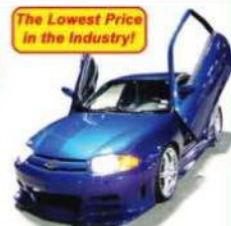
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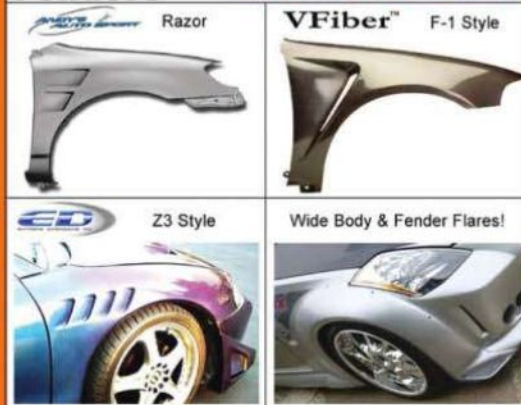
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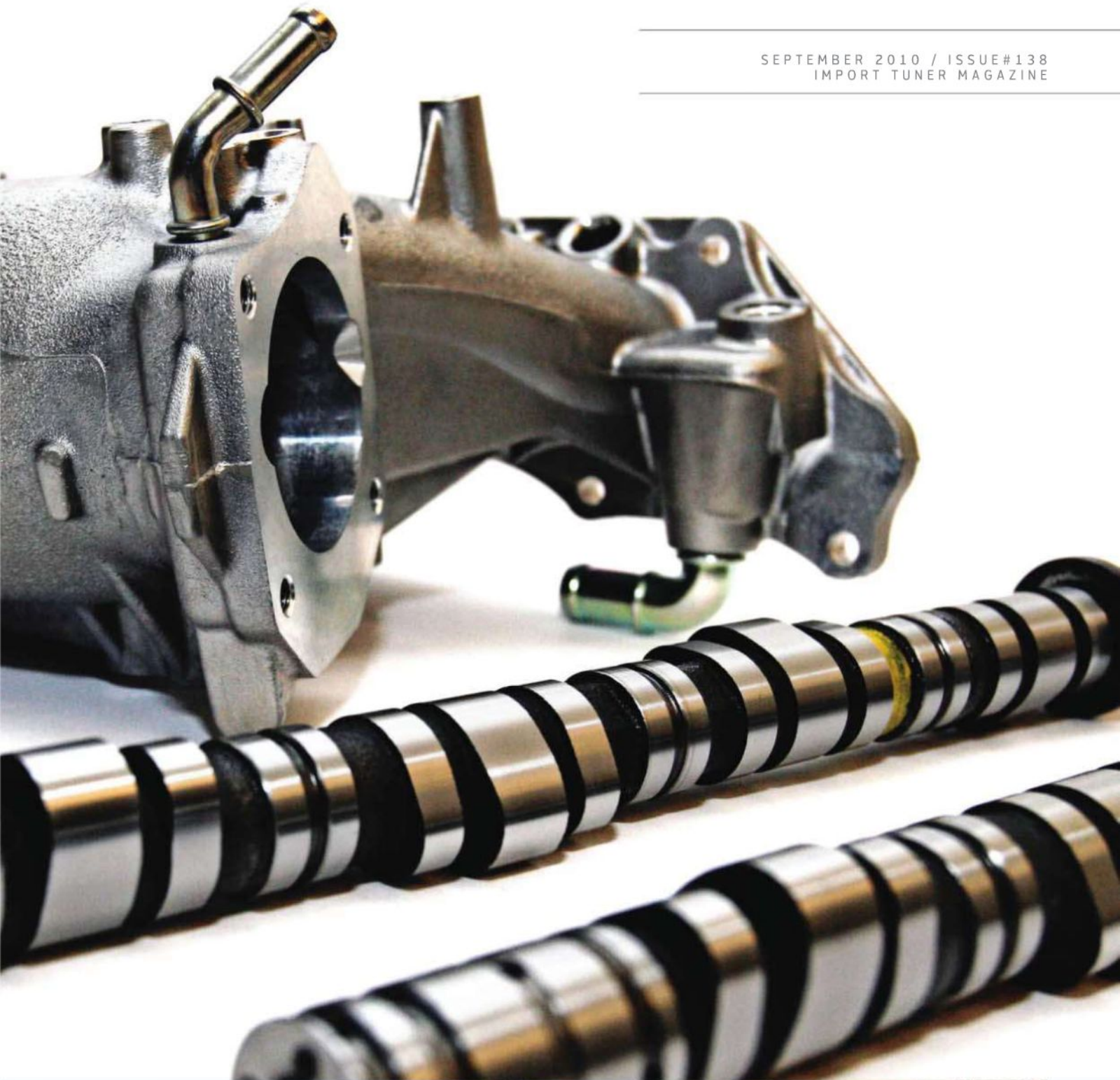
JDM INTAKE AND KELFORD CAMS NET 32 WHP

The Honda Civic brags a rich automotive heritage dating back to the first generation '72 model, with its 1.2L engine delivering 60 hp. Eight generations have passed since the Civic's debut, and the most current and arguably best Civic Si comes equipped with a 2.0L K20Z3 i-VTEC engine that produces 197 hp and 139 lb-ft of torque. Coupled to a six-speed manual transmission with a helical limited slip differential, the Civic is anything but a practical four-door sedan, and handles more like a sports car than a daily commuter. While 197 hp is nothing to sneeze at, when a good friend approached us with the prospect of adding more horsepower to his Si, we couldn't resist. His car already boasting bolt-ons, after a little research, we learned rumors of a certain JDM intake manifold/New Zealand camshaft combination rumored to bring monster gains. We sourced the parts, installed them, and hit the dyno.



Prior to installing our new intake manifold and camshafts, our '09 Civic Si was already equipped with a DC Sports 4-2-1 long-tube cat-delete race header, DC Sports SCS (Single Canister System) 2.5-inch exhaust, K&N panel filter, and Hondata Flashpro-programmed ECU. With modifications thus far added to it, the Civic netted baseline power figures of 211.7 hp and 149.5 lb-ft of torque at its brakes (testing with two Dynapack dynos).





JDM '06-'10 CIVIC TYPE R MANIFOLD

The "RRC" intake manifold found on the JDM '06-'10 Civic Type R (FD2) K20A engine is considered a hidden jewel among Honda K-series owners looking for more power, and was talked about on internet forums as the next big thing. Testimonials were written swearing that this was the best OEM intake manifold ever released.



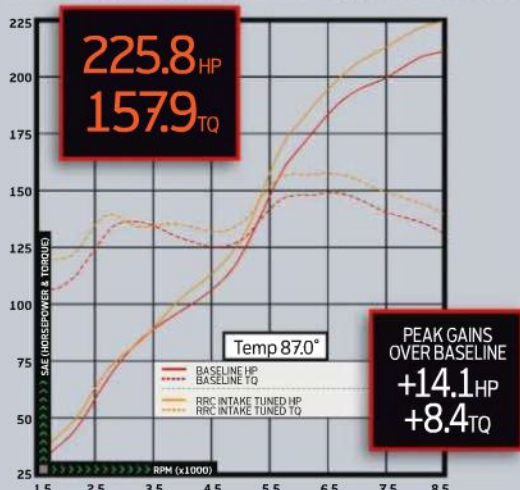
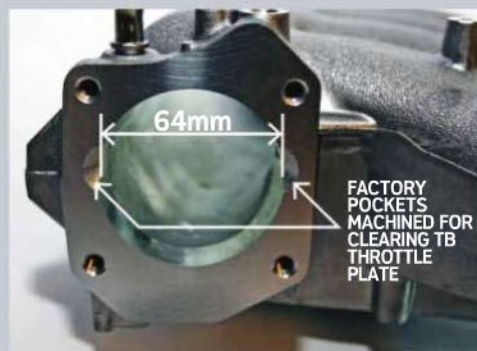
At first glance, the factory USDM '06-'10 Civic Si RBC and JDM

Type R RRC intake manifolds look nearly identical, but upon closer inspection, you'll notice the RRC is more compact due to shorter, fatter runners with less curvature than the RBC's. You'll also notice a larger plenum on the RRC, along with the number four runner's (farthest to the right in our photo) smoother flowing transition with less dramatic angle from the throttle body inlet. The RRC throttle body inlet measured 2mm larger in diameter, and lacks the airflow impedance of the RBC's Idle Air Control Valve (IACV) ports; the RRC utilizes a drive-by-wire (DBW) throttle body (TB) in which the ECU controls the throttle plate to open and close at idle as needed instead of using an IACV. For those who plan to use the manifold with cable-type TBs, we suggest either machining an IACV port into the TB mounting flange or purchasing an aftermarket adapter that allows play-and-play operation.

FACTORY USDM CIVIC SI "RBC" MANIFOLD



TYPE R "RRC" INTAKE MANIFOLD



Because our Civic uses a DBW system, the RRC manifold was a direct bolt-on that required no modification when installed. With ambient temperatures measuring 87 degrees Fahrenheit in the dyno facility, the newly installed RRC manifold was tuned with a Hondadata Flashpro by Erick Aguilar of Erick's Racing, located in Baldwin Park, CA. The engine made 225.8 hp and 157.9 lb-ft of torque—a gain of 14.1 hp and 8.4 lb-ft of torque over our factory manifold. The RRC manifold made five to eight hp and lb-ft of torque from 3,500 to 5,000 rpm, while top-end power from 5,000 rpm to redline gained eight to 10 hp and lb-ft of torque over our factory manifold.

KELFORD CAMS STAGE 1 CAMSHAFT

While Kelford Cams is a relatively unknown name in the U.S. Honda market, they are by no means new to the camshaft industry. Since 1968, Kelford Cams, located in Christchurch, New Zealand, has specialized in custom camshaft design and manufacturing for all types of engines, and currently supplies cams to the infamous AMS Performance time-attack EVO X. Kelford Cams' Stage 1 camshafts for the Honda K20A, K20Z, and K24A2 engines are considered the mildest and most streetable of three camshafts offered, with primary and intermediate cam lobes fractionally larger than those of the factory TSX. The main lobes on the camshafts are engineered to feature more surface area, increasing mid- to top-end performance for mildly tuned K-series motors equipped with aftermarket bolt-ons like an exhaust, header, and intake. Designed with a cam profile that's easy on valvetrain components and timing chain systems, this drop-in cam works well with OEM valve springs and retainers.



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TECH·KNOWLEDGE

We called upon the installation services of Autowave tech Mike Lapier as we documented the process, before returning to Erick's Racing to test and tune the cams (the site where baseline testing had commenced). Located in Huntington Beach, CA, since 1985, Autowave has 25 years of experience performing Honda/Acura factory maintenance, as well as high-performance engine and transmission builds. We counted seven modded NSXs on hand the day we visited.



CAM INSTALLATION

01

Set the motor to Top Dead Center (TDC) by manually overturning the motor using a 19mm socket and breaker bar on the crank pulley bolt until the white mark on the crank pulley lines up with the arrow on the timing cover.



02

Remove the passenger side tire to access the tensioner cover (black cover) located on the timing cover. Before removing the tensioner, place an Allen wrench or thumb tack into the key hole to prevent the tensioner from expanding and tightening up the timing chain, which could eliminate the extra slack needed to remove the cam gears. Preventing the tensioner from expanding can save hours of unnecessary time removing the front timing cover, chain, and chain guides.



03

Remove the ignition coils and 10mm bolts holding the valve cover, then gently pry the metal washer and rubber O-ring off of each valve cover stud. Remove any remaining vacuum hoses or lines that would prevent you from removing the cover.



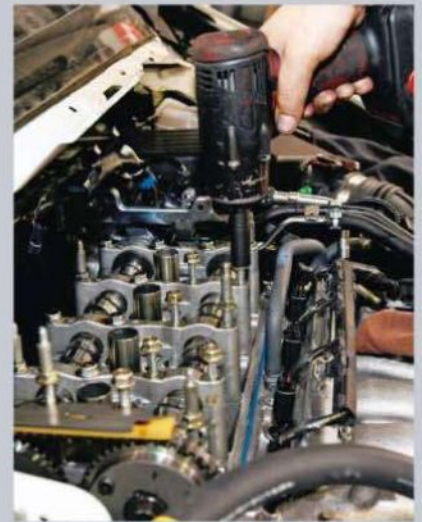
04

Upon removal of the valve cover, be sure to check that each cam gear's TDC dash marks are lined up and facing each other and that the VTC cam gear arrow is in the "up" position. If the arrow is facing downward or the hash marks on both camshafts are improperly aligned, manually rotate the crank pulley 180 degrees to position the cam gears correctly.



