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11 FOR '11

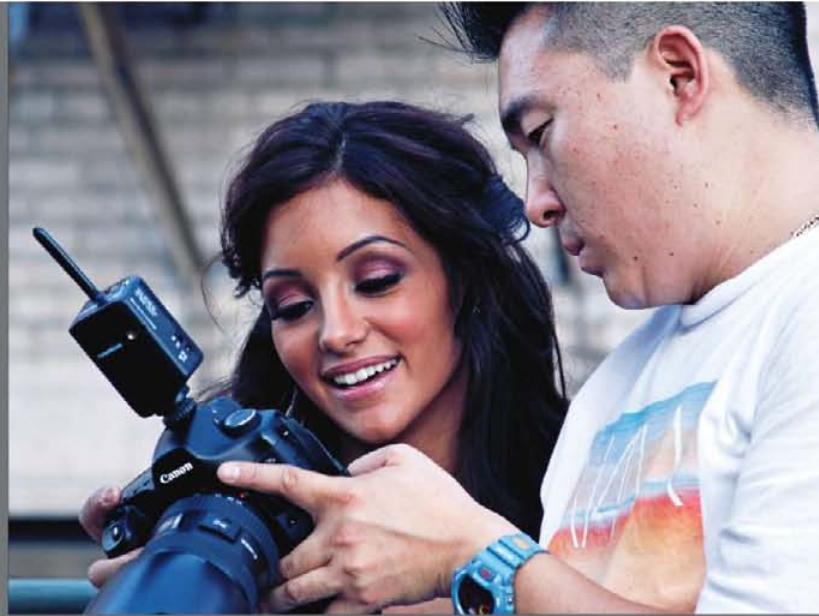
Welcome to our new and improved 2011 *Import Tuner* Calendar, presented by Seibon. How exactly is a calendar new and improved? The "new" part should be self explanatory. As for improved, here are 11 reasons why our '11 calendar is better than last year's.

11. It came out a month earlier. Last year it was in our January issue, this year it's in December's. Somehow this is advantageous to you, the reader. How so? I haven't quite worked that out, but trust me when I say it is.

10. It's in our SEMA issue. Again, I haven't quite worked out how this is a positive, but trust me when I say it is.

9. The calendar is right side up. For some reason, our previous art director thought calendars should flip top-down, instead of bottom-up. How did we explain the goof to management? "It's like, JDM . . . yo."

8. Despite the screw-up, Shawn, Michael, and Mikey from Seibon liked the 2010 calendar so much they sponsored it again. I guess they have faith in our "creative vision". Suckers!



7. All the girls in the calendar are 100-percent down for the import scene. No weird agency models!

6. We had the bestest crew, ever. Val killed it with make-up, Diana brought the heat with the styling, and Desiree was a hair master.

5. Carbon fiber. Seibon loves it. You love it. I love it. So much so that our amazing crew was able to weave it into apparel and accessories for the shoot.

4. L.A.'s finest, Officer Tan from the L.A.P.D., was on-hand the first day of shooting to ensure crowd control, hold reflectors, move light stands, pick-up lunch, and ogle models, awkwardly.

3. No animals were harmed in the production of our calendar this year. As for a few of the models' dignity, thanks to Officer Tan, not so much.

2. Hot girl-on-girl action. Alicia Whitten and Alexia Cortez? Bahara Golestani and Tiffany Toth? I've never breathed that hard behind the lens. I just hope the images make it to print. If they don't make it past our censors, check our website or Facebook fan page.

1. Thanks to the director/producer/DP Randy Ly and help from sales/second unit Derrick Yee and events/second unit assist Elliott Moran, this year's calendar has a behind-the-scenes video! You know *Girls Gone Wild*? Well, this is nothing like it. Make sure go to our website or YouTube page. It'll be worth checking out. Trust me when I say it is.

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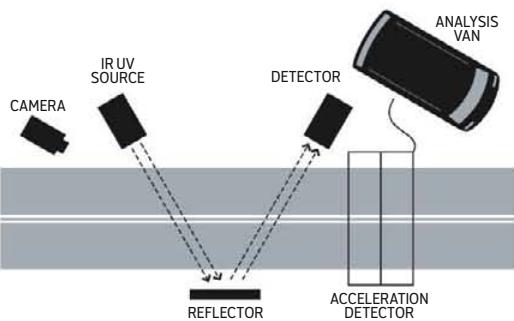
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UNDER THE HOOD

THE SMOG NAZIS ARE COMING FOR YOU!

California has begun implementing "enhanced" inspection and maintenance programs across its major cities to improve air quality, by cracking down on vehicles labeled as gross polluters. But before you ask, don't we already have a system in place that was designed to curb smog, called a smog check? Looks like the EPA no longer regards biennial smog checks as a reliable method to reduce tailpipe emissions—they're taking their fight to the streets.

If you live in L.A. and drive a car, chances are you will encounter a



INSIDE THE INDUSTRY

new breed of random police checkpoints—not the typical late-night sobriety/license checkpoints that force drunk drivers to breathe into a Breathalyzer. We're talking mandatory smog blockades designed to force suspect vehicles to exhale exhaust gasses into a machine that verifies its output of emissions.

These roadside emissions checkpoints are appearing all over California. Some locations may alter or slow traffic, as checkpoint personnel and police randomly direct vehicles to the roadside smog-check area. The first time I experienced a smog checkpoint, it caught me completely off guard. My initial reaction was, 'Why is there a DUI checkpoint in my neighborhood at 11 a.m.?' My confusion was quickly set straight when I witnessed one car being hooked up to a portable dyno while two others were towed away on flatbeds.

Another scenario is commonly referred to as "ticket-by-photo" tests: Remote sensors use an infrared beam shot across the highway to measure and record the contents of cars' exhaust emissions as they pass-by, while a remote camera snaps a photo of a vehicle's plate if high emissions are detected, and the information is sent to the bureau of automotive repair (BAR). Within days, the vehicle's owner is issued a letter in the mail, asking them to participate in a voluntary vehicle repair program, or face possible consequences.

Today, in the midst of the worst recession since the Great Depression, and the state of California's worst financial status in long-term memory (we're bankrupt), are these checkpoints and "ticket-by-photo" tests worth their undoubtedly high costs, just to catch a handful of polluters?

We may not agree with these testing procedures, but the truth is that cleaning up the air we breathe is a downright necessity. This isn't a massive conspiracy of a government that's "out to get" anyone with an aftermarket exhaust, or who enjoys tuning their car. What they really want is to combat black-market smog shops that hand out illegal paperwork, or folks (like many of us) who change parts just before and after scheduled smog checks. The easy out is just to keep your emissions equipment in place at all times while on the street. We've proven that in most cases, a high-flow catalytic converter won't cost your car any power, and can even improve torque (April '09, "Fact or Fiction"). Even in high-hp street cars, the amount of power lost by installing a proper cat is a fraction of total output—and if that number is high to begin with, you won't even notice the change.

At any rate, unless we take the heat off ourselves, roadside horsepower checkpoints may very well be next.

SENIOR EDITOR
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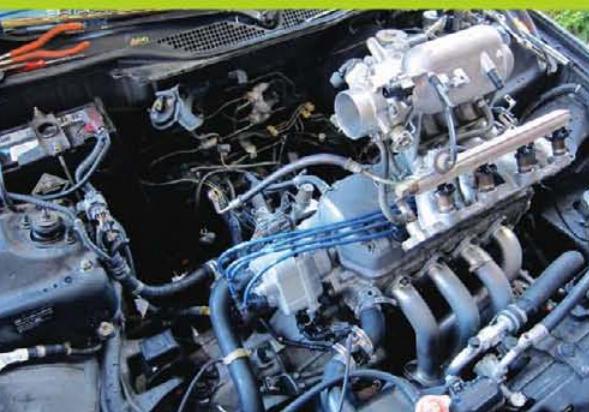
LIVING IT

RIDING SHOTGUN WITH THE EDITORS

'11 HONDA CR-Z

For our 2010 SEMA/Super Lap Battle effort, we've collaborated with Waptivo, Tein (again), Mackin (double again), and HKS to build a supercharged Honda CR-Z. Like any good build, the first thing we set out to do was lower the hybrid, which is why it spent the first week of its life at Tein. Outfitted with a set of Tein Super Street coilovers, the CR-Z is starting to live up to its sporty hype.

EDITOR
CARTER JUNG



'95 HONDA CIVIC DX

In a fitting tribute to my column, I spent this weekend swapping out my intake manifold and throttle body back to stock for an upcoming "test only" smog check. Hey, I never said I was a saint!

SENIOR EDITOR
SCOTT TSUNEISHI

'93 MAZDA MIATA

It seems like every bolt I turn on the Project Miata reveals a new problem. I put it on jackstands a few months ago to change the oil and discovered a damaged subframe and mis-aligned steering rack, and a leaking rear main seal. After I pulled the trans, I found a severely worn clutch. After that, replacing some leaking exhaust gaskets led my eyes to a cracked CV boot on one of the rear axles, which was plugged into a hub with a worn wheel bearing, surrounded by worn brakes. EBC Yellow Stuff at all four corners to the rescue this month; the rest to come next. Unless I find more problems...

TECH EDITOR
LUKE MUNNELL





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WE DIDN'T REALIZE IT UNTIL JUST NOW, BUT THIS MONTH'S "GOING POSTAL" FINALISTS REPRESENT A NATIONWIDE 2NR READERSHIP, WRITING IN FROM THREE CORNERS OF THE U.S. AND ALMOST SMACK-DAB IN THE MIDDLE (NORTHEAST, WE KNOW YOU LOVE US, TOO :). KEEP THOSE COMPLIMENTS, COMPLAINTS, AND PROJECT CAR UPDATES ROLLING IN!

AWKWARD MOM LETTER OF THE MONTH

I get subjected to a lot of car magazines in my bathroom, as both my 19-year-old son and my husband like to look at them in our "reading room". But yours, however, bugs me the most because you Photoshop your models to within an inch of their lives. I know the guys don't mind—it's a fantasy to have a perfect girl. But it sets a bar real women can never meet. And it sets up my son to look for something in a mate that doesn't exist. If you presented the cars so inaccurately, you wouldn't have happy customers. Dial it back. They are pretty girls and don't need that much fixing.

-"Kenaiqueen"

Kenai, AK

There are so many different funny directions we can go for the response to this one ("reading" in the bathroom?), but we're going to have to tactfully inform everyone out there that none of the photos of our models ever undergo any sort of post processing. Ever. Our models are flawless angels, perfect in every way. And as editors of this fine publication, we've grown to expect that in a mate, because the girls out here never disappoint. OK, why are you laughing? Everything we said is true! We promise!



WHERE IN THE WORLD IS MAX BOOST?

Dear beloved badasses at *Import Tuner*. I'm definitely a little late on this question, but what the hell happened to Max Boost!? I miss seeing that guy and his crazy shenanigans gracing the pages of your mag. He and Otto even made an appearance in your 10th anniversary issue but never came back. Did they die a horrible cartoon death? Did the "boost" button fail and they got arrested because their car wouldn't go back to stock?? Did you guys enslave them to change toner and sweep floors all day!? What happened??!

-Derrick
Tampa, FL

To tell you the truth, we honestly don't know what happened to Max and Otto. Last we heard they came up on a GT-R and were laying low (illegal twin-turbo VK56 swap? Shady importation documents?? Smoked license plate covers?!), but managed to drop by and party with us on our birthday. Rumor has it they're operating overseas, under the aliases Dax and Scott-O, and their only U.S. contact is Dennis Caco of Autocannon clothing. Drop him a line and tell him how much you want to see the duo back on our pages: info@autocannon.com

SHOOTS BRAH!

I had a chuckle recently. My friend from the mainland (I live in Hawaii) texts me that he saw my car in the August issue of 2NR. I laughed and figured he was wrong, but picked up an issue and lo and behold, in the Hellaflush 4: Aloha Kings coverage on page 20, there she was—my green '91 Miata with the 002s and busted red hood. LMAO! It was so ratted out and you guys still ran a pic of it! Just so you know, it's changed. I re-did the hood, picked up some 15x10 Work Meisters, and am going to be starting under the hood soon. Be on the lookout for some Facebook friend requests or photo emails once I get started—you're gonna like the way this turns out!

-Roger, Hawaii
via postal@importtuner.com



What's even more impressive is that we hand-picked that shot from about 400 high-quality images of seriously clean rides turned in to us by free-lancer Colin Waki. Our own project Miata is currently under the wrench, too. Definitely keep us updated on your progress. We'd challenge you to see who can finish theirs first, but seeing as how our Miata's never actually finished first in any sort of competition... that might not be in our best interest.



YEAH... I NAILED HER.

Alright guys, here goes. I'm fairly new to the import game, but ever since I got my first taste I couldn't get enough. My first experience was an '03 Mitsubishi Eclipse that I didn't really enjoy, but did a few things to and flipped for about \$1,000 more than I paid. That let me get a 3000GT. I only had it for a short while until about a month ago when some lady slammed on her breaks in her SUV to avoid running over some stuff in the road, and I nailed her. Not only did I total it, I got hit with a "following too closely" ticket, and all my shit got stolen out of it after it sat at a tow lot for the weekend. The GT wasn't exactly what I wanted, but now I have nothing. Anyways, I was wondering if you guys could point me in the direction of what to get next. I've got about \$1,000 to spend now since I only had liability insurance on the GT. Thanks.

-Drew Behrens
Oklahoma City, OK

Get a first-generation Eclipse GSX. Add an intake, turbo-back exhaust, boost controller, all the necessary tune-up parts, and enjoy life running low 13s all day long. A thousand bucks won't get you anything good, but a DSM in workable shape shouldn't be much more, and it's got one of the best four-cylinder turbo engines ever produced, and is hooked up to a strong AWD drivetrain. Plus, it'll be ugly enough not to get stolen, and in OKC, car jockers are almost as dangerous as soccer moms. 



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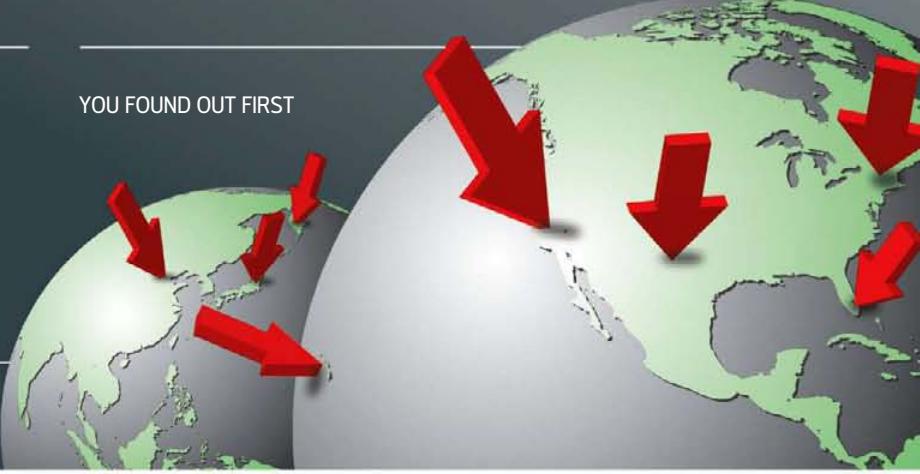
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YOU FOUND OUT FIRST



X GAMES 16

The action sports industry's largest annual competition for all wheel sports that can be labeled "extreme" blew up the greater Los Angeles area recently, and we joined in on the action at the aptly-titled Memorial Coliseum for X Games Rally. Now in its fifth year, 2010 brought a few changes. The centerpiece of the event, the long jump, was smaller than in past years (Did ACP's end-over-end roll as documented in the Jan '09 issue play a role?), as was the paved, outdoor portion of the course. Competition was just as fierce as always (ask WRX STI driver Travis Hanson, who rolled while battling ACP in the quarter-finals), and like last year, the imports unfortunately did not come out on top—Rockstar/Ford Fiesta drivers and teammates Tanner Foust and Brian Deegan saw to that, even though Mitsu pilots ACP (EVO IX) and Antoine L'Estage (EVO X) clawed to a joint tie for Bronze.

Another change was the addition of Super Rally: heats of four-car wheel-to-wheel racing in which anyone who survived the previous competition was invited to compete. After Fiesta pilot Ken Block broke for the second time early on, and Kenny Brack was forced to retire after driving up a wall to miss colliding with ACP, Tanner and Brian won their respective heats against drifters Stephan Verdier in an STI and Sam Hubinette in an EVO X, respectively, before battling each other for a repeat First and Second finish. What we'd like to see added next year: snow on the course, and more Golds for the imports!

www.importtuner.com for complete coverage.

www.xgames.com



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NISEI SHOWOFF

L.A.'s premier Japanese-American culture festival recently went down on the 8-10 blocks of eastern downtown Los Angeles colloquially known as Little Tokyo, and with it came the final+1 iteration of the famed Nisei Showoff. After plans were announced last year that the vacant lot on Alameda and 1st street downtown would be developed by the city—the same lot that had served as ground zero for L.A.'s annual A-list import gathering for the past three years after the previous lot was developed—rumors circulated that last year's Showoff would be the last. But thanks to the lingering financial crisis, we got to have fun again! An estimated 310 of the cleanest rides attended this year—up from about 250 last year—representing all Japanese performance makes. As a true A-list-only show, stand-outs included virtually every car in attendance. Our favorites are pictured here; make sure to visit importtuner.com for all the rest.

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by the numbers:

17

The number of axles broken at this year's MFactory West Coast Shootout drag racing finals. Coverage to come next month.

EVENT CALENDAR

10.08-09	Formula D, Irwindale, CA
10.09	RPM Events, San Mateo, CA
10.09	GCFA.com, Chicago, IL
10.10	Import Faceoff (IFO), Gainesville, FL
10.16	XDC/Remix, Phoenix, AZ
10.16-17	NSCRA, Palm Beach, FL
10.17	IFO, Las Vegas
10.23	E-town EVO/STI, NJ
10.21-23	ADRL, TX
11.06-07	Import vs. Domestic WCF, MIR, MD
11.07	IFO, Montgomery, AL

IMPORT ALLIANCE

Our schedules chalk-full of West Coast happenings, 2NR ace lensman Sean Bradford held it down for us in the Deep South this time around, by bringing you this coverage of the 2010 annual Import Alliance summer meet in Nashville, TN. We'll trade less text for more pics here, but be sure to visit importtuner.com for more of each!



GT AWARDS

For the eighth year, the *Gran Turismo* Awards are heading back to the SEMA show in search of the hottest cars spanning five categories (Best Hot Rod, Best Asian Import, Best European Import, Best Domestic Automobile, and Best Truck/SUV) for a chance at the coveted GT Awards' "Best in Show". Besides the prestige of having franchise creator Kazunori Yamauchi hand pick the winning car, the vehicle will be modeled and playable in Polyphony's epic car simulation game. Making this year's festivities more special is the launch (finally!) of *GT5*, with more than 1,000 drivable vehicles and 20 tracks/configurations, taking place the week of SEMA. Yes, the winner will be invited to one hell of a party!

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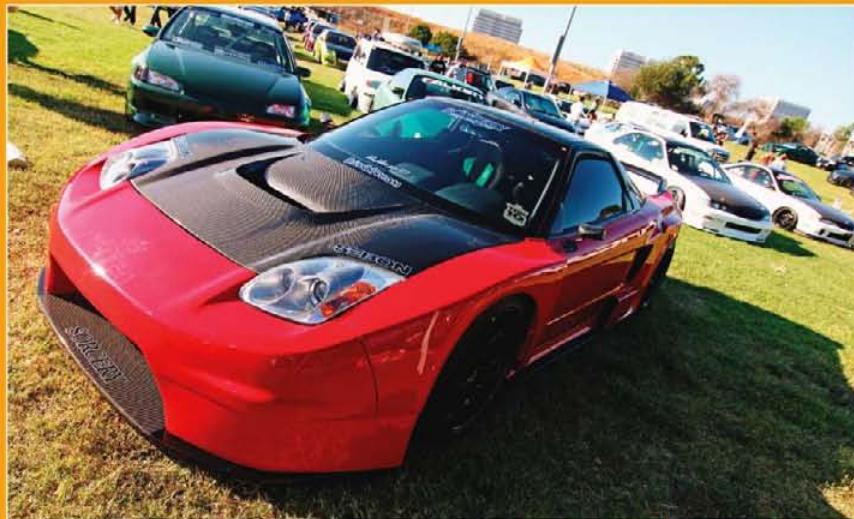
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RPM EVENT IRVINE, CA

New for the '10 show circuit, from the creator of Hot Import Nights, is the RPM Event

Series. The first of four stops scheduled for '10 went down in Chicago earlier this year. Dig up coverage of that on importtuner.com—this month we bring you coverage of their Irvine, CA, presence. Breaking M.O. a bit, the Irvine event was held outdoors, during the day. No worries—the green, serene setting of Hidden Valley Park never disappoints, and this time made for a relaxing departure from the bass-booming, fist-pumping, large-scale import events of West Coast days past. Musical acts and B-boy demonstration ensued, but we were there for the cars. And in a venue located equidistant from L.A. and San Diego, we expected more of them from the latter city's tuners—this event was heavily dominated by the L.A. crowd. *2NR*'s top picks are here—click our site for full coverage: www.importtuner.com / www.rpmeventseries.com



TRICKS OF THE TRADE

HELPING YOU WRENCH

VTEC TROUBLESHOOTING

While a Honda VTEC solenoid rarely goes bad, problems with VTEC not engaging properly are extremely common. Most of the time incorrect wiring is to blame, but occasionally something even smaller is the culprit. A week ago, a buddy of ours mentioned that his S2K felt sluggish throughout the upper reaches of the powerband. A quick scan with an OBD II reader showed nothing out of the ordinary (an electrical failure in the VTEC system should show as a DTC1259 code), so we proceeded to inspect all electrical connectors on the ECU and VTEC solenoid to ensure they were secure—they were. Perplexed, we removed the VTEC solenoid, inspected the small screen filter mounted on a rubber seal behind the solenoid, and found the culprit: the screen was completely encased in a thick, spent oil/blowby residue, preventing oil pressure from entering the solenoid to trigger VTEC—a common condition for high-mileage Honda engines. The filter was removed, carefully cleaned with brake cleaner, and reinstalled. A quick drive around the street verified our problem had been fixed, and the car was once again singing to the tune of VTEC.



