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NYC'S INFAMOUS 850WHP IS 300

WHY THEY CAN'T BE BEAT

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FORSBERG & GITTEIN
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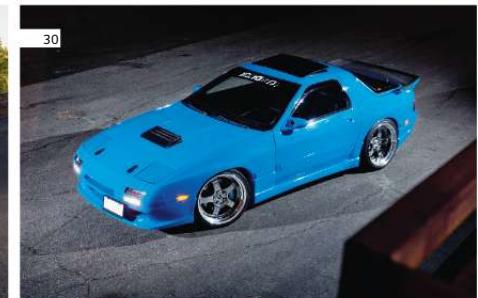
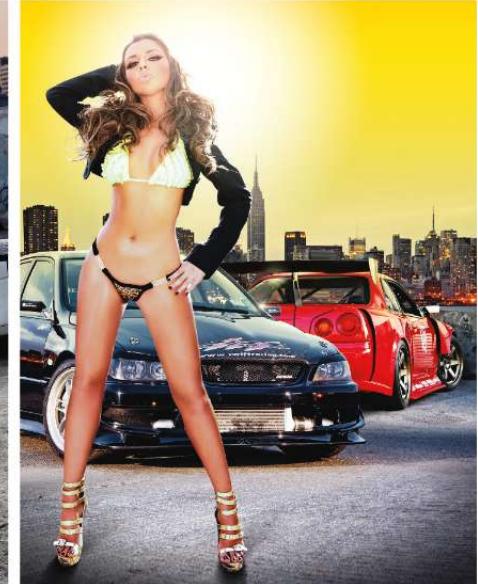


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COVER MATERIAL

Without a doubt, the biggest hurdle of putting together a magazine is the cover car. It's not because every potential feature car owner asks for it or feels entitled to it, but because it's a tremendous pain in the ass to find a car with "cover" qualities. What, pray-tell, makes for a cover car? Well, sit down and I'll tell you.

For starters, a set of legit wheels with decent offset is a first for cover. Does this mean expensive? Not necessarily, just so long as their designs are original and the construction isn't crap. A performance-modified engine making good power, inside a clean bay, is a must as well. The interior has to be tactfully done, not to mention the exterior. And that's just for consideration. If a car meets those qualifications, our edit staff will discuss the merits of the potential vehicle: Is it ground-breaking? What does it do well? Is it really fast? Did it set any trends? What has it won? How many records did it break?

So what have the R34 from Garage Ito and the NYC IS 300 accomplished? You'd be surprised. Sure, both met all the criteria—rims, engine, interior, and exterior are all in check. They're both two of the cleanest high-powered imports in existence, but when it comes to results, they haven't done much. In fact, the R34 hasn't *done* anything. Built as the time-attack machine to own all time-attack machines, it was shot a while back as it sat where it had for years before—complete, for the most part, but in limbo, its owner waiting for the perfect opportunity to bring it out and trump the competition. It was only when we were debating this month's cover car that Scott brought up the pics Dino, our JDM freelancer, shot. Dino responded to my email asking what he thought of the R34, with, "The car is pretty much the most incredible R34 project ever created in Japan. Over the years it has become nothing short of a myth!"

Myth? Not since unicorns, dragons, or an anorexic Lisa Lampanelli have I heard that adjective used to describe anything, and is why, despite its short resume, our edit staff agreed—instantly—that it was cover worthy. Sometimes, the promise of what a car will do outweighs what, if anything, it's already done.

And then there's that IS 300. One would hardly believe it puts out the power and performance it does under the guise of a luxury four-door family commuter. But ask the owners of some of NYC's fastest street cars/bikes about it, and you're sure to hear of its darker, faster reputation—one its owner is perfectly happy with not catching on; he built this car to enjoy it, selecting this particular platform in large part hoping its performance might go unnoticed by public and legal eyes. Sorry, James. ;)

Back to picking a cover car. While it smarts the buttocks on the monthly, finding hidden gems and exposing them to the world can be very rewarding. If you're into colorful allegories, the Garage Ito GT-R is the Preparation H to our soul. And bottom. Whatevs.

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CARTER JUNG
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YOU'VE GOT TO PAY TO PLAY

ECU Tuning is an essential element for your car to make as much horsepower as possible while remaining reliable. The cars of today feature more technology than we could've imagined just 15 years ago. From voice-activated navigation to variable valve timing, they're more intricate and convenient than ever.

Remember when base model cars like the Honda Civic VX or CX reflected their sticker price and came with only bare necessities? Not anymore. You'd be hard-pressed to find a dealer selling a new, low-end car that includes manual windows or non-ABS

INSIDE THE INDUSTRY

brakes. As cars continue to be made smarter and more sophisticated with every passing year, the tuning market is forced to play catch up, and aftermarket fuel management systems have become a big part of that game. Over the years, the technologies that manufacturers have been integrating in newer vehicles have become an obstacle to the entry-level enthusiast who wants to gain additional horsepower but realizes that his car won't run properly without an aftermarket tune. Many enthusiasts lack ECU tuning skills to accomplish it themselves and ultimately end up paying big money for professional tuning. Cars definitely aren't what they used to be.

Early model pre-OBD and OBD 1-equipped cars of the '80s and '90s were easily outfitted with a slew of aftermarket parts, often including forced induction systems, without a problem—an in-line fuel pump and boost-dependant fuel pressure regulator were the key ingredients in doubling a vehicle's output. Try simulating the same bolt-on performance with current OBD II- or CAN-bus platforms without proper tuning, and we guarantee your car's factory ECU won't be happy with you.

So what's the cost nowadays for engine management units that enable you to modify virtually every aspect of your car's engine, from running methanol injection systems to data logging? Companies like Motec, Pectel, Hondata, AEM, and Cobb Tuning have made great strides in providing consumers with engine management systems for today's newer cars, like the Nissan R35 GT-R that was considered "un-tunable" only a few years back. Engine management prices can range anywhere from \$300 to \$15,000, and mind you, that doesn't include professional tuning. No one said modifying your car was a cheap hobby, and we all know by now that power never comes without cost. But to overlook something as important as an engine management system is asking for some serious problems. It all boils down to how serious are you about making horsepower.



SENIOR EDITOR
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LIVING it

RIDING SHOTGUN WITH THE EDITORS



'94 ACURA INTEGRA

No sooner did I write the text for my entry in this column last month—about replacing Project Miata's brakes—that the DC2 threw a pad during some spirited driving to 7-11 for some late-night munchies (I detour through a canyon road to get there), ruining one of the front rotors in the process.

Taking it as a sign to upgrade the brakes all around, I swapped out the worn stock for a set of ConvO.E.M. Rotors from TheBrakeMan.com, and a fresh set of high-performance pads. The rotors' slots continually scrub brake pads for better braking, and their unorthodox shape sheds a bit of rotational mass at their circumference, which reduces parasitic drivetrain power loss and—supposedly—creates turbulence in the air surrounding them for better cooling. But do they deliver? We'll soon find out.

TECH EDITOR
LUKE MUNNELL

'03 SUBARU WRX

When problems occur with my '03 Subaru WRX, happen in dramatic fashion. The latest catastrophe occurred only 50 miles into my rebuilt motor's break-in period, when the intake cam gear shattered on the freeway, leaving me with a cylinder head full of bent valves. If you're wondering, yes, those are phenolic plastic cam gears that Subaru uses on their EJ motors. FML.

TECH EDITOR
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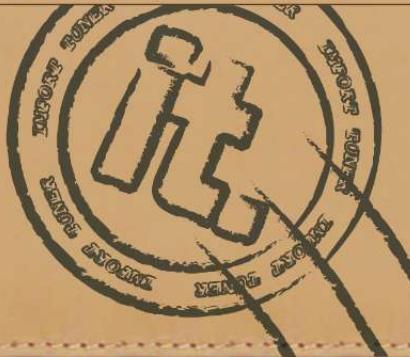
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WE'RE BEING CALLED OUT LEFT AND RIGHT THIS MONTH! FIRST, ON SOME DISCREPANCY REGARDING "FACT OR FICTION", THEN BECAUSE WE APPARENTLY DON'T KNOW THE DIFFERENCE BETWEEN AN S-CHASSIS AND AN S-30, AND FINALLY BECAUSE SOME PEOPLE STILL FEEL THAT TUNING A CAR IS A BAD IDEA. SO HARSH, WE RESORT TO PWNING A GREEN AUTOMOTIVE PLAY ON WORDS JUST TO FEEL BETTER.

NICE ARTICLE, BUT...

To start, I love this magazine. I was reading the August '10 issue and came across the Fact or Fiction article where you reported that you can expect up to a 10.1-percent power/torque loss from having your A/C and stereo turned all the way up. I have to strongly disagree. Why would a car with more power lose more from the same modification than one with less power? Shouldn't the same A/C system take away the same amount of power from every engine? If you lost 11.5 hp in a 120hp 2.5i, shouldn't you also lose 11.5 hp in your 450hp 370Z example, not the 50 you projected?

-Brendan Metz

Thanks for reading, Brandon. The first thing to remember about changing rotational mass is that resultant losses or gains occur as a percentage of the total amount produced—just the same as how drivetrains absorb a percentage of total power output by an engine (i.e. about 18 percent for a FWD vehicle, 22 percent for RWD due to the added mass of a driveshaft, etc.). Shaving the same amount of weight off two different cars by, say, reducing the weights of their flywheels by the same amount will indeed improve power and torque by different amounts, but the same percentage. And so it goes with increasing parasitic loss with electric and A/C draw, all things being equal.

NICE ARTICLE, BUT...

Hello Import Tuner! I read your magazine regularly (as often as we can get it in the Middle East, at least), and I just caught the article of the Common Snapper 240Z (October '10). Awesome find! I own one myself—as well as a Z32—and it's nice to see some old-school love every once in a while. One point, though: the "Behind the Build" section states that the car has USDM 240SX fenders. It definitely has USDM fenders, but from a 240Z, not a 240SX. But you knew that already, I'm sure ;.) Keep up the good work!

-DC2 Murphy

Via postal@importtuner.com

Doh!

NICE ARTICLE, BUT...

Just got finished with your October issue—love those Supras! I am a bit concerned about how the parts and dyno tests were done in Power Pages on the '10 EVO. First, you bolt on the HKS exhaust system and get a legit 20.8hp gain, which is awesome. Next is the DC sports intake, which *appears* to gain 30.8 hp, but in fact, you turned up the boost to 26 psi and altered

the fuel and ignition maps. I would say that most of the gain here was from the added boost and tuning, not the part being tested. Hardly a fair test. The final test was the DC Sports hard pipe kit, which, again, you added and then tuned to get a 6.3hp gain. I realize that tuning is a vital part of any build, but the real issue is that you show giant 30.8hp gains right beside the picture of the product, but the actual power gains were from adding boost and tuning. I guess DC Sports will be getting some 'I thought your intake made 30 hp on an EVO, and I only got 4 hp' phone calls from people who don't read the notes of your testing.

-Paul Durkin

Via importtuner.com

We're sure this is a common concern among our readers, Paul, so thanks for writing in. The fact is that you answered the issue yourself—tuning is a vital part of upgrading today's newer platforms, so much so that we can't recommend upgrading many new vehicles without it. Tuning generally isn't needed with the addition of exhaust modification in turbo applications, but as for the point of raising boost at the intake stage, 26psi of boost was the "comfortable" setting our tuner recommended with the improvements in flow presented by the DC Sports intake. The alternative would've been for us to post minimal gains at each step (or possible losses—common in newer applications without tuning) and simply speculate how much power could be produced with tuning, but we felt it best our readers know how to maximize their gains.

NICE CAR, BUT...

We're looking to have our '92 Nissan Skyline GT-R put in your magazine with a full article with multiple pictures. We are in the process of collecting sponsorship in order to go to world-class shows such as SEMA and NOPI. We have attached some pictures to get a better idea of what the car looks like. This car was appraised at \$160,000 and has numerous customizations and was rebuilt from the ground up.

Thank you for your time and consideration.

-Erin and Trevor

Via postal@importtuner.com

The engine mods appear to be sick . . . but the rest just makes us sick. We see where you're going with the whole "Godzilla" thing; we just wish you wouldn't go there. Why couldn't you have done this with a Civic?





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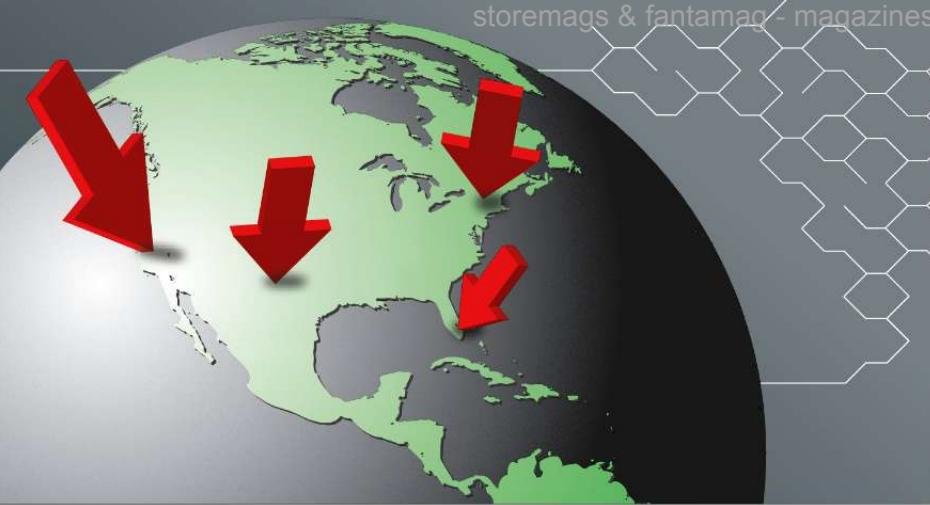
YOU FOUND OUT FIRST



EAST COAST VIP

From Flushing Meadows, NY, on the outskirts of Queens, 2NR ace lensmen Somya Siva and Brian Chin bring you coverage of the inaugural Liberty VIP Car Club meet: Black. Black is the first event organized by Agim Jones and Liberty dedicated only to the East Coast's true Bippu-flavored VIP rides. Strictly an invite-only event, no Lux/DUB SUVs and domestics made the list. Attendance was small and exclusive; we expect subsequent events to dwarf this in the coming months. Our vote for tightest ride goes to Ron Benyamini and his black GS300. Look for more in a future issue.
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MR. BAKERZ MEET

Also from Northeastern quarters come Sivachin snaps of the impromptu "Mr. Bakerz Meet", for seemingly all tuned rides. Reportedly "one of the biggest meets [they'd] been to all year," by the Canon shooters, roughly 250 clean, tuned Hondas, Acuras, Mitsubishi, Mazdas, Nissans, and more were in attendance. As were (sadly?) bike racks, smashed fenders, rusted hoods, stuffed things dangling from tow hooks, and sticker-laden front lips. NYC: we need y'all to start some new trends. Shouts go to all who came out to enjoy the day with forum junkie Mr. Bakerz (nuttin' but love!) ... so long as you didn't roast your tires!



EASTWOOD RIGID PLASTIC REPAIR KIT

Often times, broken parts or stress cracks on plastic components can render them useless, forcing you to replace them, costing valuable time and money. Such was the case with a set of damaged Subaru WRX timing belt covers due to an exploding cam gear. Rather than discarding the pieces and spending \$60.00 a pair, we purchased a plastic repair kit through Eastwood. The Plastex Plastic Repair Kit makes strong, permanent repairs to almost any hard plastic including ABS, poly-carbonate, acrylic, styrol, PVC, and FRP (polyester).

Mix the black powder and solvent together before applying to repair cracks, fill gaps, "weld" panels, or fix stripped threads. Within minutes, the liquid solution cures into a hard plastic coating. The kit includes a reusable molding bar so you can replicate and attach broken tabs, patch holes—even make small parts. We should note although the plastic repair solution works on numerous types of plastic, it won't adhere to polypropylene or polyethylene material. The black kit we used works best for structural repairs and is the strongest of three kits available. The white repair kit is the second strongest, and clear is designed specifically for headlight lens repair.

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IFO DRAG RACING

And in yet more East Coast news (kind of), Import Faceoff, teamed with NOS Energy Drink, recently rounded the Northeast on their way out west, bringing import drag competition to Virginia Motorsports Park, before Columbus, Ohio's National Trail Raceway. In VA, Justin Barnes and his '92 Eclipse proved unstoppable in the Forced Induction Pro class, as not even a 1,200whp Supra could stop them in the finals, when the 8.5-second beast succumbed to kill switch problems and allowed Justin to skate to a 9.974@142.07 win. Not far behind was FWD class winner Shad Sawyer, whose '99 Civic claimed the final-round win over rival Honda pilot Ricky Lower, with a 10.592@147.44. Past 2NR cover car owner Jamie Carter (Jan '10) pulled seconds faster than anyone else in competition, his '98 Supra claiming an easy Forced Induction Pro win, running as fast as a 7.99@184.4 in Ohio. FWD class of that event boiled down to a domestic-versus-domestic battle, which we normally wouldn't mention if not for the fact that SRT-4 pilot Jon Moore broke the wastegate off his '98 in the second round of Qualifying, left the race to repair it at his shop, made it back in time for eliminations, and eventually won with a 10.517@147.05 to his opponent's 10.565@138.63. Now that's racing!

www.importfaceoff.net





PNW SUPRA MEET

We're just going to go ahead and circle the northern part of the nation this month, moving onto coverage of the Pacific Northwest Supra Nationals, held in Vancouver, BC, after two years in the States. Coordinated by Duane Stephens, this year's event brought out about 100 of the cleanest, fastest Supras and other similar makes in the NW region. A three-day event, the Nationals began with drag racing at Mission Raceway (dominated by Force-Fed Performance's 8.71@162.02 MKIV), graduated to a dyno competition at Force-Fed Performance (who also won with 860 whp; a 702whp 2J-swapped pickup truck claimed Second), and finished with a show-n-shine competition—with a 120-mile cruise throughout scenic British Columbia in between. Erik Stenerud brings you the coverage this time around—we might attend in person just to, um . . . familiarize ourselves with the female talent (say hey, Shay!). www.pacnwsupraneutrals.com



event CALENDAR

- 11.26.10 11.27.10 - D1NZ, New Zealand
- 11.14.10 Import Face-off, Ennis, TX
- 12.12.10 Import Face-off, San Antonio, TX
- 12.04.10 12.05.10 - NSCRA, Palm Beach, FL

- 11.13.10 Remix, Vallejo, CA
- 12.18.10 Remix, Honolulu, HI
- 11.09.10 Import Tuner STI vs EVO Shootout, Buttonwillow, CA
- 11.10.10 Super Lap Battle Finals, Buttonwillow, CA



M FACTORY WEST COAST SHOOTOUT

And finally, we've saved the best for last. The past month played host to the second annual M Factory West Coast Shootout, presented by Spec Clutch and organized by our man Chad Barber of CTRparts.com. As a "shootout" style event, competition/payout goes like this: entrants in each class pony up their entrance fees (as much as \$500 for Hot Rod Outlaw classes), and the amount collected—minus the costs of putting on the show—goes directly to First Place winners. Atop the pack stood Kevin Kempf, whose repeat 8.9-second/179mph blasts in the Speedfactory Civic earned the dough for the WA-based crew in Hotrod Outlaw Turbo. Amazingly, Kenny Tran ran nearly as fast without a turbo, winning the Hot Rod All-Motor class, running as fast as a 9.46@147. Visit importtuner.com for full coverage. **It.**



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Before you read any further, flip to the official Castrol insert after page 18 for competition results—we will, too, because it'll also be the first chance we get to see the them. The truth is that we have no idea how we've placed, now that all the points have been tallied, but one thing we do know: Murphy's not excluding us from his Law anytime soon.

With our (Jim Cozzolino's) FXMD-widebody NSX comfortably making 617 whp and registering low(ish) emissions as of the first day of competition, held at K&N Filters in Corona, CA, we were beginning to feel confident. Our drive to Buttonwillow Raceway for day two was uneventful, as were the first two rounds of testing: vehicle cost (less being worth more points), which we won, and power-to-weight, which our 2,886-pound NSX nearly won. The drag strip followed, and although our 11.82-second quarter-mile pass wasn't the quickest, our 128.64mph trap speed was the fastest, earning us more valuable points in three categories (E.T., trap speed, 0-60mph acceleration). Braking, the next event, was too close to call on the spot, though we'd heard rumors that our NSX was the car to beat. Eventually only the time-attack segment of the competition remained, which was

something our NSX was built specifically to dominate. We were getting cocky.