05

Before removing the cam caps, loosen both cam gear bolts (located on the back side of each cam) and the cam trigger bolts with an 8mm Allen wrench. Remove the cam bolts and cam caps in the proper sequence listed in the factory service manual.



06

Carefully disassemble the cam gears from the camshafts one at a time by lifting the camshaft from the back to slide the chain away from the sprocket. With the camshafts removed, use a bungee cord or coat hanger to keep tension in the chain to prevent it from losing slack and dislodging from the lower pulley. A skipped tooth or offset chain can cause the reinstallation process to become much more difficult.



Jim Russell
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07

Using a 17mm (intake) or 14mm (exhaust) socket and an adjustable wrench, reinstall the cam gears onto the Kelford camshafts. Tighten the intake cam gear bolt to 83 ft-lbs and the exhaust cam gear bolt to 51 ft-lbs of torque.



08

Install the camshaft, making sure to match the line and the dot on both cam gears to the colored link on the chain. If the cam doesn't line up, or the chain is offset, readjust the cam gears. Cam timing can be affected if both cams are not aligned properly.



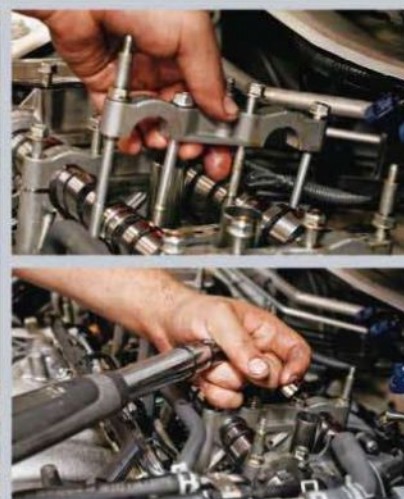
09

Mike suggests always cleaning and chasing the insides of the bolt-hole threads in the block and cam cap journals to ensure proper thread engagement and accurate torque readings. "I found that properly removing oil from a threaded bolt hole can prevent stripping the bolt's threads, or can give false readings when torqued back to specification. Cleaning the holes is important because lubricants reduce friction when a bolt is tightened, and increased torque loads can overload and stretch a bolt too far, causing it to break or strip the threads." Using an oil scavenging vacuum is effective in removing oil, but for DIY mechanics, Mike recommends using a can of brake cleaner to blast oil from the holes, followed by wiping it down with a clean rag.



10

Use assembly lube on all the lobes and journals to protect the cam and lifters from damage upon initial start-up. With both camshafts installed, begin hand tightening the cam caps in sequence to ensure the cams are properly seated. Use a torque wrench to tighten the cam cap bolts to 16 ft-lbs of torque.



11

The final step before reinstalling the cover is to adjust the camshaft valve lash. Use the service manual to address the proper sequence, and remember that adjustment should only take place when the engine is cold. The factory K20Z3 valve lash tolerances for the intake cam are 0.20 - 0.25 mm (0.007 - 0.010 in) and 0.25 - 0.29 mm (0.010 - 0.011 in) for the exhaust cam. The stage 1 Kelford cam requires 0.20 mm of intake and 0.25 mm of exhaust valve lash.



12

Depending on your engine's mileage or how hard you drive your car, now is the perfect opportunity to replace the factory timing chain tensioner. Aftermarket tensioners like Skunk 2's use an upgraded 16mm diameter piston (1.5 mm larger than factory) and a larger ratcheting mechanism featuring deeper and wider hardened-steel ratcheting teeth to guard against excessive piston travel. The Skunk2 tensioner uses a stiffer spring to eliminate chain slap, while allowing K-series engines to take advantage of using larger camshafts and stiffer valve springs. Notice the difference in teeth size when comparing the two tensioners.



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13

Before reinstalling the timing chain tensioner, use a razor blade to clean off any previous gasket sealant on both the timing cover and tensioner. Before reinstalling the wheel/tire, reseal the cover with Hondabond to prevent any future oil leaks.

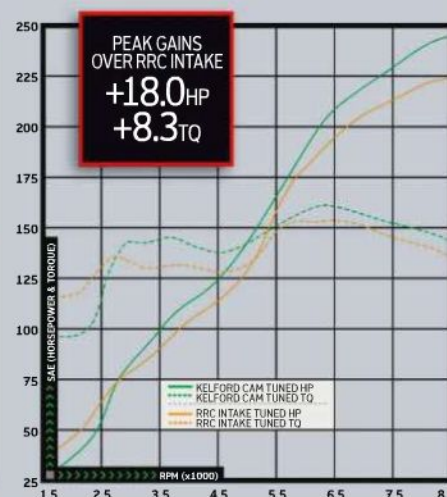
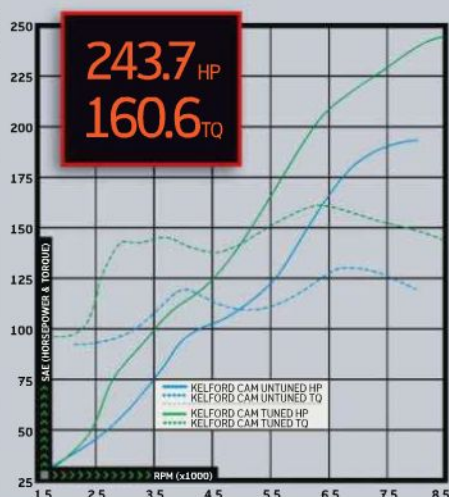
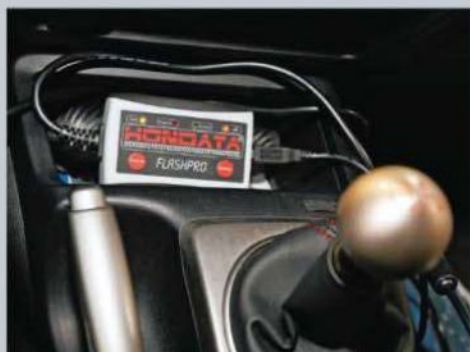


14

Install the valve cover and ignition coils and start the car to check for any leaks or noises. If you hear a rhythmic ticking sound coming from your engine, this could be a sign of an overly tight or loose valve adjustment. If your car has a rough idle followed by a check engine light, it's a safe bet the cams were improperly installed. Use a scan tool to verify any error codes the engine is throwing. A P0341 code signifies a cam timing error due to a misalignment of the cams.

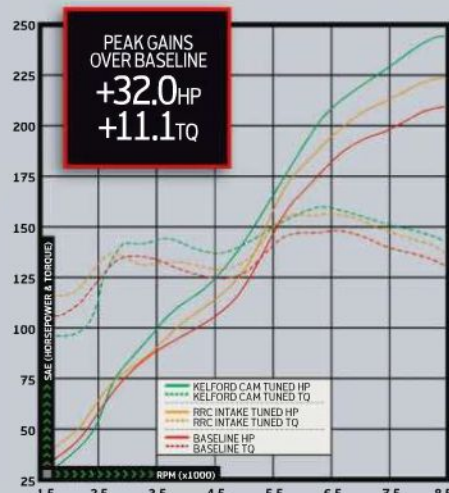


Upon our return to Erick's Racing, the Kelford-equipped Civic was once again reacquainted with the dyno and we began phase three of testing, this time without altering our previous Flashpro map, to better expose the importance of tuning. The Civic idled rough, struggled on the dyno, and made only 193.1 hp and 130.6 lb-ft of torque—a loss of 32.7 hp and 27.3 lb-ft of torque over our previous run! Erick quickly went to work and smoothed out the idle by removing seven percent of fuel from 1,000-2,000 rpm before focusing his attention on fine tuning cam phasing and overlap. From 5,000 to 8,000 rpm, Erick advanced timing an additional 20 degrees on the low cam setting, and added eight degrees of advance on the high cam setting. With some final tweaking of the maps, Erick raised the VTEC crossover from 4,800 rpm to 5,200 rpm, and added an additional seven percent of fuel at higher rpm to compensate for the increased air flow of the cams. The Civic responded with 243.7 hp and 160.6 lb-ft of torque—a peak gain of 18 hp and 8.3 lb-ft of torque.



The Kelford Stage 1 cams might be advertised as a mild cam, but deliver like a race cam, offering good response and lots of power through the entire rpm range. Asking Erick his impressions of the cams, he had this to offer: "Factory cams begin to lose power after 7,800 rpm but these cams want to make more power, even past our final 8,698rpm run. I wouldn't be surprised if they made more power past 9,000 rpm, but the factory Civic valve springs limit how high we can safely rev the car." Although these cams don't require aftermarket valvetrain upgrades, Erick recommends anyone revving past 8,500 to change springs and retainers, regardless of the type of cam being used.

Just one day's work installing the intake manifold, camshafts, and tuning rewarded our friend's Civic with a gain of 32.0 hp and 11.1 lb-ft of torque over baseline. This unassuming four-door "commuter" now flexes close to 250 whp and 165 lb-ft of torque by its own devices. **it.**



KELFORD STAGE 1 CAMSHAFT SPECIFICATIONS

VALVE CLEARANCE	INTAKE	0.20 MM	SET COLD AT THE VALVE
	EXHAUST	0.25 MM	SET COLD AT THE VALVE
CAM LIFT	INTAKE	7.33 MM	EXHAUST 6.74 MM
ROCKER RATIO	INTAKE	1.7	EXHAUST 1.7
NETT VALVE LIFT	INTAKE	12.26 MM	EXHAUST 11.21 MM
ADVERTISED DURATION @ 0.10MM	INTAKE	302	EXHAUST 302
DURATION @ 1MM VALVE LIFT	INTAKE	260	EXHAUST 256
TIMING @ 1MM VALVE LIFT	I/V	—	E/V 50 / BBDC
	I/C	—	E/C 26 / ATDC
SUGGESTED CENTERLINES	INTAKE	VARI / ATDC	EXHAUST 102 / BTDC
VALVE LIFT @ TDC	INTAKE	—	EXHAUST 3.22 MM

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BY COLIN RYAN
PHOTOS BY CHRIS JUE

KNIGHT SPORTS MAZDA RX-8

KNIGHT MOVES

How a grand master of rotary engines plays the game





Some engine and exhaust combos sound better than others. For many, the wide-open scream of the NSX's C30A V-6 at 9K rpm is heaven. For others, a Nissan V-8's instant crack from idle raises the neck hairs. But the distinctive sound from the turbocharged 1.3-liter rotary engine and proprietary exhaust system in this Knight Sports Mazda RX-8 can't help appealing to everyone.

It's almost like a siren as the revs build up, announcing that something earth-shaking is about to happen. After reading this, go to YouTube and search "Knight Sports RX-8 / Power Run", and fast-forward to about 0:55 to understand what we're talking about.

IT'S ALMOST LIKE A
SIREN AS THE REVS
BUILD, ANNOUNCING
THAT SOMETHING EARTH-
SHAKING IS ABOUT TO
HAPPEN. THAT SOUND
IS 500 HP FROM 1.3
LITERS. ISN'T TECH-
NOLOGY WONDERFUL?





Knight Sports is a Tokyo-based company that specializes in rotary engines and has been in business for more than 30 years. Our contact for this car, chassis code SEP3, is Hidefumi Nakamura. Now 57, he's had the motorsport bug since high school, when he went to see a race at Fuji Speedway. Since then, he has peered into the deepest nooks and crannies of rotary engines, and his cars have occasionally kicked the butts of Japan's fastest. So when he advises people who are thinking of undertaking a similar project to "take it one step at a time," it would be a smart thing to listen.

This RX-8 is an out-and-out track car, built in gradual phases and tested on the circuit to be sure that each addition, subtraction, or tweak can make the car go faster for longer. Knight Sports makes a lot of its own stuff, including the body kit. This takes in a Type II front bumper and lip, side skirts, and a rear bumper/valance. A custom-made hood has been designed to help bring cooling air into the engine bay while a KS GT-style rear wing helps outside air create downforce.

