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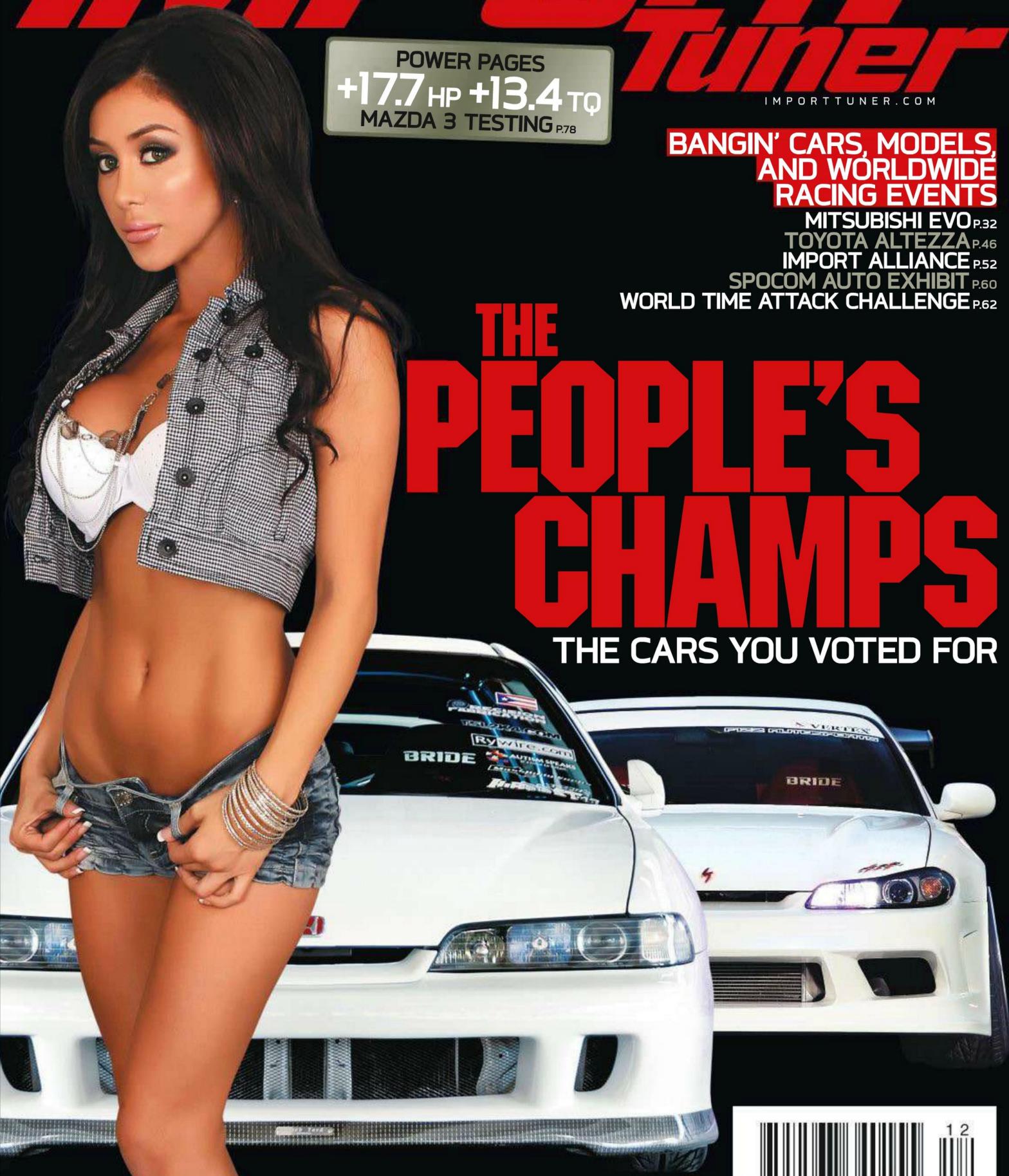
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# AND THE VOTES ARE IN

Charles Trieu  
**EDITOR**  
[charles.trieu@sorc.com](mailto:charles.trieu@sorc.com)  
[facebook.com/charles.trieu](http://facebook.com/charles.trieu)

For this issue we let our fans be in the editor's seat. You guys got to pick which car would be on the cover.

Announced on our Facebook fan page, we let our fans decide from among the cars in this issue which one was their favorite, and which car they wanted to see on the cover. All the cars in this issue are completely built and have a ton of work and time invested in them. It wasn't that we couldn't figure out which one to put on the cover; instead, we wanted to let our reader's pick and tell us for a change. When's the last time a magazine let you pick what goes on the cover?

It was a super close race between the Integra DC2 and the Silvia S15. With thousands of votes in and only less than a 5 percent lead, the Integra won. However, since both cars were so close in votes and way further than any of the other cars, we decided to put both on the cover. With thousands of votes for these two cars, we couldn't let less than 100 votes determine the winner. It's obvious that you guys want to see both cars. Yet, not just these two, all of the cars from the contest are in this issue in their entirety. From show to race cars these are some of the most meticulously built imports around.

We want to thank every one of our fans for taking the time to vote. Stay tuned to our Facebook page and website for even more contests that we'll be doing to get you guys more involved with the magazine.

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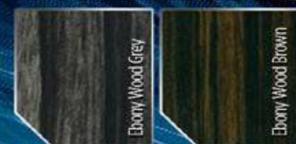
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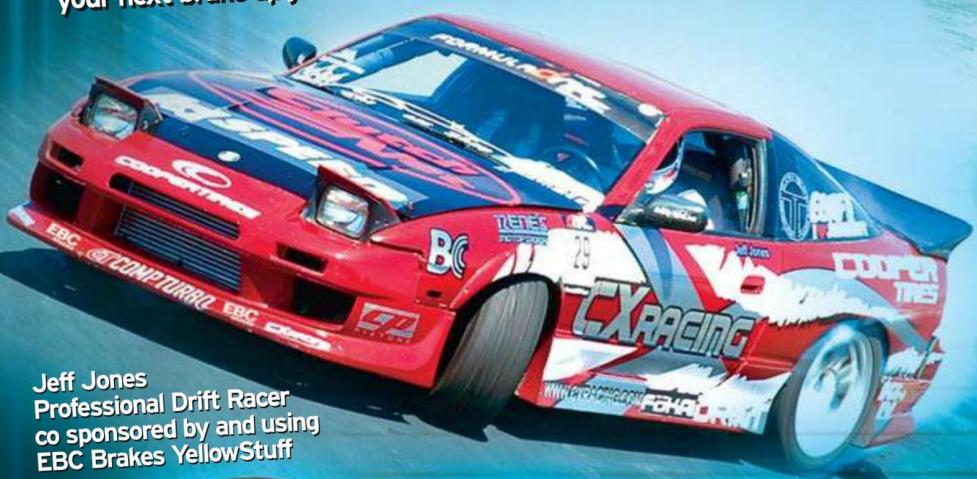
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Staff Photographer **Henry Z. DeKuyper**

## CONTRIBUTORS

Yuta Akaishi  
Rhett Baruch  
Michael Bell  
Dino Dalle Carbonare  
Jon Domingo  
Eric Hsu  
Jonathan Hwang  
Luke Munnell  
Jeanne Navarro  
Daniel Olivares

## ART DIRECTION AND DESIGN

Art Director **Gene Coo**  
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on any inquiries.

For general inquiries: [importtuner@sorc.com](mailto:importtuner@sorc.com)

For features: [features@importtuner.com](mailto:features@importtuner.com)

For models: [models@importtuner.com](mailto:models@importtuner.com)

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**ADVERTISING**

Group Publisher **Maria Jamison**  
949/705-3149 | maria.jamison@sorc.com

Associate Publisher **Derrick Yee**  
949/705-3182 | derrick.yee@sorc.com

Advertising Operations Coordinator **Teri Hancock**  
949/705-3317 | teri.hancock@sorc.com

Sr. Account Manager **Glenda Elam**  
626/695-5950 | glenda.elam@sorc.com

Account Manager **Greg Yamamoto**  
310/531-9892 | greg.yamamoto@sorc.com

Account Manager **Willie Yee**  
310/531-9182 | willie.yee@sorc.com

Operations Assistant **Jennifer Gonzalez**  
949/705-3145 | jennifer.gonzalez@sorc.com

**DIGITAL/MARKETING/EVENTS**

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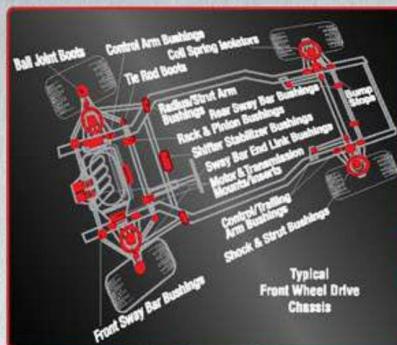
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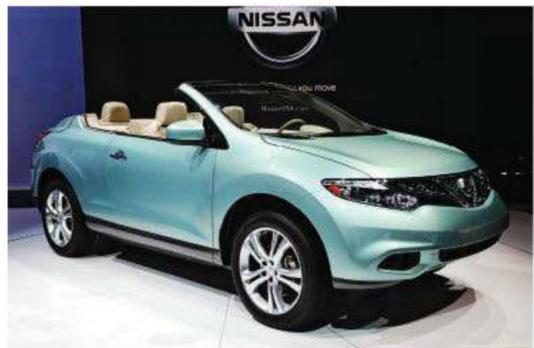
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# ARE AUTO MANUFACTURERS LOSING THEIR EDGE?

Call me old school, jaded, or just plain crazy but what I'm about to say is sure stir up plenty of controversy.

## Today's newer cars are uglier than ever.

Ever have a moment when a newer model car passes you on the street, and you scratch your head and say, "What were they thinking?" Vehicle designs change very little from year to year. But sometimes, a carmaker takes a chance on a new, unique design with some resulting in disaster. Take, for example, the Nissan Murano CrossCabriolet, which was officially named by *Fortune* magazine as the most disliked car of 2011. This crossbred car/SUV/convertible is hated for good reasons. How is it possible for the average car buyer to say today's cars look good, or for the average consumer to support those same automakers is beyond me. Personally, I don't understand it.



But before you email me your psychobabble talk, it should be pointed out that an individual's thoughts and opinions on car design are subjective. Beauty certainly is in the eye of the beholder and what I find attractive or distasteful, others may not. Low offset wheels, pink paintjobs ... you may or may not like them but it's what makes each and every one of our personalities and cars we drive unique.

Sure, there were plenty of ugly cars back in the '80s and '90s, and not all the classics were decent looking. But there is an untapped market for cars with decent style that automotive designers need to make pretty for a change. I've challenged myself to compile a list of modern cars that fall into the beautiful/sporty category but found less than a handful that come to mind, which include the Nissan R35 GT-R and Lexus LF-A.

Unfortunately auto manufacturers are drawn to safety standards, and government rules and regulations that are pushing cars to be ugly. Rules that include regulations on the height and length of the front and rear bumpers/crash beams, headlights, taillights, mandatory side curtain airbags for '09-and-newer cars, safety features like traction control and ABS, and more. These rules and regulations alter the car's design into an unpleasant, more typical box-shaped car with the similar stylings we see today. Until manufacturers figure out a new way to discreetly implement safety components and improve looks without inflating production costs to more than they want to spend, consumers are SOL. What about supercars, such as Ferrari or Lamborghini? They usually get around the restrictions through various import/export or crash-testing loopholes but seriously ... what did you expect when you pay to play?

So the argument becomes safety versus beauty, and which would a person rather have? Someone who has kids will almost always choose a safe vehicle, regardless of how hideous the car looks—hence, all the regulations. The regulations are also there to reduce the payout by the insurance companies, as they have a vested interest in making vehicles as safe as possible, not beautiful. The middle of the road is, of course, the fact that ugly safe cars don't sell as well, and manufacturers understand the need to make them "unique" or "pretty". In a perfect world, an auto manufacturer would be immune to rules and regulations in creating a timeless beauty that we can all call the perfect car. So which would you prefer? An ultrasafe daily commuter that only a grandma can call her own or a streamline sports car that looks and performs like no other but is a potential deathtrap every time you drive on the streets? Decisions ... decisions.

## LIVING it.

RIDING SHOTGUN WITH THE EDITORS

### '03 SUBARU IMPREZA WRX

We're turning the final nuts and bolts and wrapping up the assembly of our project EJ20 engine in this issue of *2NR* (p. 88). After months of saving money and deliberation on parts, we made the final push in bringing our Subaru Impreza WRX back to life after being stored for more than four years. Yes, it's coming back from the dead and preparing to make some serious horsepower!

SENIOR EDITOR  
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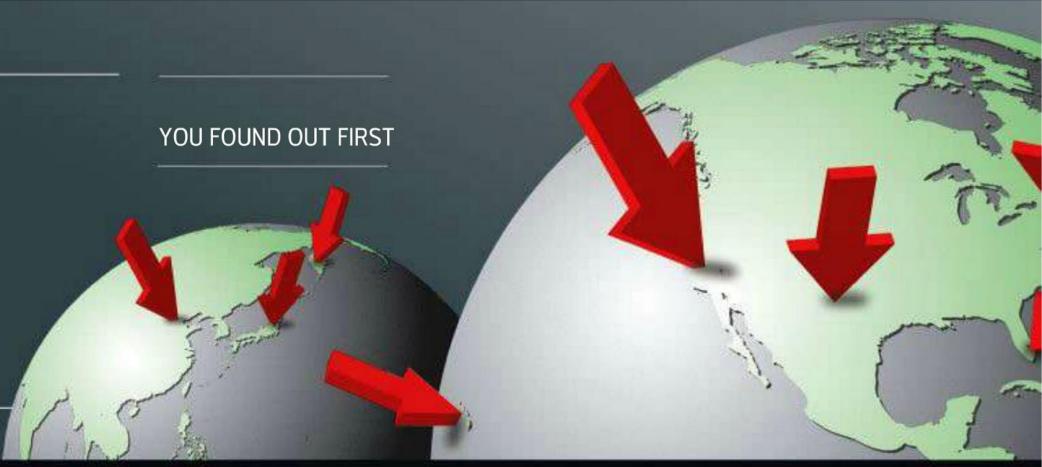


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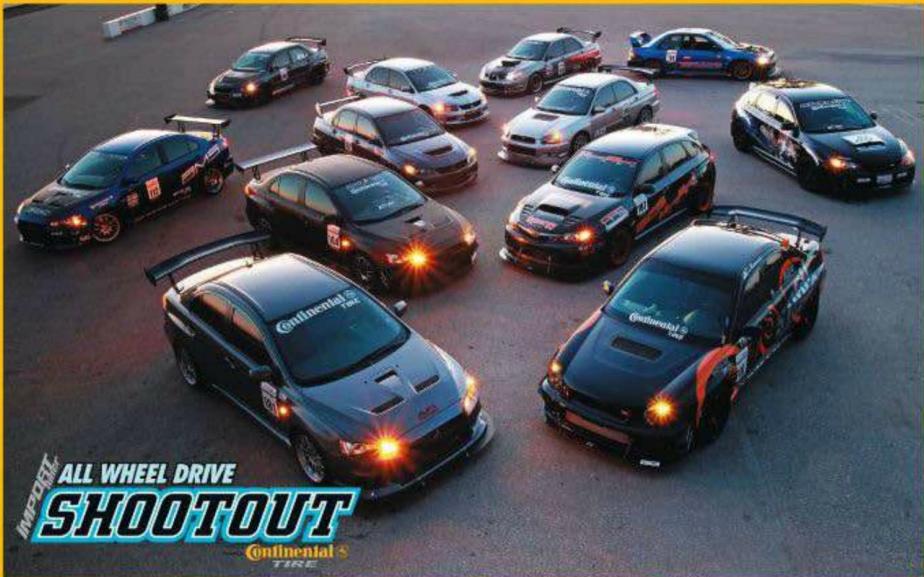


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YOU FOUND OUT FIRST

BY SCOTT TSUNEISHI

## SPARK PLUG WIRE MAINTENANCE



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With any vehicle, routine maintenance is a key essential in keeping your car running in tip-top condition. When spark plug wires fail, a car will hesitate, stumble, and run erratic, especially going up a hill or under a load. Changing spark plugs and wires can be a fairly easy task and save you hundreds of dollars a year in fuel costs, avoid roadside breakdowns, and keep your car from needing even more expensive work caused by neglect of simple maintenance.

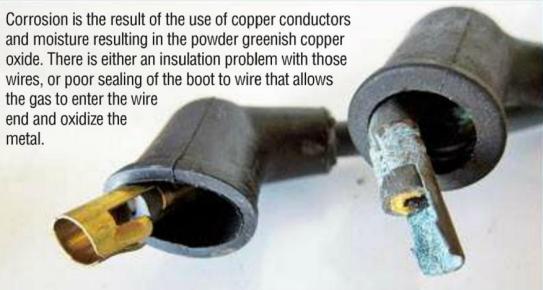
Today's hotter running engines create extreme underhood temperatures, placing exceptional demands on spark plug wires. Over time, these wires can corrode or become damaged, requiring replacement. Though most auto manufacturers are claiming 80,000 miles between spark plug changes and only "as needed" on the wire replacements, few cars can make it that long without replacing these parts. To test the condition of your spark plug wires, we created this simple DIY diagnostics inspection to keep your car purring along.

Start with a visual inspection of the wires and the wire ends inside the protective boots. Look for heat marks, cracks, or spots where the insulating material has been worn away due to rubbing with some part of the engine, and any sign of green corrosion on the metal clips that lock the wire end to the coil and spark plug. If the insulation jacket is stiff, contaminated with dirt and oil, or shows signs of cracking, immediately replace the wires.

For further checks, you'll need a multimeter or volt-ohm meter. Testing a spark plug wire's ohm resistance with a multimeter is a good way to verify they are in working condition, and if the wires are capable of delivering the required voltage to the spark plug. A multimeter will display how much resistance there is to the current that passes through the wire. Older plug wires will typically show more resistance, indicating they need replacement.

To test the wires, set your meter to Ohms. If it doesn't say Ohms, look for the Greek symbol for Omega. Connect one lead to one end of the wire, and the other lead to the other end of the wire. What you're checking for is called continuity. High resistance will indicate there is damage or corrosion somewhere in the wire. Refer to your vehicle's owner's manual for a list of acceptable reading ranges. Moving on to the next step, while keeping the meter hooked up to the wire, begin bending and flexing the wire while you monitor the voltage. If the voltage fluctuates, there is a break in the wire.

Corrosion is the result of the use of copper conductors and moisture resulting in the powder greenish copper oxide. There is either an insulation problem with those wires, or poor sealing of the boot to wire that allows the gas to enter the wire end and oxidize the metal.



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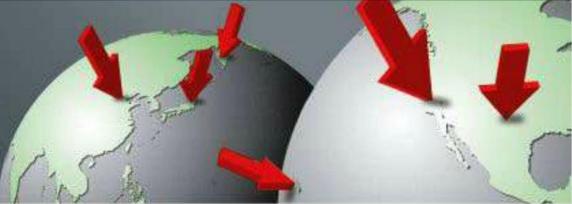
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# SUBARU

## BRZ

It's no secret that the Scion FR-S (Toyota FT-86) will also be released under the Subaru brand. But just until recently Subaru has dripped us some info. The Subaru version will be called BRZ (Boxer-engine Rear-wheel-driven Zenith). Yes, a rear-wheel-drive Subaru. This will be the only non-all-wheel-drive car in their fleet. Scheduled as a 2013 release, production will begin in spring of 2012. In the meantime check out the teaser from the Frankfurt Auto Show teaser. [www.subaru-global.com/11frankfurt/teaser](http://www.subaru-global.com/11frankfurt/teaser)

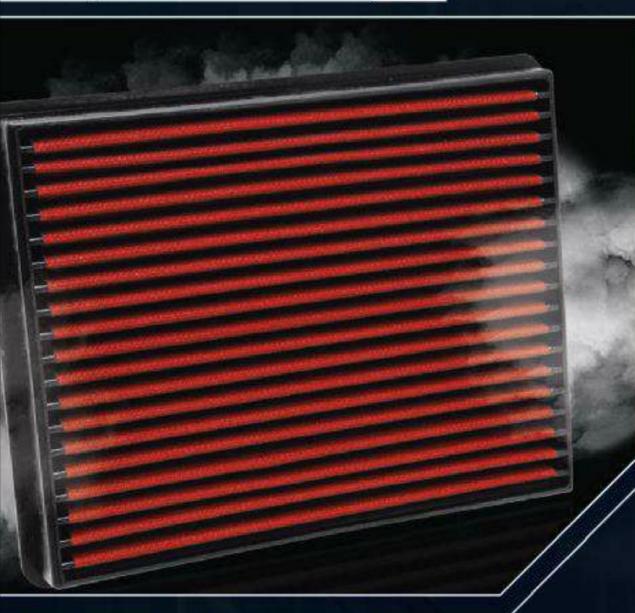


## DEFEATED AT THE TOP

Pikes Peak is one of the most grueling races in the world. Thousands of feet above sea level, teams are put to the test in conditions most road cars can't even drive on yet try to race on. This year nearly 200 cars came out to take on the 12.42-mile 156-turn mountain high course. Zenkai Motorsports and Stephan Verdier were just one of the teams taking a stab at this. With everything dialed in and running perfectly, Verdier set the fastest time during practice day. And when it was time to race, Verdier kept the same speed. At half point they were on schedule to set a new course record. But at about two thirds of the way to the top, at 100 mph a tire gave out in a turn sending the car right into the guardrail. We want to take a minute to notice Verdier, Zenkai, and their whole team for a great effort at Pikes Peak. The mountain is a monster.