And just as we were, it happened. On driver Matt Andrews' second practice lap (clocking a 2:00.490 in his warm-up) the hose connecting our NSX's mid-mounted engine to its front-mounted radiator—the only hose no one thought to replace with an upgraded silicone unit—split, gradually depleting the NSX's cooling system, leading to complete C30A destruction prior to judged competition. We received zero of 200 points.

That, as they say, is racing; we'll leave it at that. But what went wrong? With the NSX torn apart at Autowave in Huntington Beach, CA, tuner/builders Mike Lapier notes that one of the C30A's headgaskets also failed—common in situations of overheating, but we're left wondering if the headgasket wasn't the first to go, leaching cylinder pressure into the cooling system and causing it to blow.

We close the saga of our collaboration with Jim Cozzolino and his NSX for the second coming of the Castrol Syntec Top Car Challenge with nothing but gratitude for the people and companies involved with seeing us through to the finish (or at least as far as we got). And to all our readers who put their chips on us to come through—it means the world. Jim's sentiment: "I put 30K miles on that 700hp engine, racing and beating the crap out of it on the streets—it was due to be freshened up!" We get the feeling we'll be hearing more from him and his (soon to be 800hp?) NSX soon. Get the whole scoop: Visit www.syntectopcarchallenge.com 





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OLD SCHOOL UPGRADE

I've been playing around with an '86 Nissan 300ZX for a couple of years now. I'm currently deployed in Afghanistan and am saving money for a move to the Philippines when I get out of the service next summer, but before I move, I would like to get some performance parts for my Z so I can send the parts and personal items all together. I'm not quite sure what direction I should take with the vehicle build or what parts to get for it. I have the budget and was thinking of purchasing an RB26DETT engine. I've seen previous owners swap these engines into the 300ZX and thought it would make a great upgrade. The RB-swapped cars I've witnessed had transmissions attached to them, but I wasn't sure if I could get the factory Skyline AWD setup to work on the car. Should I go with a different transmission altogether? I was also thinking of using a dry sump oil system for the engine, since they seem like a very good investment for performance.

-John A.

Via Importtuner.com

The '86 Z31 is my favorite year chassis because they still retain the original taillights before the model change, but have the wider fenders. One thing you may not know is that the '86 Z31 can also fit an aggressive wheel fitment in the rear with massive lips for potentially the meanest looking Z31 one can build. As far as the direction of the build goes, it really depends on how much you like the car and if you're willing to drop 5-6 times more cash than the car is actually worth. If you only like the car slightly, you might be better off buying another car that already has more power, looks a little more modern, and has better reliability. The RB26 engine drops right into the chassis with the Japanese RB20DET engine mounts. The RB26 is a long, iron engine, so the car will lose some of its chassis balance when compared to the original VG30DE V-6, which is almost half as long. The transmission to use will come from an RB20DET Z31, HCR32 Skyline, or ECR33 Skyline. These Skylines are rear-wheel drive so they will bolt right up to the RB26 with a transmission mount and driveshaft from the RB20DET Z31. Of course, you'll have to deal with custom wiring and run an RB26DETT ECU. Dry-sump oiling is certainly an option, but does require extensive amounts of custom plumbing. If you're planning on serious road or drag racing, a dry sump is definitely a good way to go. Hi-Octane Racing in Sydney, Australia has a complete bolt-on kit, but it is designed for the Skyline GT-Rs, although the system could work for your application with some modifications. And a lot of \$\$.

FIXING WHAT YOU BROKE

Eric Hsu Facts:

1. Eric Hsu can stand on no feet.
2. If you Google Eric Hsu, you'll break the Internet.
3. Eric Hsu can sit in a race car, and by pulling up on the sides of its driver's seat, lift it into the air.
4. Eric Hsu can turn left on red. There is nothing anyone can do about it.
5. The cars Eric tunes don't run on any particular race fuel. They run on pure fear.

Got a good tech question? Send it to Eric. Got one as bad as our Eric Hsu facts? Mark it "Anonymous."

questionit@importtuner.com



ERIC HSU
WWW.BEYONDTHEDYNO.COM/BLOGS/ERIC

PAINTING FOR PERFORMANCE

I own a '92 240SX with an SR20DET and a front-mount intercooler (FMIC). I've been contemplating using black radiator paint to provide a more stealthy appearance to my intercooler. Does radiator paint on an intercooler help dissipate heat, or would it inhibit heat transfer? If painting helps, why don't we see it more often?

-James Russell

Via Importtuner.com



I asked a hardcore physicist buddy and he said that you could waste weeks of time comparing the amount of heat emissivity coming off a part with a painted surfaces of various colors versus unpainted surfaces of various finishes, while viewing the results in the infrared light spectrum. He thinks you would probably find that the painted surface could potentially retain more heat depending on the type of paint, the finish of the paint, and the thickness of paint application. If any paint had a chance of working well, it might be flat black. It's kind of an engineer's wives tale that black conducts the most heat, and when viewed under a microscope, flat paints actually have the most surface area to do so. For maximum cooling, we came to the conclusion that you'd probably be best off with a raw aluminum surface that has been sand blasted for even more surface area (but would be more susceptible to stains due to the porosity of the surface), or—if you need to have that dark finish—an anodized black core. Overall, it's a grey area and I've never personally done any testing myself. My buddy believes there wouldn't be massive differences between painted surfaces of any specific color or various unpainted surfaces, unless the paint was specifically designed to retain heat (which isn't what you want). Instead of all this grey-area stuff that would take a whole lot of testing before coming to any kind of conclusion, why not purchase a high-quality intercooler core that performs at a superior level to begin with? After all, if you polish (or paint) a piece of crap, you still have a piece of crap.

RIDING ON RAILS

I drive a '98 Integra GSR with the factory front upper strut bar. I notice a lot of people in magazines and forums upgrade to more expensive, three-point bars and even the Type R strut bar. Is there any real benefit over the factory one, or is it mostly for show? I autocross and plan to road race in the near future and would like to increase my car's handling.

-Jamaul

Via Importtuner.com

Depending on how the three-point bar is anchored to the chassis, it could be effective or just for looks. If the third-point is anchored on the firewall but there's only a single layer of sheet metal securing the unit, it's highly unlikely that it's going to do anything but looking extra ricey. If the third-point bolts to a section of the firewall where there are multiple layers of steel that are spot welded together, then the third point might improve chassis stiffening to some degree. The factory GSR strut bar is pretty much a thin steel tube welded to stamped steel end pieces, which is probably better than nothing. The Type R bar has machined and welded ends that bolt to the strut towers and an extruded multi-section aluminum bar. I'd go for the Type R bar given the choice, since its construction appears to make the car stiffer and more effective than the factory GSR unit.

QUICK FIX

I drive a '92 Integra GSR, and I just ran into a bit of a problem after rebuilding the engine: The threads for the timing belt tensioner bolt hole are stripped. I was thinking about using a heli-coil and some thread lock to fix the problem. Will this hold or will I have to look into some other fix?

-Josh, Lathrop

Via Importtuner.com

Heli-coils are probably the best way to fix your threads and the good news is they're offered in many of the common threads found on Hondas, such as M6x1.0, M8x1.25, M10x1.25, M12x1.25, etc., and the inserts are offered in 1.0, 1.5, 2.0, 2.5, and 3x bolt diameters. The bad news is there isn't a whole lot of room between the frame rail/shock tower assembly and the tensioner bolt, so you may have to lower the engine assembly to perform the repairs. I recommend using Permatex or Loctite 242 "blue" for the job, since this is a bolt designed to be removed and installed with hand tools, and needs to be torqued to only 40 ft-lbs.



HORSEPOWER HUNGRY

I recently purchased a '94 Honda Del Sol with a D-series engine (not sure which one) that has a lot of mods, including a T04E turbo, custom billet aluminum FMIC, Tial 38mm wastegate, TurboXS blow-off valve, TurboXS boost controller, and a Tanabe exhaust. The engine makes good horsepower but I would really like to get more out of it by doing some internal modification like headwork, cams, and rods, but I'm really having a hard time finding the parts. My target goal is to make 420 hp and I am not concerned with the cost or time that would be involved with this build. Any recommendations or ideas of what I should do would be greatly appreciated.

-Jamie Garra

Via Importtuner.com

Contact the guys over at Bisimoto Engineering who have extensive experience with single-cam Honda engines and probably have all the parts you're looking for, such as cylinder heads, cams, valvetrain, etc. As for pistons and rods, you can try companies like JE, CP, BC, and Arias for components, or the guys over at Bisimoto may have their own custom design. You should contact your local tuner and see what ECU and fuel system components they recommend. Or if you're willing to handle the tuning yourself, contact the guys over at Hondata for an ECU solution.

LEGAL SHIPMENT

I recently moved to CA from New Zealand and sadly left my SR20DET-powered '77 Toyota Corolla KE30 behind. I want to bring it stateside but keep hitting dead-ends when addressing the legality of my engine. I'm aware that the SR is illegal over here, but heard a rumor that since my car is older than 25 years it may be exempt. My question is, is there any way I can get it here with that engine? Or would my best option be to put a different engine in, perhaps a rotary? Also, would I have to convert it to left-hand drive? Thanks for your time. I hope I can finally get my baby here!

-Marc

Via Importtuner.com

When it comes to engines, it had to have been certified by the EPA, or manufactured before emissions standards started to apply (1973) to have a chance of being legal in the U.S. Assuming the engine has EPA certification, for your car to be legal, the car needs to be in an unmodified state with the original engine, ECU, engine harness, and all the emissions devices and sensors that came with that year engine as well. Taking a look at your car—which is pretty damn nice by the way—my guess is that it will have no chance in hell of ever getting into the U.S. legally, as a street car. First and foremost because the SR20DET was never an EPA-certified engine in the U.S., second because an SR20DET was not manufactured before '73, and even using the 21-year car exemption, your car is most definitely not in an unmodified state. That's a shame because it's a damn nice car! For a complete document on vehicle importation, visit the EPA's website and download a .pdf document at www.epa.gov/OMS/imports/420b10027.pdf, or get in contact with the Specialty Equipment Market Association (SEMA)'s SEMA Action Network (SAN): www.semasan.com



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01



DROID2



01 One of the best all-purpose smartphones not made by Apple returns, upping the ante with a decent, if not groundbreaking, revamp. New additions include a brawnier 1GHz processor, more internal memory (8 GB, with microSD expansion also possible) and a better physical keyboard with raised keys. But what really stands out is the phone's compatibility with Adobe Flash websites for richer, more multimedia-enabled Web surfing, and the handset's ability to serve as a mobile WiFi hotspot for up to five devices.

Motorola / \$199.99 / www.motorola.com

02



03



04



05

02 YouRockGuitar

Lack the hand-eye coordination to play a real instrument? Try a digital axe that lets you leverage preset electronic sounds to fulfill your rock star fantasies. Compatible with games like *Guitar Hero* and *Rock Band* through optional cartridge add-ons, you can even connect it to your iPod or an actual amp to crank out the tunes. Over 24 included tracks help teach the basics of real-life shredding, though an ear for music and actual songwriting chops sadly don't come with purchase.

Inspired Instruments / \$199.99 / www.yourockguitar.com

03 ThinkSound ts02+mic

There are a whole lotta headphones out there promising a lot but delivering very little. They might look great, but sound like ... well, you know. Or vice-versa. But not ThinkSound. Their new ts02 headphones are the business. With a wooden housing for warm, organic sound reproduction, and a black/chocolate or silver/cherry finish for looks, the ts02s deliver where it counts. Your music will have a warm, clear resonance like you've never experienced, and the integrated mic (compatible with iPhone, Blackberry, iPad, etc) will keep you connected at all times.

ThinkSound / \$100 / www.thinksound.com

04 Haber "Nice" Sunglasses

Sunglasses aren't something we usually think about in terms of performance. But if you're really serious about driving—on the track, the street, wherever—they're really something you should have. Habers, especially. Haber's Corelex polarized ground and polished glass lenses are "available in light adjusting, photo-chromatic versions, which are designed to match color density to the prevailing light conditions." Whatever. They help you see better, and look good doing it. Go get some.

Haber / \$175.00 / www.habervision.com

05 Stylus Tough-8000

Regardless of whether you're scuba diving or hiking the Arctic wastes on vacation, it pays to pack a digital camera capable of coming along for the ride. Built like a tank, this ultra-rugged model—waterproof to 33 feet, capable of handling six-foot drops, impervious to subzero temperatures, and ready to resist 200 pounds of crushing pressure—makes a solid traveling companion. Whether beaten, hurled, or dunked, it keeps coming back, and even offers image stabilization to ward off quivering hands.

Olympus / \$379.99 / www.olympusamerica.com

06 EA Sports Active 2.0 ■■■□□

Sweating to physical diversions like *Dance Central* or *Sports Champions* is one way to torch those love handles. But for those too lazy to commit to a gym, this interactive personal trainer may prove a more effective way to drop a couple pants sizes. Shipping with its own heart rate monitor (hint: lay off those Red Bulls), it offers over 70 exercises from squats to lunges and thinly-disguised fat-fighting activities including boxing and mountain biking. Albeit less game than workout, it's still reasonably good belly-busting fun.

Electronic Arts / PS3, Wii, Xbox 360 / www.easports.com

07 Need for Speed: Hot Pursuit ■■■■□

Put the popular arcade racing series back on the fast lane to success by wisely emphasizing balls-to-the-wall, stomach-clenching police chase sequences instead of realistic showdowns. Hop behind the wheel as the po-po or an everyday thrill-seeker for solo or online exchanges, and you'll enjoy new social networking elements, which let you compare records, stats, and singular performances. Whether jamming radars, screwing with rivals' handling, or just flooring it with wild abandon, this one delivers ably on both mayhem and momentum, adding considerable miles to the gallon.

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



06



07



08



09

**CALL OF DUTY: BLACK OPS**

■■■■□

10 Rewinds the bestselling first-person shooter's historical timeline to the Cold War era, including battlefields like Cuba, Laos, and Vietnam, letting you blow the fatigues off adversaries using crossbows, customized assault rifles, and more. While the solo campaign entertains with its mix of clandestine missions, extensive online multiplayer options covering both head-to-head and co-op engagements are where the title truly shines. Pop it in and get ready to lock and load for weeks on end: Ventilating friends' twitching torsos never gets old.

Activision / PC, PlayStation 3, Wii, Xbox 360 / www.activision.com

08 Rock Band 3 ■■■■□

Get your groove on to dozens of chart-topping singles from Paramore's "Misery Business" to Stone Temple Pilots' "Plush." Eclectic track list aside—hundreds of past decades' top joints can also be downloaded—though, impresses more by adding support for MIDI keyboards and a Pro mode that teaches real musical techniques. Up to seven can tout guitar, drums, bass, or microphone accessories (including joining in three-part vocal harmonies) in time with on-screen prompts. Just be careful not to slam any plastic axes through your TV screen during the performance.

MTV Games / PS3, Wii, Xbox 360 / www.rockband.com

09 Fable III ■■■■□

Think fantasy role-playing on an immense scale, with a living, breathing medieval world yours to save or subjugate. From grizzled hero to just ruler of an entire kingdom, armchair heroes can define their own destiny as they travel exotic lands slaying monsters and hoarding treasure with the help of a canine companion. Though shooting, swordplay, and spell-craft take top billing, so too do storytelling and characterization, with ethical dilemmas presented at every turn, and lasting consequences tied to every action.

Microsoft / Xbox 360 / www.xbox.com



TEXT AND PHOTOS BY LUKE MUNNELL
TESTING BY LUKE MUNNELL AND SCOTT TSUNEISHI

Of all the celebrity deaths of 2009, Billy Mays' hit us the hardest. He may not have pioneered the moonwalk (Jacko), the electric guitar (Les Paul), or ways for a man to dance dirty with a woman without looking like he's wishing she was a man (Crazy Swayze), but he did make an honest buck from hustling. Semi-honest? OK, we'll give you that. Say what you will about the Jupiter Jack and Big City Slider Station never catching on, but OxiClean and the Tool Band-It

will always have a place in our garage.

This month we test one fly-by-late-night-infomercial product Billy is most known for: the Ding King. Billed as "The Secret Tool Body Shops Use", once Billy and the Ding King hit the screen, the home body repair scene would never be the same.

THE CLAIM: DIY DENT REMOVAL TOOLS REALLY WORK.

Tired of his '95 Civic DX refracting light like a scruffy black disco ball in bright sun, and too, um... "frugal" to pony up for proper bodywork and paint, when Senior Editor Scott Tsuneishi spotted the Ding King on the shelves of the local auto parts store, he snatched it up and prepared to wage war on bent metal.

The process of dent pulling with the Ding King is supposedly simple: find a dent, clean it with the included mystery solvent (comprised entirely of water, rubbing alcohol, and coloring), affix the "puller" to the dent with the supplied hot glue, slip the Ding King over the threads of the puller, and tighten with the supplied thumb screw until the dent is pulled out. Here's our first attempt:



Tightened no more than one full turn, the puller broke free from the hot glue—having absolutely no effect on our dent. We scraped the dried hot glue off the dent (it stuck great to painted metal) with the supplied squeegee and tried again. We switched to the smaller of two included pullers, and let a bit of hot glue flow over its outer surface during our second attempt, reasoning that once hard, it would help anchor the puller and allow us to pull out our dent.



When that didn't work, we completely engulfed the puller with excess hot glue and tried again:

When *that* didn't work, we switched to a different tool altogether: the DentOut, a tool similar to the Ding King, but one that includes an even smaller puller for the removal of smaller dents like ours. We repeated the set-up process and prepared to try once more:

Before we could even tighten the thumb-screw, the new puller released from the cured hot glue and fell to the ground, and we still had our dent, now surrounded by scratch marks from the repeated removal of the hot glue necessary for the process. **It.**

THE VERDICT:

FICTION

Even if the bond between the Ding King's puller and the subject car's surface was strong enough to endure the pulling process, we can't see how it would work perfectly. Metal stretches when it's bent, and in the case of dings

and dents—most of the time occurring on curved portions of metal—bringing body panels perfectly back to their original shape is impossible. With the proper tools, technique, and access to the underside of dents, paintless dent removal can have acceptable results. "Acceptable" being the operative word.

TEXT AND PHOTOS BY LUKE MUNNELL

'89 FC3S RX-7



JRX 20B T88 FC3S RX-7

CODE TALK FOR IMPORT POWER



It's a warm July evening in Irwindale, CA, and Toyota Speedway is lit bright as day. It's Thursday and the thunder of revving V-8s blasting eighth-mile passes at the weekly Test and Tune session can be heard for miles around with the same intensity as it can be felt up close. I've been there many times before, watching tuned imports run side-by-side with these domestic rivals (and usually faster), but tonight I only catch a glimpse of it from the 605 freeway. Tonight I have more pressing engagements in Irwindale.



I roll a few miles past the legendary "House of Drift" to the parking lot of JRX Rotary, where in front of a huge bay door entrance stands Juni Asuncion, backlit by a mix of fluorescent lights and the intermittent sparks and welding flash of a shop that never sleeps. It's his place, at about 7:30 p.m., and he's only halfway through his work day.

Juni stands over six feet tall, with the athletic frame of a Major League pitcher. Eternally of a calm demeanor, he speaks with a confident voice, collected and concise with his words. He admittedly avoids the spotlight, and as an I.T. professional in a previous life, possesses far more broad-spectrum knowledge than he lets on. With sunglasses on and a cigarette lit, one might take him for a total badass if not for the fact that approachability and customer service are two of his strongest, hidden attributes. "Park wherever you can find a spot," he tells me, pausing his phone conversation to do so. "He should be bringing it around any minute." And then with a grin, "Walk up toward the street. I'll tell him to get on it."