Going from outside to in, there isn't much left of the standard car—a bit of dash and steering column, and that's about it. Instead, there's a custom-made roll cage, pimp Defi Super Sports Cluster, an NGK air/fuel and boost meter, and an HKS EVC-5 (electronic valve controller) boost manager. The driver sits in a Knight Sports bucket seat and twirls a Nardi Torino steering wheel.

Then he will mash the throttle and bring the big guns to the party. In this case, a 13B-REW twin-rotor, fitted with a Turbonetics 60-1 trim/0.84 A/R turbocharger. This is connected to a Knight Sports manifold, while an HKS blow-off valve and GT-II wastegate perform their duties. Nakamura also had the housings ported and changed the lubrication to a race-standard dry sump system. An A'pexi Power FC stand-alone engine management system talks to NGK Racing 11.5 spark plugs via an Accel 300+ digital ignition unit. These guys set fire to gasoline supplied by 550cc/min primary injectors and 850cc/min secondaries, regulated

by an HKS pressure regulator, and fed by a pair of Bosch pumps via an Arias fuel rail.

Making sure the Fahrenheit is on the money and not about to cost money (a job that's even trickier with a rotary) is an intercooler and piping made in house, accompanied by an all-aluminum radiator—with both arranged in a V-mount setup (that vented hood was a giveaway, wasn't it?). And let us all give thanks for the Samco Sport hoses and Setrab oil cooler. Amen.

That siren sound is the accompaniment to the engine making 440 hp with boost levels at 14.7 psi (1.0 bar). Up that figure to 17.4 (1.2 bar) and there's 480 hp to play with. Or 500 hp with 18.6 psi (1.3 bar) of boost. All this from a displacement of 1.3 liters... isn't technology wonderful?


Not only was the native RX8 transmission swapped for the RX-7's Getrag when the 13B originally went in, but even that was replaced with a Hewland SGT six-speed manual gearbox, upgraded with an Exedy twin-plate clutch and flywheel. Not that Knight Sports can't knock together some impressive hardware itself; the company claims to have made the suspension here, fitting 14kg springs up front and 8kg springs to the rear in an adjustable coilover setup. The front anti-roll bar measures 29mm and its counterpart at the other end is 19mm in diameter. Even the bushings are sourced in-house.

But why mess around with brakes when Brembo already does such a great job? Hook up some stainless steel



braided lines from Aeroquip and move on. In front of the anchors are Yokohama Advan RS racing wheels, sized 18x9.5 with a +38mm offset at each corner, dressed in sticky Yokohama R-compound rubber.

Nakamura started work on this car in spring 2009, with a goal of running at Macau the following November. It wasn't just a case of stripping everything out and bolting on choice parts. For example, the front hub assemblies and suspension uprights were deemed not

man enough for trackside punishment. So a redesign and bespoke build was called for. After something like \$90,000 was spent, it was time to head to the Road Sports Challenge Race in the aforementioned most famous street circuit in Asia. And guess who became the B-class winner. Nakamura tells us he intends to field this car again in 2010, and we're thinking we could make some money on a little wager here . . . 

ROTARY CLUB

The rotary engine natively in the Mazda RX-8 is called the Renesis. It's a kind of hybrid word. The R and E refer to rotary engine (duh), while the rest alludes to the word "genesis".



But it's not so much a genesis as a resurrection.

Previous rotary engines (or Wankels, after the original designer Felix Wankel, a German engineer) were never known for their meager thirst or low emissions. The Renesis brought the design up to date, making it able to meet the more stringent emissions demands now in place.

Like the 13B-REW of the FD3S RX-7 before it (and the FC3S RX-7 even earlier), it has two rotors, with each combustion chamber displacing 654cc. But unlike its predecessor, the Renesis reaches a peak output of 250 hp at a screaming 8,500 rpm and maximum torque of 159 lb-ft at a similarly lofty 5,500 rpm—with no forced induction.

Where the 13B-MSP Renesis gains its real advantage is in the port configuration (MSP stands for multi

side port). In older 13Bs, exhaust ports used to line up peripherally with the rotor. The new layout has them off to the side, eliminating the carrying over of any spent gases into the next combustion cycle. There's even an added bonus now of having increased intake and exhaust port area compared to previous engines. The result is more stable combustion, better efficiency, lower emissions, and greater power (a 49-percent improvement over its immediate predecessor).

Incidentally, much of the Renesis is assembled by hand. A possible second generation of Renesis (called the 16X), powered by hydrogen, was in Mazda's Taiki concept car. With a bit of luck, the rotary engine may not die when the RX-8 ceases production, which is slated after the 2011 model year.

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KNIGHT SPORTS MAZDA RX-8 OUTPUT: 500 (MAX.)

ENGINE 13B-REW; Turbonetics 60-1 trim/0.84 exhaust turbocharger; Knight Sports turbo manifold, radiator, intercooler, piping, rotor-shaped catch can, clear brake and clutch fluid reservoirs, modified intake manifold, "Rotor Tail" turbo-back exhaust; HKS blow-off valve, GT-II wastegate, EVC-5 boost controller, fuel pressure regulator; A'pexi Power FC engine management; Accel 300+ digital ignition; NGK Racing 11.5 spark plugs; SLR manifold, radiator, radiator diversion panels; Samco Sport hoses; Setrab oil cooler; Run Max oil filter relocation; Earl's stainless lines, aluminum fittings; Bosch fuel pump (x2); Arias fuel rail; 550cc/min primary injectors; 850cc/min secondary injectors
TRANSMISSION Hewland SGT six-speed gearbox; Exedy twin-plate clutch, flywheel

SUSPENSION Knight Sports coilovers, springs (14kg/mm front, 8kg/mm rear), anti-roll bars (29mm front, 19mm rear), bushings

WHEELS 18x9.5 +38mm offset Yokohama Advan RS wheels; 250/660-18 Yokohama Advan competition tires

BRAKES Brembo brakes; Aeroquip stainless steel braided lines

EXTERIOR Knight Sports Type II front bumper, front lip, vented hood, side skirts, rear bumper, rear valance, GT wing

INTERIOR Knight Sports bucket seats (front), roll cage, fire suppression system, carbon fiber door panels; Sabert four-point harnesses; Sparco window netting; Defi Super Sports Cluster-03; A'pexi FC Commander; Nardi Torino steering wheel; Defi gauges; NGK AF boost meter

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Formula D Diaries

A DAY IN THE LIFE OF A DRIFTER

TEXT BY COLIN RYAN AND THE DRIFTERS

PHOTOS BY STAFF

CHAPTER 2: ATLANTA, GA



Maybe it's all those spectacular roads around Mount Fuji, or all the RWD sports cars, but despite all the many talented drivers from other countries, the Japanese seem to have a special affinity for drifting. Fresh from Formula Drift's 2010 second round at Road Atlanta come the thoughts of two sons of Nippon: one from the top step of the podium, the other somewhat further down.





Robbie Nishida

As the only person to competitively drift a Nissan R35 GT-R, it's hard to feel too sorry for Robbie Nishida. But let's give it a try. Nishida had to miss the first round of the 2010 Formula Drift season and he's still trying to get to grips with his new ride. Awwwww...

As you probably know, it's been a rough start to the season for the team and me. Sitting out the first round was not only bad for our points standings, but everyone else is now a race ahead in experience. So Atlanta was my first round of 2010, and in a brand-new car: my Hankook/Gruppe-S GT-R.

I had a quick test session before the event. Short and simple. We just wanted to make sure everything was working properly and nothing was going to fall off. We arrived in Atlanta the night before practice day and went to the track the next morning. There were many minor complications that impacted our important practice time and I ended up doing only three passes.

The next day I made about four or five runs in open practice before qualifying, trying to dial the car in and get used to it. This car is difficult to drive and so different from the 350Z I had last year. The wheelbase is long, the car is heavy... I have a list of reasons why it's hard to tame. It's going to take time to sort out.



I don't know how I pulled off my first qualifying run, putting me in 11th place. I was struggling, trying to run my best line and not make any mistakes. We had a nighttime practice session after Qualifying, but I couldn't even make one clean pass. It might have been getting to me. I was stressed by the combination of too little seat time and too much pressure.

On the big day, I was up against Matt Powers in the Top 32 tandem. Matt hadn't made any major mistakes throughout the weekend, so I knew I had to make clean, calm runs against him. Since I had done only one tandem practice run, I was pretty nervous. We had a One More Time (OMT) call, but I was able to move on. It wasn't easy at all.

I was glad to make it into the Top 16 and introduce the new car to all the fans. For this round, I was paired with Mike Essa in his BMW, which he debuted at Long Beach. He was consistent and throwing big angle into the first initiation. When following, my car didn't have much front-end traction, making me look choppy. When I was leading, temperatures were cooler, so I e-braked a little earlier than usual, thinking it would slide a little more. The car straightened out and missed the clipping point. That was my weekend, finished.

Some people have said it was good enough, since it was our first competition and the first time I actually got to drive the GT-R hard. But I don't want to make any excuses and just wish I would have controlled the car better. I know the car has potential if we could dial it in more. We will work closely with KW Suspension before the next event. Because of the weight and long wheelbase, we will try a much softer setup on the springs, along with a look at compression and rebound settings to gain more traction.

We are running Hankook 305/30R19 Ventus Z222 tires at the rear, which work great, but we need to try different sizes at the front and get more data from testing with different tire pressures. Gruppe-S will re-tune the car for extra horsepower to accommodate this setup.

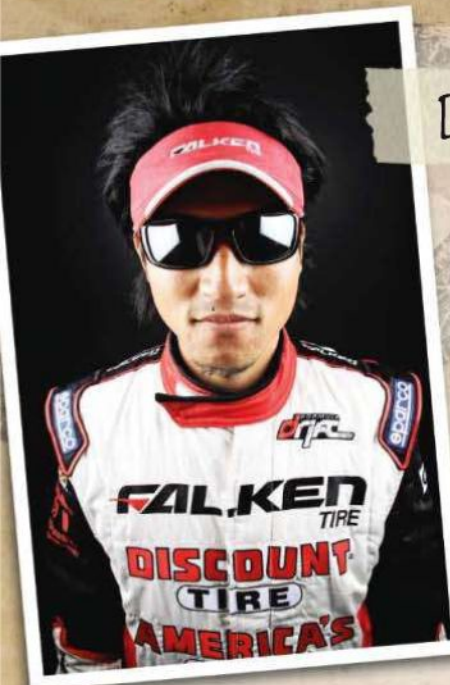
Thanks to all my fans, and be sure not to miss the continuing adventures of the world's first drift R35 GT-R!

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Daijiro Yoshihara

Is this the same man who had such a dismal 2009, who hasn't stepped onto a podium in two years, who hasn't tasted champagne in all that time unless he bought it himself, who topped a field that included a GT-R and a V10-powered BMW from behind the wheel of an S13? The short answer is yes. Dai provides a longer version.

During the practice sessions, my S13 felt great, but I felt the gearing didn't go well with the track, so we changed the final drive. The

new gearset matched perfectly and the car felt even better. After a few solid runs, I was ready for Qualifying.

I tried to be conservative to get a decent score in my first Qualifying run, but ended up initiating a little too aggressively and ran off the line. I guess I scored some good excitement points, though, because I was standing in Third. Then I dropped to Eighth before my second run. I went smoother and cleaner after that, got 89.4 points, and ended up qualifying Fourth.

In the Top 32 round, I went up against "Mad Mike" Whiddett. He's a good driver, but it seemed like he was still having a hard time adjusting to his car and the track, so I thought I could beat him as long as I didn't make a mistake. I made sure to drive nice and clean, and moved on to the Top 16.

Next round, I raced against Pat Mordaunt. He beat me last year, so it was a great chance to get revenge. I'm usually nervous in that type of situation, but I was able to keep calm and both my runs were good. Plus, he spun at the first corner when I was leading.

I faced Darren "D-Mac" McNamara in the Top 8. His car was fast, so we set the tire pressures five psi lower and tried to gain a little more traction.



He was damn fast! The battle was close, so the judges called for an OMT. When I was leading, he was really close to me the whole run. As I was about to transition at the horseshoe, he hit me. It was pretty hard and I thought my car was broken. But my spotter Mike said it didn't seem any worse than cosmetic, so I drove back to the start line and we called a five-minute break.