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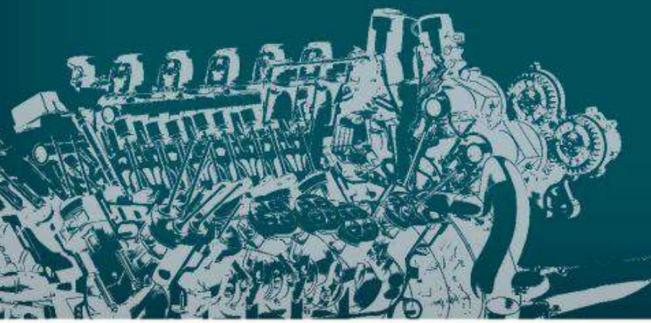
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## CHASSIS STIFFENING

My BNR32 GT-R just turned 20 this year. I have been accumulating parts over the last few years and am ready to begin a major build. The car is about to be stripped to the bare chassis, and I'm starting with new quarter-panels and all-new paint. Because of the age of the car, would it be beneficial to have the chassis fully stitch welded? It will primarily be a road car, but definitely see track usage as well. I didn't want to take the path of putting a rollcage in the car (again, because it's a road car) but I wanted to maintain or even restore the rigidity to the chassis, some of which I'm sure has been lost over its 20 years of life. I won't waste your time telling you I'm "on a budget" and need "an easy fix" because that isn't my issue. I've spoken to a reputable fabricator, one who I know has performed similar work on GT-Rs. I just want to know if this is a reasonable option, or if this is something that can be achieved with a quality set of under-chassis bracing.

-Justin Attanasio

Branchville, NJ

For a street car where chassis stiffness is not of paramount importance, a huge improvement in stiffness can be achieved by just using subframe connectors, strut tower braces, and inner fender braces.

You could even take it a step further and use expanding stiffening foams that can be poured into your framerails, doorsill beams, and A-, B-, and C-pillars. Filling these areas with foam can be a messy and time-consuming job, but can also increase chassis stiffness to near rollcage levels when used in conjunction with braces and connectors. While foam is messy, it's still probably an easier and less time-consuming task than stitch welding. Remember since welding generates extreme hot spots, wiring harnesses, carpets, sound deadening, and interior panels all need to be removed. Then, the paint and sealant needs to be scraped and sanded away before welding. After welding, the surfaces have to be painted to prevent corrosion. Overall, stitch welding is a major task better suited to a full effort race car build when a chassis is stripped to the bone. Stitch welding a chassis really just improves the strength of the seams where sheetmetal is joined. It does not really stiffen the sheetmetal itself, but the chassis will inadvertently get stiffer because the sheetmetal joints are reinforced. Foam injection, on the other hand, does stiffen the sheetmetal sections that it fills. The foam that I have experience with is called Handifoam II-22. You must pay careful attention to the instructions and spend some time sealing up holes, but filling these voids of your chassis with foam can make it much stiffer. I've used the foam on a BNR32 build myself, and I can tell you that it works extremely well when done correctly.



## FIXING WHAT YOU BROKE



ERIC HSU  
WWW.BEYONDTHEDYNO.COM/BLOGS/ERIC

Eric Hsu recently returned from the land Down Under, competing at Australia's WTAC as engine manager for Sierra Sierra's EVO. He's enthusiastic (see photo), well ... not really, but ... he's ready to answer your questions and picking his favorite tech questions for each installment of Question IT over the next few months.

Got a good one?  
Send it to [questionit@importtuner.com](mailto:questionit@importtuner.com)

## ELECTRIC 350Z?

I'm going against the grain here, but I'm thinking of swapping out my VQ35DE for something with a little less power and a lot more torque. I've envisioned a true Nissan EV for a long time now; plus, I don't commute very far so range won't be an issue. Not to mention, I'm pretty sure I'd be the owner of the only all-electric 350Z on the East Coast. That's got to count for something right? Once I have the swap done I want to sell my engine and other useless ICE (in-car entertainment) parts to further develop the Z. What route should I take to do this? Should I go with forums or are there actual parts centers that would be willing to buy back slightly used parts.

-Henry  
via [importtuner.com](http://importtuner.com)

*Just buy a Nissan Leaf. Why spend a lot of money and end up with a crappier car? Nissan spent plenty of dime developing the Leaf, and it is a pretty damn good car. It is highly unlikely that you will be able to even come close to duplicating their results. Or you could buy a Leaf, tear the drivetrain, charging, and electrical system out of it, and transplant it into your 350Z ... but oh what? That costs too much money? If you expect OEM-type reliability then that's what you'll need to spend because you're not going to be able to do it any cheaper yourself. Believe me, save yourself a lot of heartache and money.*

## VALVETRAIN MYTHS

I own a '98 Integra GSR and will soon install a set of camshafts, valvesprings, retainers, and adjustable cam gears. I was on a very popular Honda forum looking for information on what types of valvespring and retainer combos have been successful. I drive my car to and from home and work as well as autocross and HPDE events. One of the myths I came across is that titanium retainers wear out faster than steel. Another myth is that if you use OEM Honda retainers on aftermarket valvesprings they will have a longer life. Is there any truth to this? I'm looking for longevity and using proper parts for my daily and track car.

-Jamaul  
Las Vegas, NV

Titanium does have poor wear resistance, but particularly when the surface of a titanium part comes into sliding contact with another metal. When this happens there is usually material transfer in the form of galling or fretting. In the case of a properly designed retainer, there really shouldn't be any sliding contact. Sure, the titanium retainer comes into contact with the valvespring and valve locks (cotters), but this contact isn't of the sliding variety when the retainer is properly designed. However, there is some normal wear that can come from spring rotation even when properly designed. When wear occurs from this over time, of course the titanium retainers should be replaced. This will take a considerable amount of time for this to occur in a street car, however.

It's important to remember that not all titanium retainers are created equal. There are different grades of titanium that will have different amounts of wear resistance. If you are looking for titanium retainers, I would recommend those made from Ti6Al4V or Ti-17. But honestly, for a street car, chances are your OEM Honda



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retainers with a good quality aftermarket valvespring will be plenty capable of handling what you throw at them. I don't foresee a longevity issue with a properly designed retainer made out of a good titanium material, but if you want that extra peace of mind, OEM retainers should have greater wear resistance. No matter what you choose, be sure to stick to a well-known brand that is trusted among the Honda B-series community. Names that come to mind are Skunk2 or Eibach.



### OLD-SCHOOL SWAP

I am planning a project car for the near future using a Mitsubishi Starion, but the 2.5L turbo engine is rather outdated in terms of technology. I want to swap the 2.4L engine from an SRT4. The main concern with performing this swap is the mating of the new engine to the transmission. Are there any suggestions to make this a little less painful other than transplanting a 4G63? (I'm set on the SRT).

Thanks for your time,

**-Sterling**

**Daytona Beach, FL**

*Before you pull that trigger, have you really thought of the 4G63? I cannot understand why people are always trying to reinvent the wheel. OK, let's imagine you've spent \$1K in parts and labor and two weeks straight making an SRT engine fit in the engine bay of a Starion. Now you still have to spend a ton of money on wiring, custom turbo, exhaust manifold, exhaust, ECU, and more, and there is no off-the-shelf or OEM rear-wheel-drive transmission option for the SRT engine. Does it really make you cooler than a guy with a 4G63 in his Starion? The 4G63 bolts in using two right-hand Starion engine mounts, a Mazda pickup bellhousing with an RX-7 five-speed transmission can be used, use the 4G63 harness and ECU, which already has massive aftermarket tuning support (or standalone ECU if you have the budget), and the various turbo and exhaust manifold options already exist for your RWD 4G63. How much easier can it be? Why make your life more difficult or spend more money than you have to? Screw the SRT engine.*

### HONDA 101

I've been working on cars for all but 10 years now, and am sitting at a crossroad with my current build. I own a '93 Civic coupe that I'm building an all-motor LS/VTEC. I plan on using 81.5mm Civic Type R pistons with a GSR cylinder head. The head will be worked over with a port and polish, which leads me to my dilemma. I've heard flat valves raise compression a little, but other than that is there any benefit to using them?

**-Josh Zartman**

That's correct: Flat-head valves will raise your compression. That's generally a good thing if you're trying to get more compression. Flat valves also weigh more and can affect the maximum rpm of your valvetrain, but it's unlikely that you're at the very edge of your valvetrain's capabilities (assuming you've upgraded your valvesprings). There's no real black and white rule as far as the maximum compression ratio goes. There are many variables that can affect what your maximum compression ratio should be, such as quality of fuel, temperature, how well your exhaust and intake flows, quality of ECU and tuning, and more. I've generally kept normally aspirated street-driven B-series engines under a 12.5:1 compression ratio on pump fuel, but I've always used a good ECU (e.g. Hondata S300, A'pexi PowerFC, Motec, and others) to go with these engines. Keep in mind, a free flowing exhaust will also allow you to run higher compression on pump fuel. Also, cam timing is another big contributing factor. In general, you'll probably get better results taking the car to have it professionally tuned on a chassis dyno since there are quite a few things that need to be addressed during tuning.

### METH INJECTION

For a while now I have been interested in water-methanol injection kits. With several brands claiming up to 200 degrees F lower cylinder temps, better fuel mileage, preventative detonation occurrence, and more horsepower. But if these kits have so many perks at a relatively low cost, why don't you see water/meth kits on the list of upgrades on more of your feature cars or race cars?

My ultimate question is: With summer temps, would water-methanol injection be a viable upgrade to my motor right now, or when it's built? Or is it not even worth it?

**-Max**

**Puyallup, WA**

*Water injection systems can be beneficial for all turbo engines. The water mist is injected into the charge air stream (via intercooler tube), and the water mist absorbs the heat from the air resulting in cooler charge temps. The addition of methanol makes this benefit even greater because methanol's latent heat of vaporization is even greater. You can inject 100 percent water, a 50/50 mix of methanol and water, or even 100 percent methanol. While this all sounds fine and dandy, in actuality, modern intake manifolds were never designed to distribute fluids or mists. For this reason it is best to keep an engine's dependency on water/meth injection to an absolute minimum if using a single nozzle. Using one nozzle per cylinder can bring up the safety margin tremendously so if you must use meth/water injection, I suggest plumbing your system with a direct port setup if your budget allows. Personally, I never use water/meth injection because I believe it's generally a Band-Aid for poor turbo sizing, lack of a good engine or engine parts, or lack of race fuel. A proper race car would never depend on water/meth injection either because water/meth can run out mid race. But I do admit that it is a cheap and effective way to make additional power on the street. The only thing that sucks is: What happens when you run out of water/meth? Your car's horsepower becomes lame once again and you're like an addict searching for more. Why not just get the proper parts that make more power?*





TEXT BY RHETT BARUCH  
PHOTOS BY DANIEL OLIVARES

'01 ACURA INTEGRA TYPE R



MASSA

**T**he pinnacle of front-wheel-drive vehicles is, well, not the CRX that Frankie Ortiz originally owned, but it certainly isn't a bad platform. In the small unaccepting area of Lawrence, MA, Frankie was sitting at a railroad crossing in his Honda CRX when he watched idly as his first love fell victim to yet another driver unconscious of the lowered ways. "This car lasted about four months because of some impatient individual who couldn't wait for the train to finish crossing. He proceeded to back up, but failed to see me and destroyed my front end, resulting in a total loss," he says. The short, but sweet time spent with the CRX had Frankie hooked on what was still up and coming in most parts of this country: JDM styling.



Import Appeal



A blessing in disguise left Frankie with every Honda fanboy's dream whip, the Acura Integra Type R. Frankie had been on the hunt for another clean Honda, but never imagined taking ownership of a NBP 2001 Type R. His stepfather found the vehicle in a local used-car flyer, and asked Frankie, "Would you be interested in this car?" Without hesitation a very excited and surprised "Hell yeah" was spouted off! The following day they went to the dealership, where the car was spotted and paperwork was rolling before Frankie even had the chance of rowing

### THE RIDE HOME HAD HIS MOTHER PRAYING, "PLEASE GOD PROTECT MY SON." THUS FAR, THE VTEC GODS HAVE OBLIGED.

gears at 8,000 rpm. The ride home had his mother praying, "Please God protect my son." Thus far, the VTEC gods have obliged.

So starts the project in 2002, first enjoying the rarity in itself, but it was only a matter of time until the modification bug takes a nibble. The usual, basic and readily available aftermarket tidbits assumed their positions. AEM cold air intakes, A'pexi N1 exhaust, VIS carbon-fiber hood, lip, and new from the factory optional side skirts and rear valences were added, along with a fresh coat of Nighthawk Black Pearl.

The car was active in the local and surrounding show scene and the occasional weekend blast of Third gear VTEC.

In 2006, Frankie made moves, first by bringing the nostalgic, legendary side of





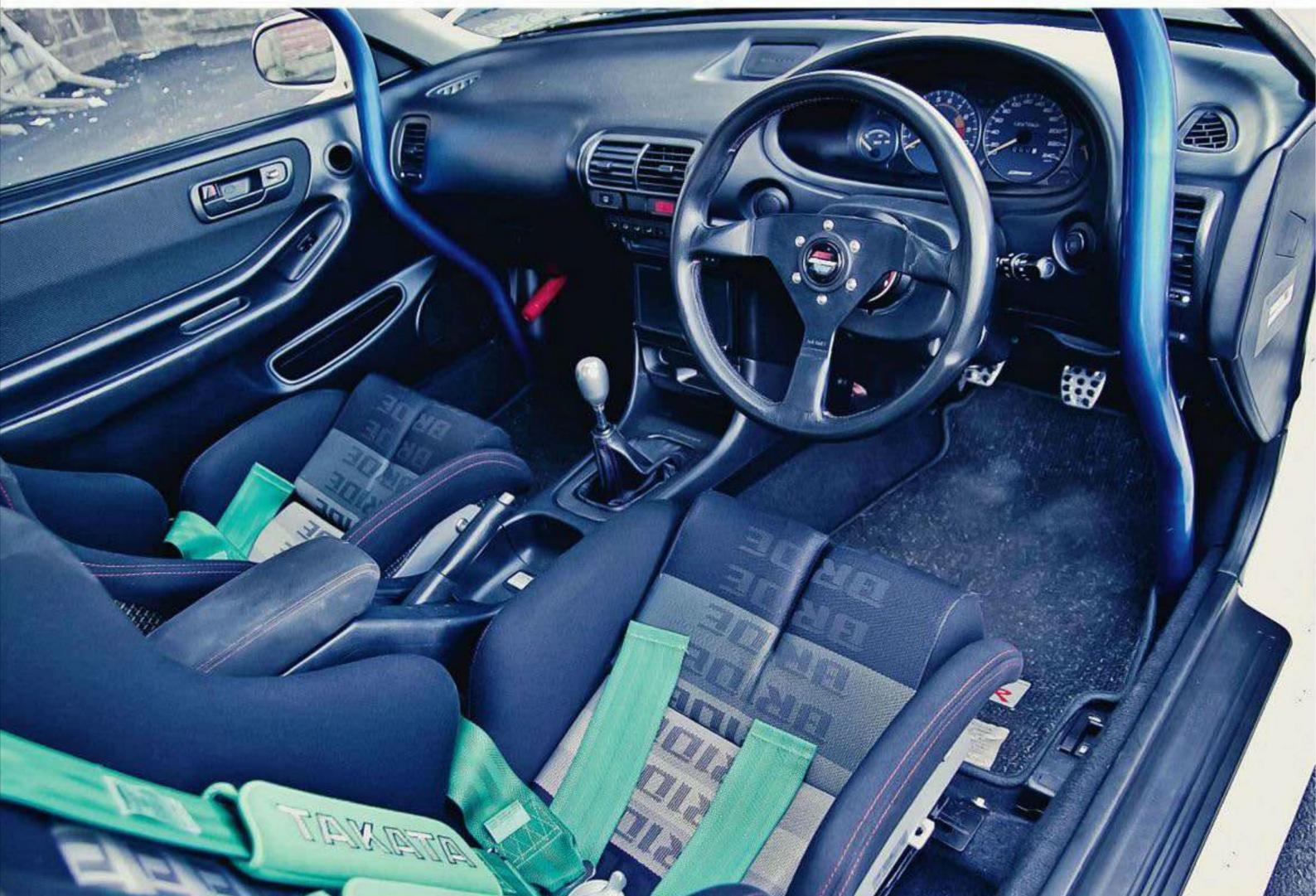
the Type R to life; a fresh coat of Championship White was laid upon the updated front side of this beauty. The JDM front end was fitted along with a Backyard Special Kevlar-lipped bumper ensuring engine temps stay low while Frankie is out having too much fun, thanks to the power bump via a custom Bisimoto header.

By 2007 Frankie added all the goodies necessary to stay planted with A'pexi WS Sport dampers, 17x7.5 Time Attack Volk CE28s, extra-sexy Bride Low Max Stradia bucket seats, and a set of Takata harnesses and gel pads. Frankie marks 2008 as the beginning of the "wonder years". "I'm a really easygoing guy, but I wanted to set myself outside the box," he says. Outside the box he was; this car was built entirely in the Ortiz family garage or a close friend's, righthand-drive conversion and all. In fact, Frankie shares a story of the local police scoping out the car: "The cops were called by neighbors, who thought my car was being chopped up. At the

time the cops showed up I wasn't home, but got the call that I need to rush down there with papers to show proof that the car and front clip were legit. They saw that everything was legit, and as they left they turned around and said that what I was doing was pretty cool and wanted to see it when it was done." Something you don't hear everyday, but a good result to what seemed to be a sketchy situation.

Nearing the end of the exterior and interior modifications were choice, off-the-shelf parts as expected to be spotted in what now has about everything necessary to convince anyone this Integra R rolled off the lots of Yokohama,





Japan. To keep the already factory stiffened and rigid chassis in check, a Cusco six-point rollcage was bolted to the floorboards along with a Miracle Next bar. Not to be confused with shaggy-haired rockers from the '60s, Abbey Road Company (ARC) took to the stage and put the AEM intake to retirement. We all know it doesn't get much better than this handcrafted, factory-like intake box. To maintain great throttle response, factory fitment and the security of engine bay filter element location are also some great reasons for a such a change; let's face it, you just can't beat the looks of such a piece. A half-size Mishimoto radiator and the ever so blingy Spoon hoses were thrown into the mix for better header clearance and more show-winning necessities. As the bay continued to clean up with a mild wire and brake line tuck, Spoon was called upon again. To provide hard spark and better grounding with its upgraded hyper silicone connections and metal mesh loom, the high tension wire kit sealed itself nicely to the now magnesium blue valve cover.

After working through some issues in late 2009 Frankie was quite happy with the car. Left with the utmost satisfaction and now headache free, Rywire stepped to the plate to solve a troubling issue for Frankie. "When I went right-hand

I LEARNED HOW TO WORK ON CARS, NOT TO BE SCARED OF TACKLING BIG PROJECTS, AND THAT ANYTHING CAN BE DONE WITH PATIENCE, THE RIGHT RESEARCH, AND RIGHT GROUP OF FRIENDS.

drive, did my first tuck, wrapped up the conversion, it would start with a misfire," he says. This had forced the car into a temporary dormant stage. "I came back to the project and installed an LS engine harness; it solved the issue." It was then that Ryan "Rywire" Basseri was contacted for the Mil-spec harness and brake booster delete now seen (or is it unseen?) in this freshly re-sprayed engine bay.

Frankie came back hard with a firm grip on the Spoon Sports steering wheel and accurate metering via a 98-spec Spoon Sports gauge cluster, which happens to be one of his most favorable parts on the car. He listens to the great song of the Spoon first-gen Sport silencer, and had the car's interior taken to the next level with a full Alpine stereo suite wrapped in the most appropriate material one can choose, complementing the Bride and OEM Type R interior. A custom trunk floor enclosure displays the booming Alpine Type R subwoofers and PDX amplifiers.