No sooner do I get in position that I hear it. Approaching in the opposite direction of raspy four-cylinders and growling small blocks heading off to wage war at the strip, a coalescence of confused engine tenor fills the air. First, an exhaust note similar to that of a muffled, high-revving Ferrari V-6 grows in the distance. The unmis-

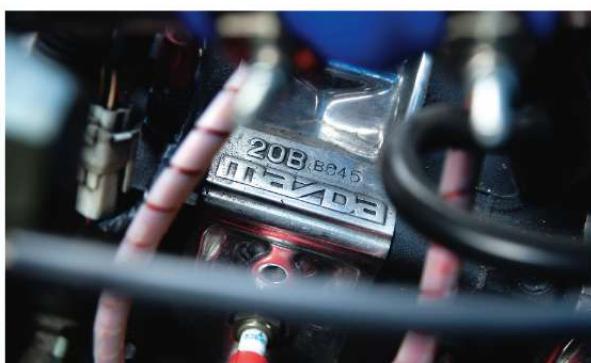
takable crack of pressurized air exiting a blow-off valve at throttle let-off cuts through it, followed by the rushing sound of boost building under a floored throttle as the beast nears—sonar evidence of turbocharging in the mix. Then, within sight if not for the white glare of HIDs, the scream of what sounds like a belt-driven supercharger straining to keep pace with five-digit rpm commands attention as a bright blue blur flies past at what seems like triple-digit speeds, its automotive symphony playing in reverse as it disappears from sight.

"There it goes," utters Juni with a casual nod.

"WTF was that thing?!" I shout across the parking lot. He just stays in his spot and lets out a laugh.

As I walk back to demand answers, the owner of a Lamborghini-blue FC RX-7—endlessly clean and slammed on flush-fitting, polished, 19-inch SSRs—parks his ride and wanders off to the adjacent body shop to chat with its crew. "That's Anderson, the owner," Juni tells me. My mind floods with a thousand questions for him: "Where do you live? What do you do for a living? How much friggin' money did you sink into this thing?!" Juni can sense it. "He's a cool cat, but it's probably best to let him do his thing," he says with another nod in Anderson's direction. "Come on, I'll tell you everything you need to know."

Juni and the JRX team are responsible for nearly every proper modification made to this beast. Keyword being "proper", because it wasn't always this clean. "Anderson had been to a few shops before finding us," Juni begins, "and it was a mess when he brought it here." Popping the hood reveals the source of the audio amalgamation heard earlier: a 20B three-rotor engine and T88 turbocharger, good for just over 600 hp at the wheels. "The engine was installed at a previous shop," he says, casually. "But Anderson left them after they messed up his



V-mount and filled the engine with used oil to get it out the door." The V-mount—which was more like an "H-mount" as Juni described it—now consists of a Koyo radiator and custom intercooler core, end tanks, and plumbing, properly set up to maximize cooling efficiency. In between the new setup and the 20B I find the source of the belt-driven whine I couldn't identify earlier: a ribbed Gilmer-drive belt and pulley set for the crank, alternator, and water pump, added to eliminate slipping in peripherals that can barely keep pace with one of the fastest-revving engines in production.

"We ended up re-doing the mounts, wiring, V-mount and piping, turbocharger, tuning ..." Juni continues. "Everything." Juni tore the 20B apart while it was out during motor mount fabrication and machined its stock rotors to accept Hurley ceramic apex seals. He custom fabbed a manifold to attach the giant T88, along with a turbo-back exhaust and wastegate dump, and polished every bit of aluminum he could find underhood. An Earl's oil cooler was wisely thrown in, the fuel system was upgraded, and the whole mix was tuned in-house with a tried-and-true Microtech LT12s; it's a rotary thing, in case you're wondering.

Mated to the 20B—which is native only to the automatic '90-'95 Mazda Cosmo of Japan—is the FC's stock Turbo II five-speed transmission, adapted by Juni to fit, and reinforced with an Exedy triple-plate clutch and flywheel. The FC's factory driveshaft (also adapted in house) and rear-end were also retained, but the suspension is a lot less stock. Tein Flex coilovers form the base of the makeover, followed by a complete suspension bushing upgrade and the addition of a Racing Beat rear sway bar, custom front sway bar, and an Autopower roll cage, with Rotora four-piston brakes and lines rounding out the footwork—perfect upgrades for a fast street car.





The interior sees the requisite Recaro bucket seats, harnesses, and Momo odds and ends, but also a few surprises: a Microtech DASH display unit and trio of Defi/AEM gauges custom-mounted in the center console, positioned just above a Kenwood head unit that tastefully contrasts an otherwise full Memphis Audio I.C.E. system. But behind the driver's seat are the real goodies: an Aeromotive high-flow fuel pump, custom swirl pot, and reservoir for the AEM water/methanol injection system Juni installed as the FC's final mod (to date, anyway). "It's not a track car; it's a street car," Juni advises. "It could make a good track car, but that's not what it was built for."

Anderson strolls back to his car as Juni and I finish our conversation, and despite my better judgment, I quiz him on his background information. He's an L.A. O.G. who's been in the scene since building his first car—an '85 RX-7 now being re-worked by Juni—for the infamous Sylmar street races back in the day. His business is his business, and while he's every bit as friendly and genuine as Juni, I get the impression that I wouldn't want to cross him. Our conversation begins to die down as he answers a question I hadn't yet asked. "Now that the car's done, I really don't know what else to do with it." And, as if on cue at the end of his words, one last built V-8 rumbles past and he and Juni exchange an understanding grin. "The first thing I'm gonna do is give those f-ers a run for their money!" **It**

BEHIND THE BUILD

NAME
ANDERSON CHENG

AGE.
32

HOMETOWN.
LOS ANGELES, CA

OCCUPATION.
UNSTATED

BUILD TIME.
TWO YEARS

FEEDBACK.
JRXENGINEERING@GMAIL.COM

HOBBIES.
THIS IS IT!

QUOTE.

"IT'S A ROTARY THING . . . YOU
WOULDNT UNDERSTAND."

'89 FC3S RX-7

OUTPUT: 600 WHP @ 14 PSI

ENGINE 20B conversion; Hurley ceramic apex seals; custom porting; Precision T88 turbocharger; AEM water/methanol injection system; HKS blow-off valve, wastegate; Greddy Profc B-Spec II boost controller; Gilmer-drive accessory pulley system; Koyo radiator; Spal fans; Earl's oil cooler; custom turbo manifold, downpipe, V-mount radiator/intercooler system, intercooler piping, velocity stack, oil catch can, radiator overflow, AN fittings/lines; Microtech LT12s engine management system; Bosch ignition; NGK plugs; RC Engineering 850cc/1,600cc fuel injectors; Aeromotive fuel pressure regulator, inline fuel pump; Walbro in-tank 255Lph fuel pump; custom fuel rail

DRIVETRAIN Exedy twin-plate clutch, flywheel
SUSPENSION Tein Flex coilovers; custom front sway bar; Racing Beat rear sway bar; Autopower roll cage

WHEELS/TIRES SSR Professor SP1 wheels (19x9.5 +25mm front, 19x10.5 +28mm rear); Yokohama S-Drive tires (245/35-19 front, 285/30-19 rear)

TIRES Rota four-piston front brakes, custom stainless steel brake lines

EXTERIOR Shine Auto Project front bumper, rear bumper, side skirts; JRX Wangan carbon fiber wing; Lamborghini blue paint, applied by Zoom Tires

INTERIOR Recaro Speed seats; Momo Tuner steering wheel, shift knob, e-brake handle

ELECTRONICS Defi gauges (oil pressure, water temp, boost, tach); AEM UEGO, Microtech Dash display; Ignited engine start button; Kenwood KDC-MP638U head unit; Memphis Audio Power Referee amplifiers (x2), door speakers (x2), subwoofers (x2), wiring

GRATITUDE JRX Rotary, Advance Speed Shop, Zoom tires, Memphis Car Audio

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Formula D Diaries

A DAY IN THE LIFE OF A DRIFTER

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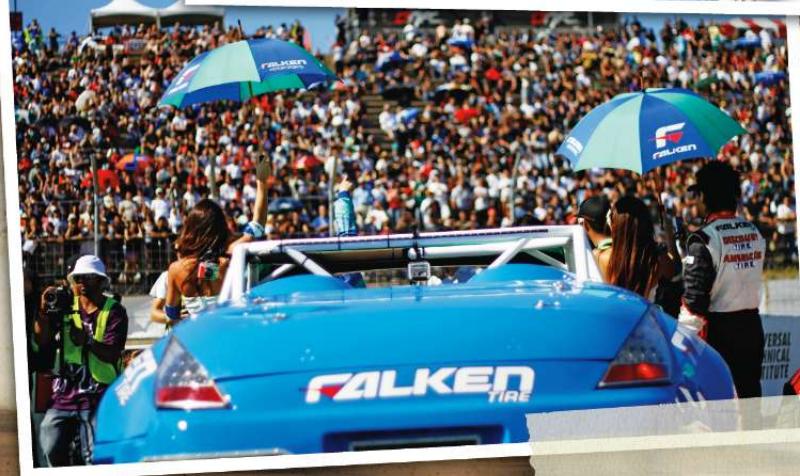
TEXT BY DREW FARRINGTON AND
THE DRIFTERS

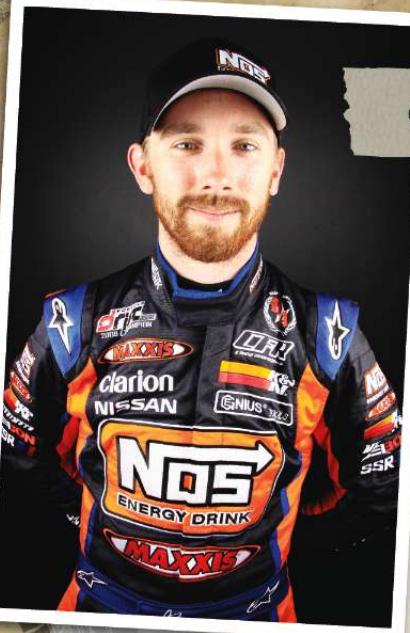
PHOTOS BY J. MARTINEZ,
JOHN PANGILINAN, CARTER JUNG

CHAPTER 6: SONOMA, CA



The 2010 Formula D season is coming to a close, with the penultimate event held September 10-11 at Infineon Raceway in Sonoma, CA. It's the heart of wine country—sleepy, quiet, laid-back, but for these lords of lateral labor, it was anything but. The battle for First is still very much alive, and who will stand on those three podium steps is anyone's guess.





Chris Forsberg

It's not looking like last year's champ will be repeating this year. But that's not going to stop Chris Forsberg from fighting tooth and nail for every single match-up. And that's why everybody loves him—he's passionate to the end. That, and the fact that he's a super cool dude; a real class act. He's the nicest guy who'll ever kick your ass drifting.

Sonoma was a short weekend in comparison to all our other events, being that it is just a short drive up to San Fran, and Thursday practice wasn't available at this track like at the others. That being said, I'm glad we debuted our new Nissan Motorsports engine at the previous round in Vegas because we would not have had the time to make adjustments with the few runs we had on Friday before Qualifying.

Our first lap of Qualifying is always pretty straightforward—push hard, get a clean run in, and go nuts on the second lap. However, our first pass put us in Second place, and held all the way through the second round! I still pushed hard on the second run, trying for a backwards entry, but went slightly off course and threw off the run, along with our hopes for claiming the top qualifying spot.

But landing in the second spot put us in a great position for tandem, because we would pretty much be leading first in all our runs. Our first match-up was with Matt Field, who is a rookie to Formula Drift this year. He was driving the course very well for his first time out, but made a few mistakes on his lead run, which gave us the win to move onto Top 16. Our next pairing was against my Drift Alliance brother Joon Maeng. His new ride with Bergenholz Racing has proven helpful to his recent success. He has adapted to the new car rather well and has been much higher in the rankings since he parked his Nissan S13. Our first run was smooth and simple. I lead and stuck to my line. I knew Joon's driving style was similar to mine, so on the chase run I pushed to drive close and not let his car get away from ours. We stuck together through the course and took the win. Our third match-up was with James Deane. He was driving very well and had a high entry speed. We both ran a good lead run and close chase runs, so the judges ruled a One More Time. Our next lead run was solid and James stayed



close behind, so to get an advantage, I would have to get even closer. On my chase run, I entered into the first corner with only a few feet between our cars. I was able to slowly pull in closer to his car through the braking zone, and with only inches between our fenders, we both jumped to the throttle and cleared the rest of the course. The judges gave me the win! We were now in the Final Four.

After we cooled the car down and got back to the start line, I was told we'd be facing Vaughn Gittin Jr. in the Semi-Finals. After I had a moment to think, I realized that the two of us weren't the only Drift Alliance members still remaining; Ryan Tuerck had also reached the Semis. Holy crap, it could be a podium sweep! The only thing standing between us and our longtime dream of having the three of us up there together was Tanner Foust. It would be no easy task, being that he would have to lose twice. Tuerck ran through the course and won his round, putting Tanner in the consolation spot, which meant it would be either JR or myself who would have to face Tanner for that last step on the podium. I led against JR with a solid, clean run. On the follow, I wanted to keep the gaps close to insure my win. As we entered into the course and started to slow down, I realized that we were both on the brakes pretty hard. At this point, I tried to follow JR as best as I could. He dropped into the dirt on the outer clipping point, and I did the same. But my car spun to a stop, which gave Vaughn the win. Now it was up to me to defeat Tanner.

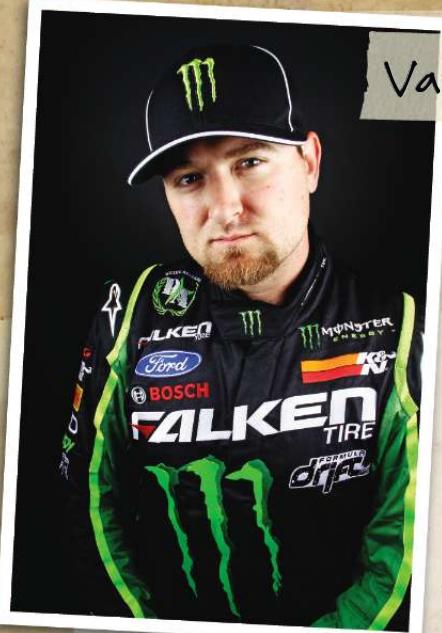
Tanner's car is fast, so I tried to beat him with angle; my first pass I threw the car as hard as I could and went past the lock, sliding into the first corner with all four tires screaming. I was able to pull the car out and continued through the course! This was about as hard as I could run the Sonoma course, but on the follow run, Tanner pulled a couple car lengths on me as we entered into the first corner. I was unable to catch up and remained about three car lengths behind for the entire run. The judges rightly gave Tanner the win and I took Fourth—an awesome finish that I would be super happy with in any other circumstance, but I have to admit, I was sad to see us get so close to sweeping the podium only to miss it. We'll get 'em next time!

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Vaughn Gittin, Jr.

Vaughn Gittin Jr. is killing it this year. He holds the points lead going into the final event, and with Dai only a few points behind, he has no intention of conceding anything. Falken's poster child, JR, along with his beast of a Mustang, came to Sonoma ready to give it his all. Can he bring his "A" game? Is he in it to win it? Can he leave it all on the track? Is there truth to the rumors that his hat size has increased alongside it all? These and

other hackneyed sports questions are answered below.

What a crazy weekend—where do I even start? Heading into Sonoma still leading the Formula Drift series in points felt incredible. However, this event was very important in the chase, with Dai nipping at my heals and Tanner still within reach. I knew I had to bring my "A" game and not let them gain any points on me. During practice my team and I got the Mustang dialed in. My first battle was with Ken Gushi, which was kind of ironic because he used to drive a Mustang as well. It was a good battle, but in the end I came out victorious.

In the Top 16 I was paired up against Dean Kearney; this was the first time I had ever battled him. On the first run he spun behind me, and on the second run he parked it at the first clipping point for some unknown reason, forcing me to hit him. The judges reviewed the tape and unanimously agreed it was his fault for slowing down too much. I moved on to the Great Eight to battle Frederic Aasbo.

Aasbo is a killer. We battled twice this year and my record against him is one win and one loss. I wasn't letting him have it this



time! I stuck to his door like glue when following and was able to pull a large gap when leading. At the final clip, I knew I had won and the judges confirmed!

I was moving onto the Final Four to battle my Drift Alliance brother and 2009 Champion Chris Forsberg. We hadn't had a good, clean, heads-up battle. I knew I had to do something serious to advance from this battle. I entered inches from his door and he carried a great, aggressive, fast line for the entire course. I was able to stay right with him. When I led I entered hard and fast; Chris followed me in a bit faster. I dropped two tires and he went a bit deeper than me, causing him to spin and allowing me to advance into the Finals to face another Drift Alliance brother—Ryan Tuerck.

Tuerck was on fire all weekend. He even knocked out Dai early, which made me extremely happy. Hey, if I can't do it myself, I'm glad one of my bros can show me up and do it! I knew I had a serious battle on my hands. I have battled and beat Tuerck three times this year and I was determined not to let it change this round. I chased him in so close I thought we were going to hit multiple times, but because he is such a clean, "go hard" kind of driver, it all worked out. When I led, I was able to pull a slight gap on him.

I knew it was going to be a close call but when we were brought up in front of the audience and my name was announced, I literally fell to the ground and started screaming. This season has simply been unbelievable. ASD has done an amazing job on the 2011 Monster Energy/Falken Tire Ford Mustang and our communication and process for attacking events is incredible. We are still leading the Championship and I do not want to wake up from this dream I have been living since April! See you in Irwindale! 

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Round 6 Results

SONOMA PODIUM:

1. Vaughn Gittin, Jr.
2. Ryan Tuerck
3. Tanner Foust

OVERALL STANDINGS:

1. Vaughn Gittin Jr.
2. Daijiro Yoshihara
3. Tanner Foust
4. Ryan Tuerck
5. Darren McNamara
6. Chris Forsberg
7. Rhys Millen
8. Tyler McQuarrie
9. Samuel Hubinette
10. Michihiro Takatori

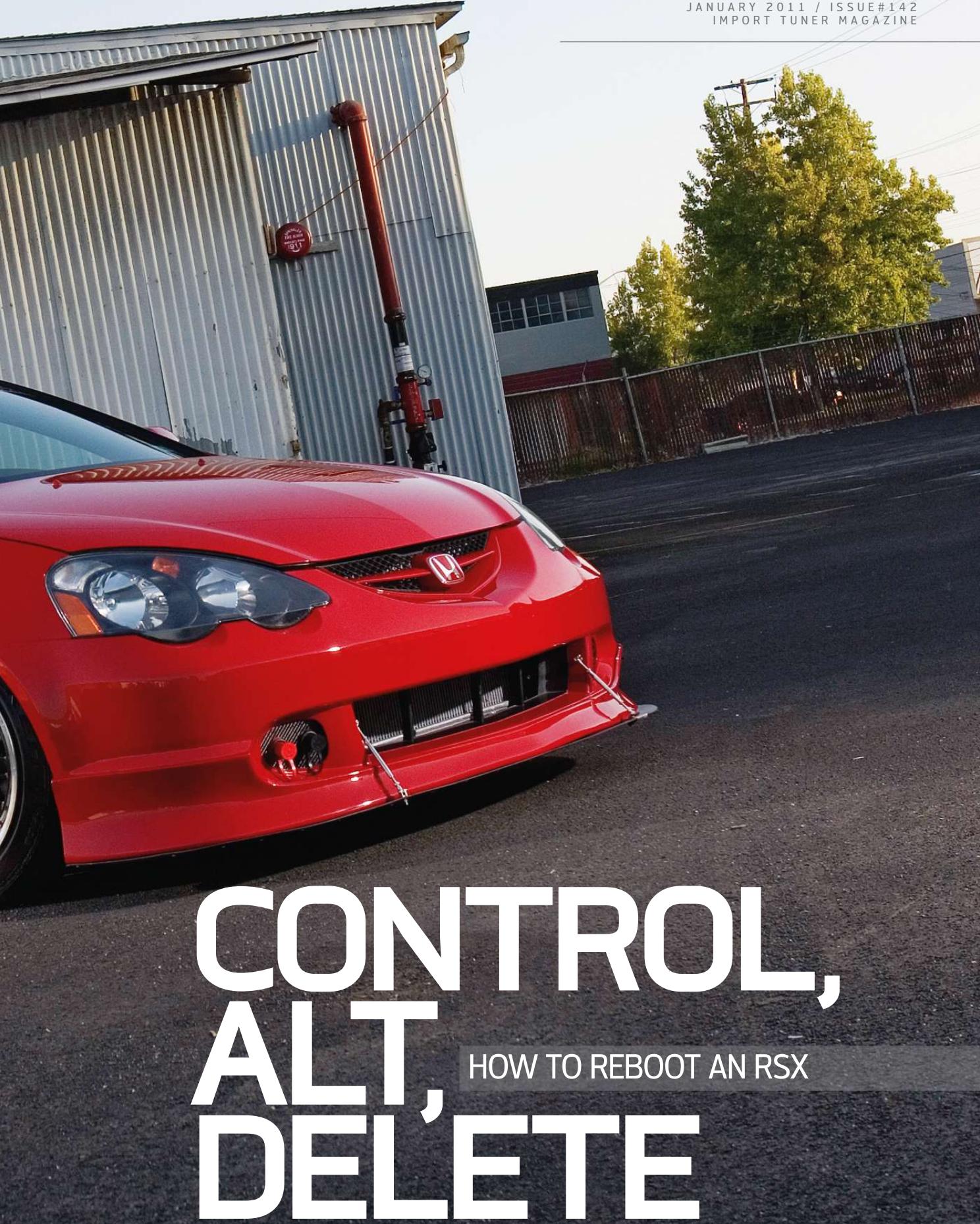






Radios are for wimps. Kyle Dick hasn't exactly said that, but looking at his 2004 Acura RSX Type-S, all stripped out and ready for the track, it might be what he's thinking. Or perhaps it's because he couldn't hear it anyway, once every piece of the sound deadening material had been jettisoned.