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LAST-MINUTE PREP FOR THE CASTROL SYNTEC TOP CAR CHALLENGE

As D Day for Castrol Syntec's Top Car Challenge nears, yours truly applies the finishing touches to what we're betting will prove to be the world's best-performing street car. Page 14 of the October issue brought you the story of Jim Cozzolino and his 593hp, 11.5-second, circuit-prepped NSX street car. This month we follow him to some of the most proven shops and tuners in the Honda/Acura game, and document the improvements made to this already incredibly potent performer.

AUTOWAVE

HUNTINGTON BEACH, CA
Honda/Acura specialists Autowave have been Jim's choice tuner/engine builder from the beginning. They're responsible for the build of his current engine, a 593hp C30A on which Jim's logged three years and over 30K miles of driving and rac-



ing. Thought it was originally tuned for pump gas, we filled the NSX's tank with 110-octane unleaded, its crankcase with Castrol Syntec 20W-50, and had the Autowave crew re-tune for more power. We were shocked when they returned with far better emissions numbers, as well—improving performance in two valuable areas of competition.

AMERICA'S TIRE

CARSON, CA
This NSX being Jim's only car, the jobs it was built to do included commuting to and from work and run-

ning errands, in addition to mopping up at the track. Because of this, and the fact that it was already much more potent than possibly every other car in his competing classes, Jim chose to fit his NSX with the widest possible tires rather than the stickiest, to maximize its contact patches without resorting to



a tire with poor treadlife. But this being a competition, we wanted all the traction we could get, and had our homie Arnel Ramos mount and balance some plus-sized Toyo R888s around the CCWs instead—their 60 UTQG rating bringing us the best possible grip allowed by Top Car Challenge rules, along with more than enough treadlife to last the entire competition and Jim's repeated AZ-to-CA road-tripping.

APPLIED MOTORSPORTS

SAN DIEGO, CA
30K miles of hard driving at 593 hp takes its toll on a stock transmission.



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BATTLE READY

TEXT AND PHOTOS BY LUKE MUNNELL

To boot, the performance clutch Jim had added years ago was starting to throw in the towel, and an alignment was much needed. Jim's NSX was taken to Applied Motorsports, tucked in the hills above Vista, CA (San Diego county), where Jim and Applied owner Nathan Eustace rebuilt the six-speed gearbox with reinforced internals, added an Exedy triple-plate carbon clutch and flywheel, and re-adjusted camber/caster/toe settings from the ground up.

SECRET MOUNTAIN ROADS

SAN DIEGO COUNTY, CA

All the best modifications in the world won't mean crap if your car suffers unforeseen mechanical problems or driver error come race day. Seat time makes all the difference, especially with the amount of modification we'd made in the weeks leading up to competition. After its appointment at Applied,

Jim, his NSX and the 2NR crew took the long way back to L.A., along some canyon roads high above the Southland for a quick shake-down and photo session—the perfect setting for a street-driven, performance-built import.

Log onto the official Top Car Challenge website for full specs of this beast, outtake photos of our stops at each shop, and maybe even the location of those secret canyon roads we hit up. While you're there, check up on rival teams/cars, learn official rules of competition, view behind-the-scenes driver/owner/editor interview clips, and cast your vote for your favorite team/car (us) to win—a cool \$10K will be given to one random, lucky voter who selects the correct eventual winning team.

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PICK OF THE LITTER

In your February '10 issue, the article "Ditch the Daily Grind" talked about rebuilding a Y80 GSR transmission. I ordered an Integra GSR LSD tranny online and they sent me a Y80 LSD transmission. The guy from the engine depot stated that the Y80 LSD tranny was from a rare '94-'95 GSR from Japan. I was wondering what the difference is between my Y80 and the Integra Type R S80 tranny and LSD? Do you have any suggestions that could help piece my tranny together?

-Sothia Chhom
via importtuner.com



There are actually quite a few different versions of the Y80 and S80 transmissions. The main differences are the gear ratios and final drives, although even within the transmission models themselves there are different ratios and final drives. Unfortunately the only sure way to know which transmission you have is to count the teeth on the gears and ring and pinion, figure out the ratios, and match them to a model's specification sheet. Asking a couple different guys I know that build a lot of Honda transmissions, they both agree that the synchro designs are all very similar and are even interchangeable. They also agree that you either have to believe the guy you bought it from or take it apart and match the specs to properly identify which year and model your transmission came from. Honda uses both helical and "Salisbury" (clutch-type) differentials. Generally, the newer the transmission, the greater chance it has a helical LSD in it. The older it is the greater chance it has a Salisbury differential. As for tips for building transmissions, just make sure you follow the directions in the factory service manual and use the correct tools. If you don't have the right tool, don't ghetto rig it because there's a good chance you can fu*k something up pretty good.

FIXING WHAT YOU BROKE

ERIC HSU

We stumbled across an interesting website the other day: <http://wordsmith.org/anagram/index.html>. For kicks, we decided to search the name of resident tech guru "Eric Hsu", and found it can scramble into some fitting arrangements (seen here with punctuation added):

"Uh... rice!" — Eric's choice sigh of desperation when he's asked for stupid advice, like Cavalier/Supra taillight conversions.

Such ire — The intense anger felt by Eric when being asked for stupid advice.

Ice rush — The dead-cold panic felt by those who realize they've asked Eric for stupid advice.

Cries, "Uh!" — What such a person does when Eric exacts his revenge for having been asked for stupid advice.



ERIC HSU
WWW.BEYONDTHEDYNO.COM/BLOGS/ERIC

Enter the domain of Eric Hsu at your own risk:
questionit@importtuner.com

POWER POTENTIAL

I currently drive an '04 Honda S2000 and was thinking about purchasing a Sun Auto Hyper Ground System. I came across this product reviewed in your December '02 issue, in the article titled "Ground Out" which showed an S2000 that made an additional 2.1 whp after installing the Sun Auto grounding wires. What are the grounding points that would deliver the best horsepower gains?

-Buenagua
via importtuner.com



Power gains with grounding kits vary from car to car, but generally the best gains are found by grounding the battery, engine block, cylinder head, ignition coil(s), and valve cover. The best way to find the grounding points is to test the car on an inertia-type chassis dyno, such as a Dynojet 248, and test multiple grounding points during back-to-back runs. From my experience, I've also found that the older a car, the more horsepower the Hyper Ground System will make due to the car's degrading electrical system and lack of proper grounding from the factory. Make sure to use the genuine Sun Auto Hyper Ground cables because they really do use extremely high-grade copper wire in their kits.



TURBOCHARGED TRANSFORMATION

I just bought an '05 Mitsubishi Lancer ES (base model) with a 2.0L engine making 120 hp. I want to transform the car into a Lancer Evolution by putting its turbocharged engine into my Lancer. Can I do it? I'm sure I have to change the motor mounts, but do I also have to change the rear end, drive shaft, or other miscellaneous components? I asked my dealer-

ship but they had no answers on the swap—it was like talking to a brick wall.

-Mike Thompson
via importtuner.com

If you added up the time it would take to do this conversion and the money you'd have to spend, you'd probably end up with a car that cost more than an '03 Mitsubishi Lancer EVO VIII. Even if you had the fabrication, mechanical, and electrical skills to make it all happen, it wouldn't be worth your time. Your converted car wouldn't be completely developed so it would be rough around the edges with strange noises, clunks, and vibrations, and may not even be that reliable. Sell your '05 Lancer ES and buy yourself an '03 Lancer EVO VIII. Trust me; you'll be glad you did.



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INJECTION SELECTION

I drive a five-speed, two-liter '00 Hyundai Tiburon that I plan on turbocharging. I recently purchased a T3 turbocharger and an external wastegate. I'm saving up for the rest of the parts in order to make 200 whp. What size injectors and boost pressure would I need to achieve my horsepower goal?

-Bryan Gibbons

via importtuner.com



There are a lot of variables that can affect how much boost it would take to make 200 whp. First and foremost, the turbocharger's actual size plays a huge role in power. There are probably 90 different variations of a "Garrett T3" and you didn't specify which size you actually have. Second would be how well the exhaust system flows. Remember that a turbo is exhaust driven, so the amount of pressure, commonly called "back pressure," also play a huge role in how well the engine can breathe. Needless to say, the better the exhaust system flows, the more power the engine will make per pound of boost. Third, how well the boost is cooled via the intercooler will also play a huge role in the power output of the engine because it has a huge affect on how much ignition timing can be run before detonation or knock can occur. Lastly, how well the fuel and ignition are controlled will be instrumental in how smooth the power is delivered, how long the engine will last, fuel economy, and power output. Make sure you run colder Iridium spark plugs for a powerful spark. I'm not familiar with the Hyundai specifically, but for a low boost engine management solution, check out the Greddy E-Manage.

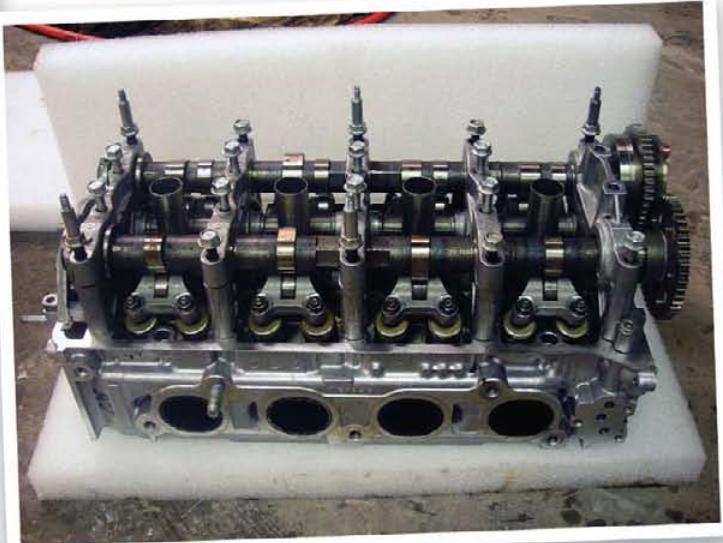
RELIABLE ENGINE BUILD

My new daily driver is an EP3 Civic Si, known as an SiR here in Canada. I know a lot about tuning my twin-turbo Z32 and other Nissans, but very little about Hondas. I'm looking to modify my K20A3 engine with an aftermarket header, bigger throttle body, and a set of cams to give it a little more power, but want to keep it reliable because of Canada's harsh winters—not to mention the polar bears we have roaming around.

-John Costa

via importtuner.com

The K20A2 is factory rated at 197 hp and 142 lb-ft of torque in comparison to the K20A3, which is rated at 155 hp and 132 lb-ft of torque. The K20A2 cylinder head uses larger cylinder ports that can flow more CFMs, but the K20A3 is still a good engine. Cams, a header, and ECU work will yield good horsepower gains and still maintain Honda-like reliability. Try contacting Skunk2 Racing for cams and an intake manifold, Blox Racing for a header and a throttle body, and Hondata for ECU upgrades.



HORSEPOWER BUILD

I own an SR20DET engine and am looking to upgrade with a set of cams, upgraded turbo, and aftermarket fuel system. I'm looking to get the Garrett GT2871R (.64 A/R) turbo. Would a set of Tomei 256 duration Poncams be a good fit with this turbo, or would you recommend their 260 duration Procams with titanium retainers and upgraded valve springs instead?

-JCU

via importtuner.com

If you're willing to change valve springs and retainers, I'd recommend the Tomei 270-degree Procams with a 12.50mm lift to maximize the performance of the 2871R turbo. To save some money, keep the stock retainers (which are lightweight to begin with) and use a set of Cosworth SR20DET valve springs. The

*Cosworth springs provide the necessary seat pressure for high boost that many of the Japanese valve springs do not provide. If you have access to a dyno or will be having the engine professionally tuned, I would recommend a set of adjustable cam sprockets as well. You'll end up with a wider power band with more peak power to match the 2871R, even with a stock engine. If you were going to use a smaller turbo and shoot for less power, then I'd recommend the smaller Tomei 260-degree Procams with a 12.0mm lift. Whichever build you plan, I highly recommend a Cosworth FSL metal head gasket for the best possible cylinder sealing. **IT***





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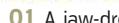
03



04

05

NINTENDO 3DS



01 A jaw-dropping handheld that delivers true three-dimensional graphics in its upper screen (the bottom monitor's reserved for touch input), displaying 3D games, movies, television shows and more, sans the need for chunky glasses. Readily transportable, offering a slider bar that lets you adjust degree of depth and packing noteworthy software selections from *Mario Kart 3DS* to *Kid Icarus: Uprising*, it makes the strongest case for this technology yet. Here's hoping *Dead or Alive 3D* gets those holographic double-D chests modeled just right.

Nintendo / \$TBA / www.nintendo.com

02 MIKEY (2G)

Affairs, murder plots, embezzlement attempts . . . sometimes it's important to capture life's little moments. Happily, this portable microphone, which readily plugs into your iPod or iPhone, lets you grab it all at decent fidelity and volume. Equally capable of archiving live musical performances (including guitar or mixer input) as friends' and loved ones' careless whispers, the gizmo offers multiple positioning settings and even comes with its own free recording app. Who doesn't love hearing themselves belch out "Tik Tok" in stereo?

Blue Microphones / \$79.99 / www.bluemic.com

03 VIBRANT

An Android smartphone with a hella crisp and eye-catching four-inch touchscreen, speedy processor, and a 5MP digital camera with digital zoom, plus up to 32GB of external memory support. Fully loaded with perks like a GPS and six-axis motion sensor, it piles on multimedia features (including a 2GB memory card with the movie *Avatar* on it), but sacrifices battery life for sex appeal. Nevertheless, from downloadable apps and streamlined social networking, it's easy to fall for its pretty face.

Samsung / \$199.99 with two-year contract / www.t-mobile.com

04 JAYS AUDIO Q-JAYS

Normally you hear "made in Sweden" and you think of two things: hot chicks and Saabs. But not necessarily headphones. Jays Audio might just change that with its q-Jays. Dual-driver headphones, the q-Jays offer unparalleled sound quality with crisp accuracy and a broad range of highs and lows. And according to Jays, they're the world's smallest in-ear headphones. Superb sound and looks in an ultra-compact package. Sure beats the ubiquitous white earbuds of a certain fruit-themed computer company.

Jays / \$249 / www.jays.se

05 TRON KEYBOARD

Let your geek flag fly with a personal computing companion that's resplendent in the signature neon blue glow and retro-futuristic symbols you'll find adorning new cinematic throwback *TRON: Legacy*. Even if you were too young to appreciate the original cheeseball outing with its futuristic Frisbees and luminescent light cycles, you can't help but dig the unit's detachable modular keypad, dynamic backlighting, and programmable keys. Alas, no telling if hidden extras include a button that'll suck you into a world inspired by golden age arcades.

Razer / \$149.99 / www.razerzone.com



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06 NBA JAM ■■■■□

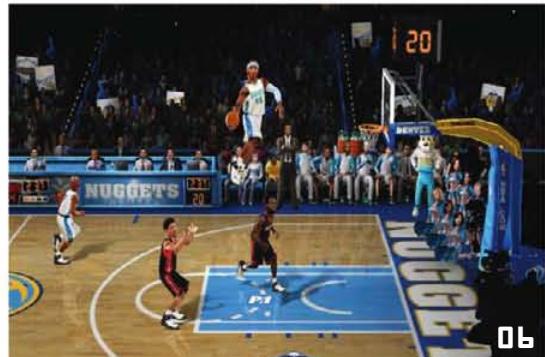
Slam, bam, thank you ma'am... old-school arcade b-ball action lives again in this triumphant, if largely predictable, remake of the arcade and SNES/Genesis classic. Gravity-defying two-on-two hardwood action reigns as huge-headed caricatures of top all-stars execute physically impossible dunks and rule-breaking blocks, clocking point tallies more akin to SAT scores than actual shots counted. Still, while everything feels a mite too familiar, there's no faulting extras like boss battles, piles of hidden secrets, and motion control support in terms of putting points on the board.

Electronic Arts / Wii / www.easports.com

07 TEST DRIVE UNLIMITED 2 ■■■■□

A clever mash-up of high-stakes solo and multiplayer racing that packs heavily customizable drivers and vehicles, plus dynamically evolving exotic island backdrops that offer a growing range of thrills via downloadable updates. Cruising Ibiza's striking high-resolution byways and tropical views, floor it through a variety of mission types or join clubs and compete against rival speed freaks, with clothes, cars, and cribs among the spoils of victory. A respectable, yet hardly revolutionary effort, it gets plenty of miles to the gallon regardless.

Atari / PC, PS3, Xbox 360 / www.atari.com



MEDAL OF HONOR

10 Despite clearly being influenced by the success of *Modern Warfare 2* and dropping its once-iconic World War II setting for more clichéd contemporary Middle Eastern battlefields, the latest *MOH* still delivers a suitably engaging run-n-gun experience. Thank atmospheric sun-baked backdrops, stomach-churning rat-tat-tat sound effects and taut scenarios that take you from desperate hostage rescue missions to surgical strikes on terrorist strongholds. While neither the most original nor eye-opening take on present-day military operations, for a token series reboot, its aim proves surprisingly on-target.

Electronic Arts / PC, PlayStation 3, Xbox 360 / www.ea.com

08 GUITAR HERO: WARRIORS OF ROCK ■■■■□

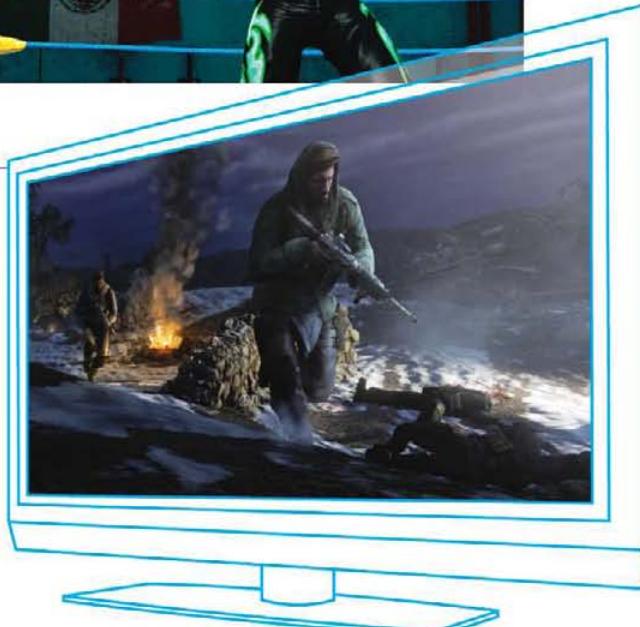
Mostly more of the same, albeit with a fantasy-meets-heavy-metal vibe. Per usual, players shred along with guitar, bass, drums, or vocals in time with on-screen prompts, while pursuing a quest to save rock and roll from "The Beast." KISS frontman Gene Simmons provides narration as you complete chord-shredding challenges, earn special powers, and blow speakers out to the soothing sounds of Anthrax and Megadeth. A new plastic axe controller with interchangeable bodies cements the ear-splitting experience.

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

09 LUCHA LIBRE AAA: HEROES OF THE RING ■■■■□

The masked stars of Mexican wrestling may not be as popular as their beefier and better-publicized WWE counterparts, but clearly illustrate here how they're infinitely more agile and melodramatic. Credit a number of catchy gameplay twists that spice in-ring action up with more acrobatic, high-flying maneuvers and calls for crowd support, which make the energetic simulation a welcome championship contender. Offering greater focus on hilarity and histrionics than scientific holds and takedowns, the goofy grappler provides hours of solid spectator sport.

Konami / PS3, PSP, Wii, Xbox 360 / www.konami.com



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For Over 20 Years, The Only Choice for Sport Compact Parts.



Transplanting to SoCal from the East Coast when I took this job a few years ago, I wasn't exactly current on much of the area's lingo. Being called "fool" by my new friends threw me off at first, and I didn't know whether them calling my car(s) "janky" was a good or bad thing. Come to think of it, I'm still not sure whether "putting in work" means meeting a deadline, or engaging in a drive-by activity that could land me 25 to life.