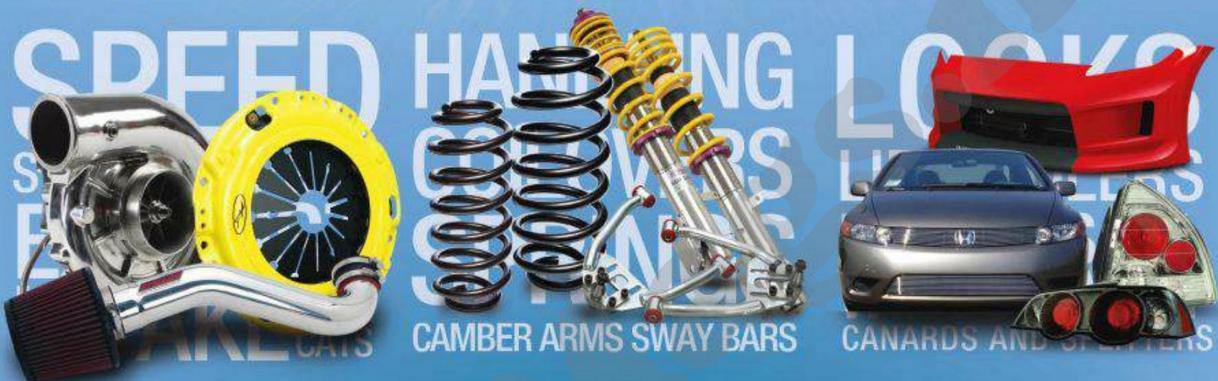
Moving up front, Frankie's favorite Spanish salsa and Reggaetone can be heard much sharper thanks to an Alpine 6.5-inch component set. To complete what seems like a never ending project, Frankie added Spoon calipers and Goodridge stainless brake lines. Lastly, he strapped down 17-inch mag blue TE37s with some Project Kics lug nuts to complement the mag blue valve cover.

Now, Frankie plans to take the car to shows and pick up some sponsors to take the car to the next level, and continue to enjoy Sunday thrill rides. "I learned how to work on cars, not to be scared of tackling big projects, and that anything can be done with patience, the right research, and right group of friends," he says. I'd say that's a pretty solid formula for any true enthusiast to follow, so take note readers. **it**

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## BEHIND THE BUILD

**NAME.**  
 FRANKIE ORTIZ

**AGE.**  
 28

**LOCATION.**  
 LAWRENCE, MA

**OCCUPATION.**  
 FREELANCE DRAFTER/CIVIL  
 ENGINEERING PLANNING

**HOBBIES.**  
 TRAVELING, PLAYING SPORTS, AND  
 HANGING OUT WITH THE FAMILY

**BUILD TIME.**  
 NINE YEARS

**MOTIVATION.**  
 I WANTED TO BUILD A NICE CAR  
 FROM THE EAST COAST

**FEEDBACK.**  
[JDMFRANKY01@AIM.COM](mailto:JDMFRANKY01@AIM.COM)

### '01 ACURA INTEGRA TYPE R

**ENGINE** OEM B18C5; Avid motor mounts; ARC Super Induction box; custom Bisimoto header; Spoon Sports high-tension plug wires and radiator hoses; Mishimoto half-size radiator; BDL fuel rail; Earl's fuel filter and fuel lines; Tein hood dampers; Rywire Mil-spec engine harness, Brake booster delete, QSD plates; custom Precision Fab breather kit; Hondata S300

**DRIVETRAIN** Clutchmaster Stage 1 clutch; ACT Prolite flywheel

**WHEELS/TIRES** 17x7.5 Magnesium Blue TE37; 205/40/17 Falken; Project Kics R40 lug nuts

**BRAKES** Spoon Sports monoblock calipers; Goodridge stainless steel brake lines; OEM fluid

**EXTERIOR** JDM OEM front end, optional side skirts, rear valences; Backyard Special Kevlar bumper; CF gurney flap; Hella 8k HID kit

**INTERIOR** Bride Stradia seats; wrapped subwoofer enclosure; Takata four-point harnesses, gel pads; Spoon Sports steering wheel; 98-spec gauge cluster; Cusco six-point rollcage; Miracle Next bar; Alpine 12-inch Type R subwoofers, PDX 1x1000 and 4x400 amplifiers

**GRATITUDE** mom; Daisy Vega; brothers John and Tony; Bruno; Fernando; Elias; High End NYC; and Auto Concept Elite Motorsports

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# Truly Unique



## Time travel at the speed of a 1935 Speedster?

The 1930s brought unprecedented innovation in machine-age technology and materials. Industrial designers from the auto industry translated the principles of aerodynamics and streamlining into everyday objects like radios and toasters. It was also a decade when an unequalled variety of watch cases and movements came into being. In lieu of hands to tell time, one such complication, called a jumping mechanism, utilized numerals on a disc viewed through a window. With its striking resemblance to the dashboard gauges and radio dials of the decade, the jump hour watch was indeed "in tune" with the times!

The Stauer 1930s *Dashtronic* deftly blends the modern functionality of a 21-jewel automatic movement and 3-ATM water resistance with the distinctive, retro look of a jumping display (not an



*True to Machine Art esthetics, the sleek brushed stainless steel case is clear on the back, allowing a peek at the inner workings.*

actual jumping complication). The stainless steel 1 1/2" case is complemented with a black alligator-embossed leather band. The band is 9 1/2" long and will fit a 7-8 1/2" wrist.

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TEXT AND PHOTOS BY LUKE MUNNELL

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'06 MITSUBISHI LANCER EVO IX

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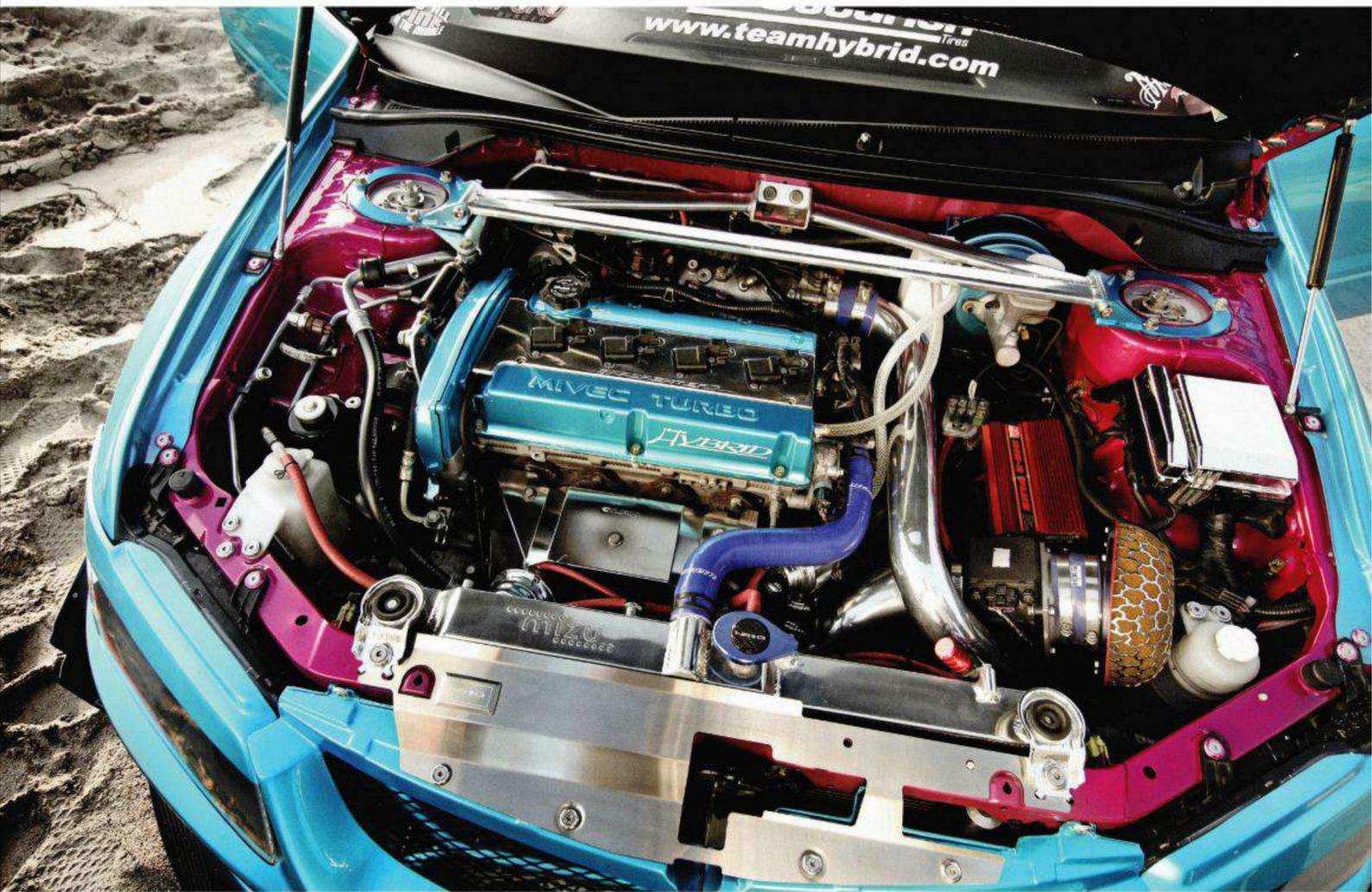


EVOLUTION



## AN EVO IX LIKE YOU'VE NEVER SEEN, FOR THE SECOND TIME.

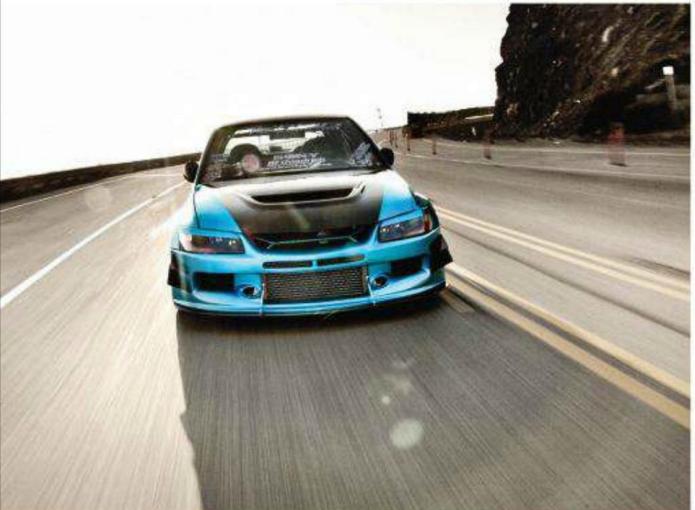
If this car doesn't look familiar to our regular readers, then its previous owner, Las Vegas' Charleston Penesa, has done his job. Again. This 500-plus wheel-horsepower '06 EVO IX of his is the exact same one that appeared in our Mar. '10 issue, painted bright orange and rolling polished Enkei RPF1s ("Orange Alert" <http://bit.ly/lowHrk>). Seems the joys of painstakingly sinking \$25K into building his EVO into near-legendary status were so great that he decided to tear it down completely and do it all over again. Why? "Eh," Charleston says. "Seemed like a fun thing to do."



SEEMS THE JOYS OF PAINS-TAKINGLY SINKING \$25K INTO BUILDING HIS EVO INTO NEAR-LEGENDARY STATUS WERE SO GREAT THAT HE DECIDED TO TEAR IT DOWN COMPLETELY AND DO IT ALL OVER AGAIN.

Of course, a lot of parts were retained from the car's previous build. Charleston may be one of the more driven individuals to ever completely tear down and rebuild their cars, but he knows not to fix what ain't broke. On the outside, the car's complete APR Evil-R widebody kit remains (though now slathered in BASF Teal Blue pearl paint) in part because it's simply one of the cleanest, most complete and functional widened kits on the market, especially when complemented by APR's aerodynamically engineered carbon-fiber front lip spoiler and canards. The Seibon carbon hood and trunk also remain; those eyelids were about the only exterior mod to have been added later in the car's life, aside from those white Gram Lights.

Now might be a good time to drop a little Team Hybrid knowledge. Founded in 1995, they quickly grew to become the pioneers of SoCal import culture in its hey-





day, their brightly colored, highly modified rides serving as flagships for the import movement in the public eye. Picture your typical Southern California-tuned import, and the image that springs to mind is undoubtedly along the lines of something Team Hybrid's built over the years. An original Team Hybrid member, Charleston has been able to exhibit that flare in everything he's built, with this EVO first in its bright orange iteration, and now in this teal/white second coming. Admittedly, we weren't the biggest fans of Charleston's original orange color-matched interior bits and the contrasting Takata green paint on his Cusco 'cage. Covering those orange bits in carbon-fiber vinyl this time around was a cleaner choice, and the unapologetically bolt fuchsia paint covering the Cusco 'cage now paradoxically complements the bright teal exterior every bit as much as it contrasts it, in that O.G.

import flavor. Status Ring seats have been updated to Bride VIOS, the Takata belts remain (why replace perfection?), and the Pioneer AVIC N-3 head unit of the old build has been replaced by a solid carbon-covered panel; an equally capable Sony XAV-60 head unit can now be found below it all.

When we arrived in Oxnard, CA, for our second photo shoot of Charleston's EVO, we were surprised to learn Essex Olalia, fellow Team Hybrid member, now holds the keys to this beast, having bought it from Charleston just weeks prior to our shoot. And in standard Team Hybrid dedication, he drove it from Las Vegas for our shoot—across hundreds



of miles of desert, over some mountains, and through L.A. traffic. Which brings us to our final point about this car: its reliability. As Team Hybrid President James Lin points out, gutted, track-prepped cars make crappy daily drivers, just as ground-scraping, fiberglassed show cars do, or anything with an overbuilt engine requiring race fuel, constant rebuilds, or huge payoffs to make "technically" legal. This EVO falls victim to none of that. Its full Brian Crower internals, Buschur Racing turbo system, Mizu cooling system, and reflash stock ECU remain as reliable and powerful today as when Charleston added them years ago. At the time we shot, this was Essex's daily driver.

"My goal all along was to have a comfortable, good-looking, quick car that I could enjoy every day," he says. "I worked closely with Charleston to learn everything I could about the car before I bought it—all its little quirks, all the parts that went into it—and so far, it's everything I've expected." But that's not to say he's satisfied enough to put the tools away just yet. "I still have to make it mine," he says. "The next time you see it, the interior will be gutted, black with a white 'cage, and I'll be changing out the suspension and prepping it for autocross and the occasional time-attack. I'll probably change out the color again after that; this time to something a little more subtle." It turns out not everyone's a fan of that classic import style—a testament to Team Hybrid's evolving presence in the modern day. Still, some things don't change. When asked why he wanted to take his car in the direction he does, Essex simply replied, "Eh . . . seems like a more fun thing to do." ■





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## BEHIND THE BUILD

**NAME.**  
ESSEX OLALIA

**AGE.**  
28

**LOCATION.**  
HENDERSON, NV

**OCCUPATION.**  
MEDICAL ASSISTANT/MEDICAL BILLER

**HOBBIES.**  
FAMILY AND FRIENDS, WORKING ON CARS, TEAM HYBRID AND HYBRID HUNNYZ

**QUOTE.**  
"BUILDING A CAR ISN'T JUST ADDING PARTS. THINK OF THE CAR'S PURPOSE, AND DON'T SACRIFICE PERFORMANCE JUST FOR LOOKS."

**FEEDBACK.**  
MINEKOTO@YMAIL.COM

### '06 MITSUBISHI LANCER EVO IX

**OUTPUT:** 505 WHP | 481 LB-FT OF TORQUE

**ENGINE** Brian Crower crankshaft, connecting rods, pistons, 280-degree camshafts; HKS Super Induction intake, Carbon Ti cat-back exhaust, front-mount intercooler and pipes; Buschur Racing 3076R turbocharger; Forge Performance blow-off valve, Tial wastegate; Halman boost controller, GReddy FATT turbo timer; Mizu radiator, fans; Mishimoto hoses; RC Engineering 1,000cc/min fuel injectors, Walbro 255-lph fuel pump, MSD DIS-2 Plus ignition; Cusco turbo manifold heat shield; PCM-reflashed ECU by Thomas Ribble

**SUSPENSION** Endura Tech front and rear coilovers; Energy Suspension Master Urethane bushing kit; Cusco rollcage, radiator support brace

**WHEELS/TIRES** Volk Racing Gram Lights wheels (18x9.5 +15mm); BFGoodrich KDW tires (265/35-18); Work aluminum lug nuts

**BRAKES** Rota six-piston front calipers, four-piston rear calipers, two-piece slotted rotors

**EXTERIOR** APR Evil-R front bumper, rear bumper, side skirts, front fenders, carbon-fiber front lip splitter, canards; Seibon carbon-fiber hood, trunk, BASF teal blue paint, applied by Spring Mountain Autobody; vinyl decals by Brian of BCE Design

**INTERIOR** Bride VIOS Lowmax carbon/Kevlar front seats; Takata harnesses; Nardi Deep Corn steering wheel; custom red suede interior accents, headliner, stitching, carbon-fiber vinyl

**ELECTRONICS** GReddy boost gauge, shift light; Sony XAV-60 head unit, XVM-B62 LCD monitors (x2), XM ZR330 Class Damps (x3), XM ZR704 amps (x2), GTX 16215 speakers (x2), XSGT 1626A speakers (x2), XS-LD106P5 10-inch subwoofers (x3), rearview camera (x1)

**GRATITUDE** God, for all His blessings; my mom and dad; my fiancé, Camille Ramos; founder/president of Team Hybrid and Hybrid Hunnyz James Lin; the extended Team Hybrid fam, especially LV chapter director Archie Concon; BFGoodrich Tires; Sony; Meguiar's; NOS Energy Drink; Alfred Mortel; Marc Cuyugan; Omarc Carticiano; Ricky Tolentino; Brian of BCE Design; Richard Celestino; Mark Aquino; Filipino Auto Body; H1 Performance; Spyke Salvoza of S4S Autohub

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TEXT BY YUTA AKAISHI  
PHOTOS BY JON DOMINGO

'00 NISSAN SILVIA



# ON EDGE

SPEAKING SOFTLY AND ROCKIN' A RIDICULOUSLY AGGRESSIVE STANCE



**W**hen I first spoke with Ming Hang Ng over the phone, I was on a trip to Southern California, six hours away from home. I was looking forward to speaking to him about his successful business and, of course, about his beautiful S15 (gracing the pages of this issue). Upon our introduction he said that he was getting married the next day. So, first and foremost, I would like to congratulate Ming and his wife on their marriage and wish them a long and prosperous life together.

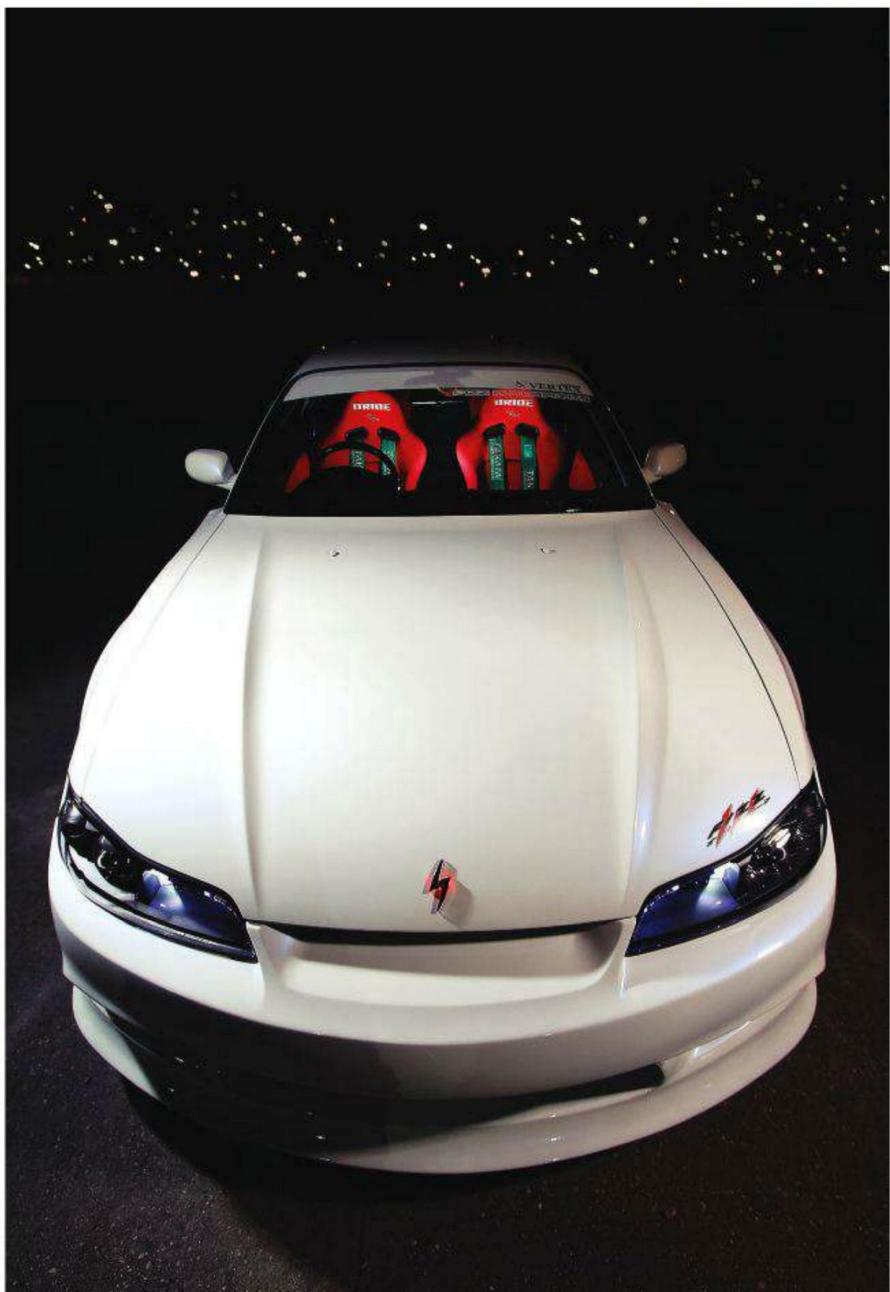
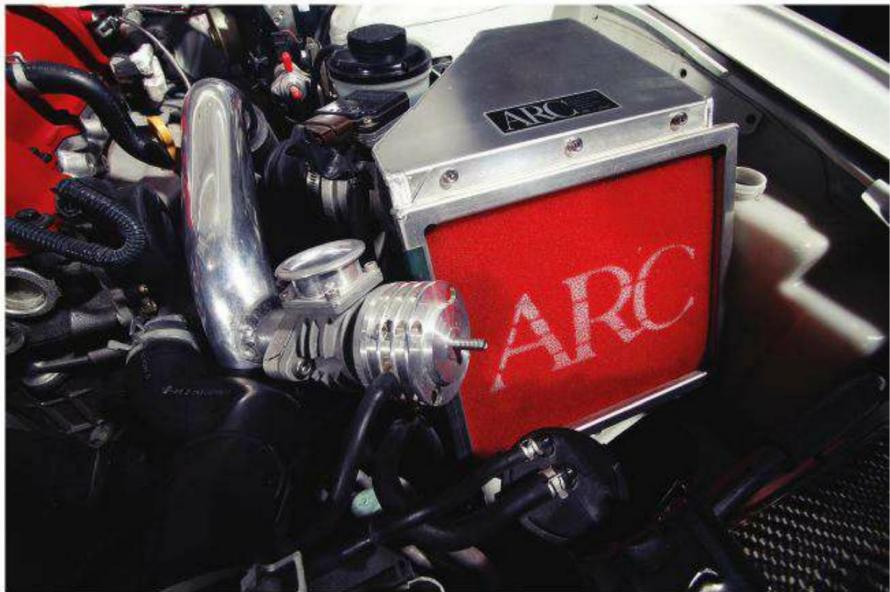
Growing up in Hong Kong for the first 10 years of his life, Ming was constantly around modified Japanese cars, which he quickly realized he had a passion for. His father would often bring him toy Tomica cars and automotive magazines, which only fueled his interest. After moving to Chicago at the age of 10, he never lost sight of his dream to one day make a car his very own. Immediately after graduating high school he purchased his first car, a brand-new '00 Subaru Impreza 2.5 RS. Never forgetting the automotive culture in Hong Kong, he immediately started sourcing parts for his Impreza. At the time, Ming was working at a small automotive shop, so naturally he bought parts through his work. He ordered so much, so often, that his boss gave him the contact information for Fizz Autosports with instructions to deal with them directly. Fizz Autosports, based in New York, was the distributor/importer that the shop was getting Ming's parts from. Armed with his newfound ability to order parts on his own agenda, a whole new world of possibilities opened for the budding car enthusiast. Coincidentally this is how he met Robert Chae.