Luckily, there was no frame damage and Scott and Owen got it ready to drive in time. When I was following, I knew the wing was gone, so I initiated carefully. After that, I tried to stick with his ass the whole time and made it to the final four!

I met Chris Forsberg in the Semis. He's a great driver—super-consistent. But I knew my car was faster and I could pull away coming down from the horseshoe. I focused on running as fast as possible while leading, and when I was following, it wasn't too hard to keep up.

It was myself and Vaughn Gittin, Jr. in the Finals. I couldn't really think of anything at this point, other than that I really, really wanted to win. There was no strategy. I just tried my best and got the result.

Overall, it was a victory through great teamwork. Scott and Mike set the car up exactly the way I wanted it. Scott and Owen maintained the car after each run so it was working great the whole weekend. We had good strategies. And Mike did a great job spotting. I had so much information about other drivers and my driving all weekend that I didn't have to worry or guess about those things, I could just focus on driving. All those factors went well and gave us the win. I really appreciate everyone's effort on the team.

Finally, thank you to all my sponsors for continuing to believe in me. And to all my fans. After a disappointing 2009, my fans continue to provide great support. I had so many encouraging comments on Twitter and Facebook during the event. It definitely helped. I'm so happy I could prove to everyone—and to myself—that I can still fight for a winning spot. Although this is only one win, I will try hard in the upcoming events to take more and be the 2010 champion! **12**

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Round 2 Results

Atlanta Podium

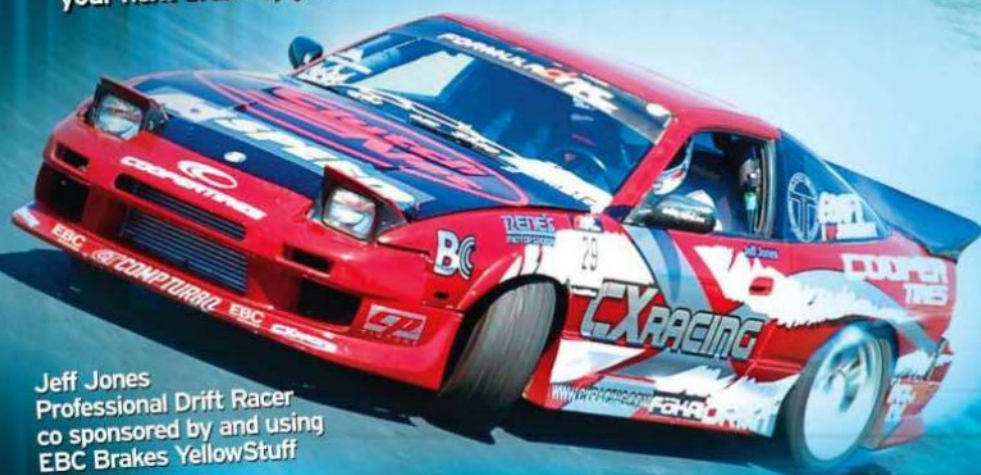
1. Daijiro Yoshihara
2. Vaughn Gittin, Jr.
3. Chris Forsberg

Overall Standings

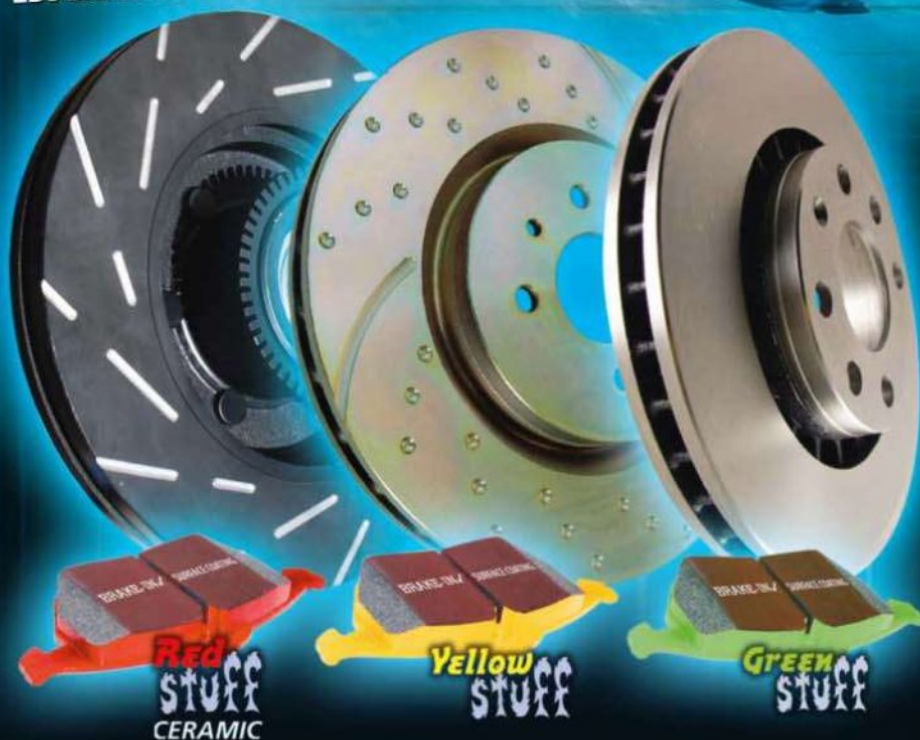
- | | |
|--------------|---------------|
| 1. Gittin | 6. Tuerck |
| 2. Yoshihara | 7. McNamara |
| 3. Millen | 8. Hubinette |
| 4. Foust | 9. Mordaunt |
| 5. Forsberg | 10. Grunewald |

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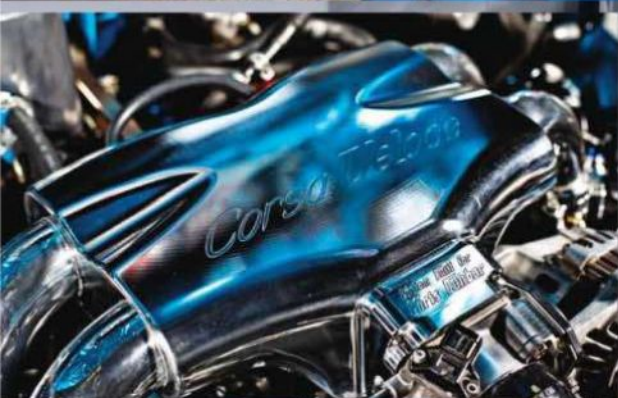
MONEY SHOT

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Glancing through a copy of our sister publication *European Car* the other day, as I often do to keep up with office water-cooler conversation (I have no *real* interest in overpriced status symbols that fall second-tier to Japanese imports in all areas of vehicle performance that actually matter), I stumbled across a press release announcing the release of the '10 Brabus E V12. For those not familiar, let me enlighten: It's a \$650,000 Mercedes Benz E-class Coupe. That's it. Well . . . one that's got an obnoxiously large V-12, some suspension improvements, bigger brakes, a minimal aero package, and a few carbon fiber odds and ends. For a mere 13 and a half times the E-class Coupe's base price of \$48,000—or about the cost of three brand-new '10 Lamborghini LP560s—one could double their E-coupe's power output, shave a few feet off its braking distance, and ride around town decked out in about a hundred Brabus logos per square centimeter. Here's another reason not to see anything special about such price-gouged pomp: Chris Dunbar's '06 STI does it all better for a fraction of the price.





CHRIS ESTIMATES
THE TOTAL COST
OF HIS BUILD AT
JUST UNDER \$110,000.

The term "fraction" is used lightly here. Chris estimates the total cost of his build—his cost, complete with some sponsored parts and labor—at just under \$110,000. We hope you took in all the low-budget glory of the Civic feature on page 30, because there'll be none of that here. For as cool as it is with such little invested, you'd have to be stark-raving mad to compare a Civic to refined, high-dollar European craftsmanship. But we'd back Chris' STI against the bunco Brabus in a heartbeat. Customers of prestigious tuning outfits like Brabus (and Dinan, AMG, GMG, etc.) will be quick to point out that their inflated prices ensure reliability alongside performance. After all, one need only look as far as our May, '10 issue to be reminded of how easily fast Subarus seem to catch fire and/or blow-up. But along with the comparatively high cost of Chris' build comes the high reliability of including only parts and tuning from the most reputable—and most exclusive—companies in the business.

For brevity's sake, we'll keep Chris' back story short: He's owned and built many cars throughout the years (a badass JDM-converted Integra GS-R, an SVT Focus, a handful of high-hp Civics), and originally bought this STI to drive daily to school and work. Once he established his reputation in the tuning community, and—we suspect—came into some money along the way, he set out to transform that daily into the most well-built and unique performance car in the country, and drew up plans to make it happen. He offered to represent the industry's top manufacturers and shops in trade for product, and even if they declined (his build spanned the previous two recessionary years), he paid for their products out of pocket.

His first purchase was a complete Cosworth High Performance Long Block assembly, in which the renowned Formula 1 supplier takes a factory-fresh EJ257 block and cylinder heads, machines them fully, fits them with their own custom-spec schweg, and adjusts/balances/blueprints all moving components for turn-key installation. All for \$16,500, in Chris' case [see sidebar].

To the intake side of those new heads, Chris mated a \$2,600 Corsa Veloce Track Version rotated intake manifold and fuel-rail setup, and to the exhaust side, a Full-Race twin-scroll manifold and Garrett GT4088R turbocharger, which

bleeds out into twin Tial V44 wastegates and a custom Full-Race four-inch titanium exhaust. We're guessing \$6K could buy all this, factoring in a healthy "homie" discount.

Subarus are notoriously hot cars when their limits are pushed. Debates rage on as to whether front- or top-mount intercooling systems do the best jobs of cooling, but the guys at Process West are staying out of it. At \$2,500, their signature Vmount intercooler/radiator system has proven well worth its price, and Chris was quick to toss it in, along with the included intercooler piping, before his prototype Hypertech drive-by-wire throttle body (a priceless item, in case you were wondering). Fuel delivery is slightly less exotic, but every bit as dependable: Injector Dynamics 1,000cc squirters, an Aeromotive pressure regulator, a trusty Walbro in-tank 255Lph pump, two Bosch in-line pumps, a custom surge tank, and an AEM EMS tuned by Cobb Surgeline founder and president Tim Bailey. \$3,500, by our math.

Connected to that Cosworth crankshaft is even more high-dollar goodness. Planning to more than double stock power levels, Chris doubled gripping power with a Carbonetic twin-disc carbon clutch and flywheel, and connected it to a \$5,000 PPG helical gearbox with all the fixins. After that it's Cusco all the way, with a 1.5-way rear differential and one-way unit up front.

Behind those \$6,400 18x10-inch HRE 590Rs and ultra-rare \$8,600 billet Mov It brakes, one might be surprised to find comparatively under-priced Stance coilovers. Don't be. These are GR+3, Stance's top-of-the-line, three-way adjustable (four-level high-speed bump, 15-level low-





speed bump, rebound), remote-reservoir units, incorporating custom cold-wound springs, camber-adjustable upper pillowball mounts, and an inverted monotube design. Their \$3,900 MSRP is a comparative bargain against similar competition-spec alternatives, and left coin over (in Chris' pockets, anyway) for a full Whiteline bushing and sway bar retrofit, and Prodrive bracing.

While amassing all this artillery, Chris stripped his STI and sent it down south to SoCal's Mobworks for its exterior effects: a full Zero/Sports Time Attack kit, Seibon carbon fiber hood, trunk and front fenders, APR carbon fiber side mirrors, and a L'aunspart carbon fiber roof—a cool \$5,300 by our math, not counting trans-oceanic freight, and whatever Ortiz charged to render bodywork and apply the car's custom Corvette ZR-1 blue hues with teal-flop fade. We're guessing upwards of \$12K all said and done. And that's not counting the interior.