In any case, this contrarian attitude of taking a street car and ripping out all the creature comforts is something to be encouraged. "It was a no-brainer to start modifying it," says Kyle. "I've always liked modding cars. But I wanted to do something different, something that no other RSX owner had done."



CONTROL, ALT, DELETE

HOW TO REBOOT AN RSX



THIS CONTRARIAN ATTITUDE OF TAKING A STREET CAR AND RIPPING OUT ALL THE CREATURE COMFORTS IS SOMETHING TO BE ENCOURAGED.



So why buy this car when an Integra Type R would have meant less stuff to throw away? "I was looking at a DC2, but ended up going with the RSX because it was newer. And safer, theft-wise," says Kyle, who makes a habit of going against the grain. "My friends were into Hondas, but I was a Mitsubishi guy." He has owned a '99 Eclipse GTS and a '91 3000GT with the VR4 engine, perhaps not the best cars to stop him from defecting to the big H.

Kyle started the build while he was still a student, short on cash and stuck for time, so phase one was done piece by piece. The first thing to break the OEM spell was an Injen cold air intake, followed by an RBC intake manifold (a Civic model). Then a DC Sports race header was connected up to a custom "LCA dump" exhaust (so-called because it dumps just before the lower control arm).

Once he got into his stride, though (and got a job as a sales associate), the engine bay took on a whole new aspect. Although he kept away from the internals of this venerable K20A2 2.0-liter four, Kyle decided that laugh-

ing gas would be just the kind of fun he was looking for: nitrous oxide, supplied by an NOS 75-shot direct-port system. To keep up with demand, in went an Aeromotive fuel regulator and a BDL fuel rail, all modulated by a Hondata K-Pro management system.

However, there was a whole lot of tidying up and decorating to do. Both the battery and fuse box were relocated (the former to somewhere near the passenger-side inner front bumper, the latter to the glovebox). The brake lines were re-routed, and stainless lines with AN fittings were used in place of rubber hose. Then it was off to the chrome plating shop to prettify the T-bracket, valve cover, intake manifold and various sundry items. And then the bay was painted in custom copper as a finishing touch.

Kyle definitely came to the conclusion that air conditioning (despite living in California) and power steering were for wimps. He even ditched the ABS, which might just be a delete too far, but we'll have to trust that this 22-year-old knows what he's doing. Well, him and his much-appreciated partner in wrenching, Mando Molina, who has been involved in virtually every aspect of this build. "Without his help, the car wouldn't be the way it is," says Kyle.

The only problems so far have been in relation to the wiring. To fix them, "I just traced the wires," Kyle says. "Patience can go a long way. Just take your time with everything, and make sure you have it right."



That approach must also have paid dividends when installing the suspension, fitted by "mostly me, with the help of a few friends here and there," says Kyle. Koni yellow shocks team up with Ground Control coilovers, accompanied by a Mugen front strut brace and rear mid bar, a J's Racing rear strut brace, Cusco B-pillar side bars, and an Autopower four-point roll cage. Kyle also went with a Carbing rear upper tie bar, a Comptech rear lower tie bar and Function7 lower control arms. Apart from now being extremely rigid, the car sits about 3.5 inches closer to the ground than stock, "as low as the chassis will allow," he says.

Those 17-inch Volk Racing GT-U rims (discontinued, sadly) take us back in time to the first part of the build. Kyle has them nine inches wide at the front and eight inches wide at the back. They've been running 35mm offsets and Falken Azenis RT615 tires, sized 225/45. No need to change them.

Unlike Acura's drafting compass emblems on the bodywork. It must have appealed to Kyle's sense of humor to swap them for JDM Honda badges. The bumpers, side skirts and rear wing are also Honda Type R, along with a custom-made front splitter, all resplendent in Milano Red. Illumination comes in the form of an 8,000K Xenon Depot high-intensity discharge (HID) headlight conversion kit.

To describe the interior, perhaps it might be easier to leave a paragraph-sized blank, since there's a similar lack of features where the RSX's cabin used to be. Rear seats? Gone. Carpets? Gone, the bare metal floor now painted the same copper

hue as the engine bay. At least there's a suede headliner. All else that remains are a couple of Status front seats, an OMP steering wheel, harnesses, and pedals, a Skunk2 shifter, a Mugen steering wheel hub, a Type R instrument cluster, JDM Honda door panels (in red) and a custom-made switch panel.

The end result is the product of a singular vision. "Many times I would find myself trying to go a different route with some aspect," says Kyle. "Because it would be faster. But I would stop myself and ask if that was what I really wanted to do. And I would always end up waiting that little bit longer to do exactly what I wanted."

Most guys tend to give a shout out to their posse when it's time say thanks. Refreshingly, Kyle wants to extend his gratitude to his parents and grandparents. Not that this is really the end, even after paying \$17,000 for the car and sinking another \$12,000 into the build. "The car is nowhere near complete. I'll enjoy it for now and start modifying again when I get bored." Once it gets on the track, boredom should still be a long way off. **it.**

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at www.importtuner.com to chat about this feature vehicle

BEHIND THE BUILD

NAME.
KYLE DICK

AGE.
21

HOMETOWN.
ESCALON, CA

OCCUPATION.
SALES ASSOCIATE

BUILD TIME.
ONE YEAR

FEEDBACK.
VIA CARRIER PIGEON

HOBBIES.
SNOWBOARDING, PLAYING MUSIC,
DRAWING, BOWLING

QUOTE.
"WORKING ON IT WITH MY BUD,
MANDO, FROM MORNING 'TIL NIGHT.
DEFINITELY GOOD TIMES."



'04 ACURA RSX TYPE-S

OUTPUT: 285WHP ESTIMATED

ENGINE Injen cold air intake; custom "LCA dump" exhaust; RBC intake manifold; DC Sports race header; Aeromotive fuel regulator; BDL fuel rail; Honda K-Pro ECU; Mishimoto all-aluminum radiator; Samco Sport hoses; NOS 75-shot direct-port system

SUSPENSION Koni Yellow shock absorbers; Ground Control springs; Mugen front strut brace, rear mid bar; J's Racing rear strut brace; Function7 lower control arms; Comptech rear lower tie bar, Carbining rear upper tie bar; Cusco B-pillar side bars; Autopower four-point roll cage

WHEELS/TIRES Volk Racing GT-U wheels, 17x9 +35mm offset (front), 17x8 +35mm offset (rear); Falken Azenis RT615 tires, 225/45 (front & rear)

EXTERIOR JDM Honda Type R front and rear bumpers, side skirts, rear wing, badges; custom front splitter; Xenondepot HID 8,000K headlight conversion kit; Milano Red paint

INTERIOR Status front seats; JDM red door panels; Skunk2 shift knob; OMP steering wheel, pedals, harnesses; Mugen steering wheel hub; Honda Type R instrument cluster; custom switch panel

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Geo Metro Prizm Storm	Mercedes C-Class CLK-Class E-Class S-Class SL-Class SLK-Class	Saturn ION SC SC2 SL	BAYSON R 03-07 Accord
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Buick Regal Riviera Skylark Somerset	Mitsubishi 3000GT Diamante Eclipse Evolution Galant Lancer Mirage	Subaru Impreza Legacy	Buddy Club 02-04 RSX
Cadillac CTS Eldorado Seville	Hyundai Accent Elantra Sonata Tiburon	Suzuki Aero Sidekick Swift	carbon creations 03-Up 350z
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Chrysler 300 Cirrus Concorde Lebaron Neon PT Cruiser Sebring	Jaguar S-Type	Mitsubishi 3000GT Diamante Eclipse Evolution Galant Lancer Mirage	VFiber™ 05-Up Mustang
Nissan 200sx 240sx 300zx 350Z Altima Maxima NX Sentra	Oldsmobile Alero Aurora Cutlass Intrigue	Nissan 200sx 240sx 300zx 350Z Altima Maxima NX Sentra	04-06 Mitsubishi Lancer
Lexus ES300 GS IS300 LS SC	Plymouth Breeze Laser Neon	VW Beetle Corrado Golf Jetta Passat	93-03 Camaro
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Cadillac CTS Eldorado Seville	Kia Sephia Spectra	Mercury Capri Cougar Tracer	Mercury Galant Lancer Mirage	Scion tC xA xB	Pontiac Grand Am Grand Prix Firebird Trans Am GTO Sunfire Sunfire Vibe	Suzuki Aero Toyota Camry Celica Corolla Echo Matrix MR2 Solara Supra Yaris
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Acura CL		Hyundai Tiburon	Mitsubishi Lancer	Nissan 240SX	Subaru Impreza
Acura Integra		Infiniti G20	Mitsubishi Lancer	Nissan 300ZX	Subaru Legacy
Acura Legend		Infiniti G35	Nissan 350Z	Nissan Altima	Suzuki Aerio
Acura NSX		Infiniti Q45	Nissan 350Z	Nissan Maxima	Toyota Camry
Acura RSX		Lexus ES	Nissan Maxima	Toyota Celica	Toyota Corolla
Acura TL		Lexus GS	Nissan Maxima	Toyota Corolla	Toyota Matrix
Acura TSX		Lexus IS	Nissan Maxima	Toyota MR2	Toyota Paseo
Acura Neon		Lexus LS	Nissan Maxima	Pontiac Firebird	Toyota Solara
Acura Vigor		Lexus RX	Nissan Maxima	Pontiac Grand Am	Toyota Supra
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The "right" way to build a car. The eternally undefined quest of automotive purists. Die-hard performance nuts regularly slam the show community for the excessive camber and wheel offset, utility racks, or ground-scraping ride height modifications that, they'd argue, hinder performance. But the show crowd couldn't care less—they're building strictly for style, many times to agitate those they feel take performance too seriously. Considering the job they do to that extent, it wouldn't be wrong to say they're building their cars "right". But such is the case in matters of subjectivity, where personal taste dictates the verdict. But the guidelines are clearer with performance builds, in which achievements of "fastest", "quickest", and "most powerful" are quantifiable boundaries to be broken—and if you're not doing it, you're doing it wrong. This month we bring you two contrasting performance builds, as different in their platforms and modification as in the culture each represents and the 6,700-odd miles between them, yet bound by their creators' shared drive for perfection. The bar for "right" has just been raised.



EAST VS. FAR EAST

A WORLD APART, SOME
THINGS ARE UNIVERSAL





What you see here is the rolling embodiment of Japanese work ethic and discipline. This red R34 Skyline GT-R is possibly the most awe-inspiring time-attack car in Japan, and may soon prove to be the fastest. Behind this project is Hiroya Jin, a man who has a deep love for the Skyline GT-R, and who has invested well over \$300,000 into this one to achieve one goal: to debut it at *Rev Speed Magazine's* Tsukuba Super Battle, and lap the circuit faster than any other production-bodied car ever has—including the MSpeed R34 Skyline GT-R, the HKS CT230R Lancer EVO, and the reigning champ: the Cyber EVO.



BEAST OF THE EAST

GARAGE ITO/PRO STOCK RACING TIME-ATTACK R34 SKYLINE GT-R

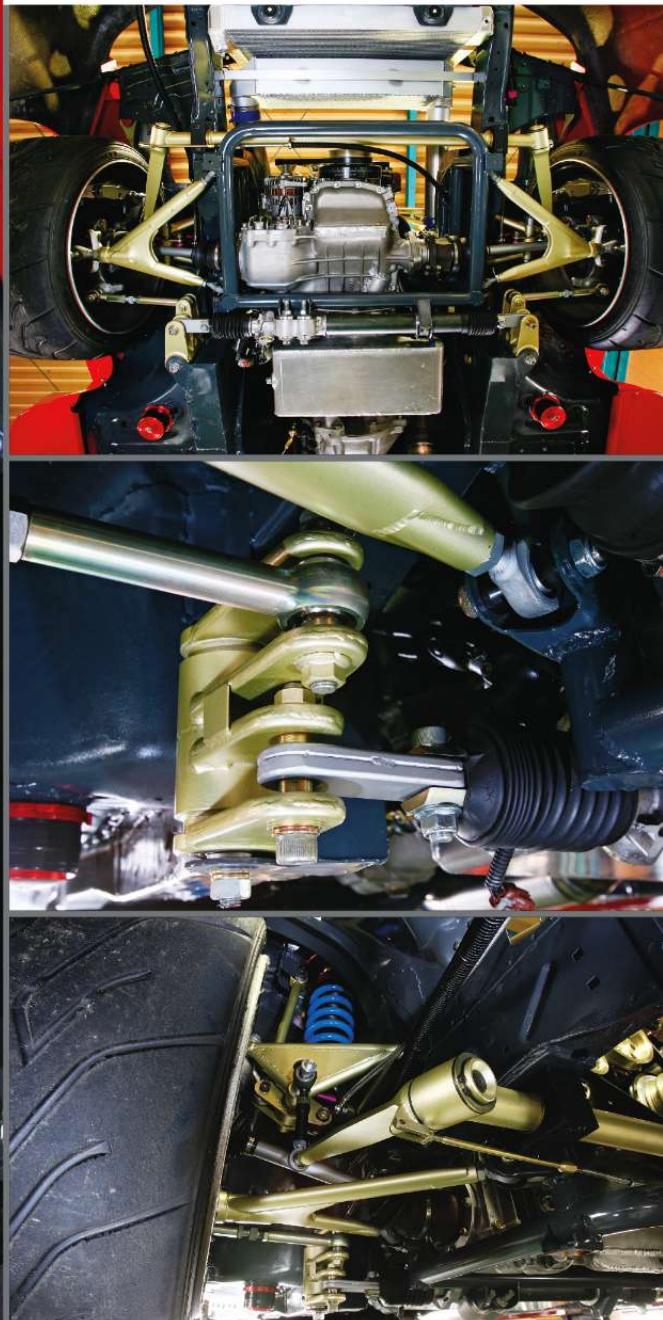
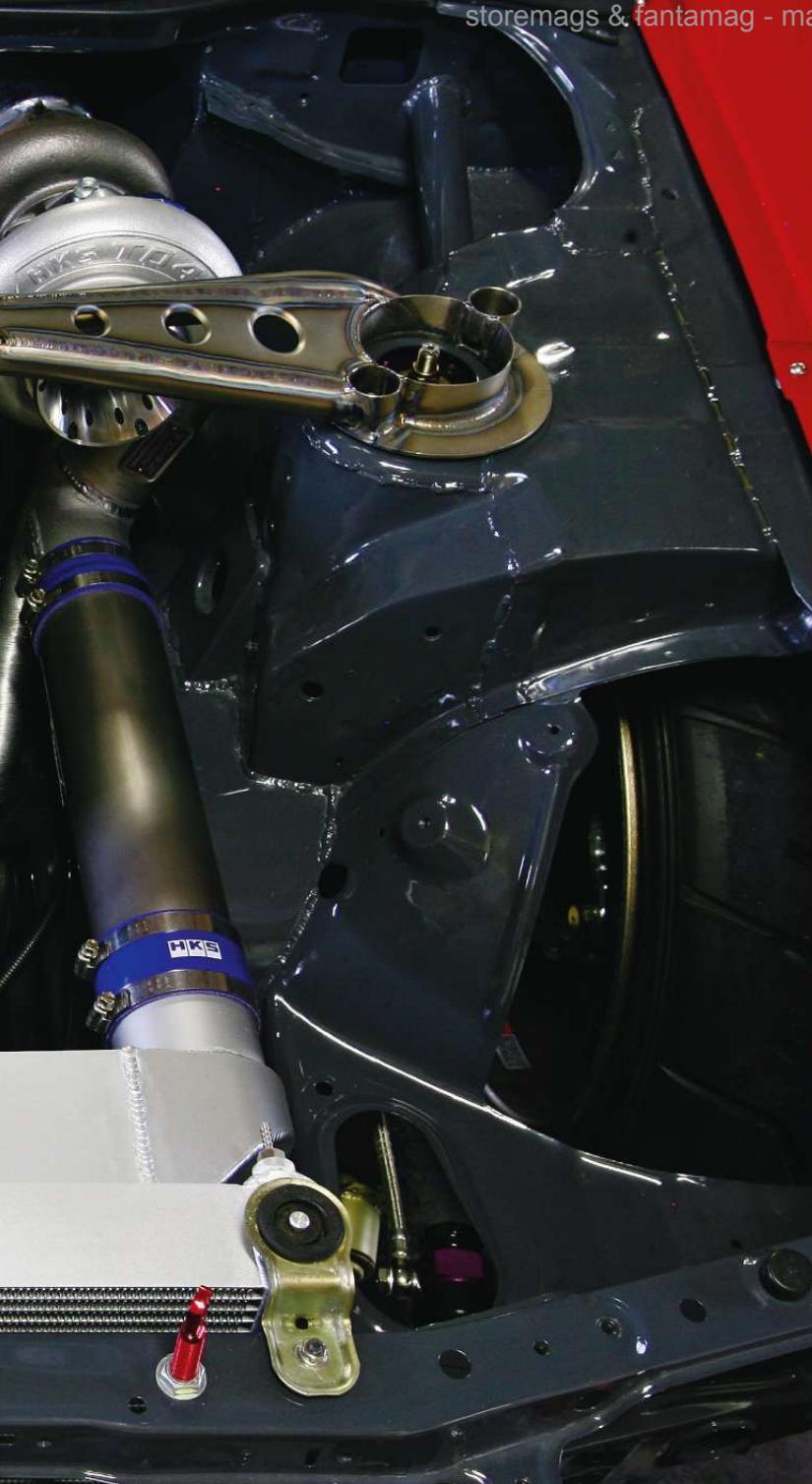


Whereas the American prerogative has nearly always been to intimidate and out-muscle enemies, defeating competitors with brute force, the Japanese have been known to topple their foe with planning, patience, and strategy. From the sidelines, Jin-san watched four of the aforementioned annual time-attack title fights come and go—waiting, examining the competition, learning from their victories and defeats, incorporating aspects of winning teams' builds into his own, and meticulously perfecting them. About the finished product on these pages (which, admittedly, may not yet be finished), Jin-san only offers, “There was no compromise. What needed to be done was done, and if it doesn’t earn us victory, we will be back until we get it.” Determination like that is hard to beat.

The most impressive facet of this car is the one rarely

seen. We all know that a fast circuit car needs a lot of trick suspension parts, but what has gone on under this car is simply insane. With the help of Garage Ito and Ikeya Formula, the stock front and rear multilink suspension setups were replaced entirely by custom-fabricated subframes and double-wishbone systems. In the front, the upper arms use custom mounting points along a modified and reinforced suspension turret, while the lower arms are fixed to the new subframe. The stabilizer bar has been fixed to the upper arms via a custom linkage that's fully adjustable from the driver's seat. The steering column was relocated and actuates custom pillow-ball arms via a one-off pivot. The rear is even more intricate, as the subframe acts as the anchor for both the upper and lower arms. The lower damper mounts are fixed onto the factory hubs, while the tension rods are—like the arms—fixed to the subframe. Like at the front, we find adjustable stabilizer bars—necessary to give the best possible scope for fine-tuning performance on the track.