## THE CHOICE WAS OBVIOUS; HE HAD HIS HEART SET ON OWNING AN S15 NISSAN SILVIA, HAVING BEEN A FAN OF THE CHASSIS SINCE IT'S INTRODUCTION IN 1999.

Chae founded Fizz Autosports in New York when Ming was just a teenager in Chicago experimenting with his first car. Chae and Ming quickly became friends through their countless phone calls organizing the exchange of parts and money. Ming was often invited by Chae to bring his car out to shows in New York, likewise Chae along with other enthusiasts from his area would make the drive to Chicago a few times a year. The friendship Ming and Chae shared was built on a foundation of business and would continue on a professional level. During Ming's final year at the University of Illinois he entertained the idea of making a career out of his hobby. He contemplated the possibility of opening up a shop of his own, hoping to focus on importing quality parts from Japan. However, he faced the hurdle of opening accounts with companies he had never directly dealt with—a daunting task especially considering the language barrier and distance.

Ming rethought his business plan and decided to approach Chae with a proposition: an expansion of Fizz Autosports. Ming would partner with Chae and open up a new shop in Chicago under the same name. As a branch of Fizz Autosports this would allow him to sell the same parts that the original shop carried, while allowing the company to grow as a whole. The choice was obvious for both parties and Ming became the proud new owner of Fizz Autosports Chicago. Soon after, Ming sold his Impreza, which had been featured in magazines and online websites, and was well known in the automotive community. He set off in search of a car to build as his personal project to represent Fizz Autosports. The choice was obvious; he had his heart set on owning an S15 Nissan Silvia, having been a fan of the chassis since its introduction in 1999.

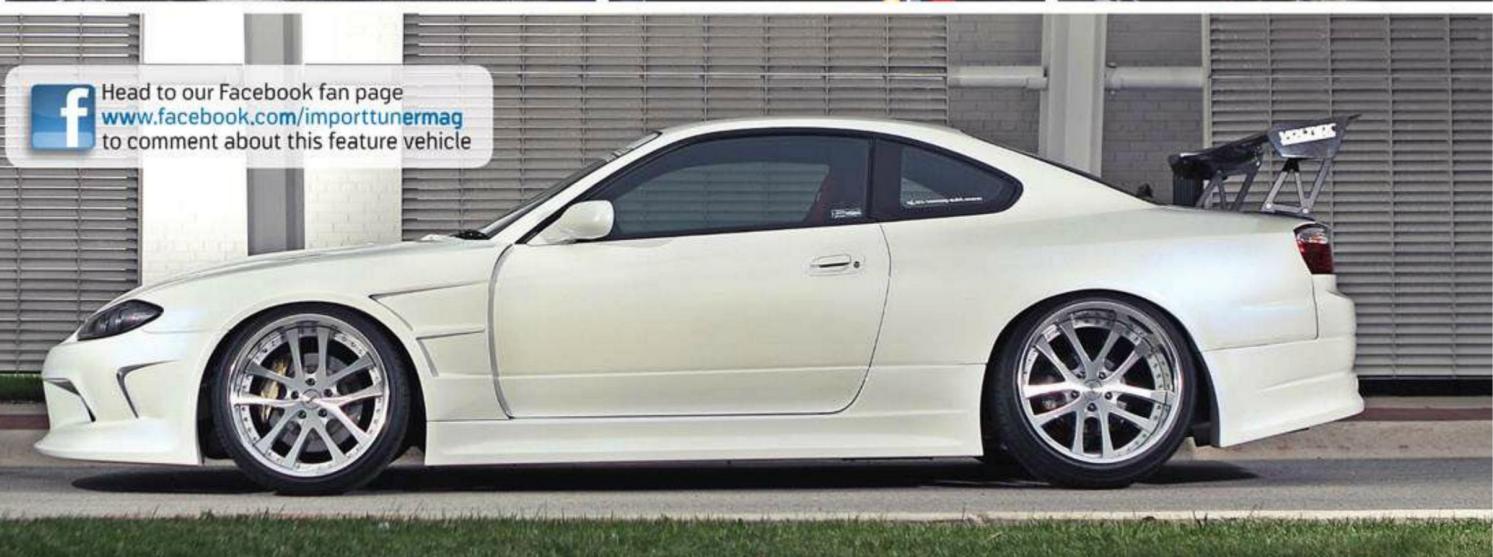
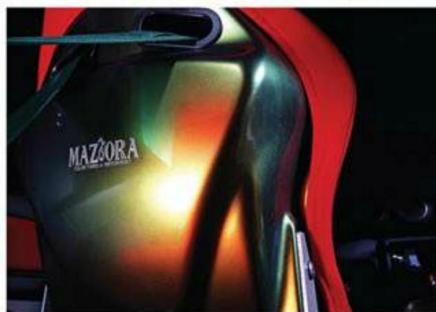
Ming came across a suitable S15 in California that was already registered and assigned a VIN. Immediately, he





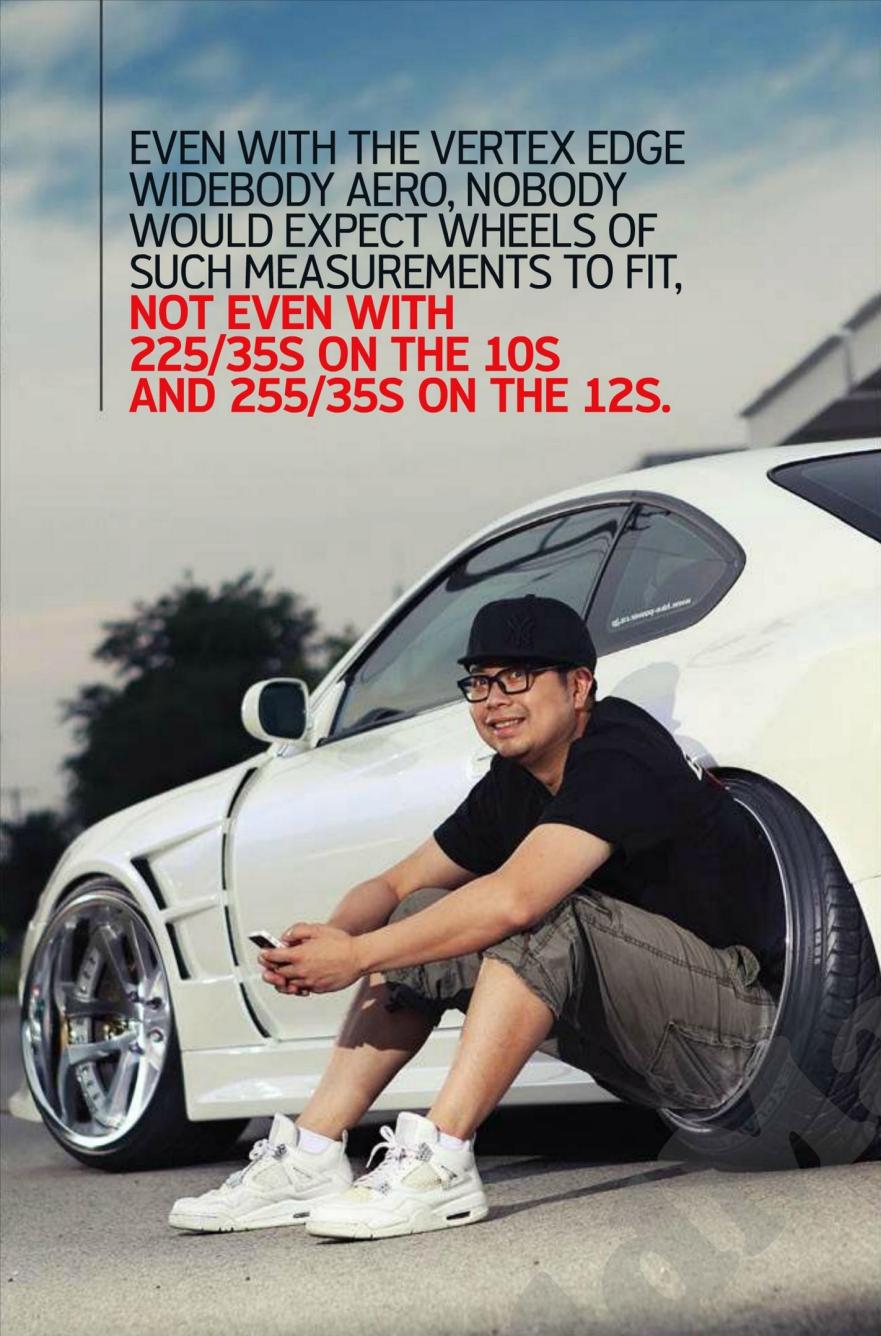
purchased the car, and within days, it was on its way to the Windy City. Upon its arrival, a set of Volk TE37s were added to the car, as was a C-West front bumper along with Vertex side skirts and rear bumper. Most people would be plenty satisfied with an S15 Silvia in their garage, especially if the parts list consisted of names such as Volk, C-West, and Vertex. Not Ming. Being an official distributor for Vertex and having friends there, he was offered the very first Vertex Edge aero kit in the United States. As you can see in the photos, he gladly accepted the sponsorship. Now that the car was 50mm wider per side, the TE37s just weren't filling out the wheelwells like they used to. To alleviate that issue, a pair of Weds Kranze LXZ rims were put on order from Japan in the astounding size of 19x10 with an offset of -20mm for the fronts. The rear fenders were filled out the ridiculous size of 19x12 with an offset of +32mm. These massive wheels are being held onto the hubs by a set of Nismo extended studs and Project Kics R40 lug nuts.

Even with the Vertex Edge widebody aero, nobody would expect wheels of such measurements to fit, not even with 225/35s on the 10s and 255/35s on the 12s. Ming was able to squeeze the very top of the tires just under the fenders by adjusting his camber to negative 6 degrees up front, and is practically driving on sidewall with the rears set at negative 8 degrees. Of course, he wouldn't be squeezing anything under the fiberglass fenders if it weren't for his coilovers courtesy of HKS. With such large wheels dwarfing the stock brakes, Ming picked up a pair of Endless four-pot calipers along with Endless pads all around that fill out the wheels very nicely. I'm sure the Voltex wing would provide ample downforce in the event of a track day, but more importantly, in this case, it provides perfect visual balance when viewing the car from a side profile. The S15 Silvia came with one of the most aesthetically appealing interiors



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EVEN WITH THE VERTEX EDGE WIDEBODY AERO, NOBODY WOULD EXPECT WHEELS OF SUCH MEASUREMENTS TO FIT, **NOT EVEN WITH 225/35S ON THE 10S AND 255/35S ON THE 12S.**



## BEHIND THE BUILD

**NAME.**  
MING HANG NG

**AGE.**  
29

**LOCATION.**  
ARLINGTON HEIGHTS, ILLINOIS

**OCCUPATION.**  
OWNER OF FIZZ AUTOSPORTS

**HOBBIES.**  
BUILDING CARS, TRAVELING

**BUILD TIME.**  
FOUR YEARS

**MOTIVATION.**  
AT FIRST, I BUILT THIS CAR TO BE DIFFERENT THAN OTHERS NOW; THE CAR IS FOR MY BUSINESS USE TO PROMOTE OUR SHOP.

**FEEDBACK.**  
MING@FIZZAUTOSPORTS.COM

## '00 NISSAN SILVIA

**OUTPUT:** 350 WHP / 300 LB-FT OF TORQUE (EST.)

**ENGINE** ARC induction box, thermostat, titanium spark plus cover, blow-off valve; Blitz downpipe, boost controller; HKS intercooler; Nismo oil cap, radiator cap; Trust exhaust; Sard catalytic converter

**SUSPENSION** HKS coilovers; Cusco front and rear sway bar, front and rear lower control arms, front and rear strut bar

**WHEELS/TIRES** Weds Kranze LZX (19x10 -20mm offset front; 19x12 -32mm offset rear), General Tires (225/35/19 front, 255/35/19 rear); Project Kics R40 lug nuts; Nismo lug studs

**BRAKES** Endless four-pot front calipers, front and rear brake pads

**EXTERIOR** Vertex Edge widebody aero kit; Voltex rear wing; House of Kolor Blue Pearl

**INTERIOR** Maziora edition Bride Stradia seats, type RO seat rails, upholstery; Takata harnesses; Cusco door bars; Yashio factory shift knob; Pioneer head unit; Rockford Fosgate speakers and amplifiers

**GRATITUDE** Dat at Vertex USA; Yoshi at WEDS USA; Steve at Mackin; Shino at Bride USA; Chris at CMRacing; Takehiro at Junack USA; and Lily for my support

## HOTBOX

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of all time so why mess with perfection? Ming exercised restraint in this area and only added a pair of Takata harnesses draped across Maziora edition Bride Stradia reclining bucket seats as well as Bride upholstery for the rear seats and door panels. He also added Cusco door bars, a Yashio factory shift knob, and a Pioneer head unit powering Rockford Fosgate speakers.

The engine is fairly mild as well, since the SR20DET needs very little to be more than enjoyable. Air enters through an ARC induction box on its way to get pressurized. Soon thereafter the excess air is relieved by an ARC blow-off valve. The air left in the piping travels through an HKS intercooler and finally enters the engine. Exhaust gasses are escorted underneath the car by a Blitz downpipe, where it enters a Sard catalytic converter and finally exits the rear of the car through a Trust exhaust system. The stock T28 turbo, in this case working slightly harder than usual due to the Blitz boost controller (to the tune of 350 hp), is plenty of fun for most people. However, Ming, always the overachiever, is awaiting his Tomei turbo kit, which should make things very interesting once installed.

The S15 Nissan Silvia, a car that was never meant to be sold anywhere in the world but Japan, New Zealand, and Australia, is finding its way to every corner of the world. To put it simply, it's a great platform for pretty much anything you can throw at it, and as you can see here, it really is a timeless design. It's a very suitable car for Ming, who stops at nothing to get only the absolute best for his cars. With that mindset, I'm certain that his business will continue to flourish and will provide rare and exclusive parts for years to come to anybody who shares the desire to treat their cars to nothing but the absolute best. So next time you're in Chicago, pay Fizz Autosports a visit, whether it be to order a Junction Produce aero kit, or just to bask in the glory of this majestic vehicle. **It**

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TEXT AND PHOTOS BY DINO DALLE CARBONARE

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TOYOTA ALTEZZA RS200 (SXE10)

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# SUPER SEDAN

HKS/YOKOMO RACING IS220-Z

**W**hile Nobuteru Taniguchi and team HKS dropped out of the whole D1-GP thing a couple of years back, they never actually halted the development of their drift machines. With Nob (No One Better) taking part with teammate and best friend Orido in many drift exhibitions there has always been a need to stay at the top, even with no incentive from actual competitions. Things changed, however, at the 2009 D1 round in Fuji, when team HKS and Nob returned to D1 after a two-year hiatus with the all-new IS220-Z you see here.



When HKS replaced the impressively successful D1 S15 Silvia at the end of 2004 with the Altezza most people were confused. At that time Nob was the king of drift, dominating almost every round and well in the lead of the championship. But HKS loves a challenge and decided to introduce the new car before the end of the season. The next seasons were tough as Nob struggled to get the most out of the Altezza. Other teams were coming up with more and more powerful cars, and the Altezza was feeling the pressure. When they decided to no longer participate in D1, HKS didn't retire the car; instead, they continued to develop it. So for its comeback the IS got even more hard core, resembling more of a full-blown race car than your regular drift car. The scope of the exercise was to participate in a few rounds—Fuji and the Tokyo Drift event in Odaiba—and see how things go. The car seems to be performing better and better as Nob gets into the stride of things again. To bring you a detailed look at this impressive drift machine we headed down to the HKS main factory in Fujinomiya city, at the feet of Mt. Fuji.