A third reason we like tuned Japanese imports better than aftermarket Euro offerings: We're purists. We like driving and all the "rough edges" of tuned vehicles: the rush of turbos spooling, wastegates cracking open under full boost, exhausts roaring at stratospheric rpm, the unimpeded tale of the road as told by semi-compliant bushings, stiff springs and aggressive damper valving. NVH is its own reward in our circle, not something to be drowned out by heavy sound deadening material, over-stuffed leather upholstery, noise-cancelling stereo systems, and power-everything. And it seems we're not the only ones; you won't find any of this frill in Chris' STI. What you will find is a chassis-stiffening, NASA-legal, fully gusseted chromoly rollcage fabricated by the creators of the Ultimate Aero, a pair of Bride Vorgas and Takata

harnesses to provide support to you and your passenger, and carbon fiber paneling replacing factory front and rear door panels, seats, the rear decklid, and trunk partition (the door panels are the only known set in the U.S., and didn't come cheap). Seated, you'll notice the flip-up Keys Racing wheel and Zero/Sports gauge panel behind it, the custom weighted carbon fiber shift knob in front of the carbon-enclosed SPA fire suppression system, and Turbosmart and Defi gauges serving as the only in-car entertainment. Aside from that 700whp Cosworth mill and PPG box, that is.

"We rushed to get the whole thing together for SEMA," Chris says about the build of his STI. "We only had a few months to get it done once all the parts arrived. I was actually wrenching on it in the parking lot of the Las Vegas Convention Center the first day of the show." The planning stages took two years, and Chris won't disclose what, if any, offers of free parts and labor were turned down along the way. But he will proudly say that he stands behind what went into his car 100 percent. "I set a goal and made sure not to compromise it for any reason," he says.

With everything torqued down, tuned and troubleshot, the car's earned undefeated status in seven straight major shows, alongside teammates at Team Sunworks and TWCompetition. After spending the rest of 2010 on the show circuit, Chris's next endeavor will be taking the STI to the track. "Mike Spec is a good friend, so I'd like to get him behind the wheel to show the world how potent a properly built 'show car' can perform in real life." Let's add another reason why we like Imports so much: legitimacy. We doubt we'll be seeing any Brabus E V12 owners do all that anytime soon. **IL**

COSWORTH CRATE

Just what exactly does \$16K get you from a world-famous manufacturer of Formula 1 componentry? Beginning with a brand-new EJ257 block, Cosworth machines each of their High Performance blocks to spec, and adds their own forged pistons (choice of compression), H-beam connecting rods, bearings, 11mm head studs, a new crankshaft (Chris opted for the optional steel billet unit), and blueprinting and balancing to 10.5K rpm. To the block's sides, brand-new

OEM cylinder heads are CNC ported and honed, machined to accept +1mm oversized Cosworth stainless intake and +1mm oversized sodium/inconel exhaust valves, fitted with dual valve springs and titanium retainers, given Cosworth S2 camshafts to match, and buttoned down with Cosworth steel headgaskets. Cosworth even goes so far as to include a blueprinted high-flow oil pump and fine-tune timing and valve lash on each individual engine before it gets crated up and shipped out. Cosworth EJ blocks retain their native open-deck design for optimum cooling, but we suspect closed-deck machining can be arranged . . . for a modest upcharge.





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BEHIND THE BUILD

NAME.
CHRIS DUNBAR

AGE.
22

LOCATION.
KENNEWICK, WA

OCCUPATION.
NETWORK ADMINISTRATOR

BUILD TIME.
11 MONTHS

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DRIVELINE PPG helical-cut gearbox, billet shift selectors, shift fork, synchros; Carbonetics twin-disc carbon clutch, flywheel; Kartboy short-throw shifter; Cosco 1.5-way rear limited slip differential, one-way front differential

SUSPENSION Stance GR+3 three-way adjustable remote-reservoir coilovers, 8kg/mm front springs, 10kg/mm rear springs; Whiteline 27mm front and rear sway bars, chassis bushings; Group-N chassis bushings; Prodrive front strut tower brace; Ice Welds/Badger Canyon Racing full NASA-legal roll cage; OEM Subaru hardware

WHEELS/TIRES 18x10 HRE 590R wheels (+30mm front offset, +25mm rear); 265/35-18 Yokohama Advan A048 tires

BRAKES Mov It billet six-piston calipers and 380mm rotors (front), four-piston calipers and 380mm rotors (rear); Pacific Import Auto stainless brake lines (front and rear)

EXTERIOR Zero/Sports Time Attack front bumper, side skirts, rear bumper, front lip splitter; Mobworks custom widebody modification; Seibon carbon fiber hood, front fenders, trunk; L'aunspart carbon fiber roof; custom aluminum under tray; McCullough HID lighting; custom fender pull/flare, shaving; OEM GM Corvette ZR-1 blue paint and fade, applied by Miguel Ortiz of Mobworks

INTERIOR Bride Varga custom carbon fiber seats; custom black Alcantara/flocking upholstery; Rallytech carbon fiber rear seat delete, decklid, shelf, rear firewall; ARAI motorsports carbon fiber door panels; Ice Welds polished aluminum center console; Keys Racing steering wheel; custom carbon fiber weighted shift knob; SPA Techniques Extreme fire suppression system

ELECTRONICS SPA Techniques gauges (EGT, boost, oil pressure, intercooler air temperature in and out); Stack dash; Zero/Sports gauge cluster

GRATITUDE Family and friends; mom and Jennie; Tom Frederico of Mov It; Mark Reavis; Curtis and Dereck Stangeland; Yvette Brown of VegasVipHottieHosting; Rob at NV Jets; Greg Lilly from Underground Graphix; Josh Mackey of Mackey Designs; Mike, Steve, Dave, and the crew of Pacific Import Auto; Tim Bailey at Cobb-Surgeline; Geoff from Full-Race; John Wallace at HRE; Mobworks; Adam at Z1; Team Sunworks; TWCompetition; Dmoney, Izzy, and Carl for the great cage; Everyone involved with helping make this dream come true!

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MAKE UP: **TONY RIVERO**; STYLIST: **MACK PHOLSINA**
PHOTO ASSISTANT: **CHRIS YU**

LOCATION: **PRESTIGIOUS MODELS**

In life, few experiences add more to one's character than traveling. Other than a formal education, military experience, or a really good ass-whooping, going to a place and exploring the sights and sounds of a new environment, people, food, and culture leaves an indelible impression that adds depth to one's essence. Hence the term "worldly".

Despite her girlishly young looks, Bess Hsu is a worldly soul. Having grown up across the globe, she's experienced life in ways most of us could never fathom. From getting booted from grade school in Taiwan for rebelliousness, hitchhiking down under in Australia, getting hit on by Tom from Myspace in Hawaii, and climbing a 12,000-foot mountain in California, to experiencing her first snowfall in New York, Bess has done and seen it all. Us? We just want to see some more of her.



THE



F'IN BESS

According to your bio, you've grown up all over the world—first Taiwan, Australia, then all across the U.S.—were you a military brat?

[Laughs] No, I just love to travel.

How was the transition from Taiwan to Australia?

I lived in the sunshine city of Brisbane, Queensland, and when I first moved, I couldn't really speak English so it was an interesting experience.

Any "Crikey!" moments?

I was really young so I don't remember a lot of stuff but I do remember getting lost a lot. But I was always like 'Whatever, I'll go on an adventure and find my way home.' And I did. I hitchhiked a lot, which I shouldn't have done. Even now, in New York City, I hitchhike.

Hitchhike? In Manhattan?

[laughs] Sometimes it's impossible to hail a taxi, so I'll hop in a car instead. I hitchhike the most when I am traveling through small towns, like when I was in Greece and Costa Rica. People always tell me it's not safe, but believe it or not, I meet the greatest people from hitchhiking.

I'll take your word for it. Where in the U.S. did you first move?

I moved to Honolulu, Oahu when I was 14. I love Hawaii—I loved the weather, I loved being able to go to the beach every day after school, and I loved the people. Everyone was very chill.

Did you pick up any island sports?

Before I moved to Hawaii I couldn't even walk in a three-foot pool, but I had to learn how to swim because it would have been such a waste living in Hawaii. My friends taught me how to swim in a pool and I started body boarding, water skiing, snorkeling, and surfing.

Although I suck at it, I love surfing. Are you good?

Not at all, but I absolutely love it. My dream is to meet a shark out in the ocean and successfully escape from it. I wouldn't mind losing a leg or an arm; I'd have a good story to tell.

A hitchhiker whose aspirations include losing a limb—interesting. [laughter] When did you move to the Mainland?

I moved to Santa Barbara, CA, when I was 16. I wanted to go to college in California, so I figured I could use a college prep boarding school instead of 'vacationing' in Hawaii.

Boarding school? Explains a lot.

[laughter] Girls weren't allowed in boys' dorms, so I used to run across the field as fast as I could at 2 a.m., which was when security would go to bed. I would climb up trees and jump in from the window to get to the boys' rooms.

Very Dawson's Creek of you.

[laughter] Yes, I was extremely fit back then.

Was it a strict, convent type of institution or was it lax?

It was definitely strict, we had a lot of rules and curfews. Not to sound cheesy, but I think it was good for my soul. Everyone was required to go on an 'outdoor education' trip every year and after my second day transferring, we all went on an intense backpacking trip to the high Sierra Mountains with my class.

Sounds like a good time . . .

It was traumatizing. [laughter] I didn't shower for 10 days. I had to eat half-cooked rice with bugs in it. I had to climb up a 12,000-foot mountain with a backpack that was half my weight. But again, it was good for my soul.

Nothing builds character like crunchy rice seasoned with insects. [laughter] So it sounds like you made the most of boarding school.

Looking back, they were some of the best times of my life. Our school was small and everyone was there 24-7, so I made some great lifetime friends.

Did you ever get into trouble?

Actually, the most trouble I ever got in school was back in the sixth grade. I used to be a rebellious little girl. I dyed my hair green and I got suspended from school for doing so. My principal yelled: "Don't come back until you've dyed your hair back to black." Taiwanese people can be so close-minded.

Is your rebelliousness what got you into modeling for our scene?

I guess you could say that. I went to my first HIN when was 15 in Hawaii. It was crazy! I met the Myspace guy, Tom. He loves Asian girls.

Is that where you got your 'break' into modeling?

Not really. I was wandering the show and a lot of photographers gave me their cards and asked if I would like to shoot with them sometimes, but I was more focused on learning how to swim in Hawaii, so I didn't pursue modeling then.

Where did you move after Santa Barbara?

I moved to New York City last September to attend NYU.

From boarding school to the Big Apple . . . how do you like the East Coast?

I hated New York at first tremendously. The weather here is disgusting! Well, considering I lived in Taiwan, Queensland, Hawaii, and California I was a bit spoiled with great climates. Before I moved to NYC, I never saw snow. I remember I got scared when the city turned white.

If you had to pick, where would you want to settle down?

California! It is <>the<> perfect place for human beings! California's got perfect weather, beautiful beaches, amazing food from all over the world, and everything else you need in life. Growing up there and also having traveled a lot, I'm sure you would agree with me, Carter.

Agreed! So do you still enjoy traveling?

Absolutely.

If I was a travel genie and could grant you a wish, where would you go?

I would want to go to Tel Aviv, Israel, and Beirut, Lebanon. I would have to go to Lebanon first, then Israel. I heard Lebanon won't let you in the country if you have an Israeli stamp on it, but not vice-versa. I am not very familiar with Middle Eastern culture, and would love to learn more about it.

Middle East? Not my first guess, but it's very open minded of you. What about China? I've been meaning to go—any recommendations?

It's great. I used to travel all over China with my dad. Go to Beijing if you are into rich history and culture. Go to Sichuan if you are into beautiful scenery and pandas. Go to Shanghai if you are into being pushed around by smelly people. Yuck!

Shanghai it is! Other than rude and stinky people, what do you look for in a guy?

I like guys with big eyebrows. You know, thick, bushy ones . . . I think it's sexy.

Word? Are you into body hair, too?

[laughter] Sure, why not? Body hair can be sexy, too.

Gag. Shifting away from man-hair, what type of food do you like?

Man-hair to food? Worse. Transition. Ever. [laughter] I love sushi! I can eat sushi for the rest of my life. Olives, truffles, and blue cheese, are also some of my faves.

Ugh! Blue cheese? That makes the top three list of my least favorite things on this planet. How is it you can't stand stinky people but you like cheese that smells like toe jam?

[laughs] Stinky people can take a shower. But blue cheese can't help itself.

Some stinky people can't help themselves, either. It can be hormonal, cultural . . . nevermind. Enough about B.O. Can you cook?