One slang term more relevant to the automotive industry first reared its head when we discussed creating this very department of the mag: "snake oil". Originally an ancient Chinese homeopathic remedy derived from the *Enhydris Chinensis* (Chinese water snake) to treat joint pain, once eighteenth-century English salesmen fraudulently advertised their version of the stuff to cure seemingly un-ending medical maladies, the term became the preferred nomenclature for a hoax product. At least in Southern California, where (coincidentally?) small bottles of mysterious substances promising to deliver every imaginable benefit to vehicle performance litter the shelves of auto parts stores, the pages of magazines, and flashing cyber-space banners on the e-pages of your favorite automotive Internet resource. This month we test a new one.

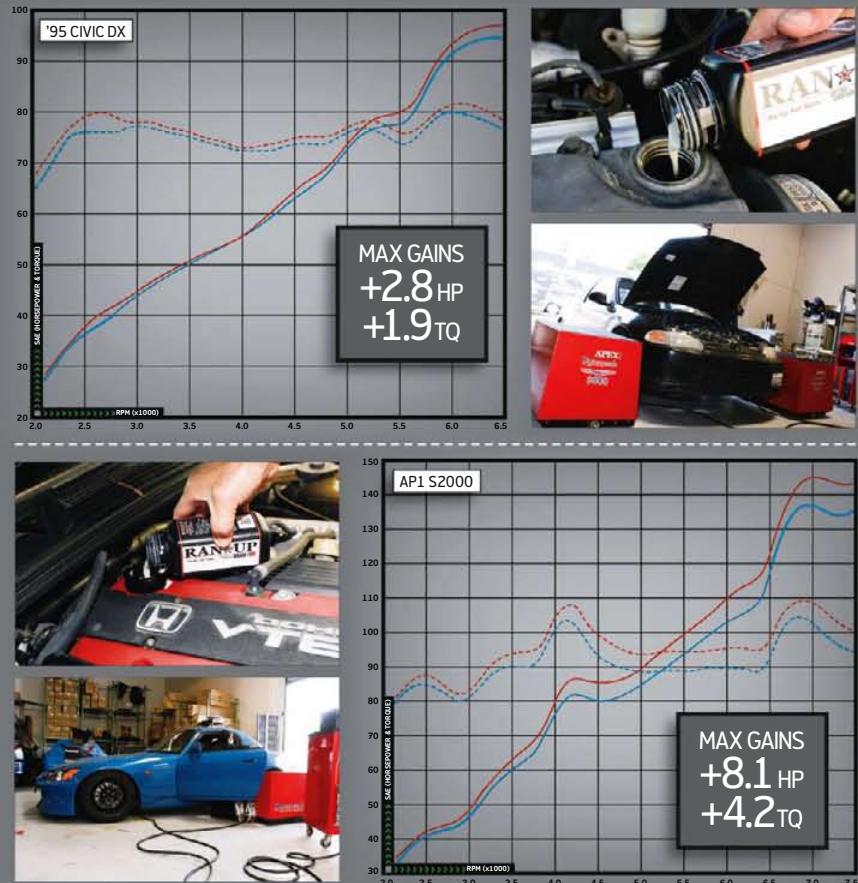
THE CLAIM:

RS-R'S NEW ENGINE OIL ADDITIVE CAN INCREASE HORSEPOWER AND TORQUE.

When our friends at RS-R first came to us with their Ran-Up oil additive, we immediately knew it had a place in "Fact or Fiction". Composed of an extremely fine power-based lubricant suspended in a liquid lubricant, RS-R claims the substance was developed by the aerospace industry to adhere to the metallic surfaces of machinery operating in zero-gravity climates, where oil retention/re-accumulation would otherwise be a problem. Also according to them, a small amount of the stuff increases the lubricity of engine oil down here on Earth (its powder-based lubricant small enough to pass through filter media), cutting frictional energy losses, and allowing cars to turn out more horsepower and torque with increased fuel economy and decreased emissions.

They even offered some outlandish claims to back it up: adding a bottle to a Nissan 350Z improved output by 20 whp (a whopping 40 whp in a modified R32 GT-R); adding a bottle to a Prius improved fuel economy by 4 mpg; adding half a bottle to a Harley kept its mirrors from vibrating at freeway speeds; and adding a few drops to the impact gun in their garage helped it rev quicker. "Once we saw how well the stuff worked," exclaimed Ben Chong, Director of Business Development at RS-R. "We added it to everything we could find that used oil. It doesn't work so well in transmissions, but it does wonders for differentials!"

For our purposes this month, we chose to stick with power testing Japanese imports, by dyno-ing Senior Editor Scott Tsuneishi's '95 Civic DX, and the AP1 S2000 of one loyal, but anonymous APEXi employee, both at APEXi USA headquarters in Orange, CA. Each car was bolted to two Dynapack 3000 dynamometers and run back-to-back, first with only their native engine oil coursing through their galleries, then again with the proper amount of Ran-Up added.



THE VERDICT:

FACT

With the addition of Ran-Up, horsepower and torque output increased consistently across the powerband of each of our test cars. And because the chemicals in Ran-Up do not act as a thinning agent to engine oil (meaning it won't simply turn your 40-weight oil

into 20-weight oil for increased output), there's a good chance it could increase engine life as well. "We've been quietly testing this stuff in Super GT racecars for years," adds Ben. "We've seen it shave as much as two seconds off lap times in our road-race cars, and none of those engines have experienced bearing failure, even after all this time." **IT**

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>> Performance <<

Intakes


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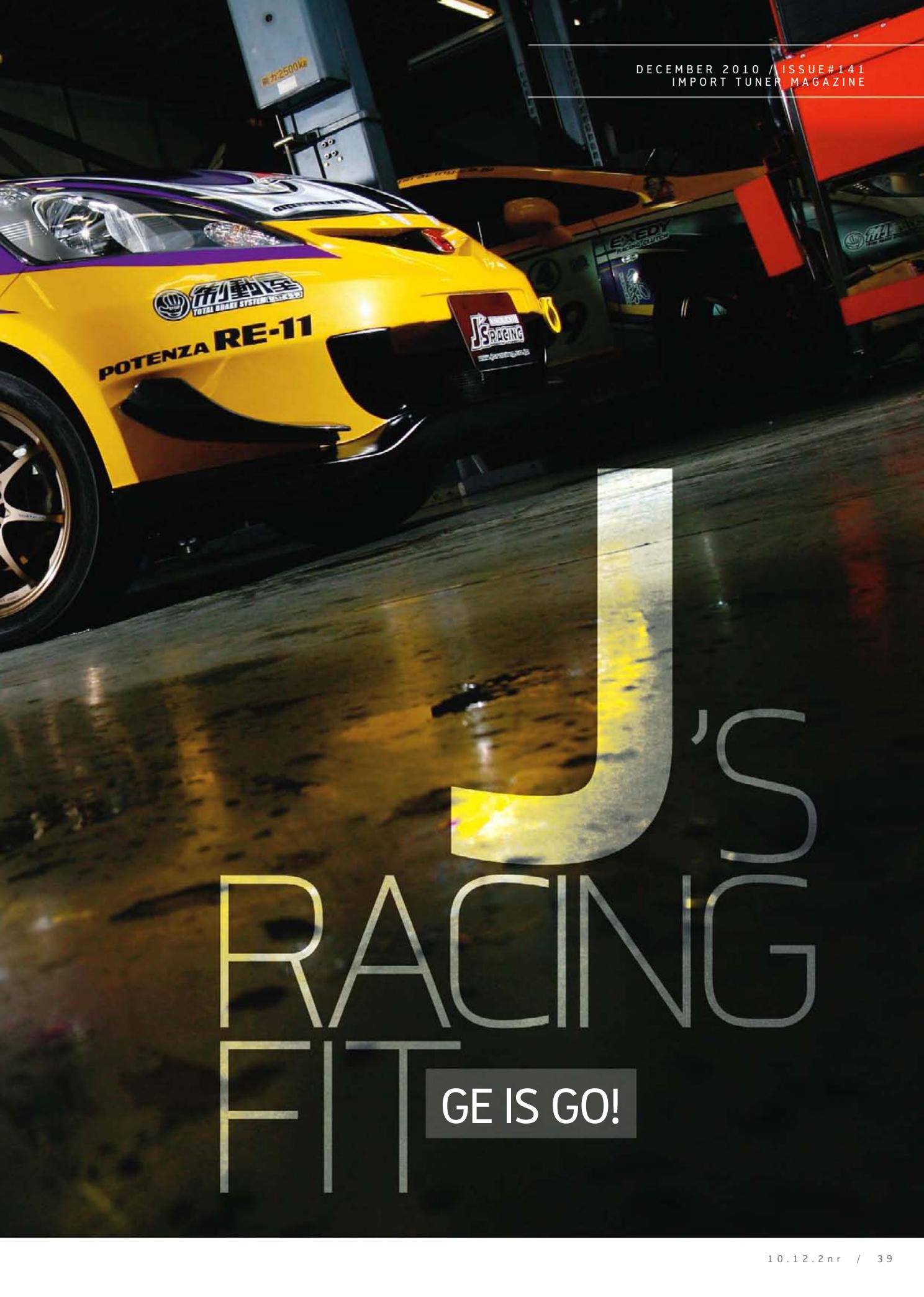
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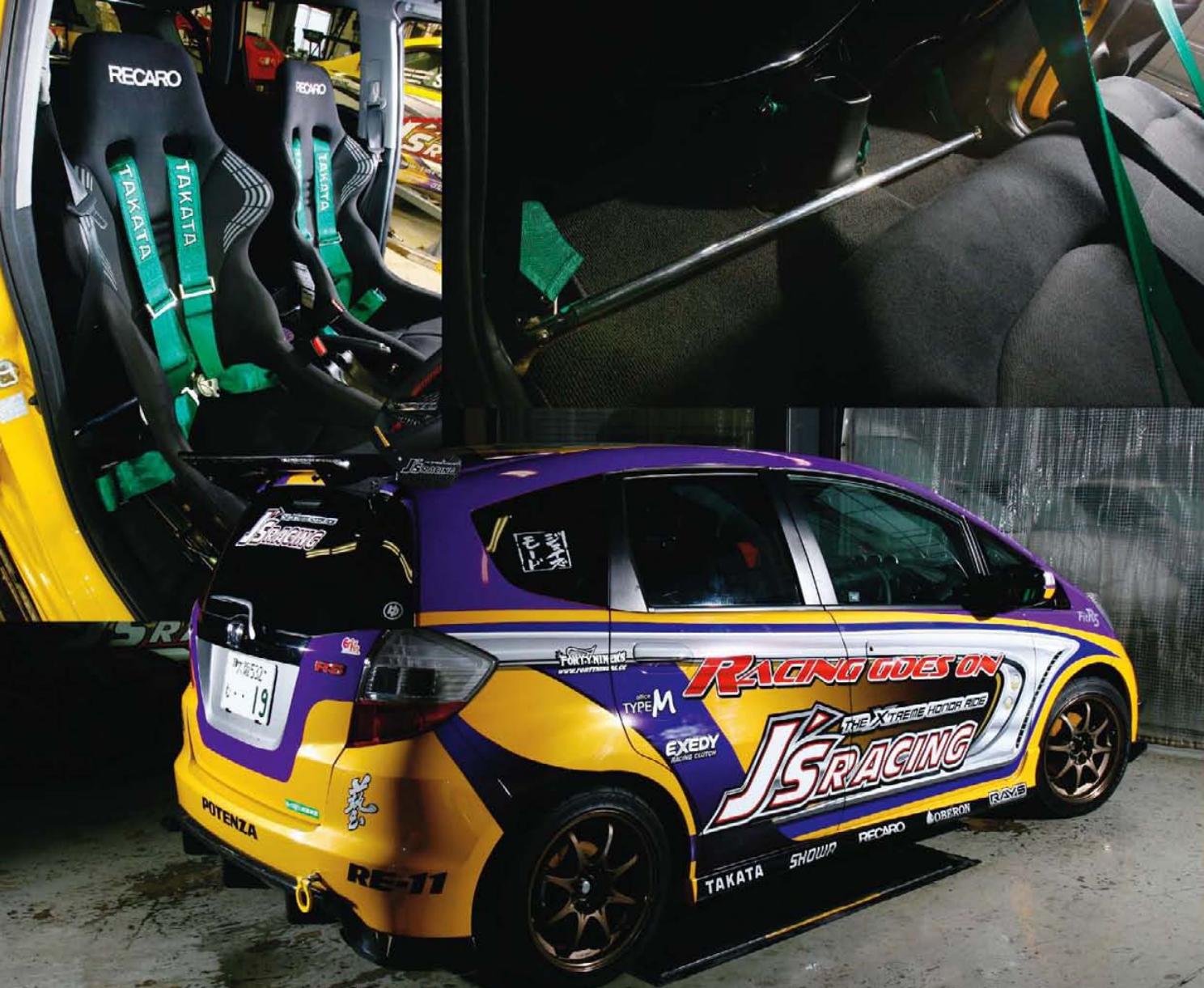


In terms of performance, there are some cars we love for obvious reasons (NSX, Skyline GT-R, Lancer EVO), others we love for their hidden potential (EG/EK Civic, 240SX, Impreza), and those we simply get stuck with and make the best of. Sure, four doors, a hatch, and seats that fold down a gazillion different ways to allow the transport of an entire apartment-sized Ikea furnishing scheme are definite benefits for a lot of us. As is a \$15K sticker price and 31mpg fuel efficiency (which, factoring in current gas prices, could save as much as \$75K over a 100K-mile vehicle lifetime compared to a GT-R; \$20K compared to that EVO). But lets face it—with a 117hp/106lb-ft 1.5L inline-four, McPherson/torsion beam suspension, and top-heavy(ish) design, the Fit would fall into the latter category for many of us.



JS RACING FIT

GE IS GO!



Does getting stuck with such an economical, practical commuter have to be the end of your performance dreams? Fifteen years ago, those who shelled out comparable cash for a new Civic hatch with nearly identical specs wondered the same, but today we're seeing them run eight-second quarter miles or take out NSXs, GT-Rs and EVOs around the circuit. Being a product of Honda's brand reinvention in 2001 gives the Fit some interchangeability with K-laden Honda/Acura platforms, but is going all-out on a K20/24 swap your only hope? Tuners in Japan would argue different.

See that "Racing Goes On" lettering just above the J's logo and slogan? It's possibly the most time-worthy motto for a performance tuner to have. It's been relevant to J's since the company changed the game with their launch in 1988, then when they moved from the EF platform to J's-equipped EGs and DC2s, then to their infamous S2000 and Civic Type R, and finally onto their first Fit on which, coincidentally, they did go all-out: K24 swap, stripped/caged interior, full aero package, and 1:00.459 lap times at Tsukuba in 2008. Today, with the world's industrial populations increasing and energy supplies lagging—and the world's disposable income at record lows—the priorities of today's new car buyers and enthusiasts alike are shifting from performance and luxury to economy and practicality, and the J's motif is more relevant than ever.

Let's be real: The Fit is not a sports car. We'd be surprised if even one of our millions (sic) of readers recreates the J's Racing GD (first-generation) Fit. Most would be happy simply elevating the performance of their cars enough to knock down the egos of rival import drivers. This mentality is so popular in Japan that it's given rise to several racing series for lightly modded B-segment cars that maximize the potential of their original designs. The rules are usually very basic: engines displacement and aspiration can't be modified, and cars' interiors and exteriors must remain largely faithful to stock. After that, it's pretty much fair game.

J's new GE (second-generation) Fit retains its native front-wheel-drive 1.5L inline-four (a 1.3L engine is also an option in the JDM, as is all-wheel drive), and its aspiration has been upgraded with a 60mm J's Racing SPL throttle body, Max Flow air filter, and a full titanium exhaust. Staving off heat should be a concern in any track-driven car, and J's addressed this in their Fit by swapping to a high-pressure radiator cap and low-temperature thermostat, Samco silicone hoses, and Billion Zero racing water (think JDM Water Wetter). But possibly our favorite underhood mod is the Seicile drive-by-wire controller, which drastically shortens the delay time between pedal input and throttle engagement inherent in electrically controlled throttles—hugely beneficial to heel-toe downshifts and minute throttle modulations.

One of the best improvements one can make to a FWD track car is the addition of a limited-slip differential (LSD), which evenly distributes power between drive wheels, helping maintain acceleration in hard cornering. A J's Racing prototype 1.5-way unit was added here, along with a J's Racing lightweight flywheel, helping to make those heel-toe rev matches even faster.

Class rules pertaining to suspension modification for B-segment street cars are usually pretty lax—retain the stock strut tower locations, and you're good to go.

J's cut loose in this department, replacing the GE Fit's original equipment with Crux 30-level adjustable dampers, stiff Hypaco springs, J's front roll-center adjusters, and adding a whole mess of their own chassis reinforcement (see spec sheet).

If additional power can't be added, one of the best ways to make a car faster around a track is by making it stop faster; less time spent on the brakes means more time that can be spent on the throttle. The Fit's stock rotors and pads were swapped with slotted J's Racing and Sedoya R-Master high-friction units, respectively, and allowing them to reach their full potential are plus-sized Bridgestone Potenza tires wrapped around lightweight CE28Ns, a little wider in the front than the rear for increased traction through the twisties, with a bit of rotation.

While you won't find crazy, flared, Super-GT dimensions on street-class B-segment track stars, in the case of the J's Fit, you will find some well-planned aero: a J's Racing GT Type-S front lip and canards, and carbon fiber rear GT wing and diffuser, along with the obligatory lightweight aluminum tow hooks at each end, and of course, signature J's Racing livery, conceptualized and applied by the legendary Art Factory. Inside, a J's Racing prototype carbon fiber dash kit, airbag-packing SPL steering wheel, titanium shift knob, and Pioneer Carrozzeria in-dash flip-screen head unit and NAV server would look right at home in any street-going Fit, just like the sleek Defi gauges would in slightly more performance-oriented builds. Chassis bracing continues with a J's Racing floor bar in front of the rear seats and pillar bar above them. Requisite to any JDM track effort, Recaro buckets and Takata harnesses replace factory recliners and

retractables for safety and stability, along with a slight weight savings.

While we American gearheads see a challenge in defying limitations, swapping built, turbocharged DOHC engines and straight-cut dog boxes into those gutted Civic DXs, adding state-of-the-art engine management and traction control and bolting on huge racing slicks in the hunt for that eight-second quarter-mile, the Japanese hold great respect for those who achieve the most within their limitations. Then again, like us, they occasionally love to surpass them. We'll be psyched when the latest J's Fit dominates street-class B-segment racing, no matter how much less the competing cars flex compared to full-blown track machines we're used to lustig over. We get it. But we'd also love to see this thing go down the route of the GD Fit before it, embarrassing some fully built FR giants on the circuit (or maybe even the strip) with freak J's Racing performance. We suspect we're not the only ones; we asked three different members of the J's crew what they thought of the possibilities of that happening, and all they'd give us was an awkward JDM smile, translating roughly to, "Uh . . . we're not supposed to talk about it!" 





BEHIND THE BUILD

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J'S RACING

AGE.
23 IN JAPAN, 3 IN USA

LOCATION.
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OCCUPATION.
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GE HONDA FIT OUTPUT: UNSTATED

ENGINE J's Racing 60mm SPL throttle body, SPL valve cover, oil filler cap, aluminum radiator, low-temp thermostat, high-pressure radiator cap, Max Flow air filter, 50-series full titanium exhaust system; Billion Zero racing water; Samco coolant hose kit; Siecle drive-by-wire (DBW) controller; Oberon F322 0W-20 engine oil

DRIVETRAIN J's Racing lightweight flywheel, prototype 1.5-way limited-slip differential (LSD)

SUSPENSION J's Racing Crux 30-level adjustable SPL dampers, FF roll center adjusters; front strut tower brace, side inner brace, floor bar, pillar bar, front monocoque bar, front lower arm bar; Hypaco 1.2kg/mm front springs, 8kg/mm rear springs

BRAKES J's Racing FCR slotted front rotors, SPL stainless steel braided brake lines all around; Sedoya R-Master brake pads (RM551 front, RM300 rear); Oberon F555 DOT 5.1 brake fluid

WHEELS/TIRES Rays Engineering CE28N wheels (16x8 +42 front, 16x7 +42 rear); Bridgestone Potenza tires (215/50-16 front, 205/50-16 rear); J's Racing long racing lugs, nuts

EXTERIOR J's Racing GT Type-S front lip, GT Type-S front canards, carbon fiber rear diffuser, Type-N carbon fiber hood, carbon fiber 3D GT wing, front and rear tow hooks, Type-A short antenna; J's Racing spec graphics by Art Factory

INTERIOR J's Racing SPL Sports carbon steering wheel, titanium shift knob, prototype carbon interior paneling, low-position seat rail; Recaro RS-G seats; Takata 341R four-point harnesses, Defi Link meters (oil temp., oil pres., water temp., tach.)

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Formula D Diaries

A DAY IN THE LIFE OF A DRIFTER

TEXT BY DREW FARRINGTON AND THE DRIFTERS
PHOTOS BY J.MARTINEZ/WWW.FORMULAD.COM

CHAPTER 5: LAS VEGAS, NV



Round Five of Formula D lit up the night sky above a scorching-hot Las Vegas Motor Speedway late this August, and it must have been in the cards for Falken Tire, who took podium spots one, two, and three—the company's second sweep in Formula D history. Read on to see who hit the jackpot, and who almost lost it all. Man, do these Vegas puns practically write themselves.