As ever, the HKS premises are an awesome sight, laid out

in six main factory buildings. Employees all wear the cream-colored HKS overalls and can be seen working hard, making everything from springs and dampers to exhaust systems. The workshop is jam-packed with all sorts of HKS demo cars—we even saw a new Mini Cooper and turbocharged Honda Fit wearing HKS badges. As we waited for the IS220-Z to be unloaded from the transporter we drooled over the black Nissan R35 GT-R demo car, which seems to be undergoing some kind of road testing. It isn't long before the IS is ready to go, bursting into life with an almighty bark. The HKS sequential gearbox seems pretty smooth and easy to operate as Saito-san of HKS positions the car. The car's exterior is somewhat sedate considering what is going on under its skin. The body sports a very slight widening of the front and rear arches thanks to a set of riveted over-fenders. Up front, the massive central air dam of the custom bumper sucks up air and directs it to the intercooler and then the radiator. Curiously, both side intakes have been closed off with some carbon-fiber plating (we will get into this later). The carbon hood is made by Varis and on top of the wide-fiber composite main shell is an FRP structure that has been added for additional strength. To help expel as much heat as possible, a square vented section has been created on top of the turbine, an area that gets very hot in competition. More carbon fiber is used in the form of front side canards and an under-spoiler for the front bumper, all helping generate front-end downforce when traveling at speed. To help shave off weight both the front and rear doors feature carbon-fiber

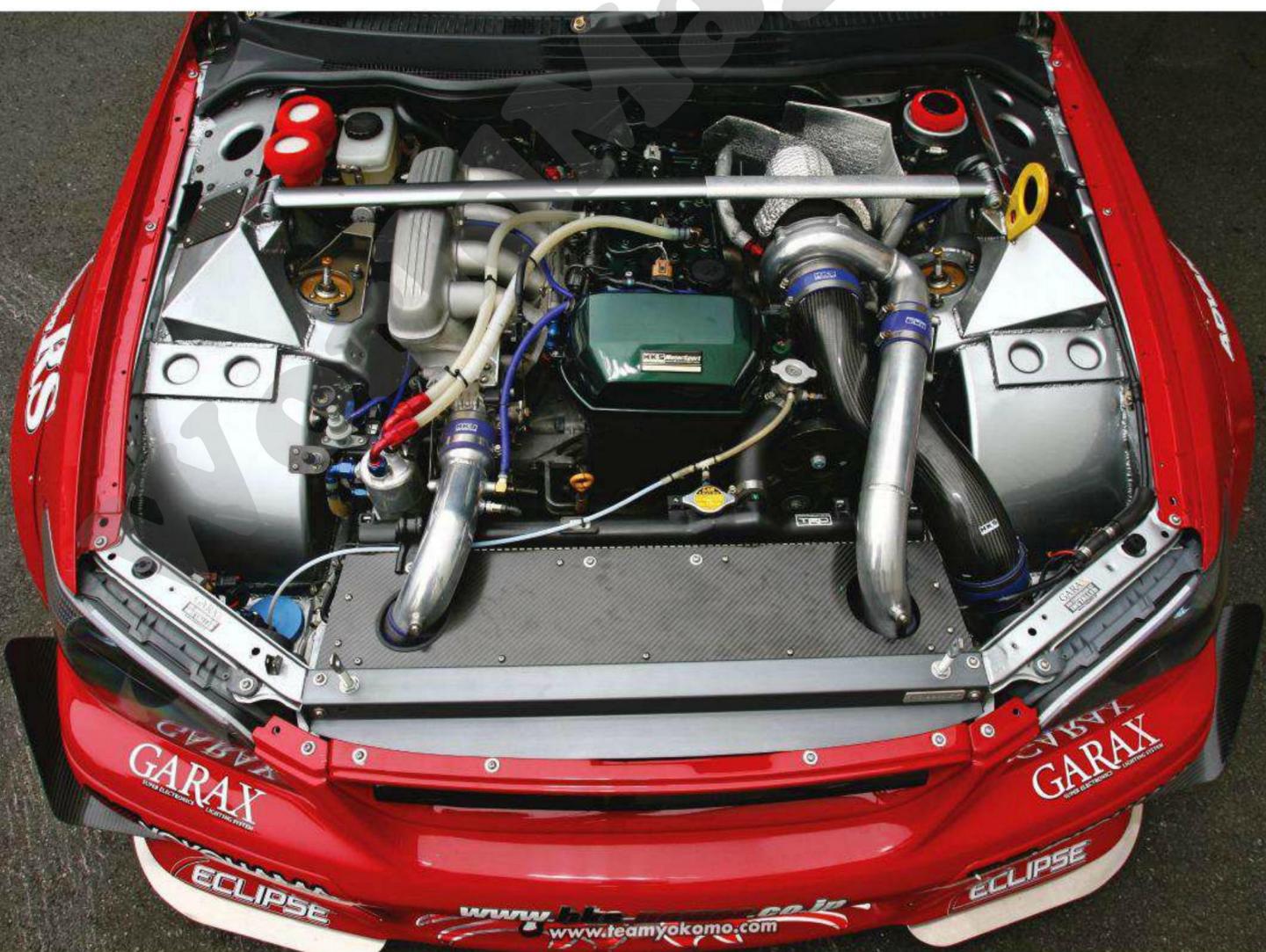


construction, as well as having carbon inner cards. The rear bumper, as on the original 2004 car, is armed with some pretty big air outlets behind the rear fenders. These allow tire smoke to pour out of the bumper cleanly, creating a far smoother cloud of vaporized Yokohama rubber. On top of this, HKS added three carbon winglets on each of the rear corners of the car, which shoot the smoke further up into the air while also adding more rear downforce. Speaking of downforce, the massive rear wing is straight out of a Super GT car! The two centrally mounted stays are connected to the chassis via a small rear subframe so that the aerodynamic force is passed on directly where it's needed. The carbon trunk lid is held in place by four quick-release clips, which once undone allow the whole section to be lifted and removed. The Altezza IS220-Z rides on gold Yokohama Advan RS 10-spoke wheels, 17 inches up front and 18 inches at the rear. Advan Neova AD-07 was the tire of choice, 235/40/17 on the smaller front wheels and 265/35/18 for the rears.

Creating a competitive drift car is no easy feat these days and taking a look around the IS220-Z reveals some mind-boggling attention to detail. The project began with the complete strip down of the car, all the way to the bare shell. The mechanics in charge of special projects at HKS spent countless hours preparing the chassis for the build. Beginning at the front of the car the factory wheel arches and strut towers were cut out and completely rebuilt. This allows for more clearance when the front wheels turn around their increased lock and pivot on the slightly more aggressive caster angle. On top of this, the top mounts of the dampers were repositioned and rebuilt by hand to allow for the best possible drift-oriented geometry. To guarantee optimal rigidity in this area the struts were boxed and plated, allowing for new and far stiffer mounting points

**FOR ITS COMEBACK THE IS GOT EVEN MORE HARD CORE, RESEMBLING MORE OF A FULL-BLOWN RACE CAR THAN YOUR REGULAR DRIFT CAR.**

for the front tower bar. All the front structure was then spot and seam welded. It was then onto the interior, where a lot of time was spent cutting and modifying to accommodate bespoke parts like the six-speed SR sequential transmission, which was adapted to fit the 3S-GTE. The whole transmission tunnel was cut out, rebuilt, and prepared for the custom linkage that had to be fabricated to allow Nob to actuate the shifter. The passenger-side foot well was cut out and modified to allow the downpipe and front section of the exhaust to sit slightly recessed into the floor. The area behind the front seats was completely sealed off and strengthened with more plating and joined by additional equipment like the relocated battery and air jacks. A very complex rollcage was fabricated and secured around the A-, B-, and C-pillars with even more plating. Work proceeded in the trunk area where the racing fuel cell sits. The fuel system has been neatly laid out and a top-feed filler for the tank put in place for easy fill-ups. This was required to clear the large rear spoiler and its stays, not to mention the additional frame inside the trunk. The intercooler spray tank, as well as the secondary oil catch tank, is both located on the driver side of the truck. The adjustment knobs for the air jack system are easily accessible even when the trunk lid is in place. Once all of this was taken care of, the shell was painted in



metallic silver, ready for the next stage of work. Starting from scratch on a build like this means that a lot of custom wiring must be done, and a lot of unnecessary cables removed for a marginal weight benefit. All the electrical system therefore can be neatly organized and items like the fuse box smartly positioned for easy access.

In the Altezza this has been positioned on the passenger side of the center console along with additional piping leading to the rear-mounted oil coolers and braking circuits. Gone is the stock dashboard, which was replaced with a custom carbon-fiber work of art complete with exposed rivets on its sides for that true raw look. On the driver side we find the custom main instrument console, which is fixed directly onto the steering column. This pivots upward to allow for easy entry and exit from the driver seat. A large backlit LCD display is at the center, and a handful of additional switch

**WITH MOST D1 CARS PUSHING OUT WELL OVER 500-550 HP, HKS KNEW THAT THEY HAD TO STEP THE GAME UP WITH THE NEW BUILD OF THE 3S-GTE POWERING THE IS220-Z. BACK IN THE DAY THIS ENGINE WAS PRODUCING AROUND 450-480 HP, BUT NOW IT'S A HEALTHIER 560 HP.**

gear is coherently organized on each side of the Nardi steering wheel. Nob sits on lightweight carbon-Kevlar Bride seats and uses a Willans racing harness to strap himself down. The same seat and belt combo is found on the passenger side. Nob can select gears via the tall gear selector while a secondary lever allows him to have instant lock of the rear wheels thanks to the hydraulic side-brake circuit. The carbon center console is bursting with digital gadgets like the HKS EVC boost controller, knock amp meter, and circuit attack timer. A couple of HKS analog dials keep an eye on the all important oil pressure and temperature. A second LCD screen from Eclipse is used to display the HKS CAMP digital meters.

With most D1 cars pushing out well over 500-550 hp, HKS knew that they had to step the game up with the new build of the 3S-GTE powering the IS220-Z. Back in the day this engine was producing around 450-480 hp, but now it's a healthier 560 hp. This has

been accomplished through a more hard-core tune, which begins with a special HKS 2.2L stroker kit made up of 87mm forged pistons, H-section connecting rods, and a billet crankshaft (90mm stroke) pushes capacity to 2,150 cc. Thanks to the HKS metal gasket a high 9.5:1 compression ratio is created allowing the engine to be far more responsive. Vcam Pro camshafts along with a Valcon controller take care



of optimizing the lower end torque as well as maximizing high-end power. Sitting on the custom HKS manifold is the externally gated HKS GT3037S turbine, which passes spent gasses to the custom straight exhaust system. Perfectly representing just how big HKS' budget is for these kind of projects is the dry-carbon intake pipe, which curves under the custom intercooler piping to suck in air from deep inside the passenger corner of the bumper. A custom-built intercooler using an HKS S-type core has been positioned to receive optimal airflow from the bumper and send the compressed and cooled charge onto the stock Toyota intake plenum. Here it meets with the fuel sprayed into the cylinders by the 850cc/min injectors, which in turn are fed by the twin Bosh Motorsport fuel pumps in the trunk. Keeping the engine cool is a pair of oil coolers, which has been positioned under the car. This is done to avoid problems when the IS is involved in smaller impacts, saving the all-important coolers usually located on the corners of the bumper. This is why both side intakes on the bumper are sealed. A TRD radiator and air-separator tank takes care of engine cooling. As mentioned HKS has fitted their SR six-speed sequential transmission, usually used on S15 Silvias. This has been adapted to fit the 3S and is joined by an HKS GD Pro clutch and a TRD LSD.

On the suspension side of things HKS fitted specially setup and valved Hipermax D dampers and springs, which take advantage of the revised suspension geometry. Thicker antiroll bars are run front and back to keep the car nice and flat when drifting. Apart from extended steering knuckles the only other modification to the

suspension links is a front lower arm spacer, which pushes the arm out further front to allow for more controlled steering. On the braking front Endless have been called into the project and supplied a set of six-pot front calipers and two-piece slotted front discs. At the rear, the stock non-ventilated disc remains along with the factory caliper but is joined by a second caliper for the side brake. This, as can be seen in the engine bay, has required the use of a second master cylinder. Endless Euro X pads are used at each corner.

It was great to see HKS and Nob taking an interest in D1-GP. We hope their interest develops further and can see them competing full time in the near future. **It**



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## BEHIND THE BUILD

NAME.  
HKS

AGE.  
38

LOCATION.  
SHIZUOKA, JAPAN

OCCUPATION.  
HIGH PERFORMANCE  
MACHINES

HOBBIES.  
RACING, DRIFTING

MOTIVATION.  
TOTAL DOMINATION

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### TOYOTA ALTEZZA RS200 (SXE10)

OUTPUT: MAX POWER: 560 HP, MAX BOOST: 1.6 X 100 KPA, WEIGHT: 1,100 KG

**ENGINE** 3S-GTE BEAMS engine; HKS 2.2L stroker kit, metal head gasket, Valcon + Vcam kit Pro camshafts, Valcon Pro valve timing controller, custom stainless steel exhaust manifold, GT3037S turbo, wastegate, custom downpipe, custom exhaust system, one-off carbon intake pipe, custom intercooler piping kit, custom intercooler using S-type core with intercooler spray system (tank in trunk), custom twin-core oil coolers under car with fans, and F-Con V Pro engine management; TRD radiator with air-separator tank; Custom carbon radiator shrouding; racing fuel cell custom fitted in trunk with one-off top feed filler; Bosh Motorsport racing fuel pumps; braided fuel lines

**DRIVETRAIN** HKS GD clutch, six-speed SR sequential gearbox; TRD LSD

**SUSPENSION** HKS Hipermax D custom setup adjustable dampers; custom-built and repositioned front and rear damper mounting points; front lower arm spacer; custom antiroll bars

**WHEELS/TIRES** Yokohama Advan RS 17x9 +22 (front), 18x9 +25 (rear), Yokohama Advan Neova AD-07 235/40/17 (front), 265/35/18 (rear)

**BRAKES** Endless six-pot front calipers, two-piece slotted rotors, and Euro X pads; custom second rear e-brake setup; HKS F-706 brake fluid

**EXTERIOR** Special one-off HKS D1 project body kit, custom carbon doors and panels; Varis carbon hood; custom LED rear lights; custom side mirrors; polycarbonate windows

**INTERIOR** Completely stripped and spot-welded chassis; welded-in and braced rollcage plus additional stiffening; modified transmission tunnel and floor; air jack system; carbon dashboard; flip-up steering column for easy access; Eclipse LCD display for CAMP; HKS EVC5 boost controller; AFK knock amp; V-Cam controller; Circuit Attack Counter; DB-RS oil pressure and oil temperature gauges; Bride carbon-Kevlar racing bucket seats; Willans racing harnesses; Nardi steering wheel; custom levers for gearbox and side brake



### HOTBOX

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# IMPORT ALLIANCE 2011

TEXT AND PHOTOS BY JONATHAN HWANG

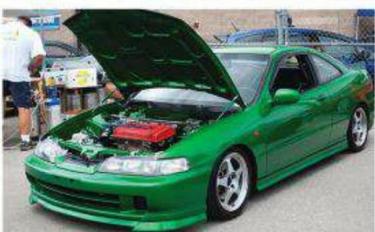
“Y’all traveled all the way from New York for some cars?” is the first thing we heard from our astonished server at Waffle House when we tried to explain why all these “tuner cars” were invading the streets, hotels, and gas stations of Nashville.

A 16-hour drive is not an easy feat. I learned that firsthand when I hit the rumble strips on the side of the interstate highway as my eyes slowly closed from lack of sleep. My two copilots and I were set on going to the famed

summer Import Alliance meet, and to say it short and simple, it was everything we expected it to be and more.

There’s no feeling like driving around and hearing exhaust drones, turbochargers spooling, front lips scraping, and tires rubbing against fenders everywhere you went. Being in the same vicinity as other like-minded people and enjoying what each person has to bring to the table is what this event is all about. It’s the biggest grassroots event in the western hemisphere, and this year 10,500 people were in attendance.

As we sat at the Waffle House tired, sweaty, and dirty, we answered the server



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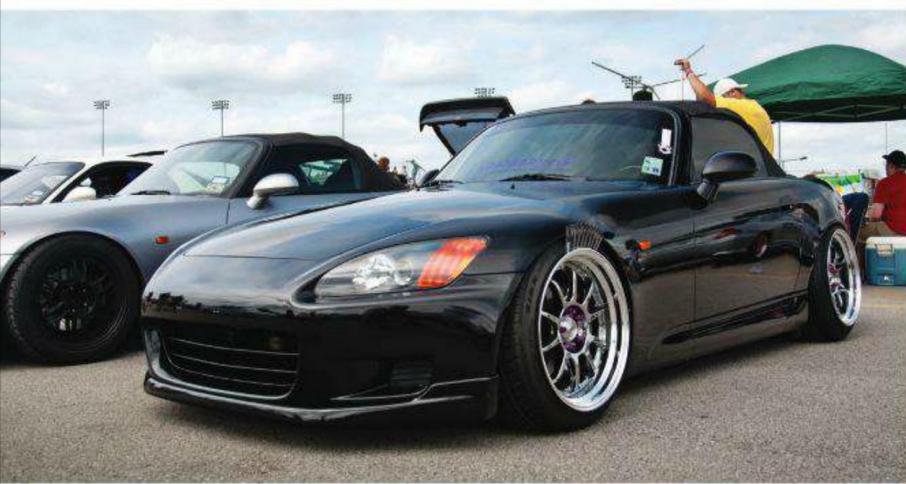
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by saying that we traveled because of "our dedication and love of cars". After a quick three-hour nap, car wash, and shower, I really thought about the thousands of miles we traveled by car, and if it wasn't for our passion for cars, we would have to be crazy. No person in their right mind should make the long trip for a mere meet, but it's the same mentality that we had, that brought 5,000-plus cars to Nashville. The drive isn't for the faint of heart, but it's definitely something any car enthusiast should experience.

Cars of all types were in attendance—from Civics, Integras, 350Zs, Silvias, Skylines, RX7s, and NSXs to M3s, Mustangs, Golfs, Camaros, and Mustangs. Some were stock and some, well, you couldn't tell what kind of car it started out as, but most were quality builds. Picture Nashville Superspeedway with thousands of modified cars; it was automotive heaven.

Originally the meet began as a Japanese import meet, but it's turned into an all-around car meet. People came from all around the United States and Canada, with some coming from as far as Oregon—now that's dedication!

Big props to the organizing committee for the Import Alliance meet, because an event this big would have been bound to turn into a burnout competition very quickly without the proper organization and security. Until next time, I'll be patiently waiting and controlling my cravings for Cracker Barrel and Waffle House. [www.importalliance.org](http://www.importalliance.org)

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Nov 18-20, 2011 • Tampa Convention Center

- **Arizona International Auto Show**  
Nov 24-27, 2011 • Phoenix Convention Center
- **Central Florida International Auto Show**  
Nov 24-27, 2011 • Orange County Convention Center
- **Motor Trend Int'l Auto Show – Las Vegas**  
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CYPRESS, CA

# MITSUBISHI OWNER'S DAY

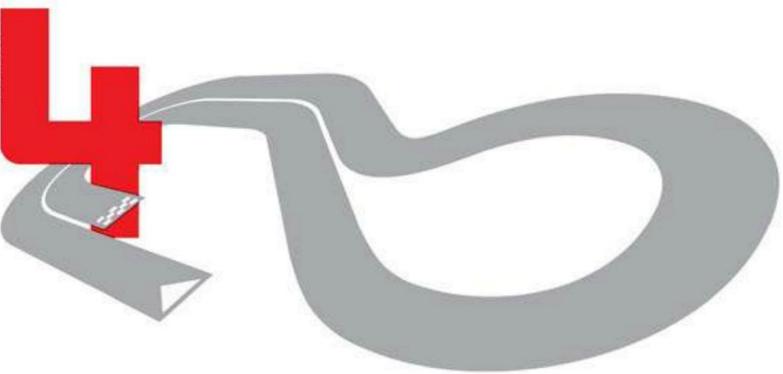
TEXT AND PHOTOS BY SCOTT TSUNEISHI



Mitsubishi Motors recently hosted its 6th Annual Mitsubishi Owner's Day at their Cypress, CA, headquarters. Mitsubishi owners and fans from across the nation gathered to enjoy the numerous exhibits/vendors, food, and activities while sharing their passion for all things Mitsubishi. Hundreds of different model and generation cars, including Starions, Eclipses, EVOs, 3000GTs, Lancers, and Mirages, filled the parking lot with modifications ranging from mild to wild. Mitsubishi played their part in hyping up the crowds with a sneak peek at the

'12 Eclipse SE, the last Eclipse ever to be released after 22 years in production, vintage vehicles, and their soon-to-be-released "environmentally friendly" iMiev electric vehicles. Due to popular demand, Road Race Engineering (RRE) once again sponsored this year's dyno contest as participants pushed their cars to the ragged edge in an attempt to own bragging rights of delivering the highest horsepower for the day. For additional photos, visit [importtuner.com](http://importtuner.com). **it**





## THE GAUNTLET

WALL SPEEDWAY, NJ

TEXT BY SCOTT TSUNEISHI  
PHOTOS BY HENRY Z. DEKUYPER

The Formula Drift championship once again returned to "The Gauntlet", otherwise known as Wall Speedway, located in Wall Township, NJ. During Friday practice, the track was blindsided by a monsoon that destroyed tents, damaged cars, and wreaked enough havoc to cancel Top 32 practice. With the weather cleared up for Saturday's event, the drivers went to work slowly chipping the competitors down to the Great 8, which included Ryan Tuerck, Matt Powers, Conrad Grunewald, Tyler McQuarrie, JR Vaughn Gittin, Justin Pawlak, Dai Yoshihara, and Chris Forsberg.

The Great 8 showcased last year's Wall winner, Dai

Yoshihara, in his V-8 powered Discount Tire Falken 240SX squaring off against Chris Forsberg. Both fans and judges immediately noticed that the often-consistent Forsberg had serious problems with his NOS 370Z as the Nissan lost control and smashed into the embankment wall. A quick 5-minute rule allowed the team to tow the 370Z back into the pits in an attempt to repair the mangled mess. To the surprise of everyone, the team was able to return to the starting grid, but unattended suspension damage proved to be too much for Forsberg to overcome and Yoshihara moved on to the Final Four.

The Final Four matched Grunewald versus Tuerck and Yoshihara versus Pawlak. Grunewald and Tuerck faced off in an all-Chevy showdown with Tuerck in the Gardella Racing/Mobil 1/Red Bull Camaro falling victim to the same wall that took out Forsberg in the previous round. With severe damage



Camaro, Tuerck eventually conceded the round, giving Grunewald the automatic win and placing him in his first finals of the year.

After a disappointing Round 3 elimination in Palm Beach, FL, Yoshihara returned to the Final Four to face Pawlak in the Falken-sponsored Mustang. With Pawlak currently sitting in First Place in the points standings and Yoshihara a close Third, with only 37 points separating the two, this matchup proved critical for both competitors. Showcasing their exceptional drift skills, the drivers mirrored each other's movement to perfection after the first of two rounds, but it was Yoshihara who was caught sleeping on his second run, giving the advantage and eventual win to Pawlak. Because of Pawlak's previous vehicle damage in the Final Four, Yoshihara was awarded a Third Place podium finish.

The final round consisted of a classic Chevy versus Ford battle as Grunewald in his Hankook/Chevy Camaro and Pawlak jostled in a back-and-forth battle. Grunewald wasted no time in striking first, taking the first round. The second round was too close to call as the fans roared in favor of Pawlak, but the split decision call was awarded to Grunewald in his first career Formula D win and second podium in the series.