Yes and no. I make a lot of sushi. It's the one thing I know to how to make. I roll sushi for friends and myself all the time! But cooking . . . does cereal count?

If it doesn't involve blue cheese, why not? Have you been to Japan?

Many times! The sushi there is the best. Period. But I don't like Japanese guys.

[laughs] And why is that?

They're too skinny and too feminine. I can't date a guy with pants skinnier than mine. Plus, some of them don't even have any eyebrows!

Which is why you ought to stick with Koreans! [laughter] Have any hidden skills?

I deal poker. I was trained to deal professionally and everything.

Was this for a job or something you enjoyed?

I really like poker, especially Texas Hold 'em. It's an endurance game. It teaches you about human nature. It's exciting watching people go through decisions and dilemmas at the table.

You talked about water activities before, but are there any other sports you play?

I like tennis, ping pong, and badminton.

Ping pong and badminton? Spoken like a true Asian. [laughter]. On the subject of stereotypes, you mentioned something spectacularly rare for an Asian doing the shoot that I would like to reiterate. For the record, what size are your, um, assets?

Assets? Is that what Americans call them? [laughter] For the record, I am a 32D.

And, again, for records-sakes, are they real?

Yes, they are real. I don't know what happened to me. All the girls in my family have small breasts, but my boobs grew like there was no tomorrow.

God bless tomorrow. **it**





BESS HSU

Height: 5'8"

Measurements: 32D-25-34

Ethnicity: Taiwanese

Birthday: Oct 3rd

Sign: Libra

Hometown: Taipei, Taiwan

Website: www.pmgirls.com/besshsu

Thank you list:

Kim, Mack, Tony, and Carter. When I finally learn how to cook, I will make Carter a delicious-looking omelet stuffed with blue cheese.

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2010 NISSAN CUBE 1.8S

DYNAMOMETER MODEL: OWNER: ATI (AUTO-TECH INTERIORS INC.) DYNO AND FACILITY: SP ENGINEERING DYNOJET
 INSTALLATION: SCOTT TSUNEISHI TEXT: SCOTT TSUNEISHI PHOTOS: ATI AND SCOTT TSUNEISHI

BASELINE

PROS

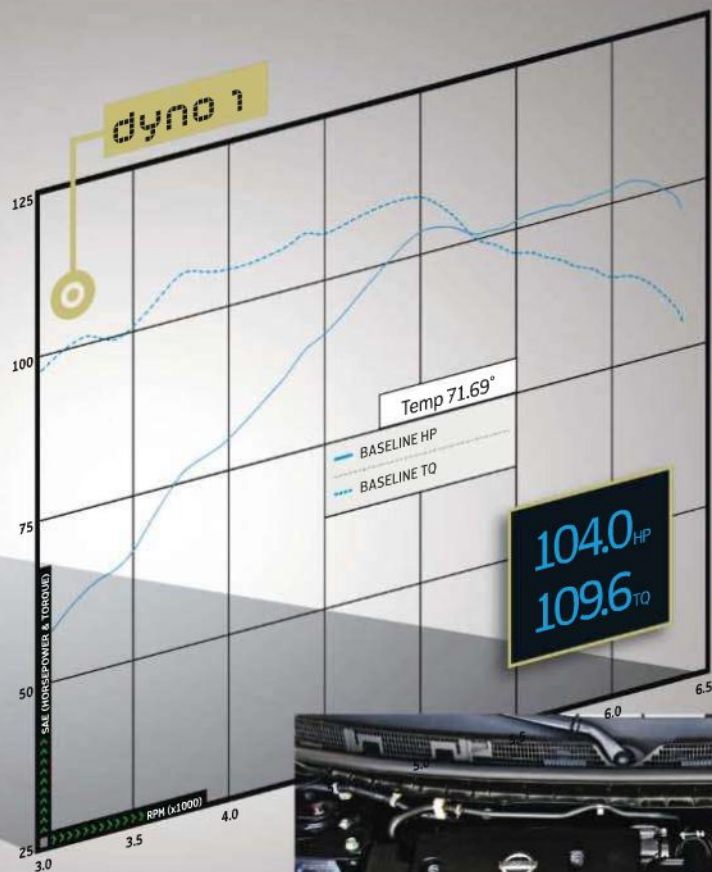
The Nissan Cube is a relative latecomer to the box-on-wheels trend in the U.S., with the Scion xB and the Kia Soul having already established their presence. To stand out in the square car market, Nissan made "quirkiness" their signature on the Cube, with an edgier exterior design and an asymmetrical rear windows. Powered by a 1.8L DOHC four-cylinder engine, the Cube produces 122 hp and 127 lb-ft of torque, and is paired with a six-speed manual transmission or an optional Xtronic CVT (continuously variable transmission).

CONS

The Cube's unusual styling served as the perfect marketing vehicle for ATI, who added a Tein coilover suspension, a Yakima roof rack, and SSR Professor wheels, to transform their Cube into a SEMA-worthy car that many of us would proudly drive around town. Unfortunately, the MR18DE engine isn't up to par with its newly upgraded exterior. The 1.8L engine produces unimpressive horsepower and poor acceleration off the line, which is typical of most cars marketed as "economical".

NOTES

Before strapping the Cube on the dyno, we performed routine maintenance, including an oil change and spark plug check/replacement. In stock trim, the Cube delivered 104 hp and 109.6 lb-ft of torque to the wheels of SP Engineering's Dynojet.



WEAPON-R SECRET WEAPON AIR INTAKE

PARTS

Intake, filter, intake tube, brackets, silicone hoses, nuts and bolts, clamps, instructions, installation hardware

TOOLS

10- and 12mm sockets, ratchet, extension, Torx key set, needle-nose pliers, Phillips and flat-head screwdrivers

INSTALLATION TIME

60 minutes

PROS

The Secret Weapon intake uses a dual-chamber design with two different diameters and lengths of piping, which allow an engine to ingest air at a faster velocity and create more power than a conventional system. The intake pipe is mandrel-bent using 6061 aluminum and comes with an SW1 air filter featuring a velocity stack. The system is also backed by Weapon-R's million-mile limited warranty.

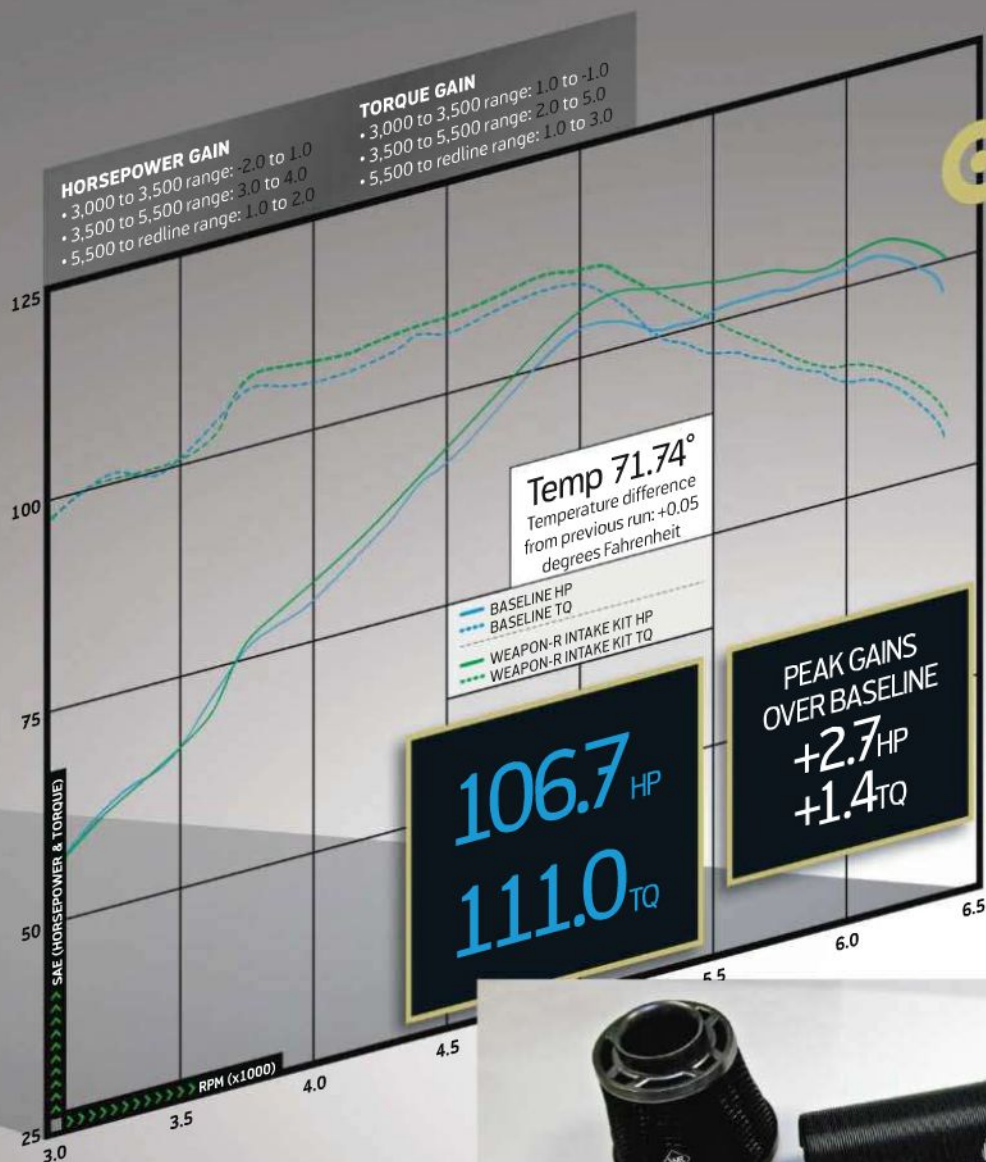
CONS

The Weapon-R intake kit comes with a flexible ram air tube that connects one factory fog light hole to the intake filter. While the

ram tube concept is smart, we found installing the unit to be a pain in the ass, as the tightly cramped engine bay offered little room to maneuver the three-inch tubing.

NOTES

A quick spin on the dyno revealed a peak gain of 2.7 hp and 1.4 lb-ft torque over our baseline numbers. The new air filter system increased both horsepower and torque throughout the powerband, and the Cube saw its largest gain of 4.0 hp and 5.0 lb-ft of torque at 5,300 rpm.



DC SPORTS SCS (SINGLE CANISTER SYSTEM) EXHAUST

PARTS

Rear section, mid piping, mounting hardware, license plate frame, instructions

TOOLS

10-, 12-, 14- and 17mm sockets, open end wrenches, ratchet, extension, WD-40, and anti-seize