The braking system is absolutely top-shelf. Massive RDD two-piece floating rotors and Brembo magnesium-alloy six- and four-piston calipers replace front and rear



stock, mounted on billet RDD brackets. This setup not only offers massive holding power, but thanks to the exotic materials used, reduces unsprung weight to further aid in acceleration and braking, and reduces corner weight to allow custom-valved Quantum dampers to perform their best.

The base car for this project was an R34 V-Spec II N1, a car that already benefits from a lighter curb weight. Even so, the chassis was completely stripped, spot welded, and reinforced in strategic points. Furthermore, a lot of work went into cutting the front and rear sections of unibody, which was needed to accommodate the custom subframes, and to save a bit of weight. A full roll cage was welded inside the interior and braced/gusseted to the pillars where needed. A smaller subframe was also built inside the trunk area to act as a solid mounting point for the adjustable carbon rear wing.

To compensate for the weight and length of the Skyline's straight-six, Garage Ito's Ito-san relocated the engine and transmission mounting points a massive 20 cm rearward. Sounds like a simple enough task, but the GT-R's RB26 has a rather strange oil-sump/front diff housing layout where the two are actually

merged together. This meant that a custom sump had to be made, which had to incorporate the factory diff housing and keep it inline with the front track. This was achieved by taking out 20 cm from the section in front of the diff and welding it back together to create a custom rear section. A custom oil pick-up also had to be made.

The N1 block that this V-spec II N1 came with was actually replaced with the limited-edition RRR block—also known as the GT block—something already bored to 2.8L from the factory, and this particular GT's bottom end is comprised of a full HKS Step III setup: forged pistons, H-section connecting rods, and a fully counter-balanced crankshaft. The head was carefully ported, polished, and fitted with all the necessary valvetrain upgrades to maximize the efficiency of Trust 272-degree/10.5mm camshafts.



Timing of the intake bumpstick is continuously varied via an HKS V-Cam Pro system, to develop faster low-rpm pickup, given the size of the HKS T04Z turbo. While we power-hungry Americans prefer to build time-attack cars with gobs of power, to cut lap times by blasting down straightaways, Jin-san's prerogative is in keeping with standard Japanese M.O.: Maximize low- and mid-range power, and cut time through the corners. With footworks like this R34's, who can argue with that?

Elsewhere under the hood is a network of lightweight, fabricated titanium. On the intake side, a custom ARC intercooler feeds a Nismo GT plenum from behind an ARC radiator, which allows extremely short piping to be run for optimal response. Boost charge may not be as cool as with a front-mount unit, but according to Jin-san, it's much more consistent with the radiator acting as a giant thermostat.

Additional cooling is achieved via a pair of HKS oil-coolers. Fuel is picked up from the ATL safety tank via a pair of Bosch fuel pumps, swirled around a custom collector tank, and shot through to an HKS fuel rail that feeds six 1,000cc/min injectors. A lot of work also went into the transmission side of things, with an Exedy triple-plate carbon clutch coupling a Hollinger six-speed sequential box, which in turn sends power to front and rear ATS LSDs. The factory transfer

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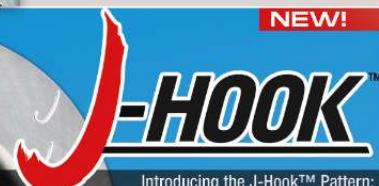
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box sits on custom mounts and its actuators and control unit have been moved from the trunk to their new position under the car. All engine control is handled by a Motec ECU, which is set up to offer an ignition cut while gears are being selected, to allow flat shifting.

The logic of relocating the engine for more even weight balance applied to moving the driver's seat as low as possible, between the B-pillars, and extending the steering wheel and pedals to compensate. The safety benefit of doing so was also a welcome advantage. The main dash has been replaced by a featherweight dry-carbon piece, which is only adorned with one bit of instrumentation: a Motec dash-unit/data-logger. The shifter for the Hollinger sequential is within easy reach, in close proximity to two adjusters for the front and rear stabilizer bars fixed to the side of the transmission tunnel.

Weight was shed to around 2,600 pounds—almost 900 pounds lighter than stock—largely through the use of dry carbon fiber for nearly every body part. The front bumper has been redesigned from the center grille down, and extends all the way to the ground where it meets a long front diffuser sitting virtually millimeters from the asphalt. No headlights are used, and in their places are now carbon covers. Aiding cooling is the carbon aero hood with its central vent. The car has been widened 50 mm on each side to allow for massive 18-inch Volk monoblocks and plus-sized Advan rubber, which altogether give the R34 a much rawer look. The rear carbon bumper has been shaped according to the factory piece, but has no reverse or fog lights, or center license plate recess. Above it is a dry carbon trunk that's been cut to clear the spoiler stays. Craft Square mirrors were the last carbon detail added.

Jin-san initially set himself a 53.111-second lap goal for Tsukuba circuit, which many speculate this car should have no problem reaching. The 2011 Tsukuba Super Battle will ensue in the coming months, and when it does—and this R34 validates its time in the spotlight—I'm sure we'll agree its owner built it "right". **it**



THE CHALLENGERS



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"Revolution RX-7", May '09 Import Tuner



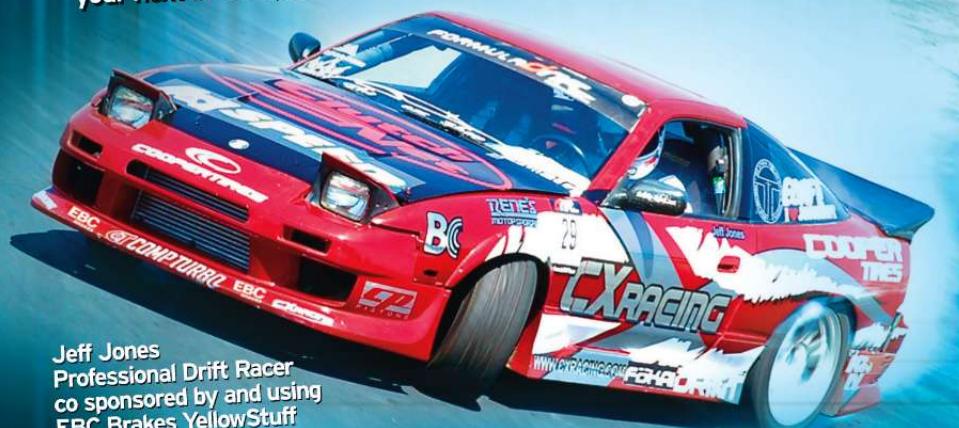
MSpeed R34 GT-R
Tsukuba record :54.481 seconds.
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Sun Auto Cyber EVO
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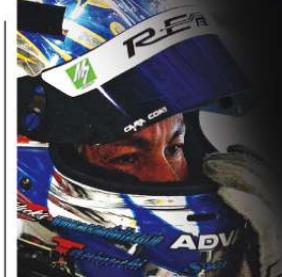
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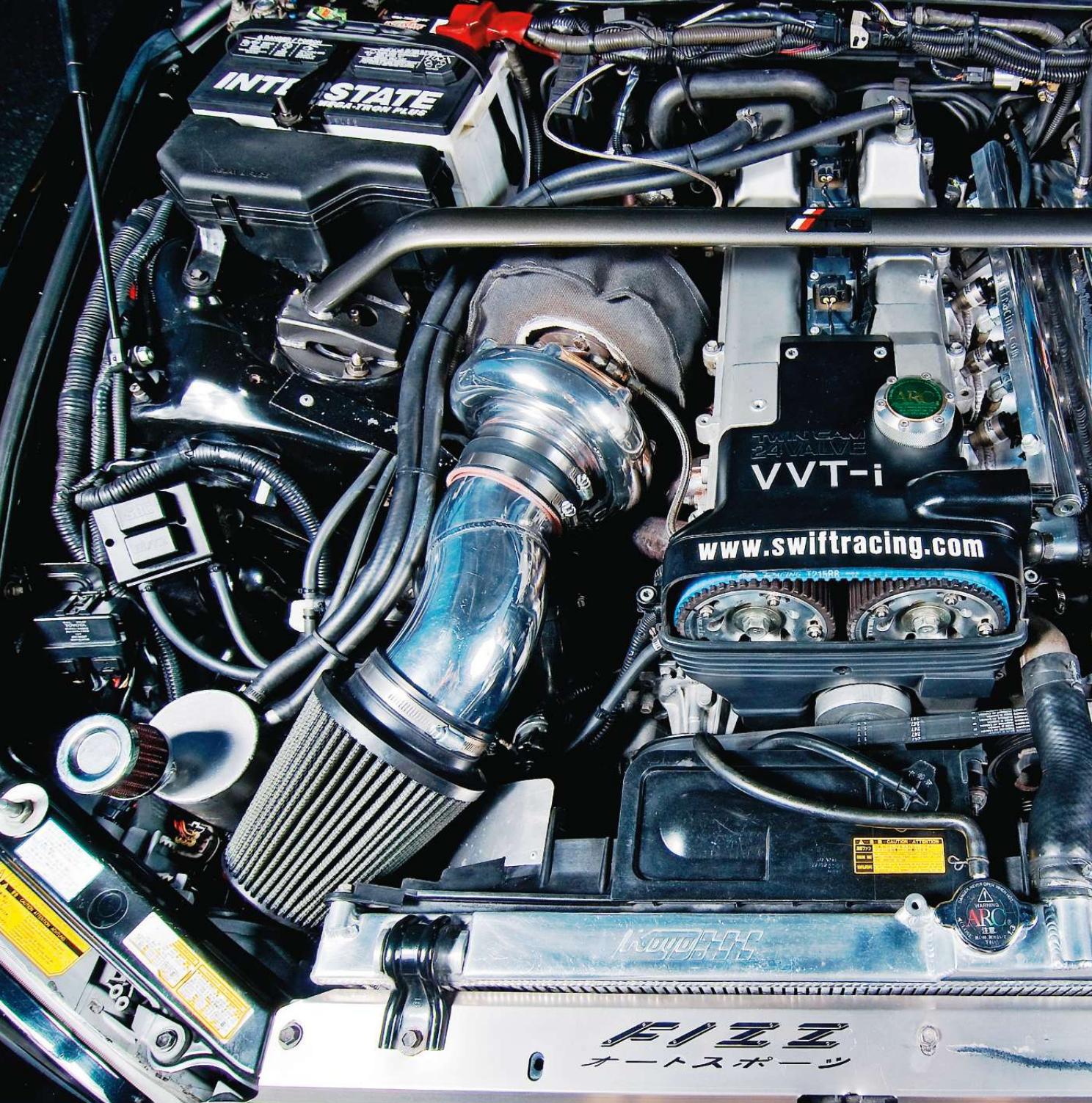
'02 LEXUS IS 300

BEST OF THE WEST





We know what you're thinking. Plenty of cars are faster, quicker, and meaner-looking than this unassuming IS300; just what does this thing do best? Simple. It's the best at doing pretty much everything better than most, including getting away with it. This 850whp beast has done the quarter-mile in 10.22 seconds with a trap speed of 144 mph, after a few years spent cutting its teeth as a circuit car. And it's been driven hard on the street all the while.



Its quarter-mile performance is a world record for a street-trim Lexus IS 300, and for an IS 300 with a manual transmission. It doesn't stop there. Its output to the wheels—850 whp and 705 lb-ft of torque, running Q16 race gas—is another record, this time for a car with a 67mm turbo and no nitrous. It belongs to New Yorker James Suh and it does all the stuff we Americans dream about building our cars to do—including avoiding undue attention. It's a car many of us just might call "perfect".

It wasn't always this badass, though—it used to have an automatic transmission. But now all its power goes to the rear wheels via a Supra Getrag V160 six-speed manual. Which brings us to another notable point. "One of my favorite features," says Suh, "is my Night-Pager/Works Bell paddle shifter kit, wired to a line lock—to lock the front brakes for burnouts—and a two-step/anti-lag, which





allows me to build boost at the line." In a street car.

Perhaps we ought to back up a little. Suh was your typical young car nut, trying to recognize every make and model on the streets from the passenger seat of his parents' car. In the days before cable TV, he would still seek out every form of motorsport being broadcast, even the most American pastime of all, next to monster trucks: "NASCAR," he says. "I loved it all."

Suh had grown up during a time when Toyota was just starting to make interesting stuff like the Supra and the, um . . . Supra. And later, "When Lexus introduced the IS 300," he says, "it went to the top of my list." It's no secret that today's trends among Stateside enthusiasts originated in Japan, and Suh loved the clean, functional look of JDM-tuned cars. Since the IS 300 was platform-identical to the Altezza Gita Wagon, running a 2JZ-GE engine in Japan (as found in the Supra, minus the turbos), there were plenty of OEM and aftermarket parts for it.

"As soon as I bought the car, I started off with basic suspension (coilovers, sways, braces) and engine (intake, header, exhaust) mods," says Suh. "I also added JDM Altezza exterior mods and various sets of JDM wheels." Enter Fizz Autosports. This New York-based shop was one of the first on the East Coast to import JDM product. "Fizz sourced all my JDM styling, suspension, and interior components." Then two things happened. Motorsport: "I started getting involved in time trials." And the internet: "It was the early days of the IS300.net forums (now <http://my.is>) that showed me what was possible."

Through the forums, Suh made contact with Swift Racing Technologies (SRT) of Beltsville, MD. "When the





speed and power bug hit, I started with a basic bolt-on turbo kit from SRT in 2005," says Suh. This resulted in a healthy 400 whp. Then a move to NYC meant no more need for a daily driver. That's when Suh decided to push that envelope.

"My car was the first to feature many new SRT parts, but there were surprisingly few problems," says Suh. "The only issues we encountered were with learning the limits of various components. We'd approach the limit of a stock part, SRT would find or design a stronger, better replacement, and we would move on."

Having beefed up the engine and then run several time trials, a rebuild coincided with Precision Turbos introducing new billet turbochargers. So on went a PT6765H 67mm blower, and the straight six got built, balanced, and blueprinted. Compression went down from the stock 9.6:1 to 8.5:1, while the rev limit was raised to 8,900 rpm.

Suh outgrew the desire for a million horses long ago. "I've stayed with this particular turbo because it spools fast, hits hard, and gives me much more usable power in the midrange, which is needed for road racing and the street," he says. Even on 93-octane pump gas, the engine develops 655 hp and 504 lb-ft of torque, all measured at the rear wheels. "You have to baby it in each gear," Suh says. "On the street, it will step out in Fifth."

The third strand of this build came courtesy of Matrix Auto of Flushing, NY, who helped with the suspension. The arrangement includes Tein HA coilovers (set up so the car sits 2.5 inches lower at each end: "Not so low that I destroy it each time I drive on the pothole-riddle streets of NYC," says Suh), plus TRD race anti-roll bars front and rear, and Altezza strut braces. Naturally, SRT had a hand in it, and contributed aluminum suspension braces, rear subframe-stiffening spacers, and custom control arms.

His car being as multi-talented as it is, Suh runs three wheel/tire combinations. For the street, it's ultra-light-

HEAD TO HEAD: SUH'S LEX VS THE WORLD



PHOTO BY MATT SNISCAK

Quarter-mile passes of 10.22 @ 144 mph, and output of 850 whp and 705 lb-ft of torque are pretty damn impressive—but just what can James Suh's IS 300 outrun?

He pled the Fifth when we asked him for some street racing kill stories, but let's not let that stop us from engaging a little bench racing.

Suppose you're James, sitting at a light, with a desolate stretch of pavement in front of you, when you hear some revving in the next lane. Running an 11.5-second quarter-mile

in stock form, if it's coming from an '06 Z06 'Vette, you're in good shape—same as you'd be should any SRT-10 Dodge Vipers come knocking; they're good for an 11.7-second pass at best, though both are technically quicker than the Saleen S7's 11.8.

Also at 11.8 seconds, a '92 Ferrari F40 would present this IS with no real challenge. Even the quickest Ferrari of the stable—the 11.2-second Enzo—would get walked all over.

From a roll, forget about it; 850 rwhp translates to

about 1,037 at the crank, which bests all of the above. Even the mighty Bugatti Veyron falls a hair short, putting out less power than this IS 300 and managing a best 1320 of only 10.8 seconds.

Factoring in its 2,600-pound curb weight and estimated 650hp output, however, the Pro Stock R34 a few pages back may be a different story. Our math shows it good for quarter-mile blasts between 9.24 and 9.74 seconds—not bad for a time-attack machine! Good thing we were only counting street cars . . .

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weight Enkei RPF1s with Falken Azenis RT615 tires. For time trials, same wheels, but with Hoosier R6 rubber. On the drag strip, Suh uses Centerline 15-inch skinnies up front and HRE 16-inch fatties at the rear, wearing sets of Mickey Thompson ET Street tires. "Done-Rite Autobody of Eldred, NY, pulled the rear fenders about an inch on both sides, making room for the rubber," says Suh. "But I also had them smooth out the Vertex aero. The look is aggressive, but clean."

As well as its world records, Suh's ride has earned a few Firsts and Seconds for "Best Lexus" at shows. "I never wanted the car to be a dyno queen or trailer queen," he says, which is good, because while the IS300 does many things better than most, it's not known as a champ in the company of cars like the Supra, EVO, or Skyline GT-R. Logistically, some might argue such a performance-based build as Suh's wouldn't be the "right" way to build an IS 300. When questioned on his decision to do so, "I set out to build the best street car. Period," he says. "An IS 300 proved to be the logical choice." The naysayers stand corrected. **it**



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HIROYA JIN

AGE.
ALL THE TIME IN THE WORLD

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BNR34 SKYLINE GT-R V-SPEC II N1

OUTPUT: 650+ HP / 580 LB-FT OF TORQUE

ENGINE Nismo GT RRR engine block, ported and polished cylinder head, large-diameter valves, complete valvetrain; Trust 272-degree/10.5 mm camshafts; HKS V Cam Pro, Stage III 2.8L kit (pistons, connecting rods, counter-balanced crankshaft); ported shroud type T04Z turbocharger, GT II external wastegate, 16-row oil cooler (x2), billet fuel rail, 1,000cc injectors; ATI crank damper; custom-made billet auxiliary pulleys, oil sump; Tomei oil pump; Garage Ito custom 45mm exhaust manifold, 100mm titanium exhaust, custom titanium intercooler piping, custom collector tank; ARC custom-made twin-row intercooler, side-flow radiator and air separator tank; Nismo GT intake plenum; Bosch fuel pumps (x2); ATL 30L safety fuel cell; Pro Stock ECU

DRIVETRAIN Hollinger six-speed sequential transmission; custom gearbox mounts, relocated transfer case with custom mounts, relocated ATTESA ETS-Pro control/actuator unit; Exedy triple-plate carbon clutch; ORC braided clutch line; ATS front and rear carbon LSDs

SUSPENSION Quantum fully adjustable dampers, 18kg/mm front springs, 16kg/mm rear springs; custom reinforced front suspension turrets, front and rear subframes, steering rack, suspension and diff housing mounts; custom Ikeya Formula double wishbone suspension layout (front and rear upper arms, front and rear lower arms, roll center adjusters, custom hub/suspension mounts, front and rear adjustable stabilizers, steering linkage and steering arms, pillow-ball links; Nismo titanium front strut tower bar

WHEELS/TIRES 18x10 Volk Racing TE37 wheels; 265/35-18 Yokohama Advan AO48 tires

BRAKES Brembo Racing monoblock six-piston front calipers; RDD 380mm two-piece floating front rotors, 355mm rear rotors, pads

EXTERIOR Custom full dry-carbon front bumper, front diffuser, front +50mm wide fenders, headlight covers, aero hood, side skirts, doors, rear fenders, rear bumper, rear diffuser, trunk lid, GT wing; Craft Square carbon side mirrors; Acrylic side and rear glass, N1 windshield

INTERIOR Fully spot-welded bare V-spec II N1 unibody; modified transmission tunnel, custom welded-in roll cage with additional gusseting/bracing, air-jack lifting system, extended steering column with custom mounts, repositioned pedal box, adjusters for front/rear sway bars, handbrake lever, dry carbon fiber dashboard; Nismo 330mm Alcantara steering wheel; Recaro SP-A bucket, custom mounts