Formula D travels to Monroe, WA, for Round 5 at Evergreen Speedway with only three events left to crown this year's champion. Visit [www.importtuner.com](http://www.importtuner.com) for additional photos. **IT**

## 2011 POINT STANDINGS AFTER 4 ROUNDS

1. JUSTIN PAWLAK	363 POINTS
FALKEN TIRE FORD MUSTANG	
2. DAIJIRO YOSHIHARA	306 POINTS
DISCOUNT TIRE/FALKEN TIRE NISSAN S13	
3. DARREN McNAMARA	291 POINTS
FALKEN TIRE PONTIAC SATURN SKY	
4. CHRIS FORSBERG	280 POINTS
NOS ENERGY DRINK/HANKOOK TIRE NISSAN 370Z	
5. MATT POWERS	273.50 POINTS
NEED FOR SPEED NISSAN S14	
6. CONRAD GRUNEWALD	272 POINTS
HANKOOK TIRE CHEVY CAMARO	
7. RYAN TUECK	245 POINTS
GARDELLA RACING/MOBIL 1 CHEVROLET CAMARO	
8. TYLER MCQUARRIE	244 POINTS
FALKEN TIRE NISSAN 350Z	
9. VAUGHN GITTIN JR.	228 POINTS
MONSTER ENERGY / FALKEN FORD MUSTANG	
10. TOSHIKI YOSHIOKA	213.75 POINTS
RETAKS NISSAN S13	



# SPOCOM AUTO LIFE EXHIBIT

TEXT AND PHOTOS BY CHARLES TRIEU

Coming into new hands, the SpoCom show is off to a great start and the SoCal show in Anaheim was no exception. The SpoCom Auto Life Exhibits tend to start in the late afternoon and run until 11 p.m. No, this isn't an HIN wannabe dark-lit nightclub for underage kids. For five

hours, thousands of people came through the doors to check out the hundreds of cars on display. Bikini, model, and dance contests broke up the monotony of cars. Whatever your pleasure is SpoCom had it. We can't wait to see what the Hawaii show has in store. [www.spocomusa.com](http://www.spocomusa.com)



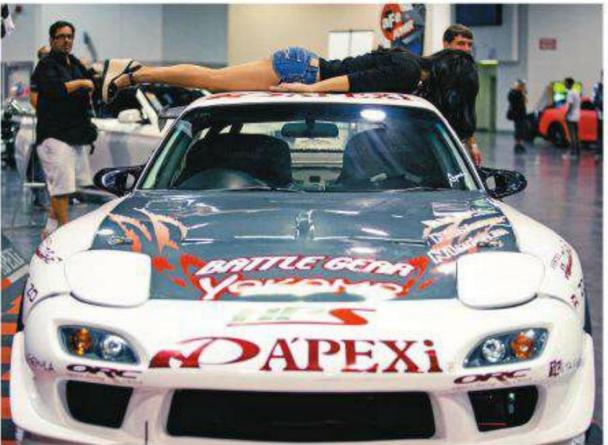
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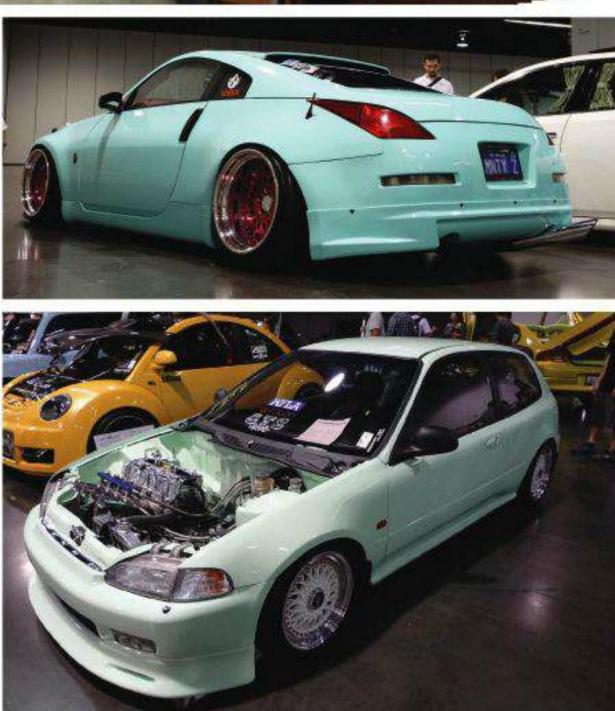
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THE ONLY TIME WE ALLOW PLANKING. THANKS, VIVIAN NGUYEN.  
PHOTO BY EDWARD CHANG



ROBBIE OF PROJECT CAR MAGAZINE AND  
JONATHAN OF SUPER STREET MAGAZINE



TRACY LINH GIVING US A BOUNCE SHOW.

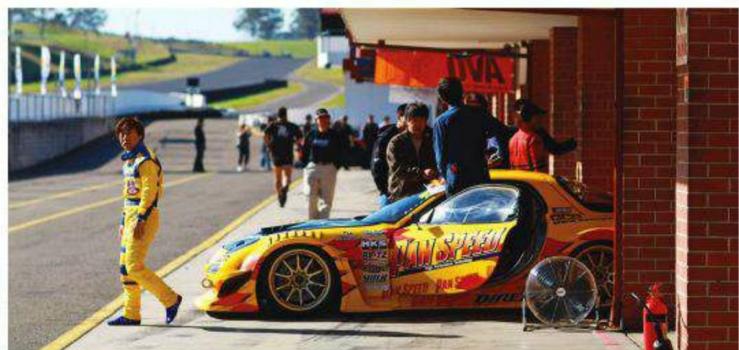
BIKINI CONTEST WINNER MICHELLE SANCHEZ

# 2011 WORLD TIME ATTACK CHALLENGE

TEXT BY SCOTT TSUNEISHI  
PHOTOS BY ALASTAIR RITCHIE

In 2010, Cyber EVO stunned the World Time Attack Championship competition at Eastern Creek in Australia, clocking a blistering time of 1:30.58 and finishing a second faster than Second Place competitor Sierra Sierra. At this year's WTAC, the Cyber EVO machine, piloted by Eiji "Tarzan" Yamada, once again became the star of the weekend event, crushing competitors with its dominant performance.

This year's competition was stacked with dozens of race-prepped vehicles, not to mention some of the most intimidating-looking and race-prepped time-attack machines including Scorch Racing's Nissan Silvia S15—first timers to Australia—and Garage Revolution and their RX-7, fresh from its Tsukuba Super Battle win, lapping the track just a tenth shy of the legendary HKS CT230R record. The event also welcomed the return of Pan Speeds infamous FD3S widebody RX-7, fully prepped and ready to compete at the WTAC.





Sierra Sierra returned to Eastern Creek with their EVO, affectionately known as "Christine", this time with numerous improvements since last year's disappointing Second Place finish. The EVO VIII received extensive aero work including a passive aero design toward the front fender/side skirts, new front bumper with extra canards for extra downforce and engine modifications, which helped increase horsepower output to an undisclosed level.

The event kicked off with Garage Revolution's RX-7 setting the early pace, putting down a 1:30.61 lap time. Sierra Sierra quickly responded with a blistering time of 1:29.02, resetting Cyber EVO's previous 2010 record by over a second. With news quickly spreading of SSE's EVO in the lead, tensions were at an all-time high within the pit area as the Cyber crew furiously wrenching on the EVO in hopes of finding those precious seconds needed to improve their previous lap time. Among the chaos, rumors surfaced that SSE was using nitrous as the Cyber crew launched an unofficial protest (Editor's note: Nitrous is not prohibited within WTAC rules and legal for usage). On top of that, there was also a tire compound issue that added to excitement—another controversy we hope to expand on in our following issue.

The SSE crew quickly confronted Team Cyber by challenging them to find nitrous within the car. In typical Japanese fashion, the Team Cyber politely declined. After a brief track intermission to accommodate the Open Class competitors, the Cyber EVO reemerged onto the course, as Tarzan drove the wheels off the EVO, managing to close the gap with a lap time of 1:29.7510. Although Cyber's lap times were quicker, it was still seven-tenths slower than SSE's fastest time.

While both front-runners were in a heated battle, jockeying for position, a surprise car within the Pro Class that no one seemed to pay attention to ran a blistering 1:30.86, pushing it into Fourth position behind SSE, Cyber EVO, and Garage Revolution. The Tilton Interiors EVO with its rather subtle appearance surprised competitors and spectators alike, only a few tenths of a second off Cyber's record-setting 2010 lap time.

# WTAC PRO CLASS TOP 10

PRESENTED BY ADVAN YOKOHAMA



## 1ST PLACE CYBER EVO MITSUBISHI EVO IV

OUTPUT: 700 whp  
DRIVER: Eiji "Tarzan" Yamada  
BEST LAP: 1:28.85



## 2ND PLACE SIERRA SIERRA MITSUBISHI EVO VIII

OUTPUT: undisclosed  
DRIVER: David Emperingham  
BEST LAP: 1:29.02



## 3RD PLACE GARAGE REVOLUTION FD3S RX7

OUTPUT: 600 whp  
DRIVER: Mitsuhiro Kinoshita  
BEST LAP: 1:30.50



## 4TH PLACE TILTON INTERIORS MITSUBISHI EVO IV

OUTPUT: 600 whp  
DRIVER: Garth Walden  
BEST LAP: 1:30.86



## 5TH PLACE SCORCH RACING NISSAN SILVIA S15

OUTPUT: 700 whp  
DRIVER: Ando Suzuki  
BEST LAP: 1:31.45



## 6TH PLACE ADVAN/HI OCTANE RACING NISSAN R34 GT-R

OUTPUT: 600 whp  
DRIVER: Mark Berry  
BEST LAP: 1:31.90



## 7TH PLACE PREP'D MOTORSPORT LOTUS EXIGE GT3

OUTPUT: 500 whp  
DRIVER: Warren Luff  
BEST LAP: 1:31.91



## 8TH PLACE PANSPEED MAZDA FD3S RX7

OUTPUT: 600 whp  
DRIVER: Kouta Sasaki  
BEST LAP: 1:32.03



## 9TH PLACE GT AUTO GARAGE/ HKS AUSTRALIA NISSAN R35 GT-R

OUTPUT: undisclosed  
DRIVER: Steve Glenney  
BEST LAP: 1:32.41



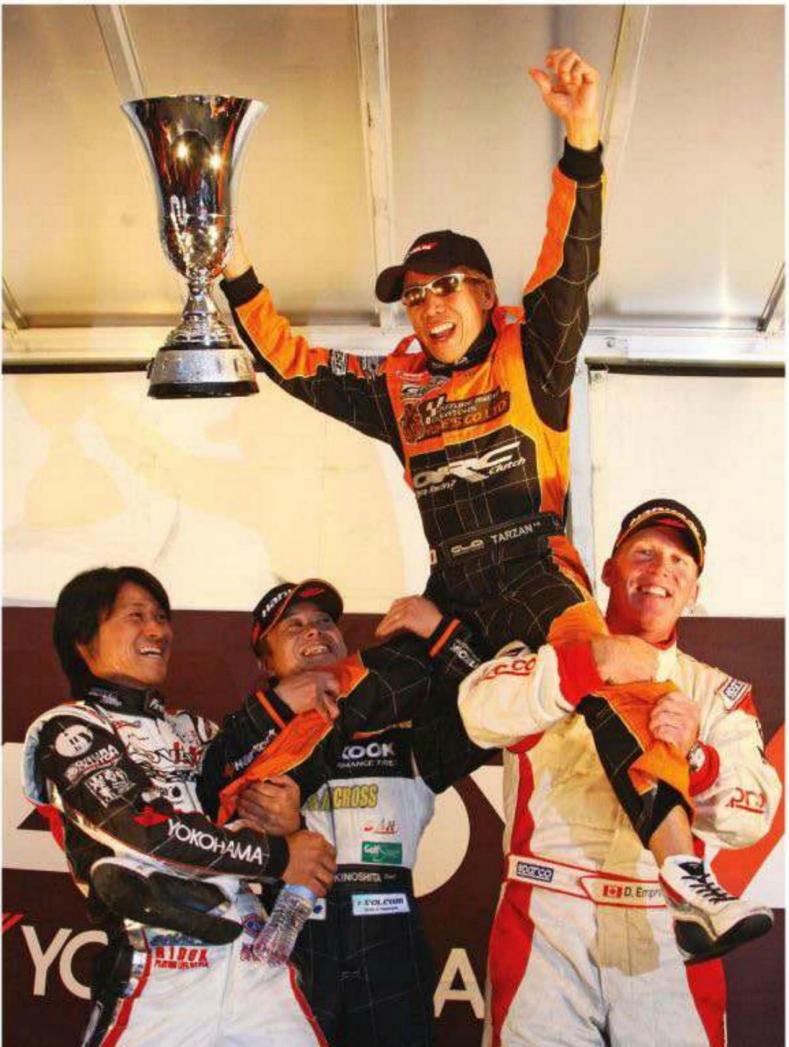
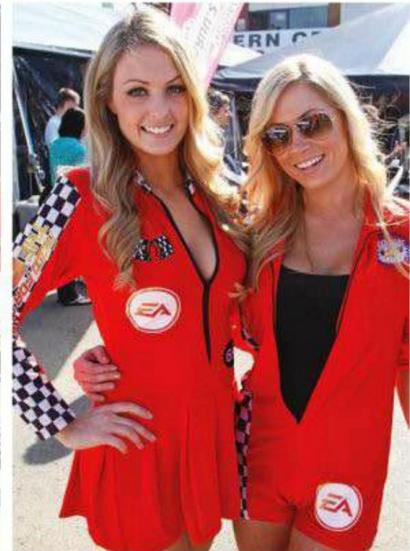
## 10TH PLACE MCA SUSPENSION NISSAN SILVIA S13

OUTPUT: undisclosed  
DRIVER: Earl Bamber  
BEST LAP: 1:33.06

## EASTERN CREEK, AUSTRALIA

As the event progressed by midday, the Cyber crew were the first ones out on the track, making one last push to take the top spot. With fellow competitors and spectators anxiously looking on, the EVO charged past the start/finish line with an amazing time of 1:28.8510 to reclaim the top spot. With only one session left in the Pro Class, it was up to SSE to reclaim the number one position. Try as they might, their EVO could not improve its previous lap time, as the Cyber EVO remained champions for the second year standing.

Stay tuned in the next issue as we go behind the scenes with team members of Cyber and SSE for exclusive coverage behind the controversy leading up to this year's championship. **IT**





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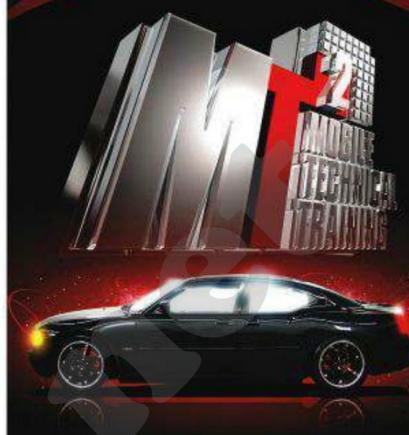
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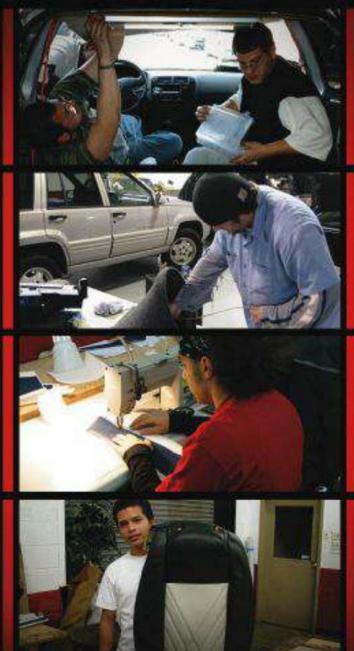


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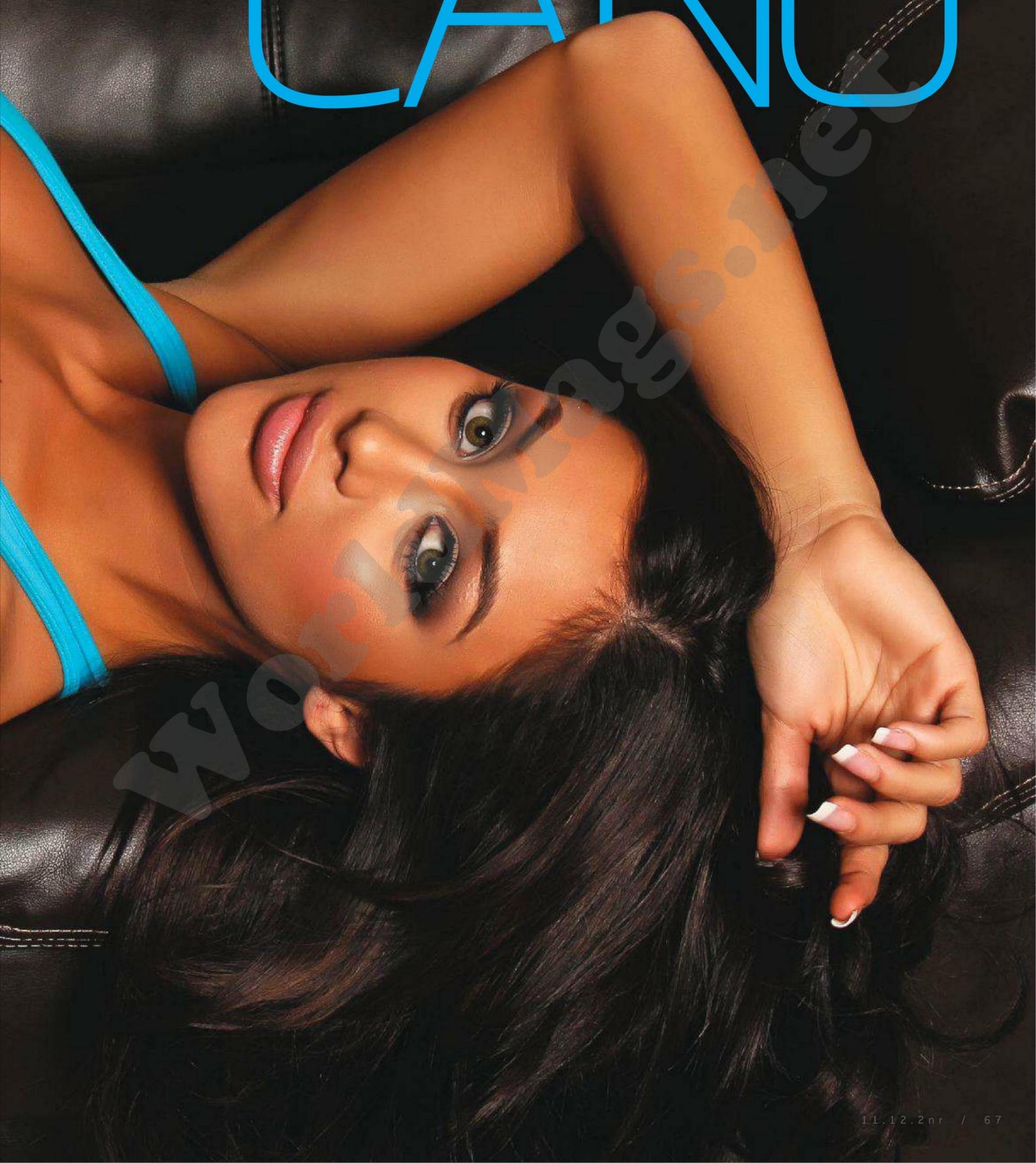
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# JOSELYN CANO

INTERVIEW BY CHARLES TRIEU  
AND JEANNE NAVARRO

PHOTOS BY MICHAEL BELL





**Do you have any nicknames?**

Josey

**Describe your worst date.**

One time I met someone online and he seemed perfect. But when we finally met up I realized he lied about himself and photoshopped the hell out of his picture.

**Online, as in a dating website?**

No, it was years ago through MySpace.

**Mental note: Social media sites really do work!**

**First car?**

Nissan Altima

**Current car?**

BMW 3-series coupe

**Oh, yeah we saw that in the parking lot. It has pink brake calipers?**

Yeah, I had that done. I love pink.

**So are you a car girl?**

Yes, I used to do my own oil changes on my old car. But, with the BMW, it's not as easy so I just have it done.

**Any tattoos or body piercings?**

Three stars on each foot, but I can't wait to have them removed. Besides my ears, I've had my belly button, Monroe, lip, and my two... But I've removed everything but one.

**All but one?**

Well one of my nipple piercings just fell out one day, and the other one is stuck. I've tried to pull it off with pliers but it's stuck, and I'm too embarrassed to go in and have someone remove it. It's the most painful piercing I've had done. No more piercings or tattoos; it's just not for me.

**Favorite food?**

Anything Italian!

**Drinks?**

L.A. Water, Cognac, Cordon Bleu, any hard liquor—just no beer. I don't need the extra calories and things happen faster with liquor.

**Workout plan?**

No more gym for me; it's been seven months since I've been to the gym. Eating healthy is enough for me now.

**TV shows:**

*Keeping Up With the Kardashians* and *Jersey Shore*. I'm in love with Pauly D.