Taka Aono

Taka Aono doesn't mess around. Dude crushed his leg mid-drift at FD's Monroe event, and what does he do? He goes to the hospital for a temporary fix, heads back to the track to spend time with fans, hitches a ride back to L.A., has his bone set with metal plates and screws, gets 30 stitches, then—not skipping a beat—he drifts at the very next event in Las Vegas. He didn't perform as well as he would have liked, but just give him time to

heal—trust us, we'll be hearing much more from this unstoppable badass.

It was the previous event at Monroe, WA. There I was, doing my thing, when I felt my AE86's rear contact the wall. The whole left side of my car was grinding against Evergreen Speedway, and my left mirror got ripped clean off—oh crap! I thought of just trying to minimize the damage, but then it happened.

I heard a big "BANG!" and felt a lot of pain from my ankle. Then my AE86 completely stopped. I shut off the engine and heard my spotter Yoshie's voice from my radio, "Are you OK?" I think I said (I don't remember too well), "My left leg is wedged. I can't get my leg out!" Then, Formula D official Nick and EMS crews came over and got me out, and I was taken into the ambulance. I felt major pain in my whole left leg, but I couldn't figure out exactly where it was coming from. I could feel and hear cracking sounds from my shin when I moved my leg. I was taken to the E.R. for X-rays. Diagnosis: fracture of distal tibia. Ouch.

Since Yoshie and I couldn't drive back to L.A. until the next day, I got a temporary cast, some pain medication, and a pair of crutches and headed back to the track to see my AE86 and kick it with the fans. The damage wasn't as extensive as I thought, so I was confident she'd be back in action soon. A lot of people stopped by our pit area to see if I was OK. One guy asked, "Are you able to drive the rest of this season?" I said, "Sure, three more races to go." "Vegas too?!" he asked. My reply: "Why not?"

The next day, I was drugged out in the back of the pickup while Yoshie drove all the way to L.A. The road conditions were terrible the whole way there. So bumpy. Especially the 405. What a nightmare!



On July 14, I was admitted to a local hospital and had a metal plate and fasteners placed in my left leg to set the bone. Prognosis: four to 15 weeks for healing of the bone, three to six months for complete recovery. The good news was that my fracture was clean and well secured. From my experience as a chiropractor, I had the confidence to regain just enough function of my leg to compete in the Las Vegas event. My AE86 was admitted to the body shop for surgery as well.

At the first doctor's visit after I was discharged from the hospital, I was told to wiggle my toes. At the second visit, the cast and the staples from surgery were removed, and I was told to do some weight-bearing exercises little by little.

The fourth week after the surgery, I was able to put 100 percent of my body weight on my leg, and I was able to walk short distances without crutches. From that day, I started to drive my five-speed Cressida wagon as therapy. BTW, my left leg didn't like L.A. traffic at all (who does?).

The AE86 came back from the body shop and was revived with the help of Alex P., Robert (my mechanic), Naoki, Danny from Megan Racing, and Yoshie. I even had extra time to concentrate on my rehab until the Las Vegas event.

One week before Las Vegas, Formula D official Andy Luk told me I needed medical clearance from the doctor in order to run in the event. I was very nervous going to the doctor, but it turned out great once I got permission to compete! We headed out that same day.

There was a practice event on Thursday, and I started off driving easy. I was so happy to be there and driving my beloved AE86 again! I took several breaks as a precaution. The biggest challenge I found was in the grid, where cars moved inch by inch—not easy with a stiff clutch and sore leg! I was exhausted from the heat and extra adrenaline after practice. I got back to the hotel, did some rehab, and passed out peacefully.

Then came Friday. I was happy to make Top 32, but wasn't satisfied with my runs—I had a tough time getting close to the wall. When I told everyone I was going up against Dai, they said, "Oooohhh."

On Saturday, I was fully charged and was finally able to get the line I wanted. Dai's V-8 S13 is a lot faster than my AE86, so I needed to dive in to his door in front of the judges' station to keep up with his runs. I did what I could do, but lost. Oh well.

I was lucky to get a lot of appreciation from so many people throughout the event, and I realized how much I truly love drifting. Really, thank you so much for your support! To follow the team and to see pictures of me in the hospital, check out: blog.driftpro.com.



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Tyler McQuarrie

Falken Tire must love Tyler McQuarrie right now. They've had two podium sweeps in Formula D history, and Tyler has been a part of both. The man methodically picked off driver after driver, round after round, until all that was left to do was stand on that top step. Read on to hear how this cool cat operates.

The 2010 season has definitely not gone the direction I had hoped. After finishing Third in 2009, I came into this season aiming for the Championship.

We made a lot of changes to my 350Z in the offseason to continue developing the car, but it just made it more difficult to drive. The guys at ASD are amazing. They came up with another direction for us to go with the setup for Round Five in Las Vegas. It was genius—it was like I was driving a different car from the moment they took it off the trailer.

The conditions for the Vegas event were like hell! Air temps over 110 degrees and track temps over 140 degrees! But my Z never missed a beat all weekend. I honestly couldn't believe how well my Falken 615Ks dealt with the Vegas heat. I consistently had the highest entry speed throughout practice and qualifying, and when the smoke settled, I qualified Sixth.

My match-up for Top 32 would be Michael Essa in the BMW. His lower qualifying spot was not a reflection of his ability; he was just having an off weekend, and I knew it would be a good battle if his luck turned. I just wanted to play it safe and not run up on him too early. I lead first and had a good run but he had a good run following me and stayed within a couple car lengths. On my follow run I gave him a gap and closed up on him in the last two corners, but the judges felt I needed to be closer as we initiated. One More Time it was. I turned it up a notch and was able to get the win.

My toughest battle of the night would come early in the Top 16 against my Falken Tire teammate Darren "D-Mac" McNamara. On my lead run, he stayed close to me through the first turn, but I was able to pull out a little gap in the infield section. On his lead run, he pulled me down the straight as we approached the first initiation point. I was able to close up on him through the infield, but I really felt it was going to be an OMT because it was kind of a wash in my eyes. The judges said that I did a better job following his line and they gave me the win! This was huge because I knew it would probably have been my toughest battle of the night.

Next up was Conrad Grunewald in the Camaro for the Great Eight. Although he was looking good all weekend and qualified Second,



I was confident I could get by him. I was able to stick all over him on my follow run and I knew all I needed to do at that point was lay down an awesome lead run and it would be mine. I came in as fast as I could on my lead run and had a good line. I was also able to pull Conrad a bit through the run, so the win went to me. On to the Final Four!

I was matched up with Tony "Mango" Brakohiapa. He had been looking super consistent all weekend and this was his first time in the Final Four, so I knew he was going to go "all in" on this one. I put down another awesome lead run and knew it was mine to lose on the follow. His line was very consistent, which made it easier to follow. I was able to stick to him throughout the run and the judges gave me the win! Such a great feeling at this point because I know I'm on the podium. It's been a tough season and this was a much needed result.

I was excited to meet up in the finals with my good friend and Falken Tire teammate Dai Yoshihara. He had been killing it all day but I never once thought that he was going to beat me—as long as I didn't make a mistake. We lined up and the lights went out and I could tell that he was having issues as we left the line. He couldn't accelerate, so I slowed down to almost a crawl. Then I saw him turn around. I wanted to just stop, but I knew I needed to continue with the run. They called for five minutes shortly after that, then eventually threw in the towel. The win went to me. Not the way I want to win, but I'll take it at this point.

To top the weekend off, Team Falken Tire swept the podium for the second time in FD history, and I've been a player in both sweeps! Taking the win at Round Five in Las Vegas is a testament to the ASD/Falken Tire teams. No one gave up on this program when times were tough, and they all kept pushing to get it right. I'm so stoked to have a win under my belt in the 2010 season, and excited about the momentum this will bring to my home event at Round Six of Formula D in Sonoma, CA. 

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Round 5 Results

Vegas Podium

1. Tyler McQuarrie
2. Daijiro Yoshihara
3. Vaughn Gittin, Jr.

Overall Standings

1. Gittin	6. Hubinette
2. Yoshihara	7. Forsberg
3. Foust	8. Millen
4. Tuerck	9. McQuarrie
5. McNamara	10. Pawlak



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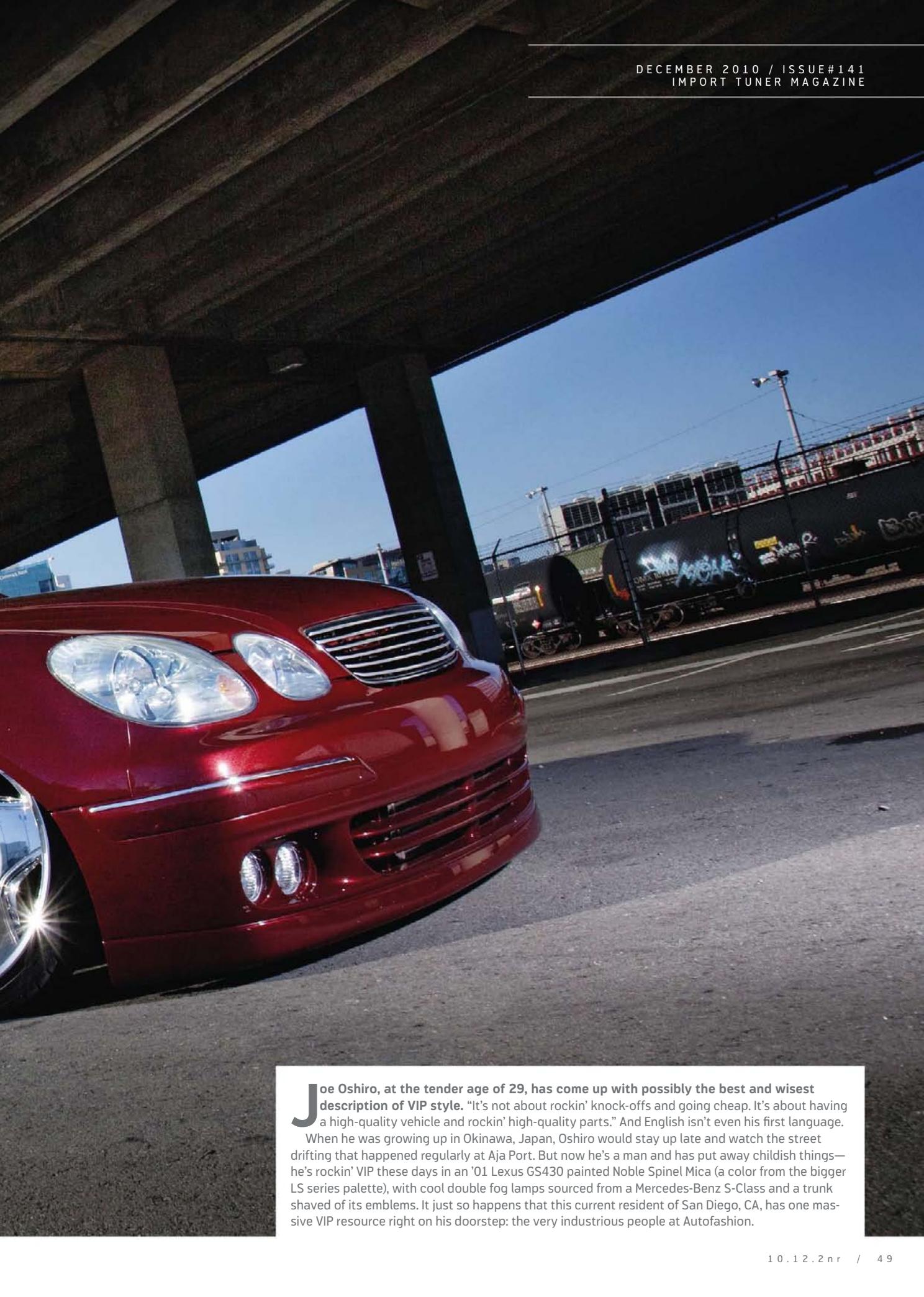
TEXT BY COLIN RYAN PHOTOS BY ERIC KIEU

'01 LEXUS GS430

SWEET LOWDOWN

ROCKIN' THE VIP SIDE OF JDM





Joe Oshiro, at the tender age of 29, has come up with possibly the best and wisest description of VIP style. "It's not about rockin' knock-offs and going cheap. It's about having a high-quality vehicle and rockin' high-quality parts." And English isn't even his first language.

When he was growing up in Okinawa, Japan, Oshiro would stay up late and watch the street drifting that happened regularly at Aja Port. But now he's a man and has put away childish things—he's rockin' VIP these days in an '01 Lexus GS430 painted Noble Spinel Mica (a color from the bigger LS series palette), with cool double fog lamps sourced from a Mercedes-Benz S-Class and a trunk shaved of its emblems. It just so happens that this current resident of San Diego, CA, has one massive VIP resource right on his doorstep: the very industrious people at Autofashion.

"I wanted to graduate from the Hondas and Acuras, and move up to a big-body Lexus," says Oshiro, who has owned an Integra, an Accord, a Sentra, and a Supra. "That way, I wouldn't have to worry about the police and could just cruise and enjoy my car without having to look over my shoulder."

Oshiro first dipped his toes into the VIP water four years ago. He kept the GS 430's factory black paintwork and black interior, but added a body kit, an air suspension, threw on a set of 19-inch wheels, and put up some Vistoso curtains. He describes the result as "subtle—not so aggressive."

Since then, Oshiro has moved away from subtlety at a supercharged speed. "You tell yourself you'll only put rims on. And maybe lower it. Next thing you know, you're buying a body kit, suspension, new interior, audio upgrades. Then *bam*, you're back at Hot Import Nights showing your stuff again."

Don't feel too sorry for Oshiro. He won First Place VIP at HIN Los Angeles in 2009. Same kind of thing at Spocom, Long Beach, CA, for two years running (2009 and 2010), Extreme Autofest, plus a few other bits of silverware for the trophy cabinet.

Second time around ("to build a true VIP car"), Oshiro credits Autofashion for the guidance. Some original modifications stayed on, such as the Junction Produce grille and the Air Runner adjustable air suspension with

its Viair 480C compressor, added so he could slam the car down lower than a snake with the blues. But not before changing the bodywork.

The car now has a full K-Break kit, plus a Junction Produce rear wing and chrome highlights, with custom flaring front and rear to accommodate 19-inch, super-rare Lock Smice Duke rims, which are secured by Bersaglio Crystal lug nuts (with real Swarovski crystals. "I can't rock any fake stuff," says Oshiro). Stretched over the wheels are Falken FK452 tires—all this work in search of the perfect stance. Which is one of the things, Oshiro says, that sets his car apart from other VIP builds. Another thing is its supercharged engine.

It's still the same 3UZ-FE, 4.3-liter, quad-cam V-8, but now it has a Procharger C-2 blower (controlled by an LMS I-manage piggyback unit), plus a Spearco front-mount intercooler, and exhales into a Tanabe Medalion Touring exhaust system, designed especially to combine efficiency with discretion. The car's extra thirst is sated by a Walbro 255 lph fuel pump, while its extra thrust (now a claimed 400 hp, up from 300) is contained by an Endless big brake kit with six-piston calipers up front. And because it's the nature of this beast, there's plenty of chrome plating and Carson Tuned billet trinkets in the engine bay.

Since we're on the subject of shiny things, check out the cabin's glittery Garson Lux Crystal shift knob. It's fairly easy to see because, shockingly, Oshiro has ditched the curtains. "I feel they're starting to get played out," he says. "Maybe it's just me, but I think it looks cleaner without them, plus I can show off my interior more." Obviously, those car show judges didn't have a problem with it. And if nothing else, it illustrates how the VIP style—like everything else—is constantly changing and evolving, keeping things interesting.

Although the Mark Levinson stereo system that comes with Lexus cars is full





THE WHOLE SHEBANG, SHE BANGS OUT 1,400 WATTS. BUT THAT'S STILL NOT AS LOUD AS THE BLACK AND WHITE, DIAMOND-STITCHED, LEATHER UPHOLSTERY.

of sonic goodness, Oshiro decided to amp it up with Arc Audio, um, amps. They can be seen along with a couple of Arc Audio subwoofers displayed neatly in the trunk. The whole shebang, she bangs out 1,400 watts.

But that's still not as loud as the black and white, diamond-stitched, leather upholstery. Really black, really white, and on the seats, door panels, center console and dash. This task—along with the engine work, electronics, and suspension installation—was carried out by Autofashion. Just to remind passengers that they're traveling first class, the lavishly varnished, custom-made wooden tables wouldn't look out of place in a limousine. Whoever made them did a good job of matching them with the car's original wood trim.

First class tickets cost big money and Oshiro has sunk more than \$40,000 into this car. "Make sure you have deep pockets and stay away from replicated products," he says. "You get what you pay for." He makes perfect sense, but here's something really crazy, almost unheard of in the tuning world: Oshiro says the car is complete. Done. How will he spend those long winter nights without a project to cozy up to? "Once a car guy, always a car guy," he says. "It's like a bad addiction you can never break. Right now, I'm working on an old-school '71 Toyota Celica with an LS2 motor conversion." Might be time to start looking over your shoulder for the cops again, Joe. ■





BEHIND THE BUILD

NAME.
JOE OSHIRO

AGE.
29

HOMETOWN.
SAN DIEGO, CA

OCCUPATION.
PURCHASING MANAGER

BUILD TIME.
FOUR YEARS

HOBBIES.
EATING AND DRINKING

QUOTE.

"LEARN TO DO THINGS RIGHT THE FIRST TIME AND NEVER CUT CORNERS, OR YOU WILL END UP RE-DOING IT."

'01 LEXUS GS430 OUTPUT: 400 HP

ENGINE Procharger C-2 supercharger, 8lb pulley; HKS

Super Sequential blow-off valve; Spearco intercooler; LMS custom chrome intercooler piping, supercharger bracket, I-Manage fuel controller; PLX Devices M-300 wideband air/fuel ratio sensor module; Tanabe Medalion Touring exhaust; Greddy oil catch can; Walbro 255 lph fuel pump; MSD 2225 high-pressure 43g/hr electric fuel pump; Carson Tuned billet engine oil cap cover, power steering cap cover, radiator cap cover, washer tank cover, brake fluid cap cover

SUSPENSION Air Runner height adjustable air

suspension; Vair 480C compressor

WHEELS/TIRES Lock Smice Duke wheels (19x10-5mm offset front, 19x11.5 -32mm offset rear); Falken FK452 tires, (225/35-19 front, 245/35-19 rear); Bersaglio Swarovski Crystal lug nuts

BRAKES Endless big brake kit with six-piston front calipers

EXTERIOR K-Break front bumper, side skirts, rear bumper; Junction Produce grille, roof wing, rear wing, chrome pillars; JDM window visors, chrome door handles, chrome trunk bar; Xenon Vision D2R 6K bulbs, 6K HID fog light bulbs; Sonar JP-style LED tail lights; Varad VIP puddle lights; Lexus LS460 Noble Spinel Mica paint; custom front and rear fender flares

INTERIOR Junction Produce kintsuna, fusa; JDM omamori; ACC air gauges; Garson Lux Crystal T-Glitter shift knob; Bellezza neck pillows; custom front and rear tables; suede headliner and sun visors; black and white leather interior; Arc Audio KS 1000.1 1,000-watt mono-block amplifier, KS 400.4400-watt four-channel amplifier, KS 6026 6.5-inch two-way co-axial speaker set, KS 6006 6.5-inch two-way component set; KS12 dual 12-inch subwoofers; Gryphon seven-inch headrest monitors; GME slimline DVD player; Memphis Audio capacitor

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ROAD TRIP TARGA TROPHY

EVENT

#1

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TEXT BY JOHN PANGILINAN
PHOTOS BY MO SATARZADEH;
THE ID AGENCY;
TARGATROPHY.COM





For the fourth consecutive year, the Targa Trophy lifestyle road rally gathered 70-plus vehicles and took them on a driving adventure through Southern California. The W in Hollywood created the perfect setting to kick off the rally, with a collection of supercars and exotics anxiously waiting to trade the modern hotel's parking lot for the open highway.

The Targa Trophy is not your average road trip, and this being my first road rally, I didn't really know what to expect. I prepared as best as possible; I armed myself with my trusty Blackberry, TomTom, Macbook Pro with aircard, and of course, a few cold NOS Energy Drinks to keep me awake and focused for the long drive ahead.

This overall goal of this time/distance/speed road rally is to travel a correct route at the correct speeds. It is not so much a race as a driving challenge that requires a driver and navigator to most efficiently reach multiple checkpoints on their way to a final destination. With these rules in place, it made sense to take a vehicle that would feature good gas mileage, be comfortable (with over 7 hours of driving), be inconspicuous to avoid any unnecessary legal attention, and be

fun to drive. So, the choice was made to field a stock Lexus IS 350.

Upon leaving the starting line festivities, our car number, mileage, and starting time were accounted for by the staff and my navigator and I were handed the Navigation Leg checkpoint list. Immediately, we made our way onto the freeway and battled side by side with a few of the other cars. Although we had one of the comparatively slower cars (compared to tuned GT-Rs, Lambos, Bentleys, and the like), we did have one major advantage for the first half of the rally: our knowledge of the SoCal area, which made it possible to efficiently reach each checkpoint, where we made our necessary purchase and obtained receipts for proof, making the first half of the rally feel like *The Amazing Race*.

Latter portions of the drive took us south along the gorgeous California coast, showcasing amazing scenery





ROAD TRIP TARGA TROPHY

en route to the half-way checkpoint in Newport Beach. We were one of the first cars to reach this location, and the thought occurred that we really have a chance to be competitive in this event.