ELECTRONICS Motec dash unit, data-logger

GRATITUDE Thanks to Garage Ito; Pro Stock Racing; Ikeya Formula; Pop Moonwalk; Double Rainbow Guy

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BEST OF THE WEST / head to the message boards
at www.importtuner.com to chat about this feature vehicle

BEHIND THE BUILD

'02 LEXUS IS 300

OUTPUT: 850 WHP / 705 LB-FT OF TORQUE

ENGINE Manley connecting rods; Arias +2mm pistons, rings; Kelford 270/272 T202-C race camshafts; Titan Motorsports adjustable cam gears; Titan Motorsports/ATI harmonic crank dampener pulley; Supertech dual valve springs, titanium retainers; ARP head studs; CARR rod bolts; Clevite race bearings; Precision PT6765H T4 billet turbo, 1,260cc fuel injectors; Haltech E11v2 stand-alone engine management system; twin ignitors; HKS DLI ignition amplifier; Tial 44mm wastegate; Blitz Super Sound Dual Drive blow-off valves (x2); SBC i-D III boost controller; Walbro 255 lph HP fuel pumps (x2); Aeromotive fuel pressure regulator; Koyo radiator; ARC titanium radiator shroud, oil and radiator caps; Toyota Supra Twin Turbo head gasket, oil pump, coil packs; SRT custom Stage Two port and polished 2JZ-GE head; custom engine mounts, tubular exhaust manifold, V.2 race intake manifold, custom intercooler w/4.5-inch core, custom polished intercooler piping, fuel rail, fuel return kit w/ CNC dual-fuel pump hanger, 3.5-inch downpipe, 3.5-inch turbo-back exhaust w/Tanabe muffler, five-bar MAP sensor; 75mm throttle body, custom oil catch can

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TRANSMISSION Toyota Supra V160 Getrag six-speed manual transmission, axles, clutch master cylinder; Carbonetic flywheel, triple-plate carbon clutch; SRT Lexus GS400 rear-end; Kaaz two-way LSD; custom one-piece driveshaft w/driveshaft loop

SUSPENSION Tein HA coilovers; TRD Yellow race anti-roll bars, front and rear strut tower braces; SRT CNC-machined billet 6061 aluminum rear subframe suspension brace, rear subframe stiffening spacers, custom boxed-in control arms

WHEELS/TIRES Enkei RPF1 street/track wheels (18x8.5 +40mm offset front; 17x9.5 +40mm offset rear); Falken Azenis RT615 street tires (245/40 front, 275/35 rear); Hoosier R6 track tires (245/40 front, 275/35 rear); custom 15x4 Centerline front drag wheels; custom 16x10 HRE rear drag wheels; Mickey Thompson ET Street drag radials

BRAKES Endless six-piston calipers, 345mm two-piece front rotors, stainless steel braided brake lines; Project Mu SCR rear rotors

EXTERIOR Vertex S-Endurance race-type front bumper, canards, +15mm aero fenders, side skirts; JDM Toyota Altezza neo-customized rear skirt; OEM rear bumper, sports grille; Varis carbon fiber hood; VIS carbon fiber trunk; Craftsquare carbon fiber racing mirrors; C-West eyelids; Chargespeed carbon fiber roof diffuser; Sard smoked inner taillights; Seibon carbon fiber trunk spoiler; Sparco hood pins; custom-painted flat-black headlights; OEM black onyx paintwork

INTERIOR Blitz Power Meter i-D III, FATT IV turbo timer; Defi-Link BF-series gauges (boost, EGT, oil pressure), Control Unit II; AEM wideband UEGO controller; TRD gauge pod; Bride Zeta III driver's seat, Ergo II reclinable front passenger seat, gradation custom-wrapped interior; Takata four-point harnesses, gel harness pads; Vertex 325mm steering wheel; Night Pager/Works Bell short boss, paddle kit (custom wired to line-lock and two-step); Eclipse AVN543 DVD/navigation head unit; JDM Toyota Altezza double-DIN dash kit; MB Quart speakers; JL Audio 10W3v2 subwoofer, 250/1 amplifier; SRT custom shift light

NAME:
JAMES SUH

AGE:
34

HOMETOWN:
NEW YORK, NY

BUILD TIME:
SEVEN YEARS

HOBBIES:
MUSIC, PHOTOGRAPHY

QUOTE.
"THERE IS NO GREATER DRIVING EXPERIENCE THAN A HIGH-POWERED REAR-WHEEL-DRIVE CAR, BUT YOU MUST RESPECT THE POWER AND LEARN TO HANDLE IT."





INTERVIEW BY CARTER JUNG
PHOTOS BY MICHAEL VINCENT

MAKE UP: LIZ CASTELLANOS
HAIR: YUKI

STYLIST: BEATRICE P

You might not recognize her, but Natalin Avci is kind of a big deal. Raised in rough East L.A., Natalin, in all of her curvaceous glory, transcended the barrios to mainstream spotlight, landing magazine cover after cover, including a few with the notorious Los Angeles Lakers' Ron Artest. Grounded, well-spoken, and incredibly sweet, Natalin parlayed her Turkish descent to become something of a bona-fide sensation in her home country, blitzing the media. With Turkey all but conquered, Natalin now has her sights firmly fixed on her old neighborhood rival, Hollywood.

TURKISH DELIGHT





So I hear you're kind of a big deal in Turkey. How did that come about?

I shot a few covers with Ron Artest in some domestic publications, and with basketball being huge in Turkey, the exposure was received positively and I became sort of the Turkish face here in the States. My ethnicity sets me apart and has led me to newer and bigger endeavors here in the U.S. and back in Turkey. I've graced two *FHM Turkey* covers and several newspapers and magazine articles, and my work there is not even close to being done. I have a few more covers coming out over the next year, but my transition to acting is what I'm most looking forward to. I'm fluent in Turkish and I would love to star in a Turkish film one day.

Did you grow up in Turkey?

No, I was born in L.A., but I have visited Turkey. Although Hollywood is in L.A., the two can be so different. I was raised in East L.A., which wasn't an ideal place to raise a little girl, but I wouldn't trade it for the world. It's probably why I have such a strong character and well-rounded personality. I'm the type of chick you could take to the poker house, your mama's house, and even the White House.

How did a girl from East L.A. wind up modeling?

I was always deterred from entering the entertainment business by my family and significant others for various reasons, most of which were self-serving. So, I ended up at a state university where I received a B.A. in international business and a minor in economics. The dynamics of a

young, good-looking, intelligent woman in corporate America weren't too far from those of Hollywood, and I didn't want to live a life of regret. I decided to give entertainment a real shot, and by good fortune, I met Robert Valentino of VMG, who shared a similar background, life view, and a savvy for business. We clicked instantly and began working together. The rest, as they say, is history.

Besides the Turkish magazines, what other U.S. titles have you been in?

I've been the cover girl for *FitnessRx*, *Dub*, and *Skinnie Magazine*, to name a few. I'm excited for my feature in the December issue of *Playboy*, which I won't be posing nude for! I know, what a freakin' tease right?

And now I hear you're getting into acting?

My first gig in this business was acting and it has always been my true passion. Modeling was something that just fell into my lap and fortunately it has been lucrative. I've played the typical 'hot chick' thus far in all of my roles, but I'm in a great acting school. I can't wait to show my acting chops and play a character that most people wouldn't expect.

During the filming of *Couples Retreat*, did Vince Vaughn try to break out his 'pretty baby' game?

Working with Vince Vaughn and Jon Favreau was one of the best experiences of my life, being that I'm such a huge fan. I learned so much in such little time. They are both so hilarious and multitalented. Unfortunately, he



Supremes, 'How Can You Mend A Broken Heart' by Al Green, and anything by Nirvana.

Can you cook?

Yes I'm actually a great cook and baker. My signature dishes include: BBQ chicken, baked chicken in a peanut sauce, sweet roasted corn, sauteed broccoli, sweet potatoes, mac 'n cheese, apple cobbler, and a butter cake with cream cheese frosting and strawberries. OK, now I'm hungry. This is bad! [laughter] All the good Turkish recipes are held by my mother, and let me tell you, she's tight with them!

What's the greatest Turkish pick-up line?

Turkish guys are the biggest gentleman so I don't think they have a particular pick-up line, but their motto is that one date with them will change your life.

Which is totally my running motto-turned-perfect segue to our obligatory monthly question: what kind of guy are you into?

I'm into a man—not a guy, boy, or dog. A man who takes care of his body, skin, and teeth, and practices good hygiene are the only physical attributes that are important to me. The rest are based on his character and values. Ambitious, genuine, family-oriented, God-fearing, intelligent, and is respectful to women, elders, and himself.

Let's play a game of 'How East L.A. Are You?' When was the last time you dated someone with a shaved head?

C'mon man, you know I have a weakness for a pelón! [laughter]

The last time you did something illegal?

Smells fishy—I'll plead the Fifth. I don't want to get caught up in saying the wrong things in print. Carter, you're trying to be self-incriminating, if you ask me. [laughter]

Possibly. The last time you ate at a taco truck?

Last Saturday! After a night of drinking, my body will point me to the nearest taco stand!

didn't break out his 'pretty baby' because he was busy directing my scene.

What kind of movies are you into?

I'm a huge movie buff. I love all types of movies, but my favorite genre is probably gangster or heist films. To name a few, *The Italian Job*, all the *Godfathers*, the *Ocean's* trilogy, *Casino*, *Blow*, and some recent ones like *Takers*, and *The Town*.

Besides films, what are some of your other hobbies?

I love reading, going on exotic vacations, fashion, fitness, golfing, poker, and I love karaoke.

What's on your three must-sing playlist?

Ooh, that's tough... if I had to pick only three, they would have to be 'Set Me Free' by The

Supremes, 'How Can You Mend A Broken Heart' by Al Green, and anything by Nirvana.

The last time you stared someone down?

That would be some girl I ran into at the bank today.

Word? Still keeping it hood I see . . .

[laughter] She had it coming! She was rolling her eyes at me

because her man, Sancho, or whatever looked my way.

The last time you got into a fist fight?

It's been a while since I got into a physical altercation. At some point we all have to grow up and realize that violence isn't the answer, especially when you're a model-slash-actress. Plus, that's why you keep the homies around—they don't mind getting their hands dirty! [laughter] Totally joking, by the way. 





NATALIN AVCI

Height: 5'5"

Measurements: 34C 26 36

Ethnicity: Turkish

Birthday: November 4th

Sign: Scorpio

Hometown: Los Angeles, CA

Website: www.iamnatalin.com

Thank you list:

First and foremost I would like to thank my manager, my partner, my bestie, mi carnal Robert Valentino of VMG for believing in me when nobody else did; Carter for giving me this opportunity; my family and friends who keep me grounded—to them, I will always be Nat; lastly, thanks to my biggest fans: Jason, Morgan, Ichiro, Sam, Alan, David, Oliver, Ulysses, Charles, Harry, and Eddie—you guys rock.



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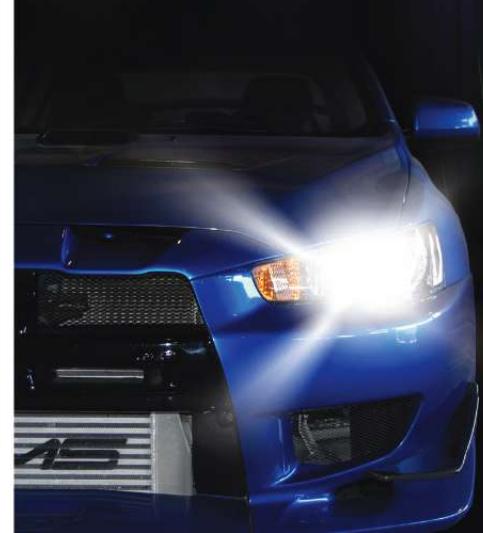
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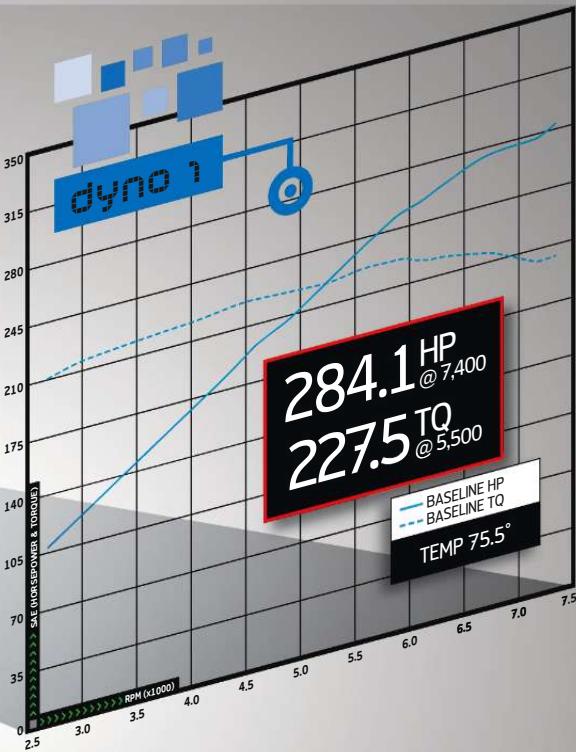
2009 NISSAN 370Z TOURING

TEXT AND PHOTOS: BRENDAN MORAN OWNER: RICH PARK
TUNING: CHRIS SCHOEN-KIEWERT DYNAMOMETER MODEL: MUSTANG 500 AWD
TESTING FACILITY: EFI LOGICS

BASELINE

PROS

At the 1969 New York Auto Show, Yutaka Katayama (aka "the Father of the Z") let loose his creation on U.S. soil with these words: "The 240Z represents the imaginative spirit of Nissan, and was designed to please a demanding taste that is strictly American." Forged from this mantra, the 370Z is the latest reincarnation of a performance vehicle more akin to something straight out of Detroit. Although Nissan refers to the 370Z as an "enhancement," of its predecessor (the 350Z), some key modifications



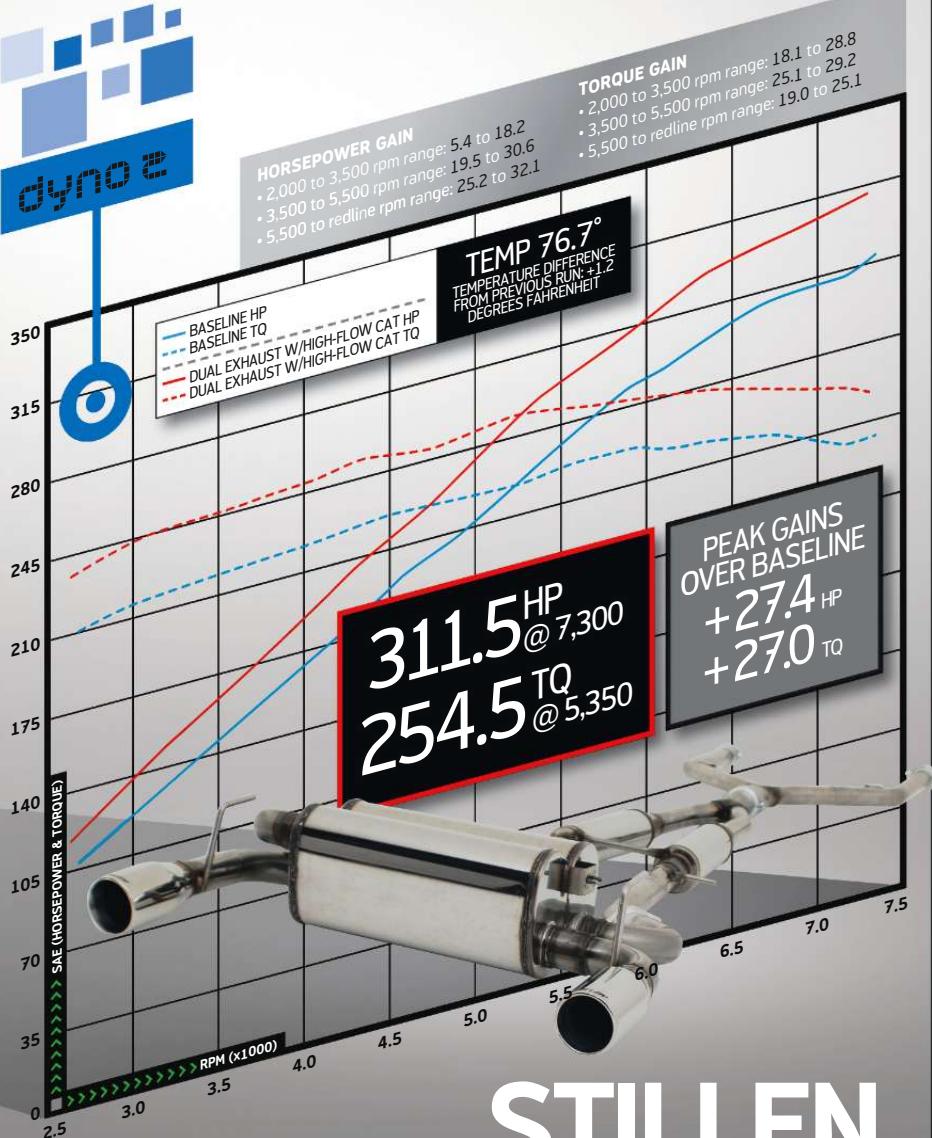
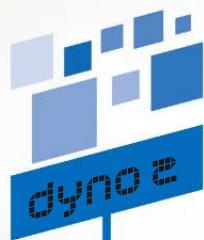
were made—most notably, the introduction of the VQ37VHR powerplant. Having increased displacement by 0.2L over the 350Z's VQ35HR, the VQ37VHR produces 26 more horses with a significantly flatter torque curve, thanks in part to Nissan's new VVEL (Variable Valve Event and Lift) technology. Although Nissan's engineers had to add nearly 200 pounds of government-mandated bric-a-brac, select models actually weigh less than those of the 350Z, further proving Nissan's dedication to Katayama's vision of a lightweight, powerful, and (relatively) affordable sports car.

CONS

Like the case with its predecessor, modifying the 370Z is akin to dealing with an obstinate child—contemptuousness toward change and a stubbornness to follow direction. Therefore, one must approach working on this car with the patience and tolerance of a Buddhist monk, or risk hours of mental and physical agony.

NOTES

Rated at 332 hp and 270 lb-ft of torque at the flywheel, our chassis dynamometer baseline figures of 284 hp and 227 lb-ft of torque represent a mere 15-percent drivetrain loss for RWD—not bad for RWD.



STILLEN 370Z DUAL EXHAUST SYSTEM WITH HIGH-FLOW CAT

PARTS

Stillen cat-back exhaust system, metallic catalytic converters, exhaust gaskets, 2 1/4-inch clamps, flange bolts, flange nuts

TOOLS

10-, 12-, 14-, and 22mm sockets/open-end wrenches, ratchet, 36-inch extension and swivel socket, WD-40, PB Blaster, cutting tools

INSTALLATION TIME

180 minutes

PROS

Outstanding, linear power gains; a deep and assertive note; polished, 304 stainless construction with 4.5-inch tips; excellent fitment. Overall, the Stillen exhaust is both a fantastic performance and style upgrade to the 370Z.

CONS

While installation was relatively effortless, the primary difficulty arises when attempting to

remove the two flange bolts that secure the headers to the OE cat. Often referred to as the "bolts from hell", they can only be accessed from the engine bay with a very long ratchet extension, making it very difficult to get a firm grip on the bolts. Then, even with Mark McGwire's forearms, it would still be a feat to break them loose without rounding off the heads.

NOTES

The bulk of the three hours it took to install this system was spent removing the stock components. Despite our best efforts to remove the OE exhaust system intact, we managed to break a hardened steel ratchet extension and both bolts. Unfortunately, we found it necessary to cut the flange on the OE catalyst, effectively destroying it. Also, although this system retains the use of catalytic converters, it doesn't automatically make the system street-legal (check your local laws).