INSTALLATION TIME

45 minutes

PROS

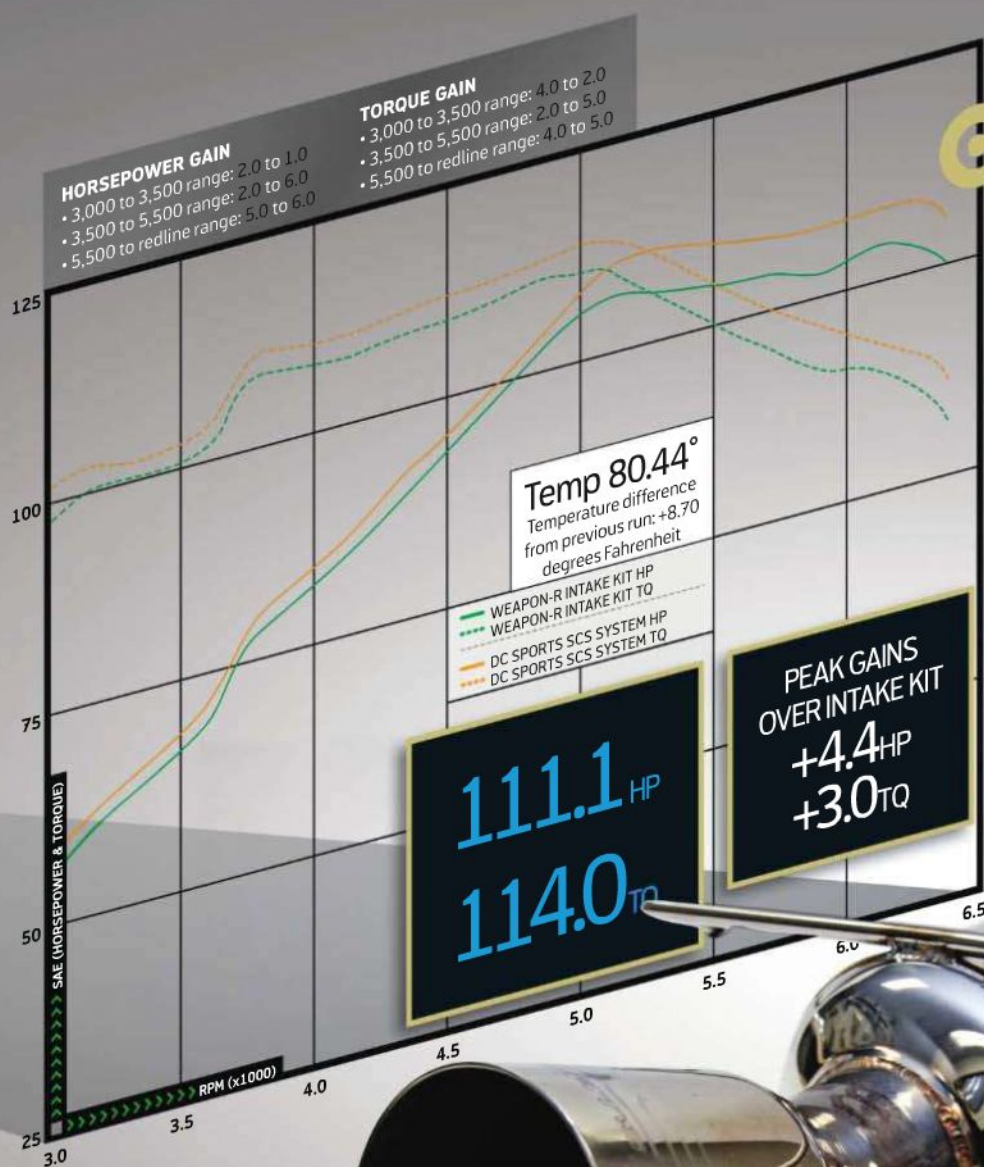
As of press time, DC Sports is currently the only aftermarket manufacturer that offers a cat-back exhaust system for the Cube. The DC Sports SCS system uses mandrel-bent 304 stainless steel tubing with a single canister muffler for maximum flow, and is finished with a four-inch, polished, straight-cut tip.

CONS

Removal of the factory exhaust requires plenty of time and patience. Ask for assistance when installing the new exhaust to help speed up the installation process.

NOTES

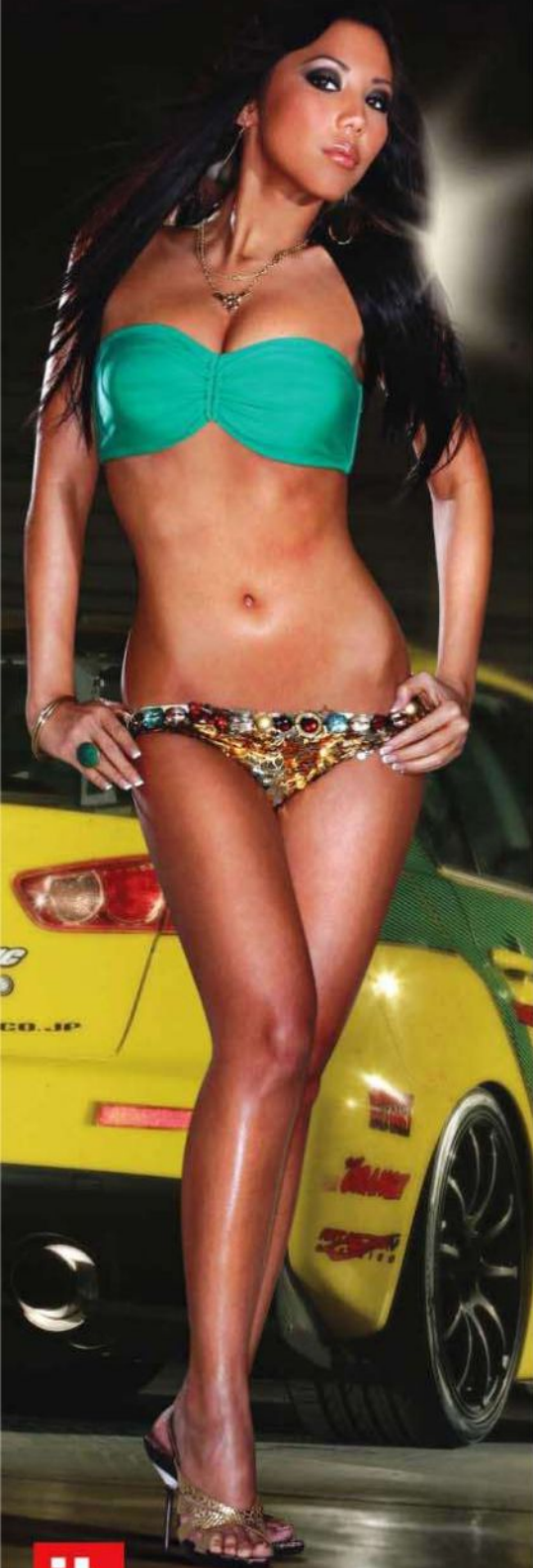
We were pleasantly surprised when the exhaust emitted a nice, deep exhaust pitch and moderately quiet sound level. Dyno testing the exhaust revealed an increase in horsepower and torque throughout the powerband, with a peak gain of 4.4 hp and 3.0 lb-ft of torque. We saw a healthy gain in the midrange to top-end, with the largest increase of 6.0 hp and 5.0 lb-ft of torque from 5,300 rpm to redline.



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NON STOP TUNING (NST) CR-LITE CRANK PULLEY

PARTS

Crankshaft pulley, instructions, stickers

TOOLS

10-, 12-, 14-, 17-, and 19mm sockets, ratchet, swivel, open-end wrenches, extensions, flat-head screwdriver, breaker bar

INSTALLATION TIME

50 minutes

PROS

The NST CR-Lite crank pulley is designed for Cube owners looking to reduce rotational mass at the crank for additional power and improved throttle response. These OEM-diameter crank pulleys are crafted from 6061-T6 aircraft aluminum, include proper timing marks, and are compatible with the OEM Nissan belt.

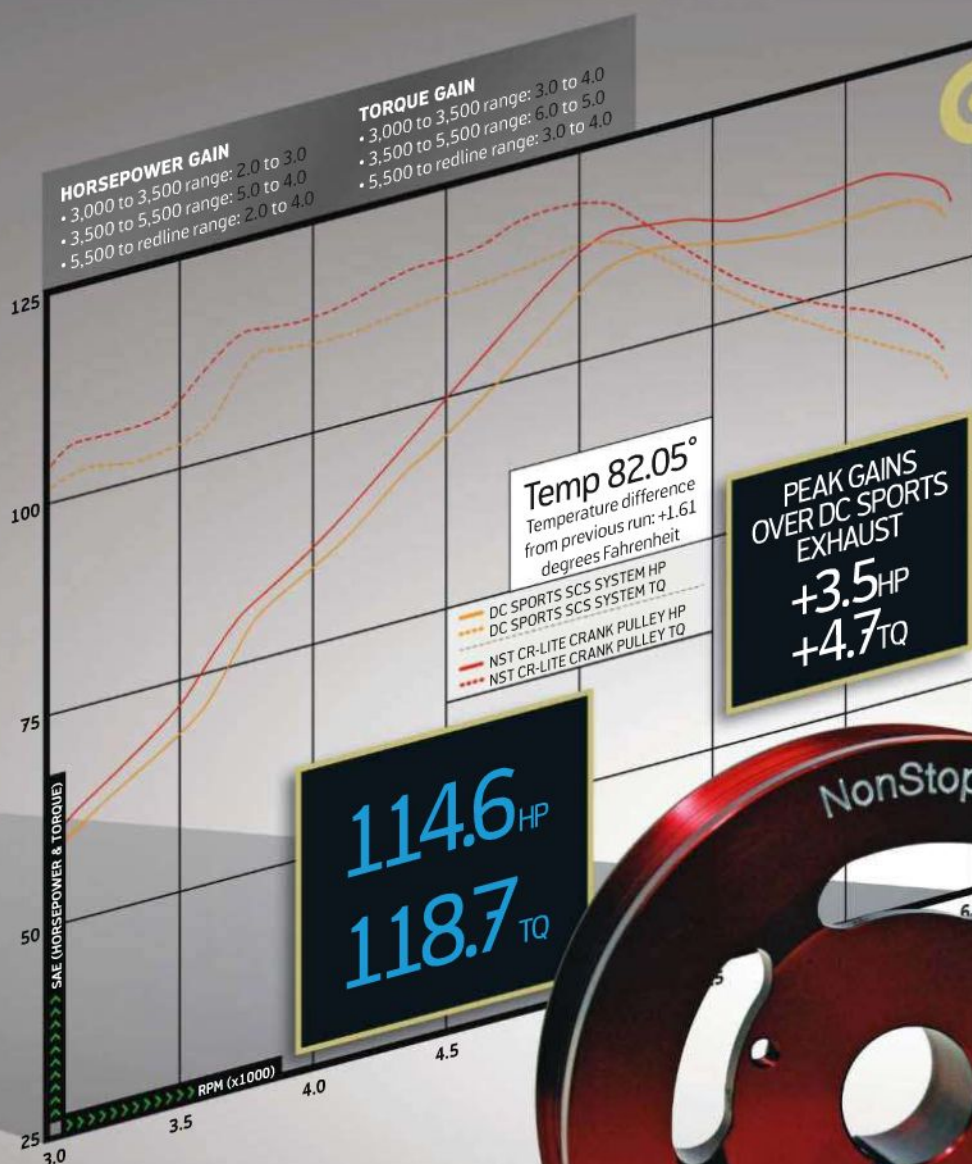
CONS

Removing the factory crank pulley requires an air compressor with a minimum 140 psi of pressure and a heavy-duty impact gun to aid

in zapping the bolt loose. Like with our exhaust install, we recommend having an assistant lend a helping hand when removing the OEM unit and installing the new crank pulley.

NOTES

The NST crank pulley, weighing 30 oz. lighter than the OE unit (52 oz.), made 3.5 hp and 4.7 lb-ft of torque over our previous run. The pulley delivered an increase in mid-range and top-end power, with a peak gain of 5.0 hp and 6.0 lb-ft of torque at 3,700 rpm. Gains of at least 4.0 hp and 4.0 lb-ft of torque were seen consistently from 4,000 to 5,300 rpm.