After a quick lunch it was back on the road where we were given a road book for the Driving Leg portion of the rally, which included specific directions to follow with the goal of staying on course in both time and mileage. This gave our Lexus IS 350 an advantage against the supercars—we just needed to be as accurate as possible through the deserted back roads and mountain passes, rather than the fastest. The drive was both gorgeous and challenging, as there were

many elevation changes filled with twists and turns through the course. After reaching both checkpoints in the small historic town of Julian, we made our way to the W in San Diego to end the rally. A group of drivers congregated in the hotel lobby for cocktails and shared their new experiences with each other, displaying the type of camaraderie that the Targa Trophy was able to bring out in its participants.

Overall, the event was a fantastic experience and we finished in 34th place, putting us in the middle of our field. We were actually taxed points for reaching the midway checkpoint too quickly (see, it's not a race)—something we don't understand enough to contest, we'll just say.

The second event of the Triple Crown Series will be the Bay Area Rally, and this time we're ready to take a Top 10 finish away from the exotics and supercars with the help of the *Import Tuner* project Lexus IS F. 





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KEEPIN' IT REAL DON'T GET MORE REAL THAN THIS.



Professional racecar drivers usually get to plow around in some pretty interesting company cars from the manufacturers they're affiliated with, be it luxurious sedans or top-of-the-line sports cars. The more successful the driver, the more makes and models are his for the borrowing. But there is one well-known motorsport personality in Japan who prefers to do things his own way. Having earned wins for more OEs at one time or another than we can even name, Nobuteru "Nob" Taniguchi is regarded in Japan as one of the biggest stars of the motoring world. But unlike most of his rivals, Nob has shown that he'd just as soon rock a slammed Toyota Windom to the latest Bentley or Bimmer, a Nissan Elgrand to a USDM Hummer, or an S15 Silvia above all else—he's rumored to have owned about a dozen of them. We're thinking this one might be his best yet.



Takahiro Ueno, D1GP legend and owner of Car Make T&E is the man Taniguchi let loose on the aesthetics of his latest creation: this Silvia Spec-R. Ueno saw it as a great opportunity to create a fresher, more modern look to the somewhat aging S15, and his skills as a forward-thinking designer are evident at first glance of the one-piece front bumper that sets the tone for his new Vertex Edge kit. Large openings allow the intercooler and oil coolers to swallow as much air as possible, while smooth contours highlight the integrated lower lip spoiler and side vents. A Vertex fiber-reinforced plastic (FRP) hood sports two ridges that work their way up from the small grille, a welcome change from the vented items we're used to seeing on cars of this day. The front fenders, widened by 50mm, boost the visual impact of the Silvia and are joined by a series of air outlets that meet the upward-flowing lines of the stock doors. Rear fenders boast a similar increase in girth, as the fronts gently follow the lines of the stock arches, blending seamlessly with widened, angular side skirts. The rear bumper spoiler was the final piece Ueno

incorporated into the Edge kit, and gives a more menacing profile to the rear with its diffuser-like lower section. Not wishing to interfere with the somewhat drift-oriented theme of the car, only a small lip spoiler was applied to the edge of the trunk, along with a secondary winglet on the roof (hot tip: GT wings don't do much for sideways-moving cars). The T&E treatment extends to the front lights, which have been fitted with an Audi-like LED strip, complementing a full LED taillight conversion at the rear. Yokohama Japan thought their new Advan RG-D wheels would look rather good on Nob's S15 and sent him a full 19-inch set in matte black. When he didn't argue, they also threw in a few sets of Advan AD08 tires, a perfect choice for a car that will no doubt see road and track action alike.

Among his many, more "mainstream" motorsport pursuits, Nob continues to put in work for the tuning scene, serving as HKS's driver for development, D1GP drifting, and time-attack. So it's no surprise that underhood we find an SR20DET painted in a familiar shade of Alpine green. An unassuming HKS Motorsport plaque on the valve cover reveals that the same department that builds all HKS demo cars and race engines has also prepared this particular unit. It all starts with an HKS 2.2L engine kit, which increases stroke to 91 mm and bore to 87 mm, through the use of a fully counterbalanced crankshaft, tough H-beam connecting rods, and +1mm-oversized forged aluminium pistons. The head received no special work, and has only been fitted with very mild 256-degree camshafts on the intake and

the exhaust sides. No upgrades to the valve train were carried out. A 1.2mm metal head gasket seals everything in place to take the 1.5 bar of boost that an HKS GT3037S turbo supplies. The dry-carbon intake pipe that connects the HKS pod filter to the GT3037S will no doubt create widespread jealousy in S15 owners the world over, since as Hayashi-san told us, this is a one-off part made just for Nob. HKS hard piping is used to connect the intake manifold to an S-type intercooler, situated between two other prototype pieces: twin HKS oil coolers, a kit of which may enter full production in the near future. An F-Con V Pro D-Jetro handles engine management without needing a mass airflow sensor (MAFS), and allows this SR20 to crank out an approximate 500hp punch and an equally impressive peak torque of 433 lb-ft of torque.

Nob's S15 is fitted with a special set of "Nob-Spec" Hipermax coilovers, originally a one-off item specially tuned and set by Taniguchi, but now something available directly from HKS to bring 1mm wheel wells and drift-car handling to the masses. Nob's affiliation with Project Mu means that inside those massive 19-inch Advan RG-Ds one can find some serious braking power thanks to six-piston calipers up front and four-piston units at the rear. Curiously enough, Nob runs the same setup on his project Nissan Elgrand van!

Much like every other area of this S15, the interior will probably get most

readers profusely salivating, what with its carbon/Kevlar Bride Low Max seats, Bride-upholstered everything else, and T&E custom lower dashboard section and center console housing HKS EVC and AFK modules. An HKS boost gauge was fitted to the stock A-pillar pod, while an Eclipse double-DIN LCD unit takes care of the navigation and entertainment side of things. And like anything Nob drives, an obligatory Nardi steering wheel and T&E shift knob *round out* interior modification (no pun intended)—we wonder if he has these items temporarily installed on his loaners, too.

Driving around in cars like this Silvia, when so many would argue in favor of the "higher class" rides at his disposal, is why Nob continues to remain such a highly respected figure in the Japanese tuning community. There's value in the words of those who practice what they preach. And when a racecar driver known as "No One Better" shows you which cars are worthy of his days off, you can take that to the bank! **it.**



NO SILVIA BETTER / head to the message boards
at www.importtuner.com to chat about this feature vehicle

BEHIND THE BUILD

NAME.
NOBUTERU TANIGUCHI
AGE.
39
HOMETOWN.
HIROSHIMA, JAPAN
OCCUPATION.
RACING PIMP
BUILD TIME.
MADE TO ORDER
FEEDBACK.
HEY@PLEASEDON'TGIVEOUTMYEMAIL.THANKS
HOBBIES.
ENJOYING BEING LOADED FROM RACING
QUOTE.
"



NISSAN S15 SILVIA OUTPUT: 500 HP / 433 LB-FT OF TORQUE

ENGINE HKS 2.2L engine kit (91mm stroke crankshaft, 87mm 8.8:1 compression forged pistons, H-beam connecting rods), 1.2mm steel head gasket, 256/256 camshafts, GT3037S turbocharger, cast exhaust manifold, GTII external wastegate, Hi-Power exhaust, S-Type front-mount intercooler, hard piping kit, SSQVIII blow-off valve, Super Power Flow Reloaded air filter, one-off dry carbon intake tubing, fuel pump, 740cc/min injectors, M45i spark plugs, twin oil coolers, oil cap, radiator cap, D-Jetro conversion, F-Con V Pro ECU; Koyo racing radiator; custom aluminum catch tank

DRIVETRAIN HKS LA clutch kit, lightweight flywheel

SUSPENSION HKS Hipermax-D NOB-Spec coilovers

WHEELS/TIRES Yokohama Advan RG-D wheels (19x9 front, 19x10 rear), Advan Neova AD08 tires (235/35-19 front, 265/30-19 rear)

BRAKES Project Mu six-piston calipers, two-piece slotted rotors (front), four-piston calipers, two-piece slotted rotors (rear), pads

EXTERIOR Vertex Edge kit (FRP front bumper, +50mm wide front fenders, hood, side skirts, +50mm rear wide fenders, rear bumper, trunk lip spoiler, roof spoiler, headlight eyebrows, LED headlight conversion, LED taillight conversion; Ganador side mirrors

INTERIOR Bride Low Max front seats, gradient re-upholstery throughout; Nardi steering wheel; T&E custom lower dashboard, center console, shift knob, leather shift and brake boots, carpets

ELECTRONICS HKS EVC boost controller, AFK air/fuel sensor, boost gauge; Eclipse AVN778HD HDD navigation/DTV/CD/DVD double-DIN

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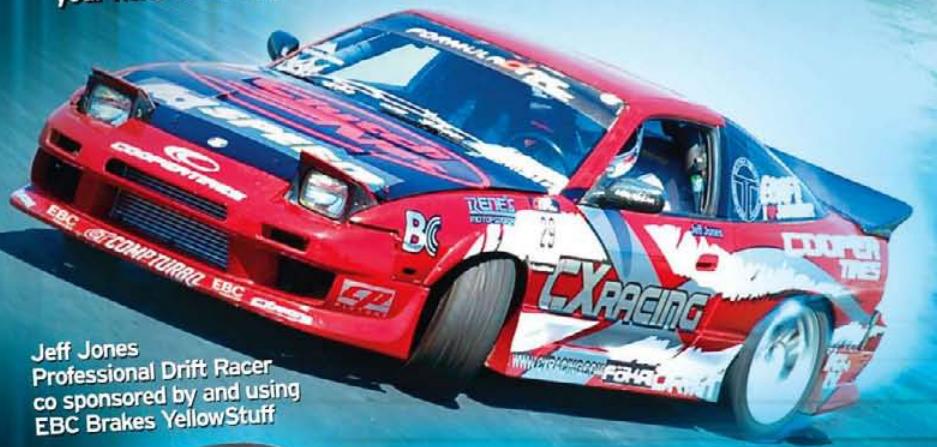
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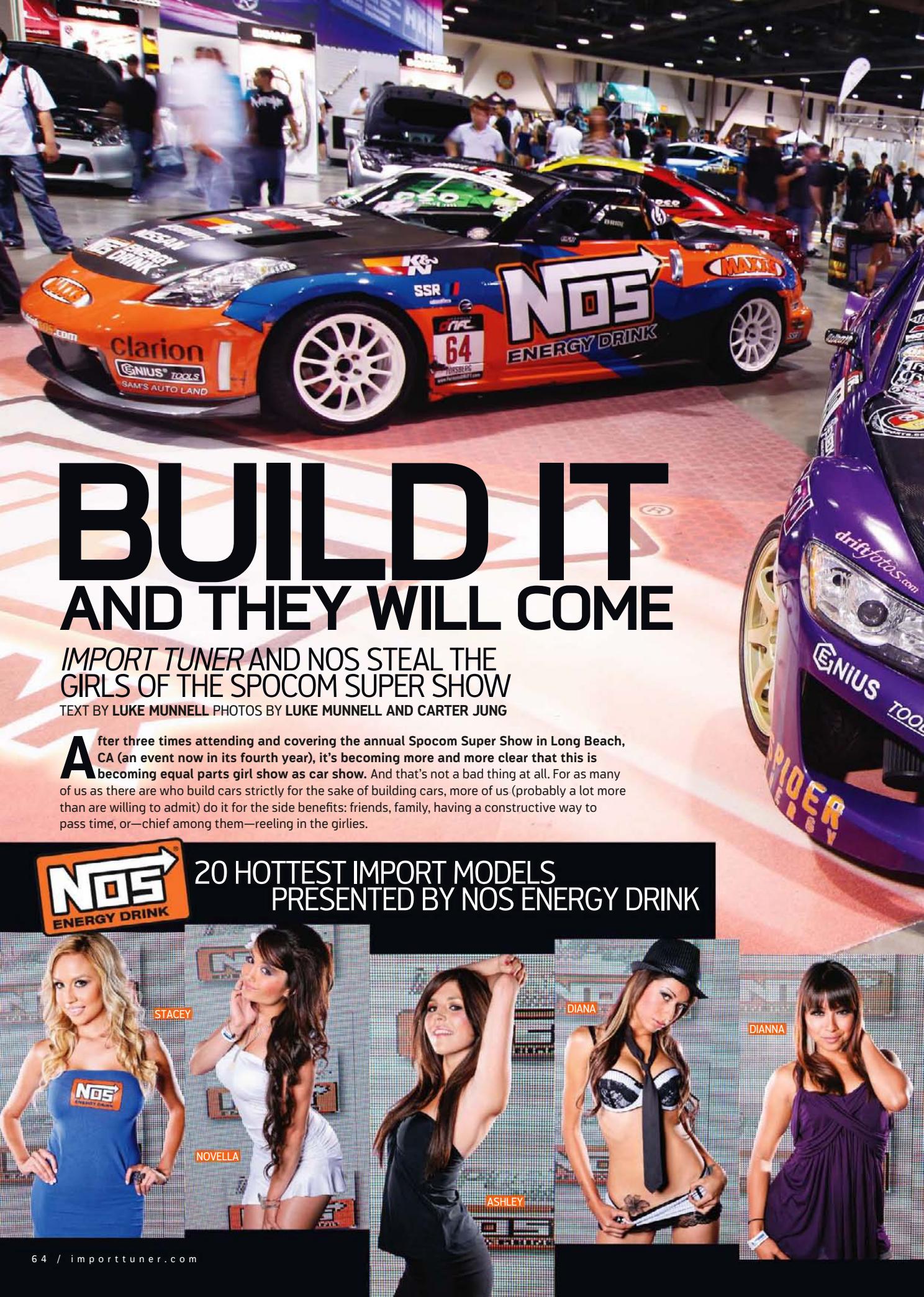
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BUILD IT AND THEY WILL COME

IMPORT TUNER AND NOS STEAL THE
GIRLS OF THE SPOCOM SUPER SHOW

TEXT BY LUKE MUNNELL PHOTOS BY LUKE MUNNELL AND CARTER JUNG

After three times attending and covering the annual Spocom Super Show in Long Beach, CA (an event now in its fourth year), it's becoming more and more clear that this is becoming equal parts girl show as car show. And that's not a bad thing at all. For as many of us as there are who build cars strictly for the sake of building cars, more of us (probably a lot more than are willing to admit) do it for the side benefits: friends, family, having a constructive way to pass time, or—chief among them—reeling in the girlyies.



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PRESENTED BY NOS ENERGY DRINK







Girls definitely don't like a guy who devotes more time, attention, and money to his car than his girlfriend (more than she knows about, at least), so don't count on just your car getting you anywhere. But girls do like money, power, adrenaline, speed, music, and of course, partying—find the magical balance of all these qualities, while still giving the girlies their due attention, and you're in business. Just take a look at Spocom. Five hundred or so of the craziest, cleanest show cars in recent memory covered the money angle (2NR Sept. '10 cover car owner Chris Dunbar brought his six-

figure WRX down from Seattle to fill our booth, putting our sister mags to shame. Speaking of sisters, Chris also brought his. Look below). A handful of near-thousand-hp Z32s and Z33s from Powertrix.com, along with some thousand-hp Supras scattered throughout quenched the power thirsty. Finely tuned track machines from AQ Motorsports, Apollo Performance, and Evasive Motorsports took care of speed fixes. Draggers like Sheepy's infamous teal hatch and a pair of matching Wrath EG street brawlers, and Formula D slide rides (pick your favorite—it was there) provided the adrenaline fix. And the music/party angle was worked courtesy of crews like Common Ground and PAC Modern moving to the freshest beats on the main stage, and multiple DJ booths sprawled across the show floor.





Which leaves us with the girlies and their due attention. As the world's best girl-on-car publication in print (girl-on-girl, as of our 2011 calendar?), we made sure to give them all they could ever need, by way of the *Import Tuner*/Spocom Model Search, presented by NOS Energy Drink. All tallied, our cameras nailed better than 80 of the scene's finest females on the illuminated NOS stage, directly in front of the main entrance, for the world to see. And nothing gets the girlies all hot and bothered quite like acting all hot and bothered for a camera and some 500 ogling car guys.

Finally, what is there to do once the chicks have, um, come? We'd love to spill the behind-the-scenes beans of an epic afterparty that may or may not have

ensued in a certain Long Beach lounge after the show, but we're going to keep it PG and end our story with the models signing their contracts, and our promises to bring you our top picks in the near future. Look at that: Dozens of hotties, pining for our affection, without them even getting a *look* at what's in our garages. After what they saw at Spocom ... maybe that's for the best.

www.importtuner.com
www.drinknos.com



TEXT BY COLIN RYAN PHOTOS BY ERIC KIEU

'08 MITSUBISHI LANCER EVOLUTION X



BIG JABOWSKI

IT TAKES SUPER BEST FRIENDS TO MAKE A GREAT BUILD



“I’m gonna build my own car one day.”

It's something that goes through all our heads at one point or another. Usually because we've been inspired by a particular ride or event. For Jay Bhee Estacio (aka Jabowski), it was going to Hot Import Nights in Los Angeles a few years ago. And that's when he uttered those very words.

A transplant from the Philippines, now living in San Diego, CA, Jabowski got into cars almost as soon as he stepped off the plane in 2005. "I was exposed to a lot of sports cars that I wasn't used to seeing in my homeland," he says. He previously owned an '06 350Z, but Jabowski is living proof that the pull of an EVO is hard to resist. "Love at first sight," he says of his '08 Mitsubishi Lancer Evolution X. "I bought it the week it came out." It was a love so strong that this 25-year-old, who had been brought up driving automatics, had to learn how to drive stick, because the only car left in the showroom came with a manual transmission. "I learned to drive it the moment I took it home from the dealership." He spent five months and covered around 5,000 miles with the then-white car still stock. But it's never just about the car. As much as we love them, appreciate their designs and their technical prowess, a car is still a ticket. A ticket that lets us into a community.

Jabowski became friends with Raffy Bautista (sadly no longer with us), who had a modified EVO VIII. That led to a connection with Ben Abutin of High End Performance, who did the widebody kit, which entails custom front and rear bumpers, side skirts, fenders, carbon fiber canards at each end, a Seibon CW-style hood, grille, OEM-style rear diffuser and trunk lid (all in carbon fiber), a Voltex Type V GT rear wing, JUN mirrors, Ralliart tail lights, a Perrin Shorty antenna, and Mitsubishi wind deflectors. The car then went to P.J. Bonifacio in La Puente, CA, to get painted in Aston Martin Racing Green inside and out, but not before some stitch welding in the interior.

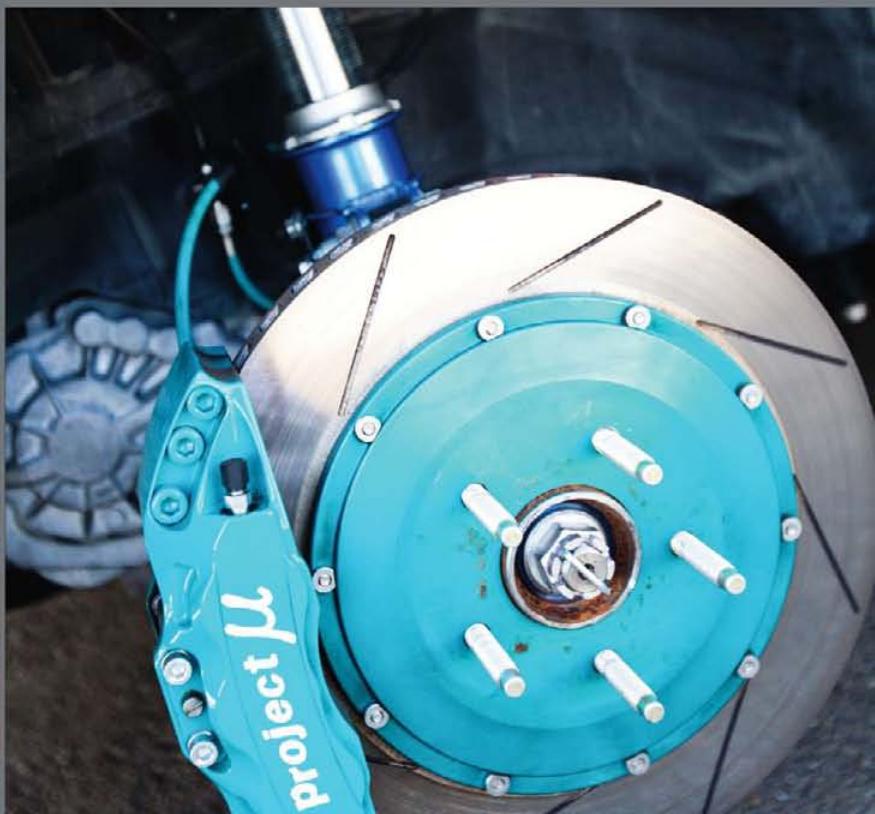
A stripped-out, repainted interior needed filling up again. This was done with a Huezo Racing eight-point roll cage, Bride Vorga front seats—with a special, one-off "Kimono Edition" for the front passenger—and a custom Bride armrest and shift boot. The rear seats were ditched completely. Jabowski makes sure he and his passenger are held secure with Takata harnesses, and grabs a Nardi Limited Edition Orido Style steering wheel attached to a Works Bell Quick Release adaptor and a Splash hub. His right hand rests on an Evo-R titanium shift knob and his eyes fall on Defi and STRI Racing gauges set into a custom-made carbon fiber center console.