**Any other celebrity crushes?**

Cristiano Ronaldo. I can YouTube him for hours.

**What attracts you to a guy?**

Motivation and a guy who takes care of himself.

**Turnoffs?**

Cheap guys. Can't stand them.

**Only into guys? (raising a brow)**

Yes, only guys. I've made out with girls before but that's it. Everyone thinks my best friend, Corinna, and I are lovers, because I gave her a bath once.

**Do tell.**

Well, she was in a bad car accident and couldn't bathe herself, so I did it for her. We took pictures and put up online. It was funny.

**Bucket list:**

Skydiving, Supreme Scream [roller coaster at Knott's Berry Farm amusement park], because I'm afraid of heights, going to Egypt, and swimming with an orca.

**An orca? (laughs)**

Yeah! I've swam with dolphins before and rode elephants. I absolutely love animals.

**Pets?**

Right now, I have seven dogs (I breed them as a side job).

**No cats?**

I used to have a cat, but they're mean. My cat killed my duck. Cats are mean!

**Where have you always wanted to live?**

Cancun

**Music:**

Trance, house, and gangster rap

**What are three things you can't leave home without?**

Makeup, my laptop, and energy drinks. I have a trunk full of Red Bull right now. And I'm also addicted to those packets that you mix into water.

**Sleepwear:**

Wifebeater and panties 

# JOSELYN CANO

A full-page photograph of a woman with long dark hair, wearing a blue bikini top and black pants, lying on a dark leather couch. She is looking over her shoulder towards the camera. A large, semi-transparent 'SALES' watermark is visible across the center of the image.

**Age:** 21

**Height:** 5'3"

**Measurements:** 34D-25-34

**Ethnicity:** Hispanic

**Sign:** Pisces

**Location:** SoCal

**Occupation:** server/student

**Website:** [www.joselyncano.com](http://www.joselyncano.com)  
[www.facebook.com/joselyncano2](http://www.facebook.com/joselyncano2)  
[www.twitter.com/joselyncano](http://www.twitter.com/joselyncano)

**Thank you list:** My parents and my best friends, Corinna and Manuel, for always supporting me



TEXT BY **SCOTT TSUNEISHI**  
PHOTOS BY **MANUFACTURERS**



With Xmas right around the corner, it's the perfect time to start thinking about gifting your loved ones, friends, or even yourself with parts to customize your ride. Chances are, if you're like us, you hate shopping and the last thing on your mind is spending tons of time and money. But fear not, we've taken the bah humbug out of searching for gifts by compiling a list of the top 70 Xmas gifts by pricing. But no need to thank us, just send us a nice present or better yet, surprise us with a Nissan R35 GT-R under our Xmas tree!



## UNDER \$50

**01 CUSCO SPIN TURN KNOB**

APPLICATION: most Toyota, Honda, Nissan, and Subaru  
MSRP: \$27  
CONTACT: Cusco  
[www.cuscousainc.com](http://www.cuscousainc.com)

**02 HASPORT COOLANT TEMP HOSE ADAPTER**

APPLICATION: Honda/Acura K-series engines  
MSRP: \$39  
CONTACT: Hasport  
[www.hasport.com](http://www.hasport.com)

**03 COSWORTH HIGH PERFORMANCE AIR FILTER**

APPLICATION: most Toyota, Honda, Nissan, Mazda, Mitsubishi, and Subaru  
MSRP: starting at \$45  
CONTACT: Cosworth  
[www.cosworthperformance.com](http://www.cosworthperformance.com)

**04 HYPERREV VEHICLE SPECIFIC TUNING GUIDE**

APPLICATION: multiple vehicle applications  
MSRP: starting at \$29.99  
CONTACT: More Japan  
[www.more-japan.com](http://www.more-japan.com)

**05 HASEPRO MAGICAL CARBON SHEET**

APPLICATION: multiple vehicle applications  
MSRP: starting at \$34.99  
CONTACT: More Japan  
[www.more-japan.com](http://www.more-japan.com)

**06 GARAGE STAR LICENSE PLATE BRACKET**

APPLICATION: Mazda Miata (NA/NB)  
MSRP: starting at \$50  
CONTACT: Garage Star  
[www.garagestar.com](http://www.garagestar.com)

**07 GOPRO BATTERY BACPAC**

APPLICATION: GoPro HD Camera  
MSRP: \$49.99  
CONTACT: GoPro  
[www.gopro.com](http://www.gopro.com)

**08 CUSCO SMART CROSS WRENCH**

APPLICATION: multiple vehicle applications  
MSRP: \$54  
CONTACT: Cusco  
[www.cuscousainc.com](http://www.cuscousainc.com)

**09 SKUNK2 RADIATOR CAP**

APPLICATION: multiple vehicle applications  
MSRP: \$29.99  
CONTACT: Skunk2  
[www.skunk2.com](http://www.skunk2.com)

**10 HKS SUPER HYBRID AIR FILTER**

APPLICATION: most Nissan, Toyota, Honda, Infiniti, Lexus, Mazda, and Mitsubishi  
MSRP: \$40 to \$72  
CONTACT: HKS  
[www.hksusa.com](http://www.hksusa.com)

# UNDER \$150

## 01 CUSCO OIL CATCH CAN

APPLICATION: Toyota, Nissan, Honda, Mazda, Mitsubishi, Suzuki, and Subaru  
MSRP: \$100  
CONTACT: Cusco  
[www.cuscousainc.com](http://www.cuscousainc.com)



01

02



03



## 02 HKS TURBO TIMER TYPE 0 AND TYPE 1

APPLICATION: Nissan, Toyota, Honda, Infiniti, Lexus, Mazda, Mitsubishi  
MSRP: \$110 to \$169  
CONTACT: HKS  
[www.hksusa.com](http://www.hksusa.com)

## 03 COSWORTH LOW TEMP THERMOSTAT

APPLICATION: most Toyota, Honda, Nissan, Mazda, Mitsubishi, and Subaru  
MSRP: \$112 to \$134  
CONTACT: Cosworth  
[www.cosworthperformance.com](http://www.cosworthperformance.com)

## 04 ENJUKU RACING G6 MODEL WHEEL

APPLICATION: multiple vehicle fitments  
MSRP: \$125 each  
CONTACT: Enjuku Racing  
[www.enjukuracing.com](http://www.enjukuracing.com)



04

## 05 PROJECT KICS DENCY 2000 LOCKING LUG NUTS

APPLICATION: multiple vehicle applications  
MSRP: \$147-\$158  
CONTACT: Mackin Industries  
[www.mackinindustries.com](http://www.mackinindustries.com)

## 06 GARAGE STAR CARBON FIBER PLUG COVER

APPLICATION: Mazda Miata (NA/NB)  
MSRP: starting at \$140  
CONTACT: Garage Star  
[www.garagestar.com](http://www.garagestar.com)

## 07 TECHNO TOY TUNING ADJUSTABLE STEERING KNUCKLES

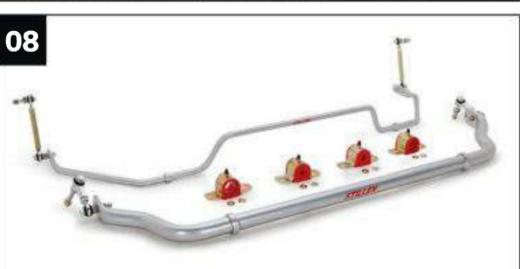
APPLICATION: Toyota Corolla (AE86)  
MSRP: \$120  
CONTACT: Techno Toy Tuning  
[www.technotoytuning.com](http://www.technotoytuning.com)



07

## 08 STILLEN SWAY BARS

APPLICATION: Nissan GT-R, 370Z, 350Z, G37, G35, Altima, Maxima, Genesis Coupe  
MSRP: \$130 - \$300 depending on application (R35 GT-R \$1,100)  
CONTACT: Stillen  
[www.stullen.com](http://www.stullen.com)



08

## 09 GOPRO LCD BACPAC

APPLICATION: GoPro HD Camera  
MSRP: \$79.99  
CONTACT: GoPro  
[www.gopro.com](http://www.gopro.com)



## 10 DC SPORTS COLD AIR AND SHORT RAM INTAKE SYSTEMS

APPLICATION: Acura, Honda, Hyundai, Infiniti, Lexus, Mazda, Mitsubishi, Nissan, Scion, Subaru, and Toyota  
MSRP: \$105.70 to \$370.92  
CONTACT: DC Sports  
[www.dcsports.com](http://www.dcsports.com)



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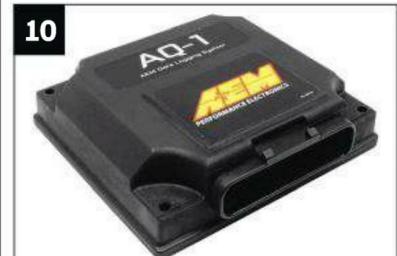
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## UNDER \$350

### 01 AEROMOTIVE 340 STEALTH FUEL PUMP

APPLICATION: multiple vehicle applications

MSRP: \$174.95

CONTACT: Aeromotive

[www.aeromotiveinc.com](http://www.aeromotiveinc.com)

### 02 BC BIG BORE HEAD GASKET (90MM)

APPLICATION: Mitsubishi EVO X

MSRP: \$174.95

CONTACT: BC

[www.rnbc.com](http://www.rnbc.com)

### 03 GOPRO HD MOTOSPORTS HERO CAMERA

APPLICATION: multiple applications

MSRP: \$299.99

CONTACT: GoPro

[www.gopro.com](http://www.gopro.com)

### 04 TANABE SUSTEC STABILIZER BAR

APPLICATION: multiple vehicle applications

MSRP: starting from \$215

CONTACT: Tanabe

[www.tanabe-usa.com](http://www.tanabe-usa.com)

### 05 CIRCUIT SPORTS HIGH FLOW FUEL RAIL

APPLICATION: Nissan S13/S14

SR20DET

MSRP: \$249

CONTACT: Circuit Sports

[www.circuit-sports.com](http://www.circuit-sports.com)

### 06 DC SPORTS 4-INTO-1 HEADER SYSTEMS

APPLICATION: Acura, Honda, Hyundai, Infiniti, Mitsubishi, Nissan, Scion, Subaru, and Toyota

MSRP: \$341.81 to \$1,439.34

CONTACT: DC Sports

[www.dcsports.com](http://www.dcsports.com)

### 07 ENERGY SUSPENSION REAR SUBFRAME BUSHINGS

APPLICATION: Nissan 350Z ('02-09), Infiniti G35 ('03-07)

MSRP: \$244.95

CONTACT: Energy Suspension

[www.energysuspension.com](http://www.energysuspension.com)

### 08 COSWORTH OIL CONTROL BAFFLE

APPLICATION: Subaru WRX/STI (EJ20/EJ25)

MSRP: \$325

CONTACT: Cosworth

[www.cosworthperformance.com](http://www.cosworthperformance.com)

### 09 HYBRID RACING TIMING CHAIN TENSIONER

APPLICATION: Honda/Acura K-Series engines

MSRP: \$299.99

CONTACT: Hybrid Racing

[www.hybrid-racing.com](http://www.hybrid-racing.com)

### 10 AEM AQ-1 DATA LOGGER

APPLICATION: multiple vehicle applications

MSRP: \$349.97

CONTACT: AEM

[www.aemelectronics.com](http://www.aemelectronics.com)

# UNDER \$550

## 01 HYBRID RACING SHORT SHIFTER

APPLICATION: Honda/Acura K-Series engines  
MSRP: \$379.99  
CONTACT: Hybrid Racing  
[www.hybrid-racing.com](http://www.hybrid-racing.com)



## 02 BUSCHUR RACING QUICK RELEASE HARNESS BAR

APPLICATION: Mitsubishi EVO (VII to IX)  
MSRP: \$475  
CONTACT: Buschur Racing  
[www.buschuracing.com](http://www.buschuracing.com)



## 03 04



## 04 CLUTCH MASTERS FX100 STAGE 1 PERFORMANCE CLUTCH KIT

APPLICATION: Nissan 350Z, '03-06 (3.5L)  
MSRP: \$475  
CONTACT: Clutch Masters  
[www.clutchmasters.com](http://www.clutchmasters.com)



## 05



## 07



## 06 CONTOUR+ HD CAMERA

APPLICATION: multiple applications  
MSRP: \$499  
CONTACT: Contour  
[www.contour.com](http://www.contour.com)

## 07 AEM 4-CHANNEL WIDEBAND UEGO CONTROLLER

APPLICATION: multiple vehicle applications  
MSRP: \$542.70  
CONTACT: AEM  
[www.aemelectronics.com](http://www.aemelectronics.com)

## 08 SSR PROFESSOR SP1

APPLICATION: multiple vehicle applications  
MSRP: starting at \$430 each  
CONTACT: SSR Wheels  
[www.ssrwheels.com](http://www.ssrwheels.com)

## 09 CUSCO ROLL CAGE (SAFETY 21 & D1 ROLLBAR)

APPLICATION: most Japanese vehicle applications  
MSRP: starting at \$534  
CONTACT: Cusco  
[www.cuscousainc.com](http://www.cuscousainc.com)

## 10 MOTORDYNE ENGINEERING VHR ADVANCED RESONANCE TUNING TEST PIPES

APPLICATION: Nissan 370Z/Infiniti G37 (VQ37HR)  
MSRP: \$585  
CONTACT: Motordyne Engineering  
[www.motordyneengineering.com](http://www.motordyneengineering.com)



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## 09

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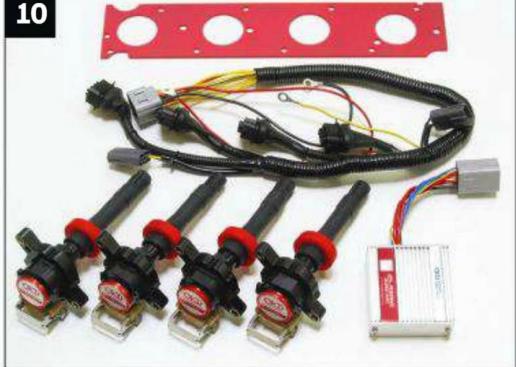
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## UNDER \$850

### 01 ADVAN RACING TCIII

APPLICATION: multiple vehicle applications

MSRP: starting at \$749 each

CONTACT: Mackin Industries

[www.mackinindustries.com](http://www.mackinindustries.com)

### 02 VOLK RACING RE30 CLUBSPORT

APPLICATION: multiple vehicle applications

MSRP: starting at \$696 each

CONTACT: Mackin Industries

[www.mackinindustries.com](http://www.mackinindustries.com)

### 03 CCW - LM5 FORGED WHEEL

APPLICATION: multiple vehicle applications

MSRP: starting at \$625 each

CONTACT: CCW

[www.ccwheel.com](http://www.ccwheel.com)

### 04 SKUNK2 PRO SERIES AND TUNER SERIES CAMSHAFTS

APPLICATION: Honda/Acura (B, K, H) Series engines

MSRP: \$611.99 to \$719.99

CONTACT: Skunk2

[www.skunk2.com](http://www.skunk2.com)

### 05 ENERGY SUSPENSION HYPER-FLEX MASTER SET

APPLICATION: Nissan 350Z ('02-09), Infiniti G35 ('03-07)

MSRP: \$739.95

CONTACT: Energy Suspension

[www.energysuspension.com](http://www.energysuspension.com)

### 06 AEM EMS-4 PROGRAMMABLE ENGINE MANAGEMENT SYSTEM

APPLICATION: multiple vehicle applications

MSRP: \$759

CONTACT: AEM

[www.aemelectronics.com](http://www.aemelectronics.com)

### 07 DEFI ADVANCE ZD CLUB SPORTS PACKAGE

APPLICATION: multiple vehicle applications

MSRP: \$859

CONTACT: Tein

[www.tein.com](http://www.tein.com)

### 08 FULL-RACE 3-INCH EXHAUST SYSTEM

APPLICATION: Honda Civic Si FG/FA K Series ('06-09)

MSRP: \$599

CONTACT: Full-Race

[www.full-race.com](http://www.full-race.com)

### 09 BC DUAL AVCS CAMSHAFTS

APPLICATION: Subaru EJ257B

MSRP: \$800 (set of four)

CONTACT: BC

[www.runbc.com](http://www.runbc.com)

### 10 OKADA PROJECTS PLASMA QUAD PAC

APPLICATION: Mitsubishi EVO (VIII, IX), Subaru WRX/STI (GDB)

MSRP: \$799.99

CONTACT: Okada Projects

[www.okadaprojects.com](http://www.okadaprojects.com)

# UNDER \$1,500

## 01 TODA RACING ADJUSTABLE CAM PULLEYS

APPLICATION: Honda S2000 (F20C, F22C)

MSRP: \$990

CONTACT: TODA Racing USA/  
Misano Motor Sports  
[www.todaracingusa.com](http://www.todaracingusa.com)



## 02 COMPETITION CLUTCH SIX-PUCK CLUTCH KIT AND FLYWHEEL

APPLICATION: Hyundai Genesis 2.0T

MSRP: \$895

CONTACT: Competition Clutch  
[www.competitionclutch.com](http://www.competitionclutch.com)



## 03 DARTON (M.I.D.) SLEEVE KIT

APPLICATION: Nissan R35 GT-R (VR38DETT)

MSRP: \$1,277

CONTACT: Darton  
[www.darton-international.com](http://www.darton-international.com)

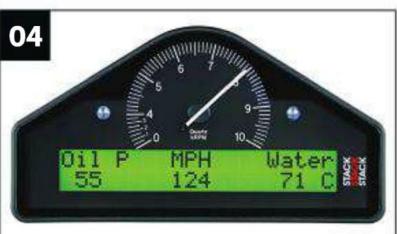


## 04 STACK ST8130 STREET/RACE DASH DISPLAY

APPLICATION: multiple vehicle applications

MSRP: \$1,475

CONTACT: Stack  
[www.stackltd.com](http://www.stackltd.com)

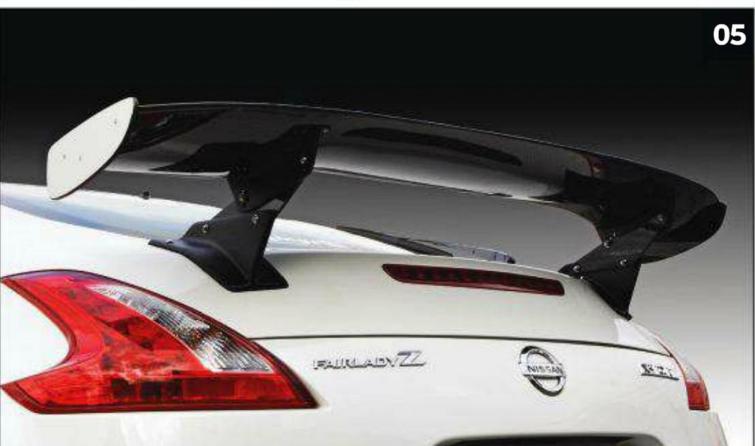


## 05 INGS Z-POWER WING (WET CARBON)

APPLICATION: Nissan 370Z (Z34)

MSRP: starting at \$1,525

CONTACT: Ings USA  
[www.ingsusa-net.com](http://www.ingsusa-net.com)



## 06 VERTEX/BRIDE COLLABORATION RACING SEAT

APPLICATION: multiple vehicle applications

MSRP: \$1,250

CONTACT: Vertex  
[www.vertex-usa.com](http://www.vertex-usa.com)



## 07 FULL-RACE TURBO MANIFOLDS

APPLICATION: Honda (B, D, H, K, F20C), Mitsubishi (4G63, 4B11T), Toyota 2JZ, 3SGTE, Nissan (SR20, RB20/25/26, KA24), Subaru WRX/STI (EJ20, EJ25)

MSRP: \$999 to \$2,399

CONTACT: Full-Race  
[www.full-race.com](http://www.full-race.com)

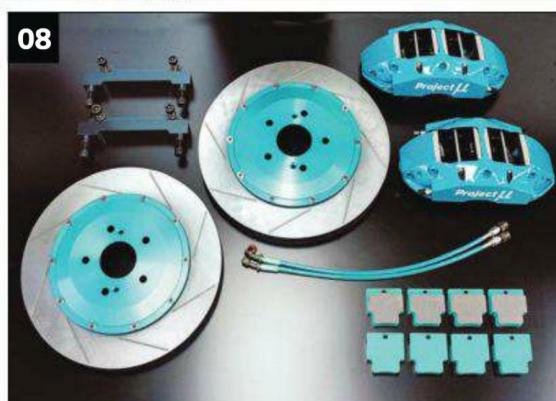


## 08 PROJECT MU FORGED CALIPER KIT

APPLICATION: multiple vehicle applications

MSRP: starting at \$1,000

CONTACT: Mackin Industries  
[www.mackinindustries.com](http://www.mackinindustries.com)



## 09 TOMEI POWERED ARMS M7760/M7960 TURBOCHARGER

APPLICATION: Subaru Impreza WRX/STI (EJ20/EJ25), Mitsubishi EVO III-IX

MSRP: \$1,490

CONTACT: Tomei Powered  
[www.tomeiusa.com](http://www.tomeiusa.com)