Mobil 1



MOBIL 1 EXTENDED PERFORMANCE OILS

We've all heard the benefits touted by proponents of synthetic oil: better engine protection and lubrication, the ability to drive longer between oil changes, etc., but now we're seeing one such product whose manufacturer actually guarantees those claims: Mobil 1's Extended Performance. A fully synthetic formula, Mobil 1 Extended Performance is specifically designed to extend engine life by reducing oil breakdown and minimizing engine wear, for oil change intervals of up to 15,000 miles or one year—guaranteed. That's five times longer than the three month/3,000-mile recommended change interval we're used to hearing about with conventional oils. Even better, Mobil 1 Extended Performance oils have been tested to be fully compatible with engine seals and conventional oils. There's never been a better time to switch than now.

www.mobil1.com



STILLEN

GENERATION 3 ULTRA LONG TUBE DUAL INTAKE KIT

PARTS

K&N air filters with clamps, upper intake tubes, lower intake tubes, couplers, silicone hose

TOOLS

10-, 12-, 14mm sockets/open-end wrenches, screwdrivers, assorted pliers, rotary tool.

INSTALLATION TIME

120 minutes



PROS

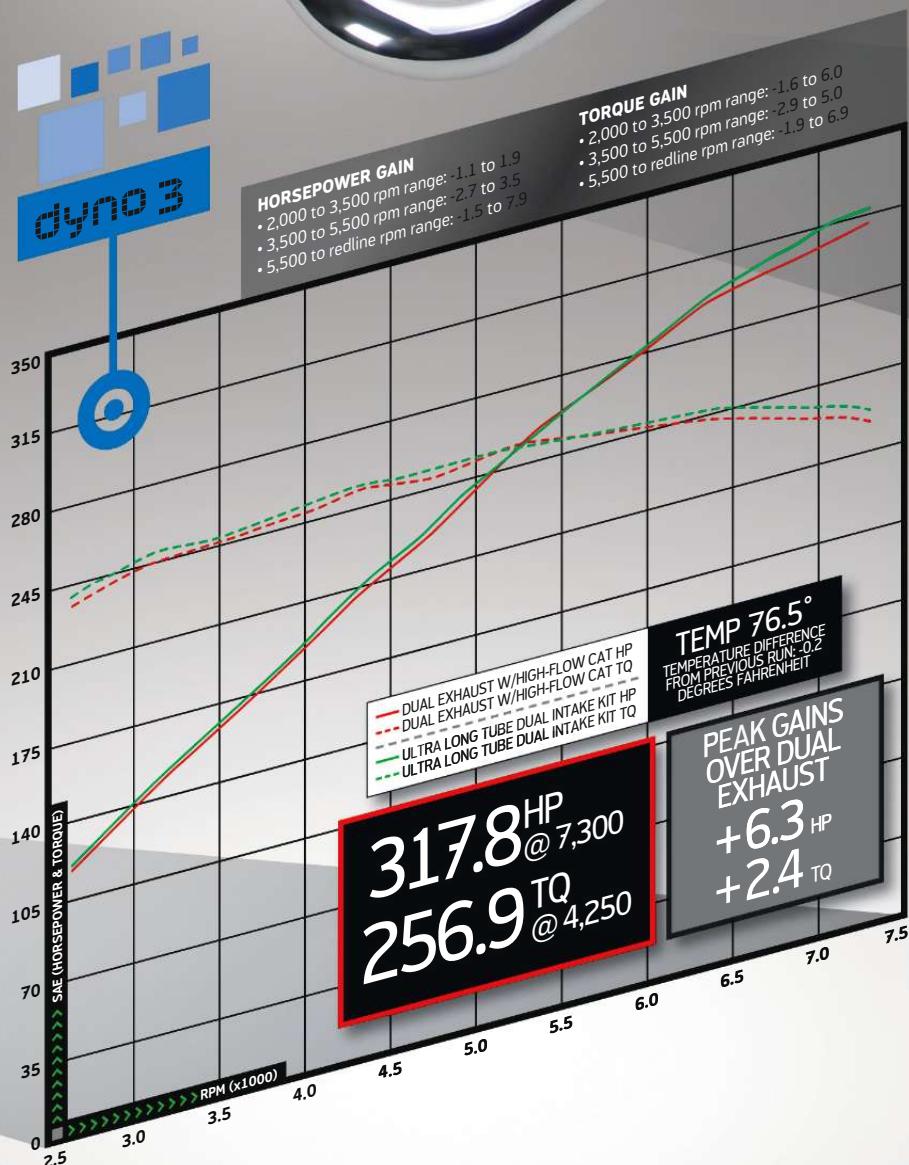
The new Gen 3 Ultra Long Tube Dual Intake places two large K&N filters near the bumper inlet, which allow for optimum cold airflow and easy filter removal for cleaning. Although power gains were modest in low to mid revs, once this VQ got into the high-rpm range, solid gains were produced. Crafted from aircraft grade aluminum, the Stillen intakes add some much-needed bling to the otherwise drab engine bay.

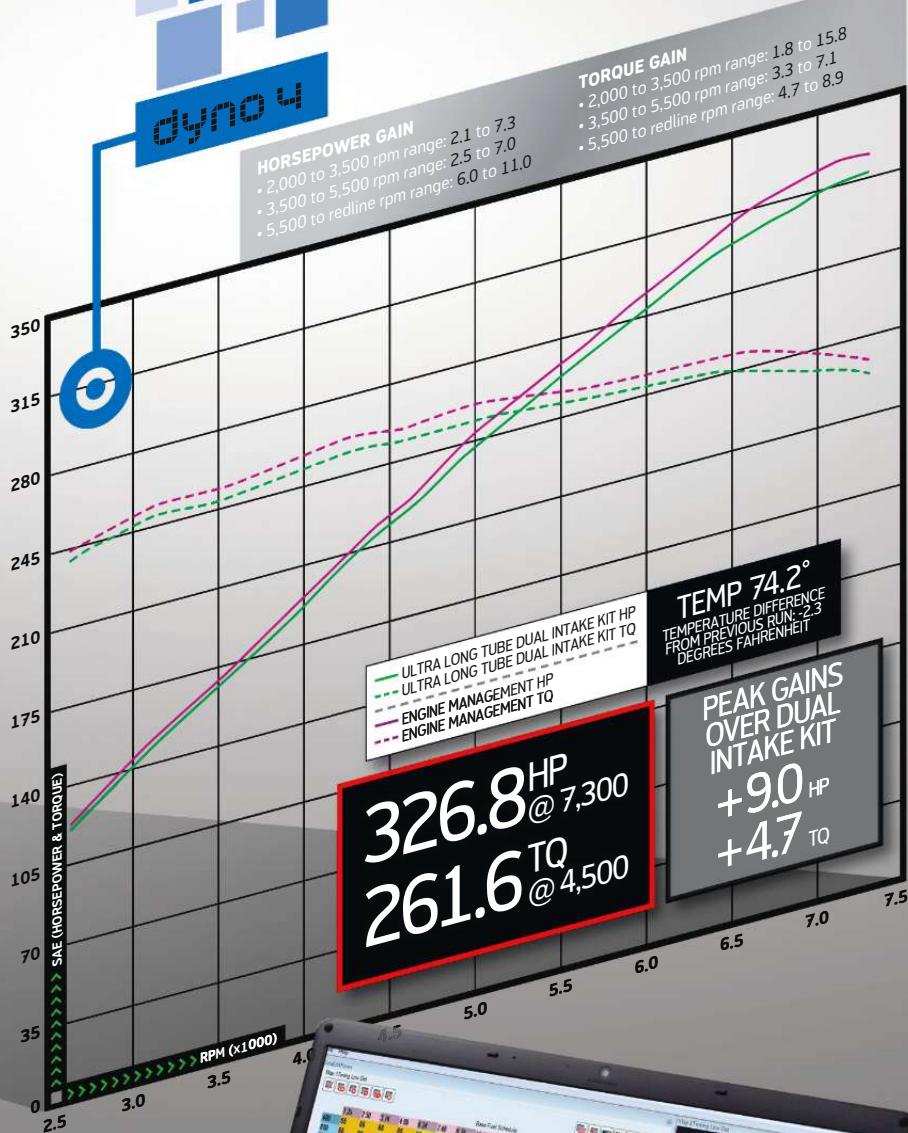
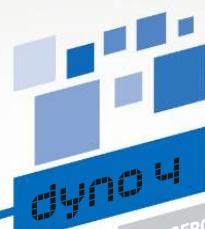
CONS

Installation is more involved than your typical cold-air intake project, and calls for permanent alteration of the OE duct holes. Also, it requires the removal of the radiator cover, front fascia, brace, and the copious clips/bolts that hold these components in place. Although it is definitely a DIY project that can be done in a driveway, a good chunk of time should be set aside—the dual-throttle configuration means most of the steps will have to be done twice.

NOTES

When it comes time to remove/replace the front fascia, it's a good idea to have a friend help. Also, when enlarging the duct holes, make them slightly larger than the tube, wrap the tubing in painter's tape to prevent scratches, then test-fit the lower pipes and make sure there is enough clearance so that the tube doesn't contact the edges of the holes. Remove the painter's tape upon final assembly.





OSIRIS

ENGINE MANAGEMENT (TUNER VERSION)

PARTS

Osiris USB to OBDII dongle, UpRev Software

TOOLS

Windows PC

INSTALLATION TIME

15 minutes

PROS

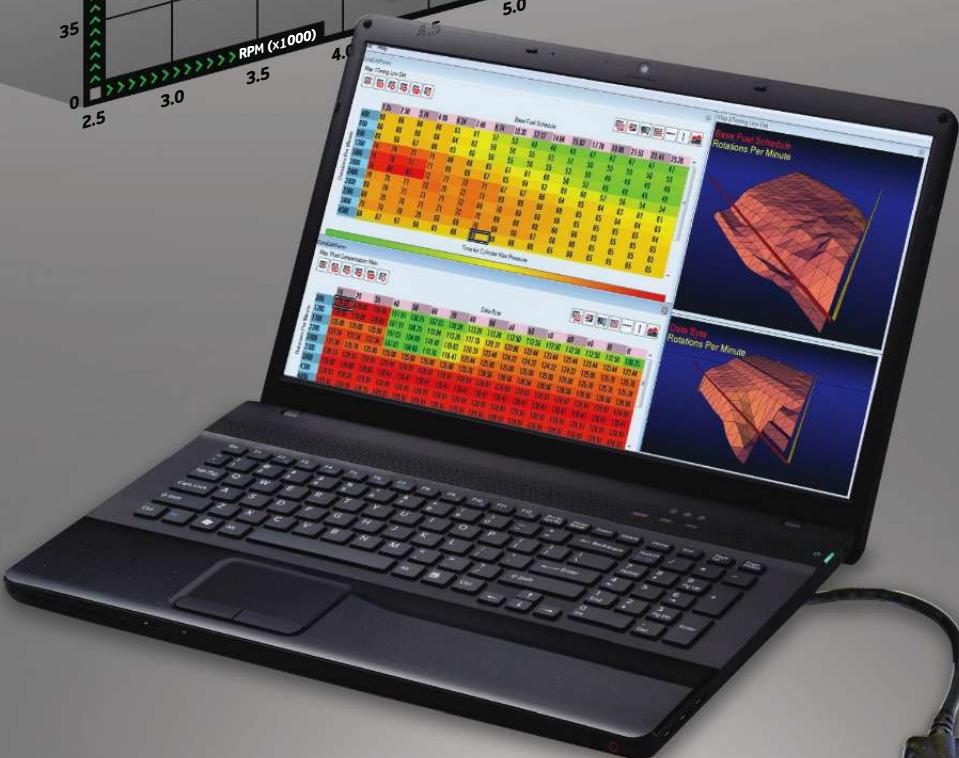
Although the intake and exhaust gave us gains by flowing more air into and out of the engine, it also pushed the air/fuel ratios out of the range for optimal power. By using UpRev's Osiris Tuner suite to alter both the fuel curve and spark advance, respectable gains were realized throughout mid to high revs. Other noteworthy features include on-the-fly map switching between five pre-loaded calibrations, and the ability to alter tables in real-time, allowing the tuner to immediately see how changes affect power output.

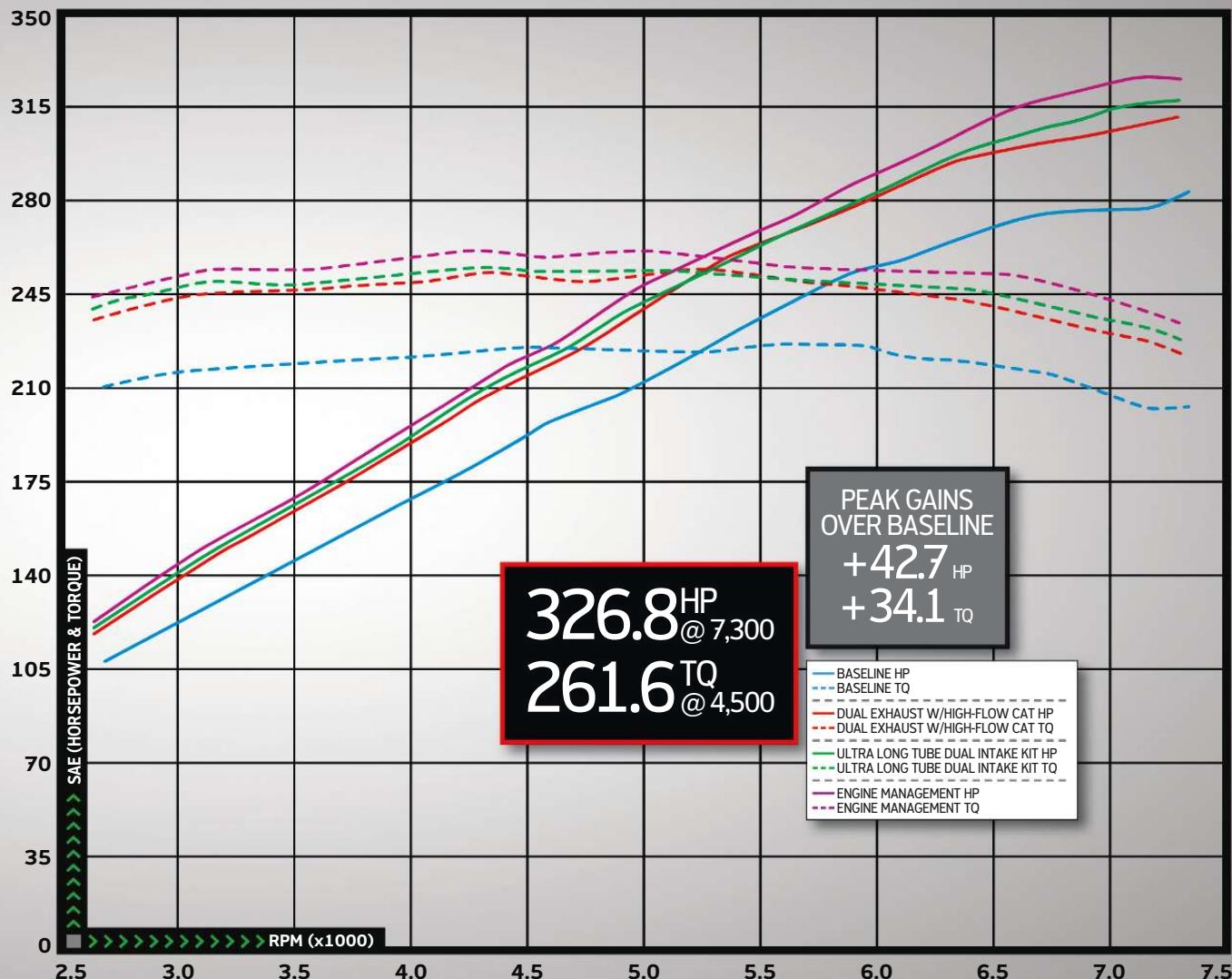
CONS

Noticeably absent is the ability to alter the VVEL tables, though this is not an oversight. During testing, UpRev's engineers found no appreciable gains by altering the VVEL tables, so, coupled with the exceptionally high replacement costs of OE head components if calibration is even slightly off, they felt the rewards simply did not outweigh the risks of adding the feature.

NOTES

Osiris Tuner is comprised of three integrated software apps: Osiris for uploading calibrations, ROM Editor for map editing, and Cipher for data logging. This atypical arrangement can be a bit perplexing at first, but it makes sense once you become familiar with the product. Since the Osiris Tuner suite is intended for use by pros or experienced DIY calibrators, it only comes with factory base maps. However, with the Osiris Standard package, UpRev provides a custom calibration for those who want a more plug-and-play option, and can live without the map editing capabilities of the Tuner version.





CONCLUSION

	HP Level	+HP	TQ Level	+TQ
BASELINE	284.1		227.5	
STILLEN 370Z DUAL EXHAUST SYSTEM W/HIGH-FLOW CAT	311.5	27.4	254.5	27.0
STILLEN GENERATION 3 ULTRA LONG TUBE DUAL INTAKE KIT	317.8	6.3	256.9	2.4
UPREV OSIRIS TUNER	326.8	9.0	261.6	4.7
FINAL	326.8	42.7	261.6	34.1

CONCLUSION

Although the 370Z is certainly not the easiest platform to mod, one can't gripe about the impressive gains achieved with a just few standard bolt-ons. Most gratifying is the remarkable 30lb-ft increase in torque throughout the entire powerband—definitely something felt on the street, which kept us grinning all the way to redline. **It.**

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STILLEN 370Z DUAL EXHAUST SYSTEM W/HIGH-FLOW CAT	\$1,824.23
STILLEN GENERATION 3 ULTRA LONG TUBE DUAL INTAKE KIT	\$522.26
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WATER/ METHANOL INJECTION

CHEMICAL INTERCOOLING FOR HORSEPOWER

Water/methanol injection remains a popular upgrade within the high performance automotive market. It's hard to believe that injecting water and anything else into an engine in the quest for more power can actually be a good idea, but the truth is that water/methanol injection is beneficial to all forcibly induced and naturally aspirated engines—if done properly. The main function of water/methanol injection is to prevent detonation, but that's not to say it can't also increase horsepower/torque output by 10 to 15 percent with proper tuning.

WHAT IS METHANOL?

Methanol is an alcohol compound comprised of one carbon atom, one oxygen atom, and four hydrogen atoms (CH_3OH) and is also referred to as wood alcohol, carbinic acid, and methyl alcohol. This poisonous, flammable, and relatively volatile liquid is naturally occurring, and domestic uses date as far back as the third millennia B.C., when Egyptians used methanol in their legendary embalming processes. It was first synthesized in the 1600s, and was later combined with water and used during WWII in supercharged fighter planes and bomber engines. After a few fast years, it was even banned in both F1 and NASCAR in the '60s for adding too much power to competition engines.

HOW DOES IT WORK?

Simply put: it helps prevent detonation. Substances heat up when they're compressed, and in traditional gasoline engines, detonation—or “pre-ignition”—occurs when a cylinder's air/fuel charge compresses and heats to the point of auto-ignition during the compression phase, before it can be lit at the proper time by a spark plug. If this occurs a few degrees of crank rotation in advance, the consequences may not be bad. But if it occurs farther back in the compression stroke, in high-horsepower instances, it can easily destroy an engine's internal components. Water/methanol injection systems deliver a finely atomized mist of a water/methanol mixture to an engine's cylinder charge, and as the mixture absorbs heat and vaporizes, temperatures inside the cylinder are reduced and the propensity for detonation is decreased. Today's newer, knock-sensor-equipped

vehicles are very good at staving off detonation by retarding ignition timing the moment detonation—also known as “knock”—is detected, but do so at the cost of severely decreased power output and fuel economy.

While water is not combustible, it has a greater capacity to cool intake charges than methanol alone. This is why most manufactures recommend that a 1:1 mixture of meth and water be injected into your engine. Methanol also effectively increases the octane rating of fuel, giving the benefits of running higher octane levels. The evaporative effects of the water, plus the octane boost of methanol, allows your motor to run more advanced ignition timing and/or boost to create additional horsepower with proper tuning. A general rule of thumb is that an engine will output one percent more horsepower for every 10 degrees intake temperature is decreased. Many enthusiasts have found the benefits of using water/methanol injection equivalent to running race gas, but without the \$12/gallon price tag.