THE THING ABOUT BEING ON THE MODIFICATION PATH IS THAT IT COULD GO THREE WAYS: TRACK, SHOW, OR BOTH. JABOWSKI HAS GONE FOR SHOW (THE GOLD BOLTS WERE PROBABLY A GIVEAWAY), BUT ALSO HAS OTHER PLANS.

An HKS Type 1 turbo timer among the car's other instruments hints of the shed-load of HKS stuff under the hood, from the GT3240 54T A/R 0.73 turbocharger to the spark plugs, 1,000cc/min injectors, intercooler, plumbing, exhaust system, and the limited-edition D1 radiator cap. Not that Jabowski just closed the HKS catalog and called it a day. He also upgraded the 4B11 with Cosworth cams and valve springs, had the head ported and polished, installed a Beatrush engine roll stopper, then got colorful with purple Samco Sport hoses, gold bolts, and a powdercoated gold valve cover. Oh, and the air conditioning system went the same way as the rear seats. As sure as second gear follows first, a modified transmission has to follow a modified engine. In this case, an ACT six-puck race clutch with a Prolite flywheel.

The thing about being on the modification path is that it could go three ways: track, show, or both. Jabowski has gone for show (the gold bolts were probably a giveaway), but also has other plans. "Once I get tired of going to car shows, I'll do a few changes and make it ready for the track." Hence the engine work (carried out by Road Race Engineering in Santa Fe Springs, CA). It would be fun watching him apply 568.97 horsepower and 383.85 lb-ft of torque to the tarmac. Luckily, he has a good suspension.





If the past couple of years were tough economically for many people, at least Cusco got to sell a set of Zero-1 coilovers plus a whole brace of braces and anti-roll bars to Jabowski (installed by Andy of Aerodyne Industries in Garden Grove, CA). Same goes for Project Mu brakes and the brand's Teflon-coated lines. Show judges and track fiends alike will probably approve of the SSR Professor MS1 19-inch alloy wheels, powdercoated flat black and with green Muteki SR48 lug nuts.

Indeed, this car has won its share of recognition (Best Mitsubishi at RPM, Irvine, 2010; Best Mitsubishi, Nisei Showoff, 2010; exhibited at multiple SEMA booths). What's kind of amazing is that Jabowski has only spent two years

working on this build, considering that his job as a nurse must be fairly time-consuming and his hobbies of playing *Call of Duty: Modern Warfare 2* or fooling around with iPad apps must make the hours fly by. But no man does it alone.

Once again, a community of friends is involved, sometimes working through the night to get a job completed by a deadline, offering advice on components and just being there with moral support—especially when parts took their sweet time coming through (“Patience is the solution”). Jabowski sees his compadres in Auto Concept Elite, Autokoto, SD, and High End Performance as his second family. “Nothing would be possible without them on my side,” he says. “Abutin of High End has even become a mentor.”

A true test of that fraternal bond could be Jabowski’s next project: his '02 Honda S2000. “My girl wants it pink with a Hello Kitty theme,” he says. Yeah... those guys are sure to want to give up their cherished free time for that one. ■

GREEN SCENE

Aston Martin Racing Green, as seen on Jabowski's EVO X, is linked to one of the most famous colors in motorsport: British Racing Green. Although there is no definitive version of BRG, it's usually about as dark as green gets before someone thinks about adding

“black” to the description.

It first came about early in the 20th century, and became especially popular when the famous Bentleys of the 1920s picked up the green ball and ran with it, as it were. These cars won at Le Mans and took victories at places like the famed banked circuit of Brooklands, not far from London, England. BRG was

also the color of many beautiful and legendary Jaguar D-Type racers.

Over the years, British Formula One teams have used BRG in their livery. It's still part of the 2010 Lotus team's livery and also a component of the marque's badge. Many road cars have come in BRG. And not just Brit ones, either. Versions of the Mazda Miata

MX-5 have been available in this hue. The Miata was inspired by the Lotus Elan, remember.

When a revived Aston Martin went into endurance racing (like Le Mans) early in this century, its DBR9 cars were painted in a lighter, more metallic variation. Which is now called Aston Martin Racing Green.

BEHIND THE BUILD

NAME.

JAY BHEE "JABOWSKI" ESTACIO

AGE.
25

HOMETOWN.
SAN DIEGO, CA

BUILD TIME.
TWO YEARS

OCCUPATION.
REGISTERED NURSE

Hobbies.
VIDEO GAMES, APPS, NET SURFING
(CARS AND BOXING FORUMS)

QUOTE.
"IT ALWAYS COMES TO MY PASSION
AND LOVE FOR CARS. IT'S LIKE THE
SOURCE OF EVERYTHING."

'08 MITSUBISHI LANCER EVOLUTION X

OUTPUT: 569 HP / 384 LB-FT

ENGINE Cosworth MX1 Grind camshafts (266/10.8 intake, 266/10.4 exhaust), High RPM single valve springs; HKS Racing Suction Reloaded air intake kit, GT3240 54T A/R 0.73 turbocharger, SSQV III blow-off valve, GTII wastegate, Type 2 intercooler, Type S electronic valve controller, Top Feed 1,000cc/min fuel injectors, fuel rail, adjustable fuel pressure regulator, Super Fire M45XL spark plugs, Hi-Power exhaust, 70mm front pipe, turbo outlet pipe, suction pipes, oil lines, intercooler plumbing, D1 limited edition oil and radiator caps, Type 1 turbo timer; MXP test pipe resonator; Mishimoto Performance all-aluminum radiator; Samco Sport hoses (purple); ReXpeed hood dampers, carbon fiber intercooler panels, radiator panel; AMS AC delete kit; ARP head studs; Beatrush engine roll stopper; Greddy radiator breather tank; custom carbon fiber fuse box and battery terminal covers; gold engine bay bolts; powercoated gold valve cover
TRANSMISSION ACT ME1-XTR6 six-puck race clutch, Prolite flywheel; AMS shifter bushing
SUSPENSION Cusco Zero-1 coilovers, 27mm front anti-roll bar, 25mm rear anti-roll bar, lower floor center brace, lower rear member power brace, rear side brace, front Version Two lower arm bar; ARC aluminum front strut tower bar; HKS rear strut tower bar

WHEELS/TIRES SSR Professor MS1 wheels (19x11 +6mm offset front, 19x11 -9mm offset rear); Yokohama Advan AD08 tires (295/30-19 front and rear); Muteki SR48 lug nuts

BRAKES Project Mu discs, six-piston front calipers, four-piston rear calipers, pads, Teflon-coated brake lines

EXTERIOR Seibon CW-style carbon fiber hood, OEM-style rear diffuser, grille, trunk lid; Voltex Type V GT rear wing; JUN Auto Aero mirrors; Perrin Shorty antenna; Mitsubishi OEM wind deflectors; Rallart taillights; High End custom fender flares, front and rear bumpers, side skirts, front and rear canards

INTERIOR Bride Vorga front seats, shift boot, arm rest; Seibon carbon fiber door panels; Nardi Limited Edition Orido Style steering wheel; Splash hub; Works Bell QRS adapter; Takata harnesses; Evo-R carbon crown meter cover, center temp cover, titanium shift knob; Beatrush rear bulkhead plate; Odyssey battery; Password: JDM battery relocation kit; custom carbon fiber center console; ATI gauge pod; STRI Racing gauges (oil pressure, oil temp and fuel pressure); Defi White Racer boost gauge; Sony XAV-60 audio head unit; Memphis Audio 6.5-inch speakers

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THEIR DESIGNS, AND THEIR TECHNICAL
PROWESS, A CAR IS STILL A TICKET.
A TICKET THAT LETS US INTO A COMMUNITY.**





Hrom the photographs, skyline buffs can probably deduce the location of this month's shoot is Downtown Los Angeles. Modern skyscrapers juxtaposed against early 20th century architecture narrows the field, but it's the hazy smog shrouding the San Gabriel Mountains that is the dead giveaway. That, or the fact that *2NR*'s offices are in SoCal and our travel budget's about as deep as the plot of an episode of *Keeping Up With the Kardashians*, but whatever.

Despite the locale, Melanie Iglesias is as non-Angelino as it gets. Born and raised in the Empire State, months of voice coaching can't mask her Brooklyn accent. Determined, resilient, and with a strong penchant for saying things as she sees them, Melanie embodies the spirit of New York. Put a few cocktails in her and combine it with the biological fact that she's part Italian and you can *fuggedaboutit*. So why shoot Melanie in the heart of L.A.? Lots of reasons: Because L.A.'s a paradox, the aforementioned budget problem, and the fact that Melanie would look hot even if photographed in BP's oil spill. But mostly, because Melanie's a Biggie fan. We're Tupac for life. Irony, plus a healthy dose of "West-side!"? All the makings for a great photoshoot.

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FOR MELANIE**

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Growing up in Brooklyn, what's your craziest hood moment?
I would take shortcuts on my way to school and cut through the projects. I'd always hear about murders that happened recently in that location but would still take the shorter route anyway. I didn't want to be late for class!

Who's the greatest rapper to come out of Crooklyn, Talib Kweli, Mos Def, Jay-Z, Notorious, or Chubb Rock?

Talib Kweli, Mos Def, Jay-Z, and Biggie are all amazing and each brought something different to the table. They're all in my top five with no specific order, although Biggie and Jay-Z get are most played on my iPod.

What? No Chubb on the playlist? That's no way to treat 'em right. In your expert opinion, has the gentrification of Brooklyn been positive?

It's not always positive but Brooklyn is constantly changing. In my opinion, you have to love it because it has produced so many amazing things! We gave the world some of the greatest rappers and some of the greatest pizza in America.

Gentrification leads to great pizza . . . interesting. Concerning pie, what are three topping dos and three don'ts?

Definite must haves are meatballs, pepperoni, or black olives. Don'ts are anchovies, pineapples, or extra onions. Can't rock bad breath!

The Dodgers saw the light and moved to L.A. Would you consider?

I don't really see myself as an L.A. girl but I guess if I did, it would be for my career. L.A. also has a great basketball team, although I'm an Orlando Magic fan. I don't see myself leaving New York because everything is so convenient in the city that never sleeps. New York also inspires my music.

For the record, LA doesn't have a just "great" team, we're the home of the World Champion Lakers. [laughter] First it was *Miracle on 34th Street* then the *Miracle on the Hudson*. Have your own Manhattan miracle moment?

Every moment in NYC is a miracle moment. There's no other place like it! I feel lucky to have grown up in NYC.

Except for your Knicks. They're lacking the miracle and luck factors. Even Captain Sully couldn't save them. Manhattan may be the melting pot but it smells like the crap pot. Explain?
[laughter] Garbage day in Manhattan is terrible but that's because there are so many people in the city who all take out the trash at the same exact time!

You know what else is terrible? How you got booted off *America's Next Top Model*. What happened?

Tyra said she thought I wanted to do music more than modeling, which was completely untrue! I thought I was too short to be a model until I got the opportunity to be on the show. When I arrived in L.A., filming wasn't what I thought it would be. I was stressed and wasn't feeling the idea anymore so I didn't 'bring it.' I told some of the crew I'd be more excited if I saw a hotdog and I ended up getting booted. I still love Tyra, though. She's crazy beautiful.

Or just plain crazy. Who do you consider America's top model?
Marissa Miller. In the next life, I want come back as a hot blonde with no waist like her. She's smoking hot!

After the Tyra debacle, is that when you decided to get more serious with your music?

Well, I was always into music. My dad is a musician and we would always write songs together, growing up. I was captain of the dance team in high school and was also in the women's chorus where I would put shows together for my school. I wasn't sure I wanted to pursue a career in music until after I graduated high school, which was when I decided that I wasn't going to go to college and get serious with music. Here I am, five years later, with amazing contacts in the industry and a great team behind me, and I'm writing and working on a much anticipated EP. It feels good!

How would you describe your music?

My music is influenced by some of the greats! I love Janet Jackson, En Vogue, TLC, Britney, Madonna! It's fun music that every girly girl would want to be listening to when they're getting ready for a night out. The music you dance around in your underwear to before you put your sexy dress on.

Sounds like my kind of jam. Is there an artist or producer you want to work with?

There are so many but I would love to collaborate with Jay-Z or even write a song for Britney.

That would be music you dance around in *without* your underwear. How about Enrique and Julio? How's the *familia*?
[laughs] I get that a lot! There's no relation. At least none that I know of.

What's the worst song to ever get radio play?

There are so many songs with messages I don't want my siblings singing. I cringe every time I hear my little brothers and sisters mouthing lyrics to lewd and disgustingly graphic songs. There are so many, I wouldn't be able to name just one.

Like dancing in, or without your underwear? [laughter] Auto-tune: For or against?

I don't want to hear rappers use it but I must say I do love me some T-Pain.

Photoshop, AKA, the visual auto-tune: For or against?

If Photoshop is used to correct certain situations like if the lighting wasn't a hundred percent perfect, then I think it's fine. But please don't make me look like a cartoon. That's tacky!

Too late. Kidding. Besides music and modeling, what are you into?
I'm really into stealing Silly Bandz from little kids. I have a whole collection and haven't bought a single pack! [laughs] I'm just messing. I love basketball. I try to keep up with the NBA and I also play with friends. I also love playing poker and am going to buy a pair of new Christian Louboutins with my winnings. Come on, pocket aces! Mama needs a new pair of shoes!

This mama doesn't date, why?
It's slim pickings in NYC so I gave up! I developed a fly-swatting technique against men. A lot of guys are only looking for a good time and I have more to offer than just that.

What would a guy need to have for you to reconsider?

He would have to be well rounded and intellectual. I'm a great listener and I love to learn. You also have to have a killer sense of humor because I'm a huge goof ball. It's important to be able to laugh at yourself and only take yourself seriously as needed.





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MELANIE IGLESIAS

Height: 5'6"

Measurements: 32C-23-34

Ethnicity: Puerto Rican, Italian, Filipina, and more!

Birthday: June 18

Sign: Gemini

Hometown: New York City, NY

Website: www.pmgirls.com

Thank you list:

My mom, dad, all eight of my siblings, and Prestigious Models



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BASELINE

PROS

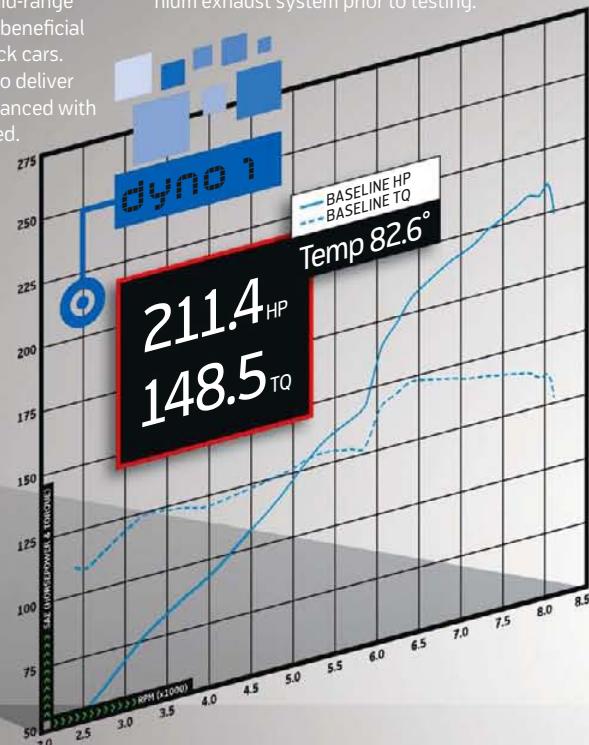
In 2004, Honda replaced the high-revving 2.0L F20C engine with the 2.2L F22C. Still rated at 237 hp from the factory, the larger displacement F22C sports a broader powerband from its 2,157cc displacement, increasing output by 9 lb-ft of torque over the previous model. With incredible handling, a high-rpm engine, and a precise six-speed manual transmission, the S2000 is a pure sports car, equally suited for carving canyons as navigating traffic.

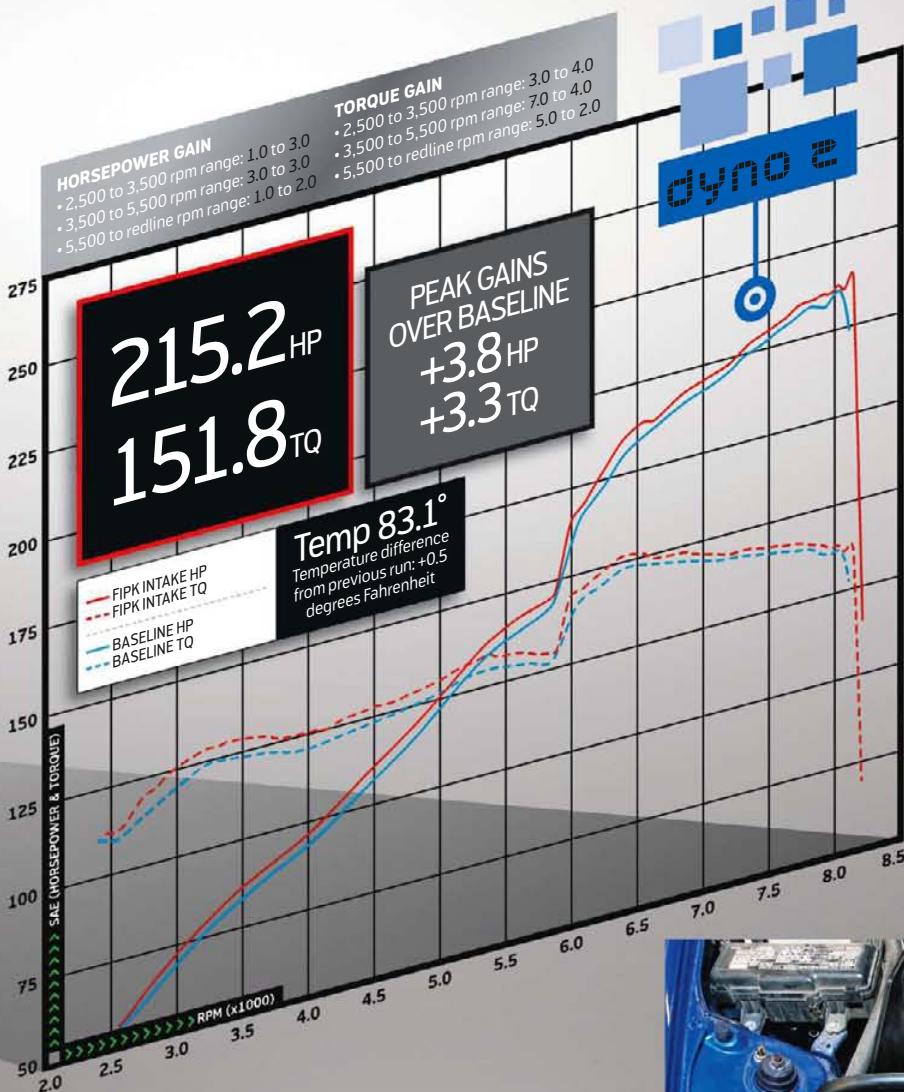
CONS

The bump in mid-range power and torque brought by the F22C's increased stroke came at the cost of a slower, 8,200rpm redline—down from the previous engine's 9,000 mark. But considering how much more time most of these engines operate in the mid-range as opposed to at redline, this is a beneficial trade-off for all but dedicated track cars. Unfortunately, the F20C's failure to deliver additional power gains when enhanced with bolt-on performance parts lingered.

NOTES

With 80K miles on the odometer, the S2000 was given a tune-up and a new set of Denso Iridium spark plugs before our testing commenced. We should note the car was already equipped with an ASM S-Special 70mm titanium exhaust system prior to testing.





K&N FUEL INJECTION PERFORMANCE KIT (FIPK) INTAKE

PARTS

intake, filter, filter adapter, brackets, clamps, hose, rubber trim, heat shield, nuts and bolts, instructions, CARB sticker

TOOLS

10- and 12mm socket, 10mm open-end wrench, ratchet, extension, screwdriver, pliers

INSTALLATION TIME

30 minutes

PROS

The K&N FIPK intake was designed to replace the factory conical air filter and cold-air induction box for an increase in horsepower. The FIPK uses a high-density polyethylene intake tube and a heat shield to keep the intake cooler while isolating it from ingesting hot air. This K&N intake system has been credited as one of the most cost-effective modifications for the S2000 and remains a popular upgrade not only for its horsepower



potential, but also its CARB-approved, street-legal status in all 50 U.S. states, as well as its million-mile limited warranty.

CONS

Installation of the intake involves paying close attention to the step-by-step instruction manual, which requires disconnecting and rerouting several vacuum hoses and fluid lines. Because the intake pipe is made of plastic, make sure not to overtighten the intake clamps.

NOTES

Dyno testing revealed an increase in horsepower and torque throughout the power band, with a peak gain of 3.8 hp and 3.3 lb-ft of torque, along with a healthy gain of 3 hp and 4.7 lb-ft of torque from 2,800 to 5,800 rpm.