dyno 4



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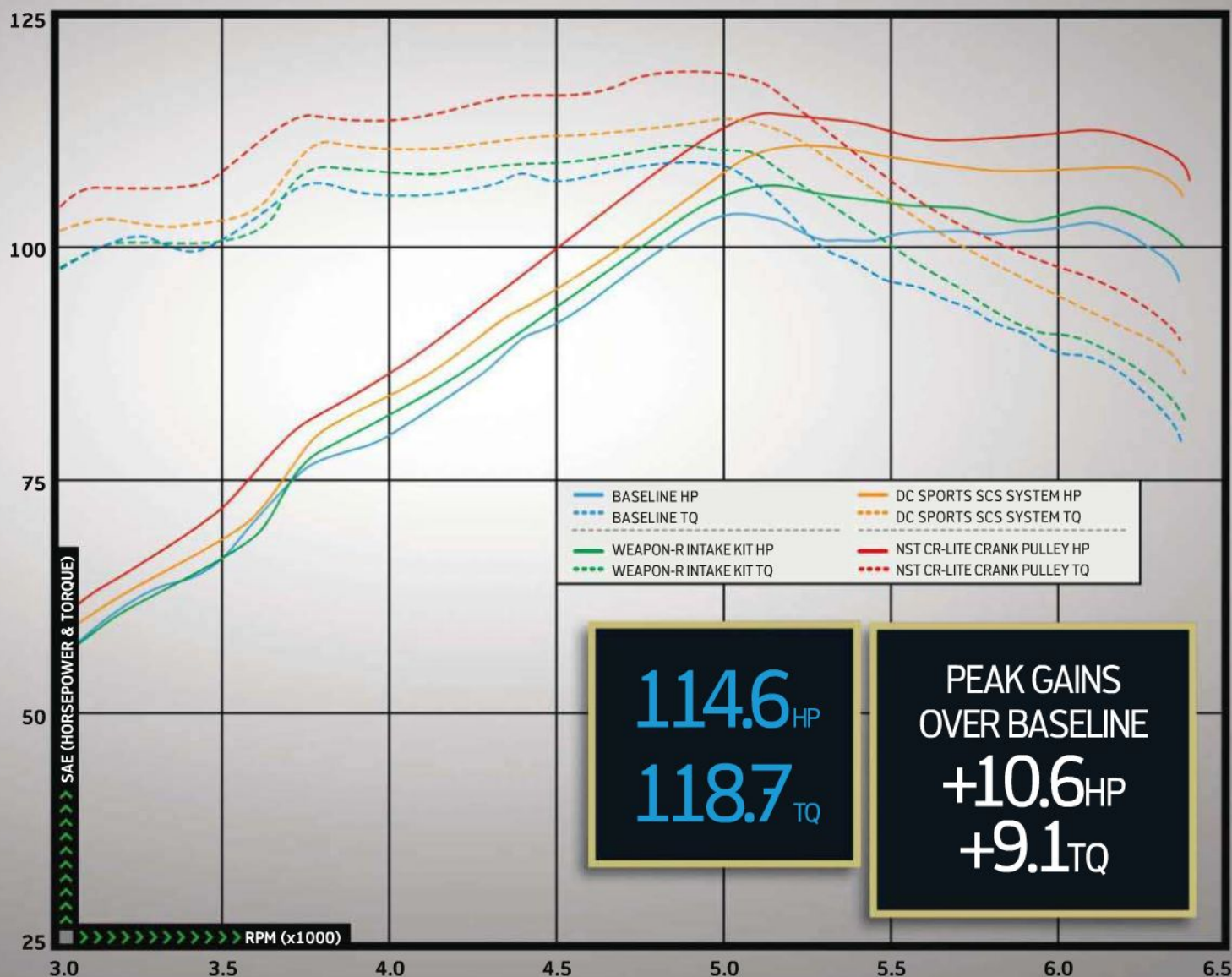


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CONCLUSION

	HP Level	+HP	TQ Level	+TQ
BASLINE	104.0		109.6	
WEAPON-R INTAKE	106.7	2.7	111.0	1.4
DC SPORTS EXHAUST	111.1	4.4	114.0	3.0
NST CRANK PULLEY	114.6	3.5	118.7	4.7
FINAL	114.6	10.6	118.7	9.1

CONCLUSION

Testing our Cube with three basic bolt-on products delivered a gain of 10.6 hp and 9.1 lb-ft torque over our baseline run. The Cube responded well to our modifications and acceleration was noticeably improved on the street. With a sticker price of only \$13,990 for the base model and an estimated 30 mpg on the highway, Quirky might not be such a bad thing after all. [it](#)

BANKROLL

WEAPON-R SECRET WEAPON INTAKE	\$269.00
DC SPORTS SCS CAT-BACK EXHAUST	\$599.00
NST CR-LITE CRANK PULLEY	\$128.00
MSRP TOTAL	\$996.00

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Koyorad introduces two new high-performance radiator applications for turbo 2.0 L and V-6 Hyundai Genesis Coupe. Koyo, in collaboration with the Hyundai America Technical Center in Irvine, CA, and Hyundai Genesis specialists Mode Racing, developed this radiator using "Hyper V" Technology to maximize both cooling efficiency and engine bay clearance. As with every Koyo radiator, the Genesis radiator was designed and manufactured by engineers in Japan, precision welded by hand, and bolts directly to the factory fan shrouds for easy installation.

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04 EZY-FLASH ECU MANAGEMENT

A handheld reflash interface that connects to a car's ECU via its OBD II port, Ezy-Flash allows users to upload any open-source tune to their ride in seconds, and records a car's factory tune with the ability for owners to revert back to it on demand. Ezy-Flash also holds over 100 maps, features up to 60 hours of data-logging memory, reads and clears trouble codes, has pass-through programming, USB-updateable firmware, comes with a two-year warranty, and offers the ability for owners to "lock" tunes so they can't be overwritten. Ezy-Flash is currently available for select '01-'10 Subaru models, with Mitsubishi and Mazda applications soon to be released.

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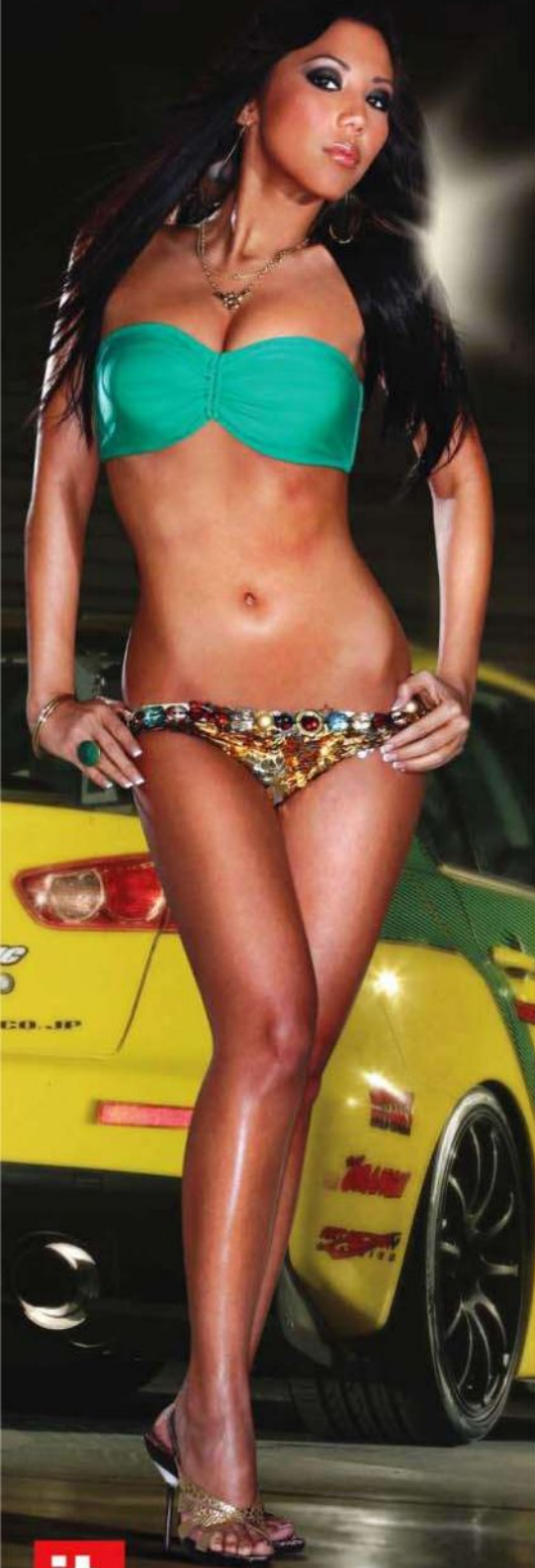
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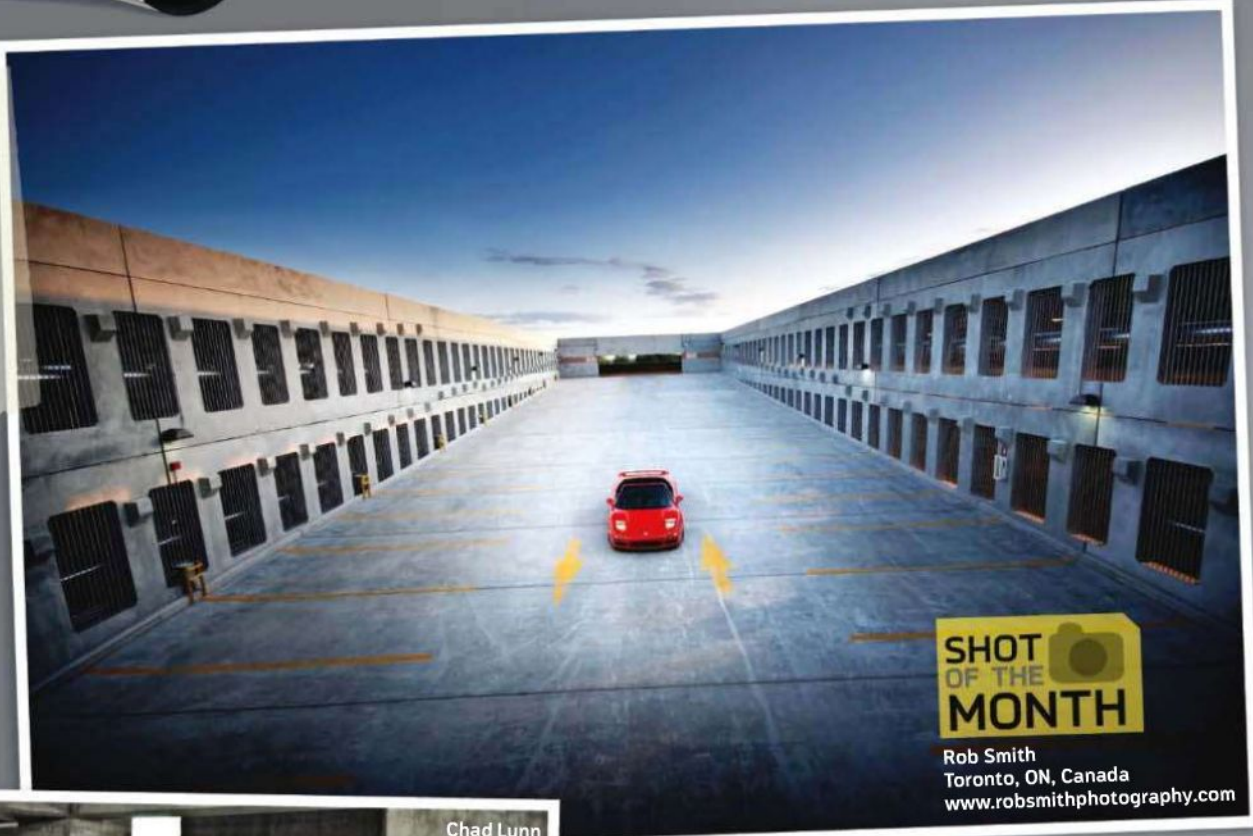
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GOOD EXPOSURE

Like worn-out catch phrases that plague the writing of lesser automotive publications, cliché shots of hard parked rides at overused spots are a good way to ruin the presentation of an impressive feature vehicle. But this month's Longshotters prove that with a little creativity, even the mac daddy of worn-out whereabouts—the parking garage—can look fresh.

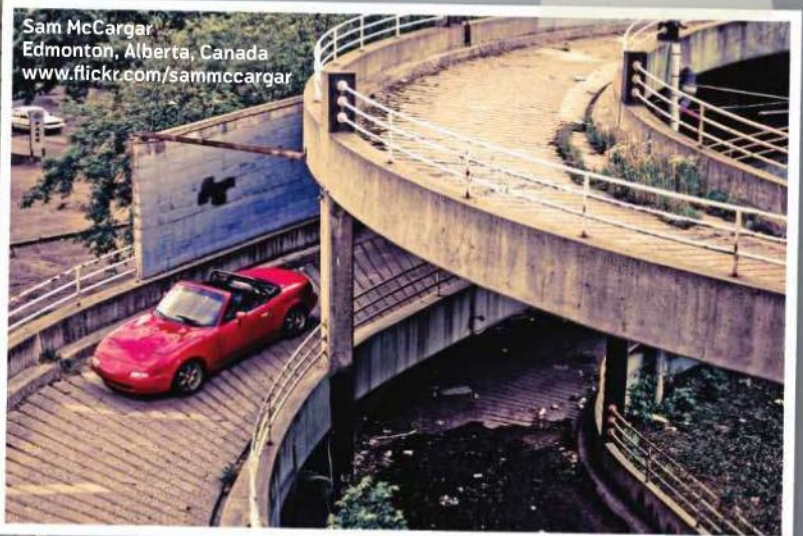
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