With dozens of methanol injection kits sold on the market today, we headed over to SoCal tuning gurus HB Speed in Huntington Beach, CA, and tested the Devil'sown DVC-30 Stage 2 kit on an '06 Mitsubishi EVO IX SE. While many of their competitors' kits use parts commonly found at local hardware stores, Devil'sown designs each component to work specifically with each of their methanol kits to provide long-term reliability. From their nozzle holder that reduces internal turbulence, to tank adaptors with built-in filters, to their progressive methanol controllers designed specifically for boosted applications, Devil'sown takes the fear out of using water/methanol injection, enabling your engine to run more boost and timing to maximize power.

The Devil'sown DVC-30 electronic progressive controller is the brain of the system, and converts from MAP voltage to a boost value to initiate the water/methanol pump when adjusted using the dial settings. When boost pressure reaches a pre-determined level, the pump activates at 15 percent duty cycle and then ramps up in keeping with boost to deliver a linear response curve. As a safety feature, the controller can quickly shut off the pump when boost pressure drops below a certain threshold, to prevent misfire or engine damage. The progressive controller's compact design was intended to be mounted inside a car, for easy adjustment of the system on the fly, with no need to pop the hood or use screwdrivers to adjust the knobs.



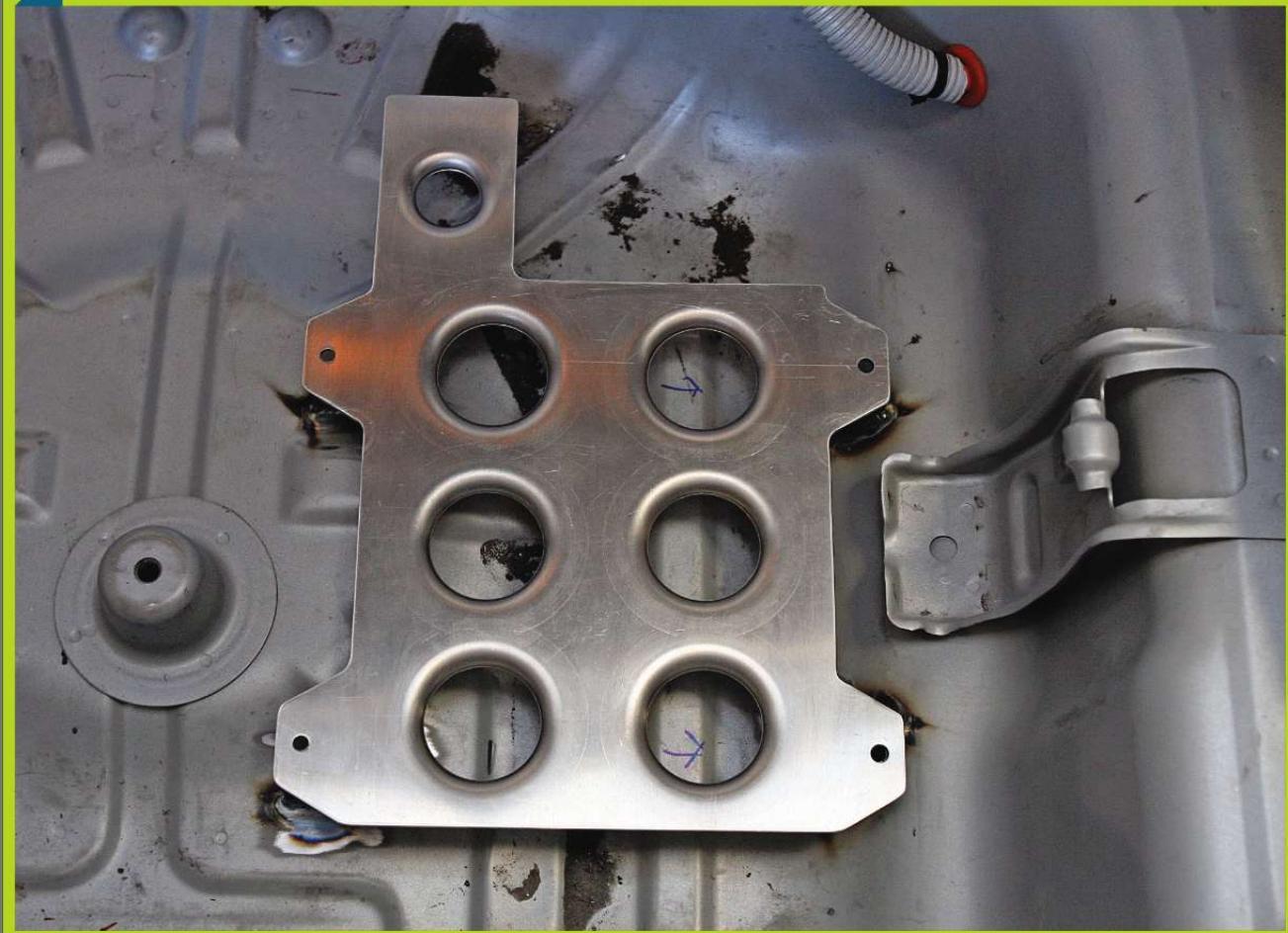


This 250psi variable-speed pump is marketed as the highest-pressure pump on the market. This high-pressure pump ensures the spray nozzles emit the smallest droplets possible for peak atomization. The DVL-8031 pump's unique design enables it to run dry without damage, and includes a built-in reverse check valve to protect its internal components for longevity.



Clogged nozzles are the primary cause for water/methanol injection failure. Devilbiss designed their methanol tank fittings with a cone-shaped screen that is placed outward, against the flow of the water-methanol mix, to deflect nozzle clogging.

M1 Fabrication and Development, located in Brea, CA, custom fabricated a bracket to secure the 2.5-gallon tank in the trunk of our EVO IX.



When used with the DVC-30 controller, an optional self-sealing float switch activates an LED warning system to warn when the water/methanol has reached low levels.



Devilsown compression fittings are designed with interlocking teeth to allow pressure hoses to be connected with a simple push, or disconnected by sliding a tab, for a water-tight seal.

We opted to install an optional Devilsown upgrade package, consisting of three feet of high-pressure nylon hose, fittings to relocate the check valve before the "Y" union, and additional parts to run a dual-nozzle setup.



Removable, screw-in 80-micron filters allow for easy cleaning and excellent filtration. The nozzles are nickel plated to protect from methanol corrosion for increased lifespan. Each spray nozzle is designed with built-in O-rings to prevent leakage. Determining the correct nozzle size will depend on engine displacement, type of kit, pressure of pump, and

horsepower, but can also be determined by using the Devilsown nozzle calculator, located on their website (given at the end of this article).



10 THING YOU SHOULD KNOW ABOUT METHANOL INJECTION, BUT WERE AFRAID TO ASK.

BY CHANCE MCCLURKIN, OF DEVILSOWN

1) What gains can be expected from water/meth injection?

Depending on the current setup of your car, the type of car, and your tuner's ability, all mods are best realized with some sort of aftermarket tuning—the same theory applies to water/meth injection. But generally, gains of 25-45 hp and as many lb-ft of torque are common, making methanol injection one of the best bang-for-the-buck power upgrades for your car.

2) Can water/meth injection damage my engine?

With most aftermarket parts there's always the possibility of damage, but not if the unit is installed and used properly. As long as the injection system is working properly, it can only do good things. Since the water and methanol will help dissolve carbon buildup, it can keep your spark plugs, valves, and combustion chambers very clean, too.

3) Can you run just water injection without methanol?

Yes, but you will not be able to take advantage of the octane-boosting properties of methanol, thus you will get cooling from the water, but no increase in octane. Without methanol, you may not make as much power.

4) We've shown how a turbocharged car can benefit from using water/methanol injection, but can it be used on naturally aspirated cars as well?

Yes, it can be used on N/A applications. Generally, it's used when someone needs more octane or is having problems with detonation.

5) What are the most important issues when setting up a methanol kit?

The most important issue is proper nozzle sizing. It's far too common that people go off the "if a little is good, more is better" mentality—which is why we recommend a 1:1 ratio of water and methanol. The motor can only ingest so much water in the combustion chambers before it loses horsepower.

6) What supporting upgrades are required for water/methanol injection?

At minimum, you should have some sort of engine management that can be tuned to adjust timing, boost, and fuel curves to compensate for the octane boost and cooling effects. You do not need an aftermarket intake, exhaust, intercooler, or strengthened internals. Although, with more supporting mods, more power can be made.

7) Is a high-psi pump necessary to feed methanol? Why not use the factory windshield wiper pump?

Water/methanol must be injected above 60 psi to properly atomize into the engine. Pressures lower than that will reduce the cooling effects, since the larger droplets exiting the low-pressure pump reduce total surface area, and will cause little to no gain in performance.

8) How long will a two-quart tank last?

In high boost/high horsepower applications, a quarter-mile run will use as much as 1/8th of a tank. A larger tank should be considered if boost pressures of over nine psi are utilized in road racing, where a two-quart tank will run dry in as few as five to six two-mile laps. Under normal street use in a 400hp car, a two-quart tank will usually last about 450 miles.

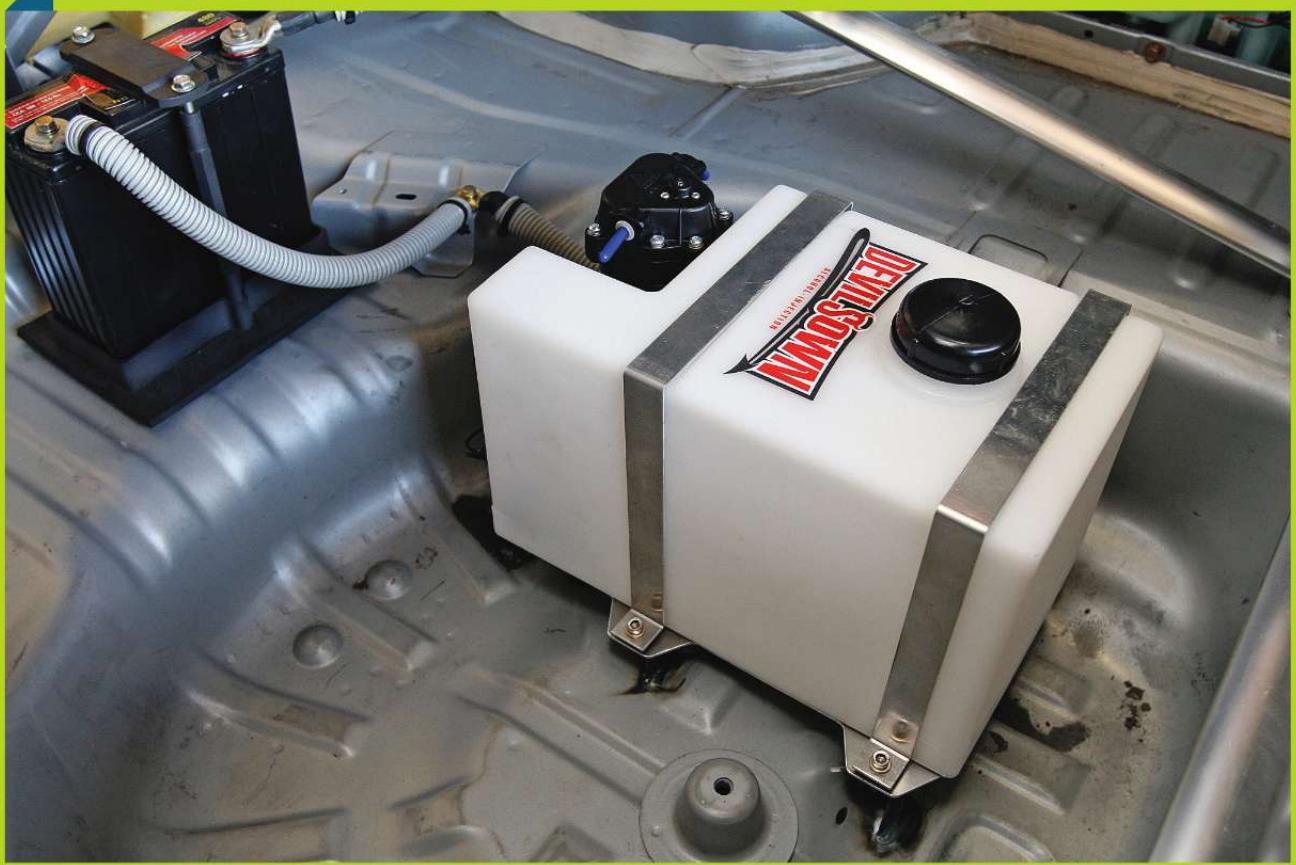
9) Can I use windshield washer fluid?

Most wiper fluids contain some sort of glycol or detergent that can clog your nozzle. We recommend our proprietary methanol blend: Devilsown Brew. Not only does methanol improve your fuel quality, it will also give you a better intercooling effect in the inlet tract. Denatured alcohol can be used, but we strongly advise our customers to use methanol for better, more consistent performance.

10) At what boost level should one introduce water/methanol?

Systems for superchargers or large turbo setups will deliver methanol at 50 percent of peak boost. Positive-displacement superchargers or fast-spooling turbos should inject meth at or near peak boost. Most engines are pretty tolerant of extra water vapor, up to a point of diminishing returns.

Devilsown's 2.5-gallon tank is the first water/methanol tank with a built-in sump and fluid control baffle. The sump design eliminates pump starvation under hard cornering, while the baffle reduces liquid "sloshing" during sprinted driving. The tank is made with $\frac{1}{4}$ -inch-thick HDPE, which is the same material and construction common to most racing fuel cells.



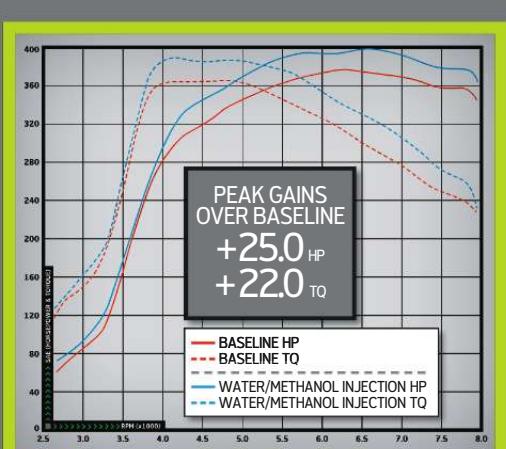
M1 Fabrication and Development welded two bung fittings onto our charge pipe. We positioned one nozzle in front of the throttle body, with the other mounted directly after the blow-off valve.



The Devil'sown water/methanol delivery jet in action.



The production of more power by a water/methanol-injected engine is not a product of the water/meth mixture alone. You must tune to get the most out of it. Our EVO IX—equipped with a Tomei Arms M7960 turbo, Cosworth M2 camshafts, Cosworth CNC-ported head, Okada Projects Plasma Quad Pac, and full Fujitsubo exhaust—dynoed a baseline of 375 hp and 364 lb-ft of torque.



Upon dynoing the EVO with the DevilSown kit installed, we found that the octane-boosting effect of the water/methanol mixture mirrored tuning a car with race fuel. The water/methanol injection enabled us to run the same air/fuel ratios as a pump gas tune, but with less fuel added to the map of our engine management software. Tuning with water/methanol injection, we typically ended up with the same air/fuel ratios common to pump-fuel tunes, but with less fuel needed, and the benefits of increased knock resistance. We were able to add timing and boost from 3,800 rpm to redline, and made 400 hp and 386 lb-ft of torque. Although we could have made even more power over our baseline, the goal was to use the water/methanol injection to safeguard the motor when driven under extreme track temperatures and strenuous road racing, rather than simply going for maximum power. **it.**

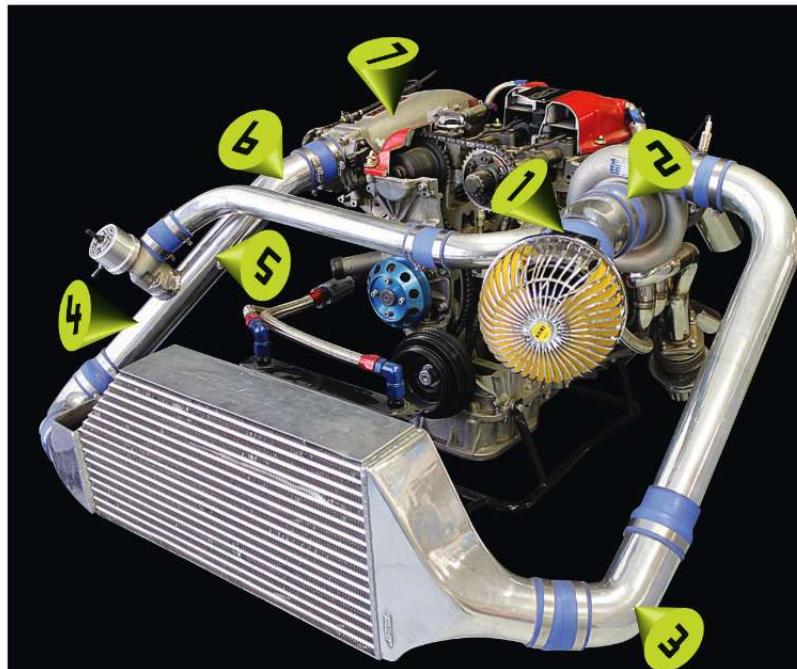
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WHERE TO LOCATE YOUR WATER/METHANOL INJECTION NOZZLE

1. MAF Sensor

Make sure you do not place the nozzle in front of the mass air-flow sensor (MAF). Injecting water or methanol through the MAF sensor will likely cause it to short out.

2. Pre-Turbo

Locating the nozzle in front of the turbo chemically alters the turbo compressor map, causing a change in the engine's air/fuel ratios. Injecting water/methanol directly into the turbo can also damage the compressor blade.

3. Pre-Intercooler

Installing the nozzle before the intercooler might seem like the perfect location to aid in pre-cooling, but it does have its drawbacks. If the nozzle doesn't emit a fine enough mist, both water and methanol can condense and collect in the bottom of an intercooler core. In colder climates, the overcooling effect can cause the water to freeze inside an intercooler, causing a blockage of airflow. On the flipside, hot air from the turbo can prematurely vaporize the water by the time it reaches the intake, rendering the system ineffective.

4. Post-Intercooler

Most methanol installers prefer placing the nozzle before the intake air temperature (IAT) sensor typically found on newer vehicles. IAT sensors monitor the temperature of air going into an engine, and can automatically advance ignition timing and lean out air/fuel ratios due to cooler intake temps of water/methanol injection. This cause-and-effect scenario can create more horsepower, but may also damage an engine. Another problem we found was placing the nozzle before the blow-off valve, which causes an unwanted release of meth/water vapors at throttle let-off.

5. Charge Pipe

Placing the injection nozzle as far from the cylinders as possible on the intake charge pipe allows for the water/methanol mixture to be better absorbed into the intake air charge. This allows for greater distribution into each cylinder, creating the coolest possible air charge.

6. Throttle Body

The most common location to place a nozzle is three to six inches from the throttle body. The nozzle should spray directly into the throttle body and should never be placed right before a tight-radius bend. Positioning a nozzle directly in front of an angled pipe can cause the liquid to adhere to the walls of the pipe before dribbling ineffectively into the intake manifold.

7. Intake manifold

Installing separate nozzles into each intake runner will deliver equal amounts of water/methanol to each cylinder. The only downside to installing the nozzles into the manifold is the additional labor and parts costs.



01 PROTHANE MOTOR MOUNT INSERTS

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02 CERWIN VEGA STROKER S1000.1 AMPLIFIER

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The Stroker 1,000-watt single-channel S1000.1 amp provides an ultra-efficient class GH design, using extruded aluminum heat sinks to remain cool even under the most extreme conditions. These mono model amplifiers are strapable, which means you can bridge two identical models together to create one incredibly powerful channel. All Stroker amplifiers feature Vega Bass equalization circuitry for the best low frequency reproduction possible.

Cerwin Vega / www.cerwinvegmobile.com / 480.838.9422



03 ROCKFORD FOSGATE T1D210 SUBWOOFER

The Power Series T1D210 Dual 2-Ohm subwoofer builds on innovative new Rockford Fosgate technologies. These subwoofers have patented VAST technology that increases surface cone area up to 25 percent, so the T1D210 performs like a much larger woofer than the previous model. The new Flex Fit basket not only looks the part, but provides extreme flexibility for extreme installations.

Rockford Fosgate / www.rockfordfosgate.com / 480.967.3565

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