OKADA PROJECTS

PLASMA DIRECT COIL PACKS

PARTS

coil packs, instructions, sticker

TOOLS

10mm socket, ratchet, extension

INSTALLATION TIME

10 minutes

PROS

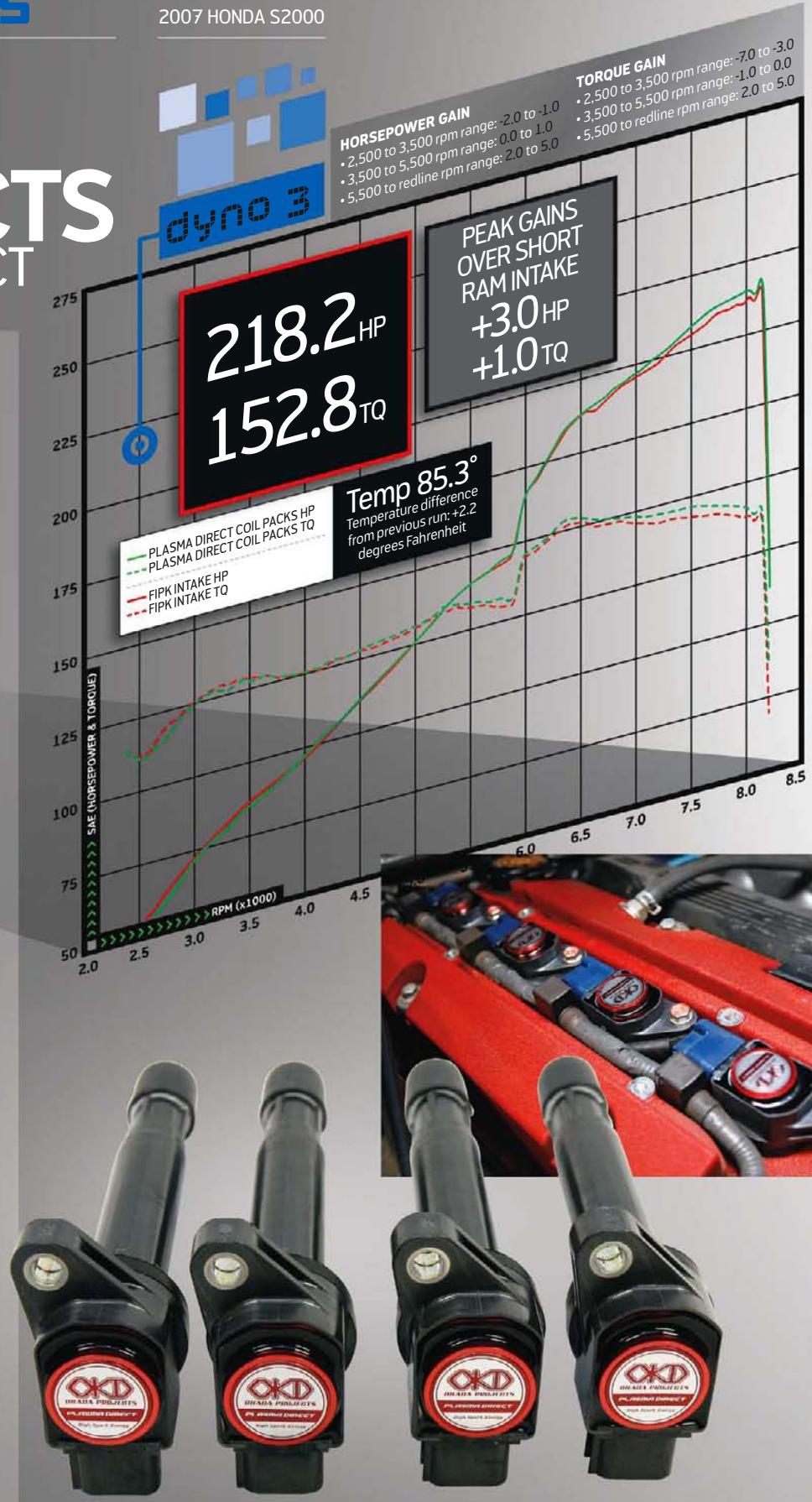
Plasma Direct is a factory replacement ignition coil system that uses a high-power amplifier built into the unit to increase spark current by two times that of the original equipment. The OBD II-compliant and CARB-approved Plasma Direct system produces a highly effective multi-spark discharge throughout the powerband, in comparison to the factory coil that delivers a single-spark discharge. The Plasma Direct's multi-spark discharge and improved spark energy yields improved ignition and greater combustion efficiency, all of which are beneficial for those driving high-horsepower vehicles—R-Magic, Garage Saurus, and M-Speed of Japan all endorse the Plasma Direct system.

CONS

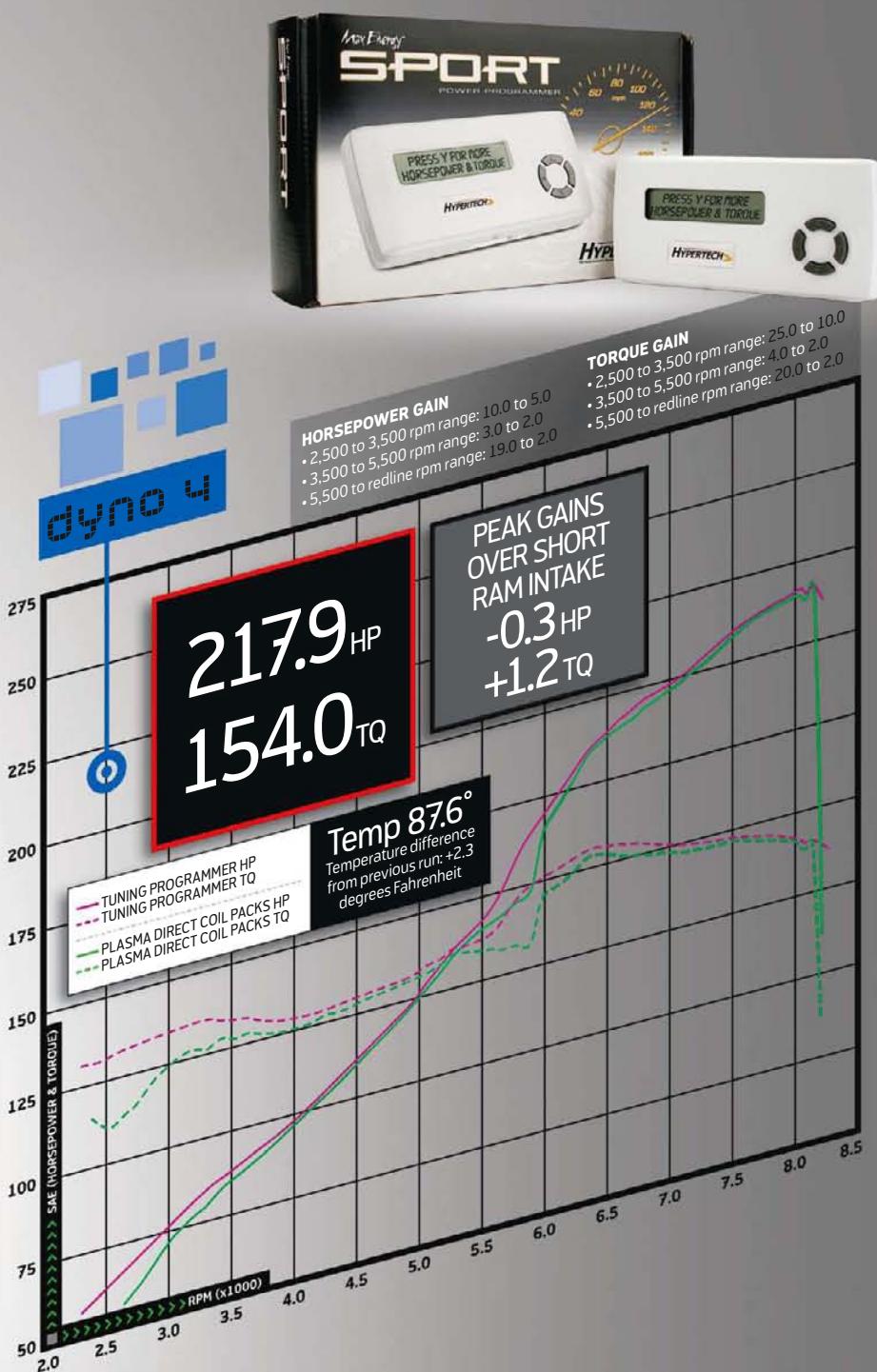
Installing the Plasma Direct coil packs is a plug-and-play procedure that requires removal of four 10mm bolts securing each OEM coil pack in place, unplugging the portion of the wire harness that connects to the packs, then reversing the process with the new coil packs in place of stock. Take precaution not to overtighten the bolts securing coil packs or you can risk damaging the valve cover.

NOTES

While our low- to mid-range horsepower and torque numbers showed marginal power gains, a close analysis of the dyno graph reveals gains of 5 hp and 5 lb-ft of torque in the high-rpm range, with the largest gains taking place at 7,500 rpm—proof that the Plasma Direct coil packs' multi-spark discharge enabled a more efficient combustion at higher rpm.



MAX ENERGY SPORT POWER TUNING PROGRAMMER



PARTS

Tuning Programmer, tuner

INSTALLATION TIME

20 minutes

PROS

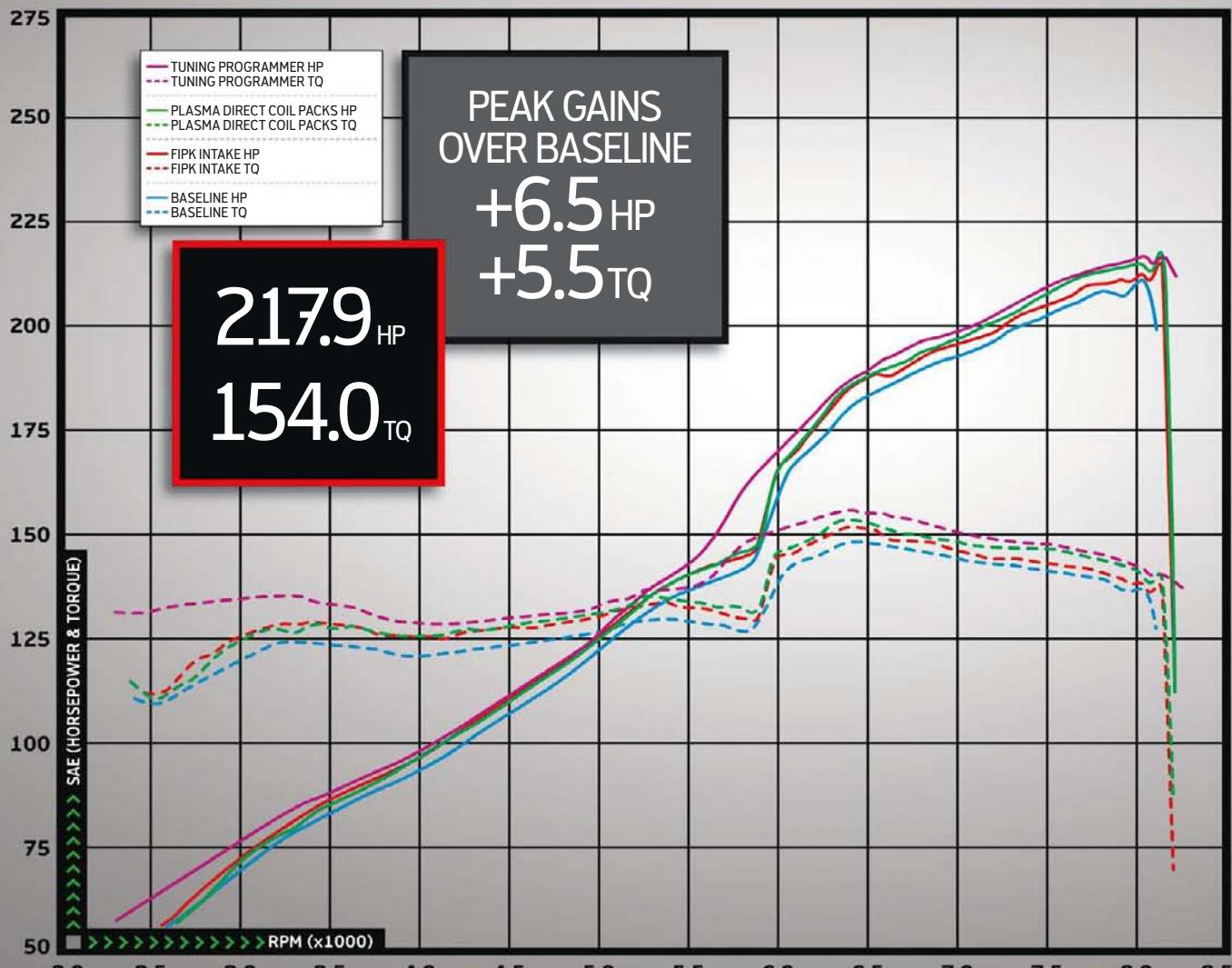
Having built a long-standing reputation for domestic vehicle tuning since 1985, Tennessee-based Hypertech recently introduced their hand-held, OBD-II, CARB-approved Max Energy power programmer to the sport compact market. The Max Energy Sport Programmer was designed to optimize a vehicle's factory spark and air-fuel curves over the entire rpm band, while allowing a user to modify the vehicle's electronically limited top speed and redline, check and clear engine diagnostic trouble codes (DTC), and adjust VTEC engagement points to customize the power band of an engine to compliment power adders. Hypertech's Max Energy also downloads and saves stock tunes, and allows users to revert back to factory tunes at any time.

CONS

Although the Max Energy Programmer was designed as a simple plug-and-play device, we recommend taking the vehicle to a tuning specialist with a dyno to recalibrate your engine using the programmer's features, in order to achieve maximum horsepower.

NOTES

Impressive low-end horsepower and torque gains were accomplished with a 10hp and 25lb-ft of torque increase off initial throttle. Lowering the VTEC engagement point by 400 rpm enabled us to develop a smoother graph and gain 19 hp and 20 lb-ft of torque at 5,800 rpm. We also increased the redline to 8,400 rpm, but noticed no additional power gains. We recommend you keep your rpm at a more conservative level if you plan on keeping your engine healthy for long-term usage.



CONCLUSION

	HP Level	+HP	TQ Level	+TQ
BASELINE	211.4		148.5	
K&N FIPK INTAKE	215.2	3.8	151.8	3.3
OKADA PROJECTS PLASMA DIRECT	218.2	3.0	152.8	1.0
MAX ENERGY TUNING PROGRAMMER	217.9	-0.3	154.0	1.2
FINAL	217.9	6.5	154.0	5.5

CONCLUSION

Testing our '07 S2000 with three CARB-approved products netted a peak gain of only 6.5 hp and 5.5 lb-ft of torque, but solid gains as high as 20 hp and 25 lb-ft of torque were realized in the mid- to low-end powerband compared to our baseline run. Even better, these modifications serve more to pave the way for future mods like aftermarket camshafts or a free-flowing header when looking to make additional horsepower. **IL**

BANKROLL

K&N FIPK INTAKE	\$ 299.00
OKADA PROJECTS PLASMA DIRECT	\$ 795.00
MAX ENERGY TUNING PROGRAMMER	\$ 499.00
MSRP TOTAL	\$1,593.00

HOTBOX

SP ENGINEERING
WWW.SP-POWER.COM

K&N FILTERS
WWW.KNFILTERS.COM

OKADA PROJECTS
WWW.OKADAPROJECTS.COM

HYPERTECH
WWW.HYPERTECH.COM



HKS DRIVING PERFORMANCE



EVC-S Boost Control

HKS offers performance enthusiasts an affordable solution to accurate electronic turbo boost control on internal or external wastegates. The EVC-S features a solenoid valve specifically designed to accurately control boost pressure up to 36 PSI, 2 boost level settings as well as settings for offset and boost response. The EVC-S also offers an overboost warning with drop boost feature, peak hold boost readings, after-image display, data lock and an internal diagnostic function.



EVO X GT Extension Kit

HKS has been able to reduce the exhaust interference caused by single-port extension housings by using two separate ports for the turbine impeller and the wastegate actuator. The result is a smoother exhaust flow and a reduction in back pressure enabling consistent and improved turbocharger boost response throughout the RPM range.



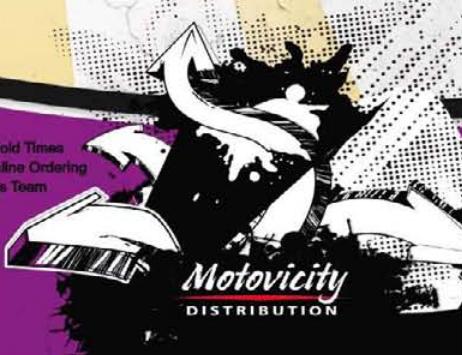
2008 WRX STI Manifold

HKS Stainless Steel tubular turbo exhaust manifolds offer maximum exhaust flow for increased turbo spool up & phenomenal flow capacity. Fabricated of polished SUS304 stainless steel and flanged to mount an HKS wastegate for unsurpassed boost management.

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Nov 19-21, 2010 • Fresno Conv. & Entertainment Center
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Nov 25-28, 2010 • Orange County Convention Center

- **Arizona International Auto Show**
Nov 25-28, 2010 • Phoenix Convention Center
- **Nashville International Auto Show**
Nov 26-28, 2010 • Nashville Convention Center
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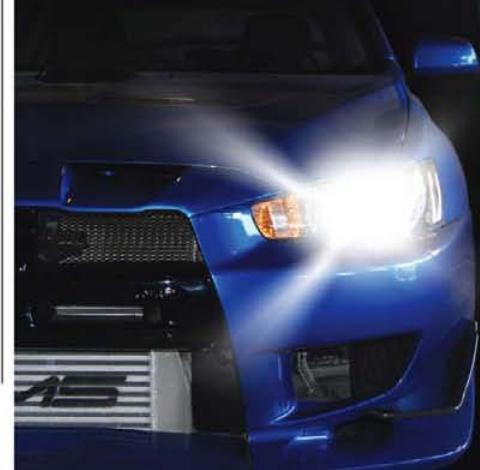
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CARB LEGAL

BUYER'S GUIDE

California has long been recognized as one of the major air pollution problem areas in the world, and the state is constantly plagued by ever-growing emissions laws. To those of you in the rest of America, sitting back laughing at our stringent motor vehicle code and thinking mandates like those set by the California Air Resources Board (CARB) don't apply to you, you may be in for a surprise. In recent years, many states have experienced air pollution problems similar to those suffered by Californians. Instead of these states spending gross amounts of capital to enact their own sets of emissions laws, the federal government is offering them an easy way out: adopt California's requirements.

As of press time, thirteen other states have since adopted certain California standards: Arizona, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington. Regardless of how much CARB legislation is enforced in your area, you can bet something like it is coming soon. We've complied a list of 25 CARB-certified performance products that can alleviate your fear of getting pulled over, hood-popped, and persecuted for tuning your import now and in the future.

INTAKE MANIFOLDS



EDELBROCK VICTOR X INTAKE MANIFOLDS

APPLICATIONS: Honda B-series engines

MSRP: \$331.00 to \$351.00

Optimized for maximum power at elevated rpm (from 7,000 to 10,000 rpm), the Victor X manifold is designed for extreme turbo, nitrous, or all-motor applications. Engineered for high performance, this manifold has four additional bosses for nitrous or added fuel injectors. Also available with four extra machined injector bosses and an optional aluminum fuel rail.

Note: Dual-rail conversion is not CARB legal.

WWW.EDELBROCK.COM / 310.781.2222

EDELBROCK PERFORMER X INTAKE MANIFOLDS

APPLICATIONS: Honda B-series and D-series engines

MSRP: \$324.00 to \$389.00

Edelbrock's Performer X intake manifolds are engineered for built, street/strip Hondas and Acuras. The larger-than-stock plenum volume and nine-inch runners are tuned for producing peak power at mid-high rpm. Ideal for all-motor and turbo applications, these offer bolt-on installation, and can be upgraded to an eight-injector system by purchasing a secondary fuel rail kit and drilling through the partially machined secondary injector bosses.

Note: Dual-rail conversion is not CARB legal.

WWW.EDELBROCK.COM / 310.781.2222



SKUNK2 RACING PRO SERIES INTAKE MANIFOLDS

APPLICATIONS: Honda B-series engines

MSRP: \$275.99 to \$299.99

Skunk2's cast-aluminum Pro Series intake manifolds for Honda's B-series engines feature larger plenums and oversized runners when compared to Honda's Integra Type R manifold, resulting in significant horsepower and torque gains. Pro Series manifolds were designed for street enthusiasts who want more power but don't want to sacrifice mid-range performance to get it. Skunk2 offers applications for all B-series engines, thanks to three separate flange designs, and all manifolds are compatible with factory sensors and throttle bodies as large as 75 mm. Pro Series intake manifolds are available in raw aluminum, as well as black and red wrinkle-coated finishes.

WWW.SKUNK2.COM / 951.808.9888

INTAKE



INJEN COLD-AIR INTAKES

APPLICATIONS: Various
MSRP: \$246.00 to \$289.00
Injen offers induction kits and cold-air extensions for a wide range of import applications, including the Subaru WRX ('02-'06 unit pictured here). All intakes feature 6061 aluminum construction with TIG-welded brackets, CNC-milled flanges, and Injen's proprietary urethane filter with a built-in velocity stack.
WWW.INJEN.COM / 909.839.0706



HKS RACING SUCTION RELOADED INTAKE KITS

APPLICATIONS: Various
MSRP: \$325.00 to \$1,035.00
The Racing Suction Reloaded Intake series utilizes HKS's high-flowing, wet, two-layer dual-density polyurethane filter element to maximize performance. The Reloaded air filter assembly maintains HKS's race-proven and patented Super Funnel design, but also incorporates new technical advances for improved performance and filtration for street applications.
WWW.HKSUSA.COM / 310.491.3300



K&N HIGH-FLOW INTAKES

APPLICATIONS: Various
MSRP: \$110.00 to \$437.75
By replacing the factory air intake assembly, K&N's High-Flow intake is claimed to be good for a peak horsepower gains at 5,500 rpm in Nissan 350Z applications (shown here), with additional power produced throughout the powerband. Installation is purely bolt-on, using factory holes and included mounting hardware.
WWW.KNFILTERS.COM / 800.858.3333



JIM WOLF TECHNOLOGY POP-CHARGER AIR INTAKE SYSTEMS

APPLICATIONS: '07+ Nissan 350Z/
Infiniti G35, G37
MSRP: \$184 to \$395
At the heart of every Jim Wolf Technology (JWT) POP-Charger is a six-inch aluminum venturi (velocity stack) that can maintain laminar airflow to over 600 hp and is the same unit included in all JWT twin-turbo systems. This intake is said to outperform extended piping systems without the risk of ingesting water due to remote filter positioning. Additional cold-air shielding is available for most models.
WWW.JMWOLFTECHNOLOGY.COM / 619.442.0680



AEM COLD-AIR INTAKE SYSTEM

APPLICATIONS: Various
MSRP: \$393.11
AEM's EVO X induction system is said to pack massive power and torque gains, originating from the all-new Stealth air box design. Each AEM intake system is flow-bench engineered and dyno-tuned to maximize broad-spectrum power/torque performance in its particular application.
WWW.AEMINTAKES.COM / 800.992.3000

TECH·KNOWLEDGE

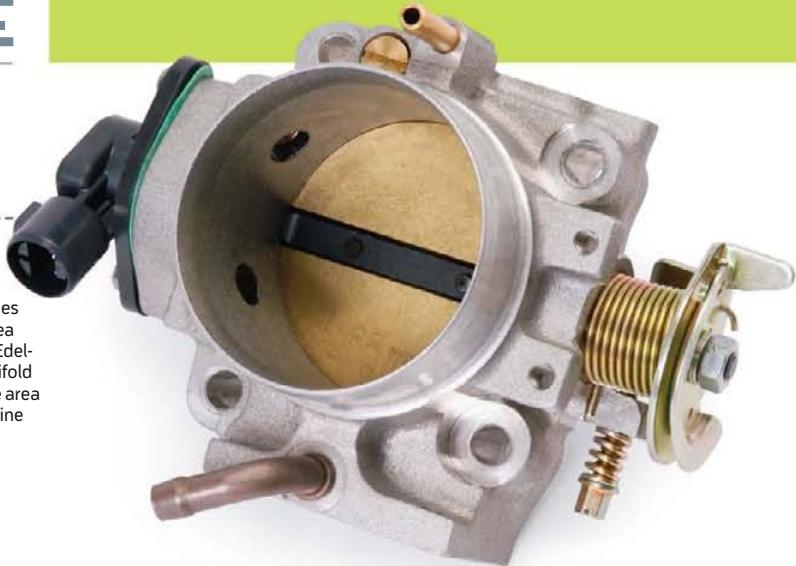
THROTTLE BODIES

EDELBROCK PERFORMER X THROTTLE BODIES

APPLICATIONS: Honda B-series, D-series, and H-series engines
MSRP: \$478.00 to \$500.00

Designed by Edelbrock, these direct bolt-on 65mm throttle bodies come complete with a new throttle position sensor and bore area that's 18 percent larger than stock for increased performance. Edelbrock street-legal throttle bodies bolt directly to the stock manifold with mounts for stock sensors and vacuum lines. The large bore area is capable of enough airflow to supply a turbocharged drag engine making upwards of 800 hp.

WWW.EDELBROCK.COM / 310.781.2222



IGNITION



OKADA PROJECTS PLASMA DIRECT COIL PACKS

APPLICATIONS: Various
MSRP: \$599.00 to \$1,149.00

The Plasma Direct ignition coil system uses a high-power amplifier to produce four times more spark energy than stock coils and also generate an ultra-fast, multi-spark discharge at high rpm. The Plasma Direct system increases spark amperage by 100 percent, allowing a more efficient spark that increases combustion efficiency.

WWW.OKADAPROJECTS.COM / 949.583.7800

HKS TWIN POWER DLI

APPLICATIONS: Various
MSRP: \$435.00 to \$660.00

HKS's Twin Power ignition amplifier incorporates both CDI and transistor method ignition to provide optimum spark duration and maximum voltage output to maximize combustion efficiency, which can result in crisper throttle response, a smoother powerband, more power, and better emissions.

WWW.HKSUSA.COM / 310.491.3300



SKUNK2 RACING TUNER SERIES STAGE 1 CAMSHAFTS

APPLICATIONS: Honda B-series and H-series VTEC engines

MSRP: \$611.99 to \$633.99

First introduced in 1999, the Tuner Series camshafts' exclusive design has helped secure a number of wins for racing teams worldwide. The camshafts features OEM idle and low-speed emissions characteristics, which make them ideal for street and racing applications. Each Tuner Series Stage 1 camshaft is machined from high-strength, chill-cast billet iron alloy that's proprietary to Skunk2 and remains one of the only CARB-approved Honda camshafts in the world.

WWW.SKUNK2.COM / 951.808.9888



CAMSHAFTS

ELECTRONICS



HYPERTECH MAX ENERGY SPORT POWER PROGRAMMER

APPLICATIONS: Honda, Mazda, Mitsubishi, Nissan, Toyota

MSRP: \$449.00

The Max Energy Sport Power Programmer was designed to optimize the vehicle's factory spark and air-fuel curves over the entire rpm band for more power while allowing the end-user to modify the vehicle's top speed, rev limit, check and clear engine diagnostic trouble codes (DTC), 0-60 throttle restrictions, and adjust the VTEC engagement point (if applicable) to customize the power band of the engine to compliment any additional bolt-on power adders.

WWW.HYPERTECH.COM / 901.382.8888

HEADERS

DC SPORTS 4-1 CERAMIC COATED HEADER

APPLICATIONS: Various

MSRP: \$TBA

The merge collector in DC Sports' 4-1 header systems (like the B16A model shown here) features a unique trapezoidal design that is proven to efficiently expedite exhaust gas flow by virtually eliminating turbulence—a design that also improves ground clearance. Each system is dyno-tuned and tested against the competition for maximum performance.

WWW.DCSPORTS.COM / 626.968.5147



CT ENGINEERING STAINLESS STEEL HEADERS

APPLICATIONS: Hondas and Acuras

MSRP: \$529.00 to \$1,699.00

CT Engineering stainless steel headers are manufactured with TIG-welded, T-304 stainless steel tubing for durability and appearance, and are designed to maximize mid-range power and torque. All headers (like the '06-'08 Civic Si model shown here) are cross-tested for precise fitment before they leave the factory.

WWW.CT-ENGINEERING.COM / 916.635.4550

DC SPORTS 3-1 POLISHED STAINLESS STEEL HEADERS

APPLICATIONS: Various

MSRP: \$TBA

The popularity of V-6 applications in the sport compact market provided DC Sports an opportunity to design a unique 3-into-1 header system (Nissan VQ35DE model pictured) with equal-length primary piping that outperforms original equipment for more power across the entire rpm range.

WWW.DCSPORTS.COM / 626.968.5147



THE TRUTH BEHIND CARB CERTIFICATIONS

Q&A WITH JIM MCFARLAND, SEMA TECHNICAL CONSULTANT, ON CARB PARTS CERTIFICATION.

What is CARB and what do they do?

The California Air Resources Board (CARB) is charged, in part, with the certification, regulation, and enforcement of virtually any environmental product or practice in the state that could potentially affect ambient air quality.

How does CARB facilitate the certification of affected automotive products?

CARB handles the administrative process that includes responses to questions and the processing of certification paperwork. The agency also serves as a resource to assist companies affected by California's environmental laws.

What are the steps to getting products CARB certified?

Applicants must first identify the makes, model years, and engine families to be certified in the Executive Order (E.O.) process. They then obtain E.O. forms (either from CARB or the SEMA "Black Book" found on www.SEMA.org), and submit the required material to CARB. Applicants then contact an emissions testing facility to notify staff about pending testing. Upon CARB approval of the E.O. application, a "test letter" is issued to the applicant and testing begins. It is then the responsibility of the applicant to work with the test facility until satisfactory data are produced. The test facility submits its findings to CARB and, if all requirements are met, an E.O. is issued to the applicant. Currently, the EPA acknowledges a CARB E.O. as being "reasonable basis" for meeting the anti-tampering provisions in the Federal Clean Air Act, thus legalizing emissions-related parts for use outside the state of California.

How long does CARB certification last?

Typically, an applicant will certify to the latest model year (MY) for which the product will be sold. From that point, CARB may apply a "grandfathering" process. As an example, a tuning product may be issued an E.O. for MYs up to 2010, and generally, all prior MYs will be covered. If an applicant believes the O.E.M. tuning platform remains the same or essentially the same from MY 2010 to 2011 and CARB agrees, the agency may extend ("grandfather") the original E.O. to include MY 2011. If the O.E.M. tuning platform changed substantially from 2010 to 2011, chances are that the agency will require additional tests.

How does CARB legalization affect the tuning market?

In California and in those states that have adopted California's emissions standards, emissions-related products require certification to be acceptable during smog check inspections. These inspections generally include a "visual" test, where a vehicle is inspected to determine if any non-stock emissions-related parts have been installed. If installed emissions-related products have been certified, the smog check test proceeds. This latter phase consists of either a tailpipe emissions test or OBD-II readiness check, depending upon the regulations in play by the state where the vehicle is being tested. Right now, the trend is more toward OBD-II readiness checks, largely because of the expense of keeping smog check station testing equipment up to date year after year. An OBD-II readiness check only involves the use of a scan tool.

The author of SEMA's current version of the "Black Book," Jim McFarland is an automotive columnist and engineer, and was previously a member of the SEMA board of directors with over thirty years of experience in the performance products industry. The SEMA "Black Book" was written as a step-by-step guide to help member companies obtain CARB emissions certification, and is available for download in an electronic format on the SEMA website. For more information on CARB emissions certification or to download the "Black Book" files, visit www.sema.org/black-book.

FORCED INDUCTION

HKS GT SUPERCHARGER KITS

APPLICATIONS: '03-'05 Nissan 350Z (Non rev-up engine); '03-'04 Infiniti G35C (Non rev-up engine); '03-'06 Infiniti FX35 (Non rev-up engine)

MSRP: \$4,500.00

HKS GT Supercharger kits provide OEM-level engineering quality combined with best-in-class reliability, efficiency, and quiet operation. Power/torque delivery is linear from any engine speed

as a result of the GT Supercharger's Torque Response Traction Drive system. The GT Supercharger System is available for purchase through select HKS certified installers and pro dealers.

WWW.HKSUSA.COM / 310.491.3300



TRD SUPERCHARGER KITS

APPLICATIONS: Various

MSRP: \$3,200.00

The TRD supercharger kit for the Scion tC (pictured here) uses a compact shaft-driven centrifugal Vortech supercharger and includes new fuel injectors and a reflash of the factory ECU for supercharger recalibration. The TRD supercharger is developed in conjunction with Toyota to ensure that it is fully compatible with the OEM powertrain, with no compromise of the factory warranty, and includes its own warranty of up to five years or 50,000 miles when installed by an authorized Toyota or Scion dealer.

WWW.TRDUSA.COM / 800.688.5912

GREDDY BOLT-ON TURBO KITS

APPLICATIONS: '00-'08 Honda S2000

MSRP: \$5,599.00

The Greddy Honda S2000 bolt-on turbo kit was engineered with drivability, reliability, and performance in mind. The complete, simple-to-install turbo kit includes a Type-28 front-mount intercooler and pre-programmed Greddy eManage engine management system for the ultimate in street turbocharged performance.

WWW.GREDDYUSA.COM / 949.588.8300



STILLEN SUPERCHARGER KITS

APPLICATIONS: Various Nissan

MSRP: TBA

Stillen's VQ37 supercharger systems for both the 370Z and G37 (seen here) is claimed to boost power from the stock 332 hp to over 500 hp on 91-octane pump gas. The kit features a quiet, self-lubricated Vortech V-3 centrifugal supercharger, cast aluminum intake manifold, air-to-water intercooler and all necessary hardware for bolt-on installation, and includes an ECU-reflash tuning option. The kit is currently CARB-pending, and comes with a limited engine warranty.

WWW.STILLEN.COM / 800.250.5542



HKS BOLT-ON TURBO KIT

APPLICATIONS: '07-'08 Honda Fit
MSRP: \$3,495.00

The HKS Honda Fit bolt-on turbo kit was developed with reliability and performance in mind. The simple-to-install turbo kit includes a front mount intercooler and a pre-programmed HKS F-Con IS engine management system to maintain the proper fuel and timing. WWW.HKSUSA.COM/310.491.3300



VORTECH SUPERCHARGER KITS

APPLICATIONS: Various
MSRP: \$3,787.00 to \$6,258.00

Vortech supercharger systems (like the S2000 unit seen here) include a compressor-matched, CAD-designed and machined Vortech centrifugal supercharger with SQ technology for "super quiet" operation, a calibrated fuel system for proper fuel management, a high-performance ignition system with boost timing retard for proper timing, custom ECU tuning, a high-flow air intake system with a K&N air filter, and all necessary lines, clamps, and hardware.

WWW.VORTECHSUPERCHARGERS.COM/805.247.0226



JACKSON RACING SUPERCHARGER KITS

APPLICATIONS: Various
MSRP: \$2,995.00 to \$3,295.00

Jackson Racing supercharger kits ('94-'00 Integra kit pictured here) represent some of the most reliable aftermarket forced induction systems available. Each kit is based on a positive displacement Eaton blower that makes power from off-idle to max rpm without any spooling or lagging. All Jackson Racing supercharger kits come with all needed parts, including the blower, belts, fuel enrichment provisions, and hardware. WWW.SUPERCHARGER.COM/888.888.4079



CT ENGINEERING NSX SUPERCHARGER KIT

APPLICATIONS: '91-'05 Acura NSX
MSRP: \$9,900.00

CT Engineering's NSX Bolt-On Supercharger Kit is the only CARB legal supercharger package for the Acura NSX, adding a claimed 70 whp in the most reliable street/strip package available. Enjoy the kit in stock form, or crank up the boost for an unbelievable NSX track star.

WWW.CT-ENGINEERING.COM/916.635.4550

CONTINENTAL EXTREMECONTACT DWS

AN EVERYDAY TIRE WITH NOT-SO-EVERYDAY PERFORMANCE

I was half convinced that Luke was going to call Child Protective Services on me. He'd borrowed my car (an '07 Impreza) for a few hours, and when he came back, he asked, "You don't drive your daughter around in that car, do you?" The scary thing is, I do. Long story short, my wheels and tires had come off now-defunct sister publication SCC's project WRX. This was after they'd beat them to hell. And then 20k or so miles through sub-par Santa Ana, CA, streets later, and my tires were bad. Had it only *looked* like it was going to rain, I would have careened off the road.

So I called up our pals at Continental. Since the Impreza is my daily, they recommended the new(ish) ExtremeContact DWS. In all fairness, anything would have been an improvement to my beat-ass rubber. But after about three weeks, my DWSs (205/50R17) are much more than just an improvement. They're a revelation.

As far as traction during acceleration and breaking, and improved rolling resistance, the DWSs have done nothing but impress. My daily commute is only eight miles, but it's through downtown Santa Ana, and it can be pretty dodgy. Punching it, swerving, breaking hard—all part of my drive each and every day.

The DWS was designed with all-weather performance in mind. Not just all-weather *driving*, but all-weather *performance*. There have been plenty of all-season tires that have left us, let's say, underwhelmed. Not the DWS. Here comes the science. Their asymmetrical tread pattern and advanced tread compound mean the DWS really is made to work it in all situations. Their chamfered edges and solid outer shoulders create the largest possible contact patch, and they bite the road like . . . let's say a vampire. Those are big right now.

This is when the road is dry. And with other tires, this is where we'd be left disappointed. A tire might be super bitey and responsive in the dry, but throw it in the wet, and it's all slop and unresponsiveness. With the Contis, the wet responsiveness was unbelievably similar to the dry. This is because of their Enhanced Groove Curvature, which literally shoots water out of the tire's tread before it can break your contact with the road. We haven't had a chance to throw them around in the snow yet, but word is the grip is much the same story there.

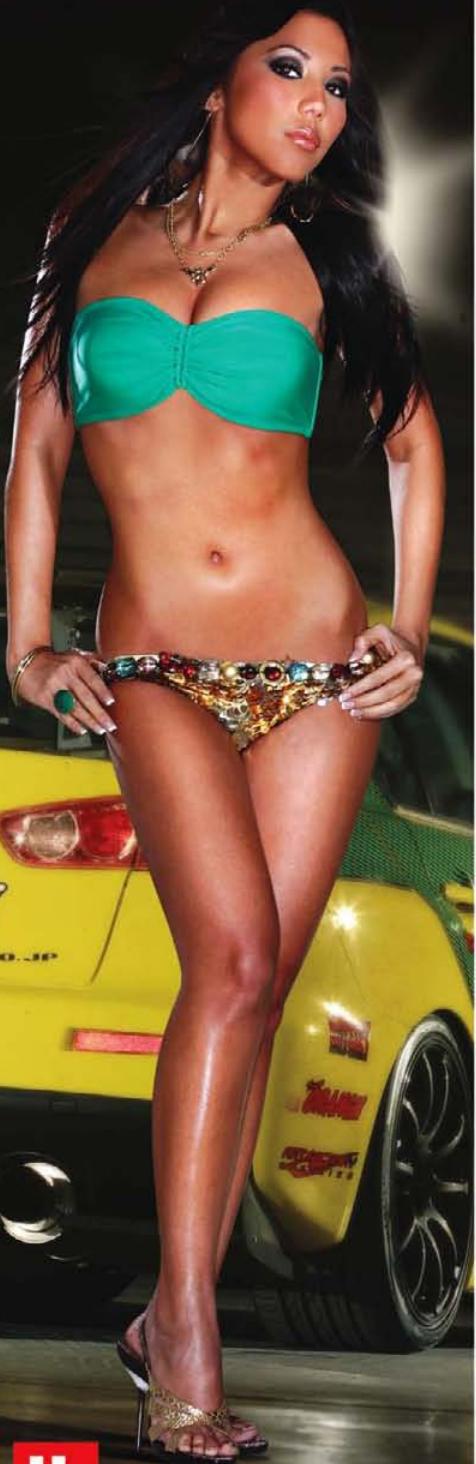
The DWS is an all-around consistent performer and is the perfect daily-driven tire. Because of its Dynamic Temperature Distribution technology, the tread design distorts less, which means longer tire life, less rolling resistance, and less friction and noise. It works in all conditions, it can perform in the twisties, and it'll last a loooong time. Your search for tire Nirvana ends here.

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Aeromotive / www.aeromotiveinc.com / 913.647.7300



03 TURBOSMART COMP-GATE 40 EXTERNAL WASTEGATE

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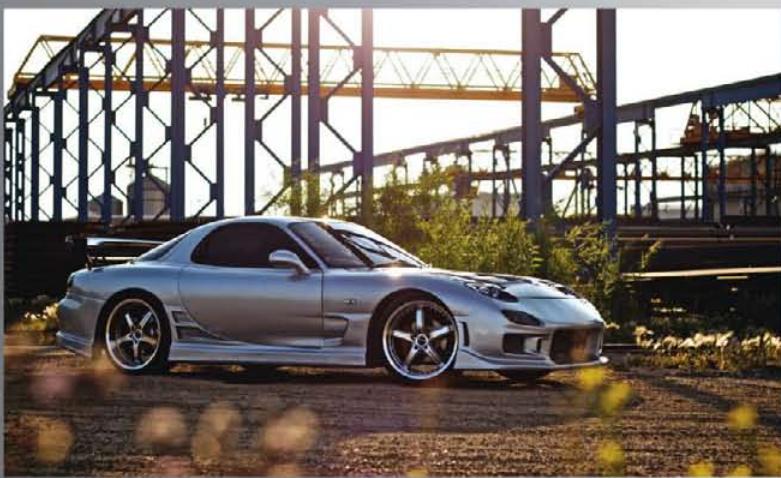
Naturally lit pics continue this month, thanks to two Southerners and two foreigners who prove that with a cool background, makeshift rig, proper motorsports venue, or a dark garage with a sunroof, mother nature can light a scene as good as any. And you thought we were going to joke about them not being able to afford artificial off-camera lighting. Tsk, tsk.

Send top modded whip shots to: longshots@importtuner.com Hundreds of submissions will be laughed at. The four that won't will be printed here.



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CONNECT: WWW.FLICKR.COM/RAYMONDSAW



NAME: KYLE McMANUS
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