## 10 SIKKY LS1 ENGINE MOUNTING KIT

APPLICATION: Nissan (S13, S14)

MSRP: starting at \$1,550

CONTACT: Sikkly  
[www.sikky.com](http://www.sikky.com)



## BALLER STATUS: \$2,000 AND UP

### 01 BREMBO GT/GT-R BRAKE KIT

APPLICATION: multiple vehicle applications  
MSRP: \$1,695 to \$4,350  
CONTACT: Race Technologies  
[www.racetechologies.com](http://www.racetechologies.com)

### 02 INGS LX SPORT SPOILER KIT

APPLICATION: Lexus LS460/600h  
MSRP: \$2,070  
CONTACT: KZP Global  
[www.myjapanindirect.com](http://www.myjapanindirect.com)

### 03 STILLEN SUPERCHARGER KIT

APPLICATION: Nissan 370Z/Infiniti G37 (VQ37HR) and 3.5L in the newer 350Z and G35 sedans  
MSRP: \$6,299  
CONTACT: StilLEN  
[www.stillen.com](http://www.stillen.com)

### 04 GARRETT GTX3582R TURBOCHARGER

APPLICATION: multiple vehicle applications  
MSRP: \$2,112.49  
CONTACT: Garrett  
[www.turbobygarrett.com](http://www.turbobygarrett.com)

### 05 SPEC SUPER CARBON CLUTCH KIT

APPLICATION: Mitsubishi (EVO, DSM), Subaru (WRX, STI), Nissan (SR/ RB/KA), Toyota (2JZ) Supra, Honda (B/H/K/F) series, Mazda  
MSRP: \$2,900  
CONTACT: Spec Clutches  
[www.specclutch.com](http://www.specclutch.com)

### 06 CUSCO ZERO 3X COMPETITION SUSPENSION SYSTEM

APPLICATION: Subaru Impreza (GDB, GRB), Mitsubishi EVO (CT9A, CZ4A), Honda, S2000 (AP1, AP2), CR-Z, Civic (EK), Integra (DC2), Mazda RX-7 (FD3S), custom vehicle applications available  
MSRP: starting at \$5,574  
CONTACT: Cusco  
[www.cuscousainc.com](http://www.cuscousainc.com)

### 07 FULL-RACE TURBO KIT

APPLICATION: Honda Civic Si FG/FA '06+ K20; '02-and-up RSX, '01-05 Civic, '06-and-up Civic and K-swapped Hondas (EF/EG/EK) Civic and DC2 Integra  
MSRP: \$4,947  
CONTACT: Full-Race  
[www.full-race.com](http://www.full-race.com)

### 08 TEIN SUPER RACING SPEC DAMPERS

APPLICATION: multiple vehicle applications  
MSRP: starting at \$2,880  
CONTACT: Tein  
[www.tein.com](http://www.tein.com)

### 09 COSWORTH STROKER ENGINE KIT

APPLICATION: EVO X 4B11T (2.2L) with 94mm Billet Crankshaft  
MSRP: \$5,699  
CONTACT: Cosworth  
[www.cosworthperformance.com](http://www.cosworthperformance.com)

### 10 HKS GT800 GTII TURBO KIT

APPLICATION: Nissan R35 GT-R ('09-10)  
MSRP: \$12,995  
CONTACT: HKS  
[www.hksusa.com](http://www.hksusa.com)



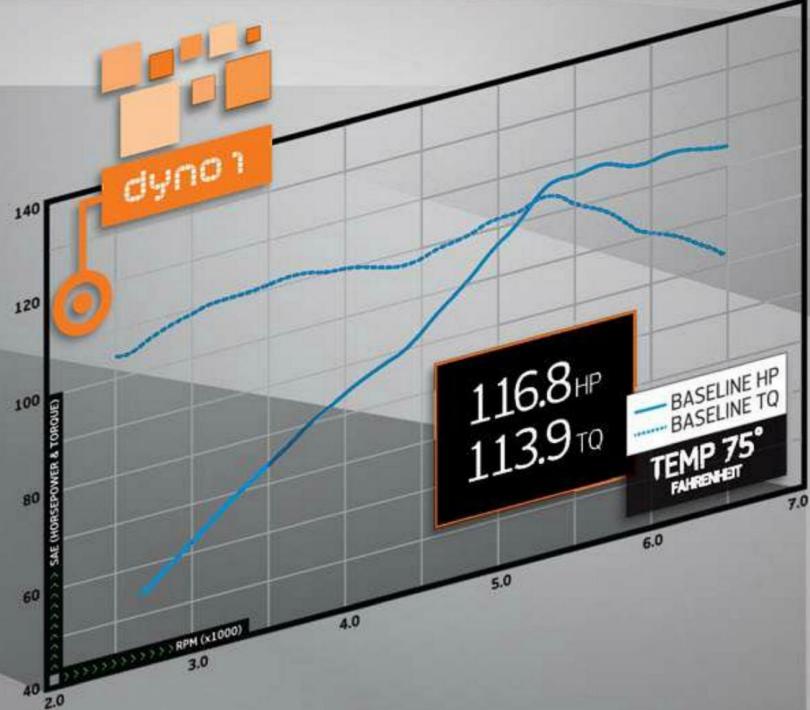
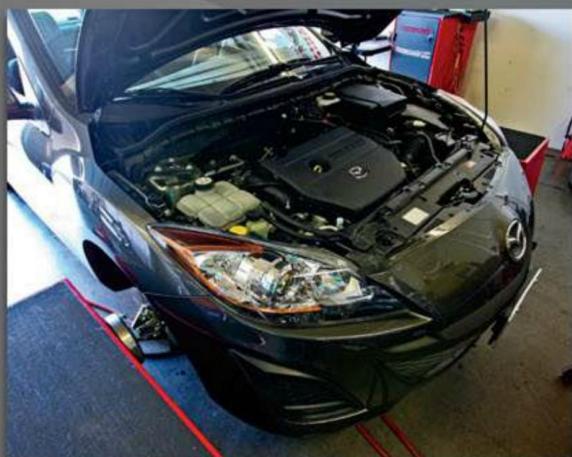
## 2010 MAZDA 3 ATX

DYNAMOMETER MODEL: DYNAPACK DYNOMETER TESTING FACILITY: SPEEDFACTORY TEXT AND PHOTOS: JOSH MACKEY

### BASELINE

#### PROS

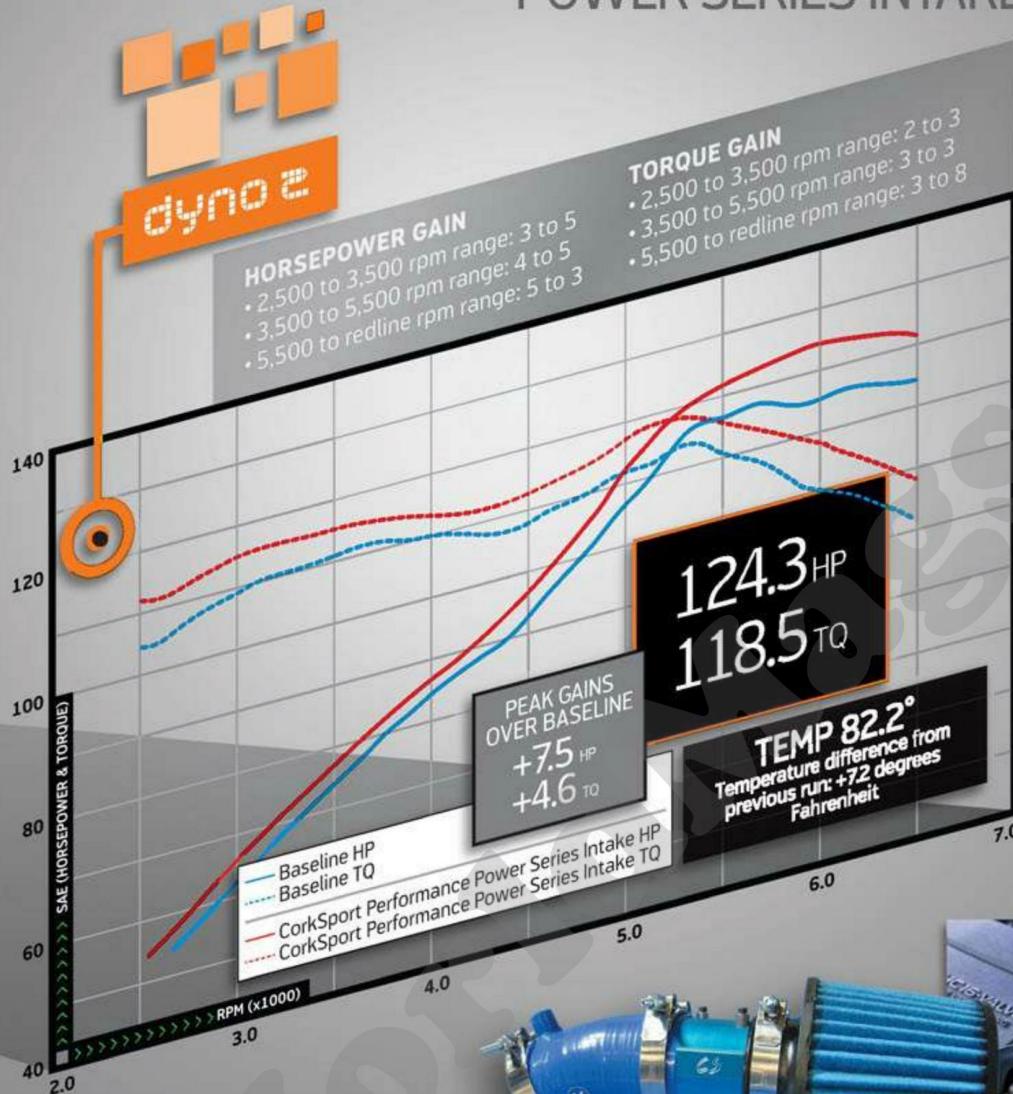
The '10 Mazda 3 2.0L motor wasn't bred to produce massive amounts of power, but to get you from point A to point B with the occasional C, without having to sacrifice a full tank of gas. With an average 33 EPA mpg and factory-rated 116 hp at 113.9 lb-ft of torque to the wheels, an affordable price tag, and a loyal Mazda community, it's hard for the average tuner to pass this car up, especially with the deals Mazda is throwing out there. The Mazda 3, one of the best-selling compact cars in the United States, makes for an excellent choice and has a high trade-in and resale value. The car itself is very agile with a very aggressively tuned stock suspension; so while the horsepower might be low, the car itself is still very fun to drive.



#### CONS

The base-model Mazda 3 2.0L is never going to be a sport compact car enthusiast's first choice, but it's often the only one they can afford. There is a steep \$5K price tag difference between the 2.0 and 2.5L models based on package, but even higher is the preferred Mazdaspeed 3 hatchback, which puts it slightly out of reach of most affordable sport compacts. The Mazda community is very large and has plenty of support in aftermarket parts. However, the non-Speed3s are quite limited on the power upgrades available.

# CORKSPORT PERFORMANCE POWER SERIES INTAKE



## PARTS

Multilayer silicone coupler, dry-flow filter, pipe, aluminum MAF housing, clamps, and instructions

## TOOLS

8, 10, and 12mm sockets, ratchet, Allen key set, screwdrivers

## INSTALLATION TIME

45 minutes

## PROS

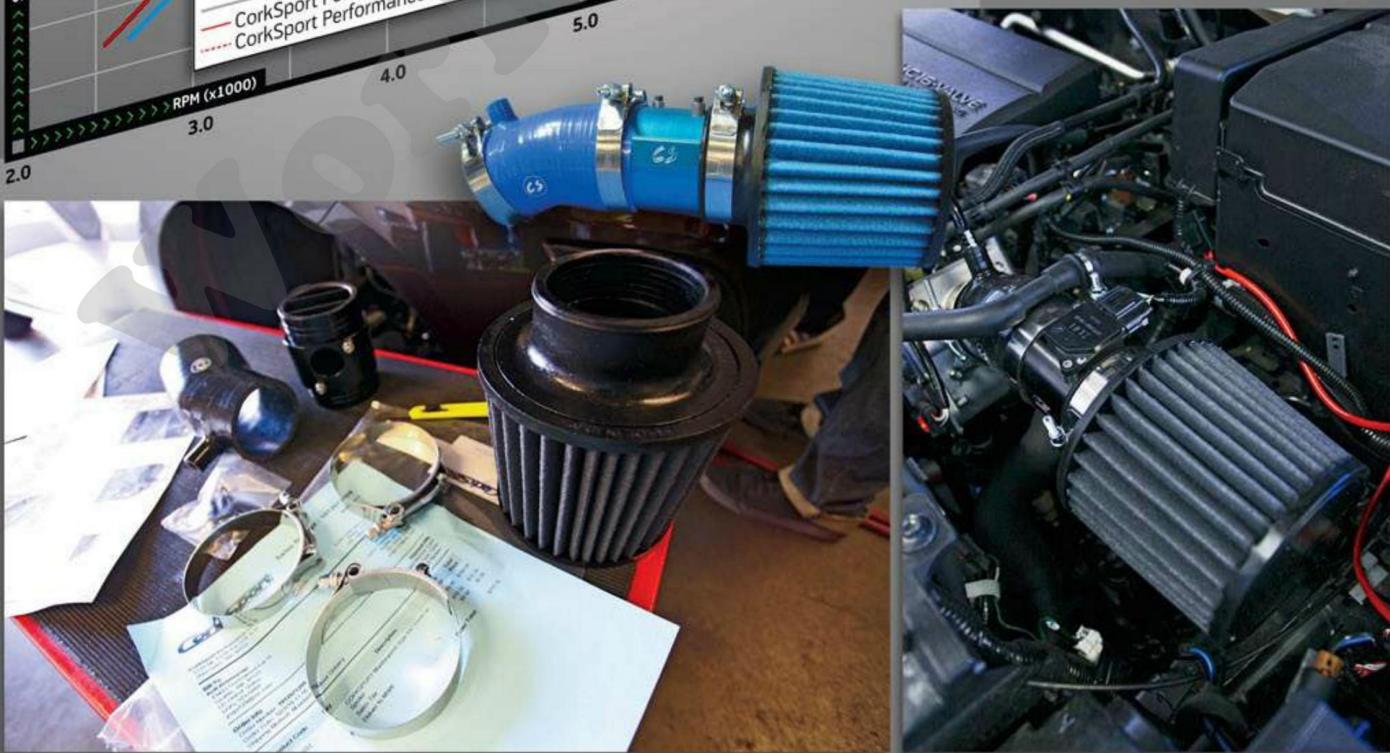
The CorkSport intake is well built, looks clean, very sturdy, and polished with its billet machined housing. After removing the stock intake, installation was fairly straightforward and easy. To our surprise, the intake alone added 7.5 hp and 4.6 lb·ft of torque at its peak, making it really worth its value.

## CONS

This isn't directly related to the product, but Mazda's MAF sensors are very sensitive and even CorkSport has gone out of their way to build a system that caters to those needs with its own housing. The first installation might throw a check engine light due to the MAF sensor. To fix this problem, simply open it up, reseat the gasket, and try again.

## NOTES

CorkSport has recently released a cold-air box available for this product on all non-turbo Mazda 3s. The box covers the intake and shields it against hot air from the engine.



# CORKSPORT PERFORMANCE POWER SERIES EXHAUST



## PARTS

Race Slip Fit pipe, gasket, exhaust

## TOOLS

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

## INSTALLATION TIME

60 minutes

## PROS

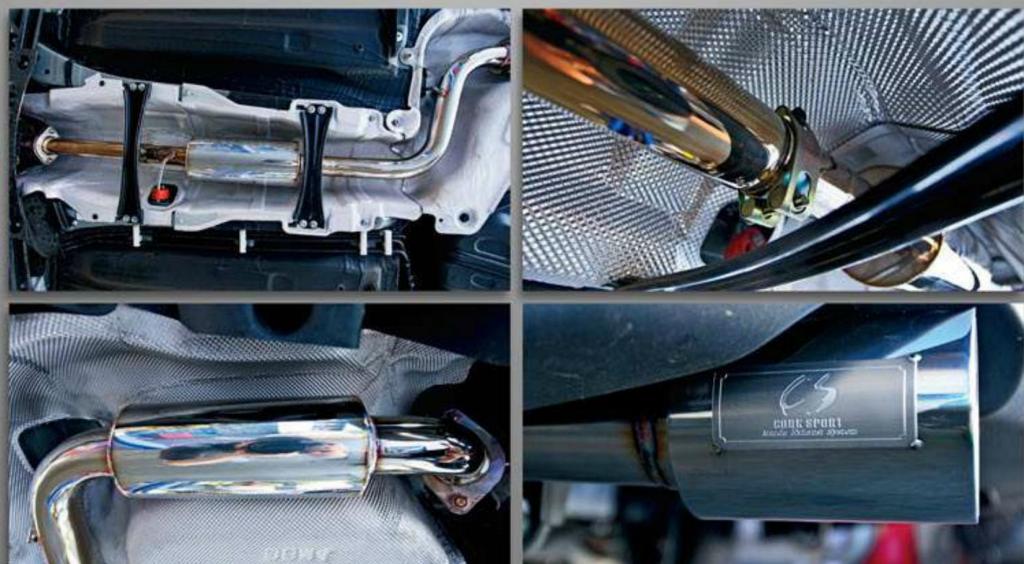
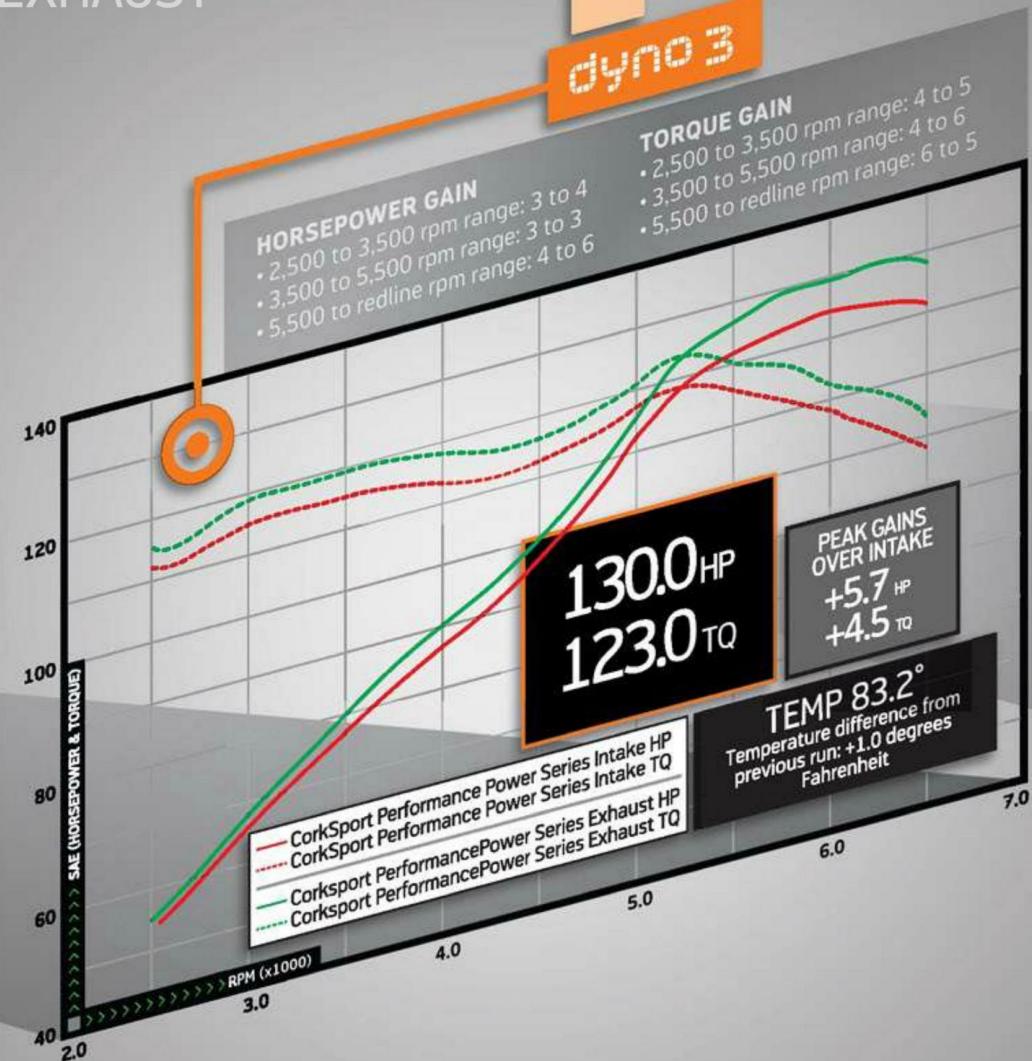
The fully polished 2.4-inch stainless steel piping not only allows the engine to breathe better but also produces good power and eliminates extra weight in comparison to the OEM exhaust system. With a low grumble at idle to a nice deep sound on acceleration, the exhaust with dual resonators won't get overly annoying and drone at higher rpm. Combined with the intake, the exhaust produced an extra 5.7 hp and 4.5 lb-ft of torque overall.

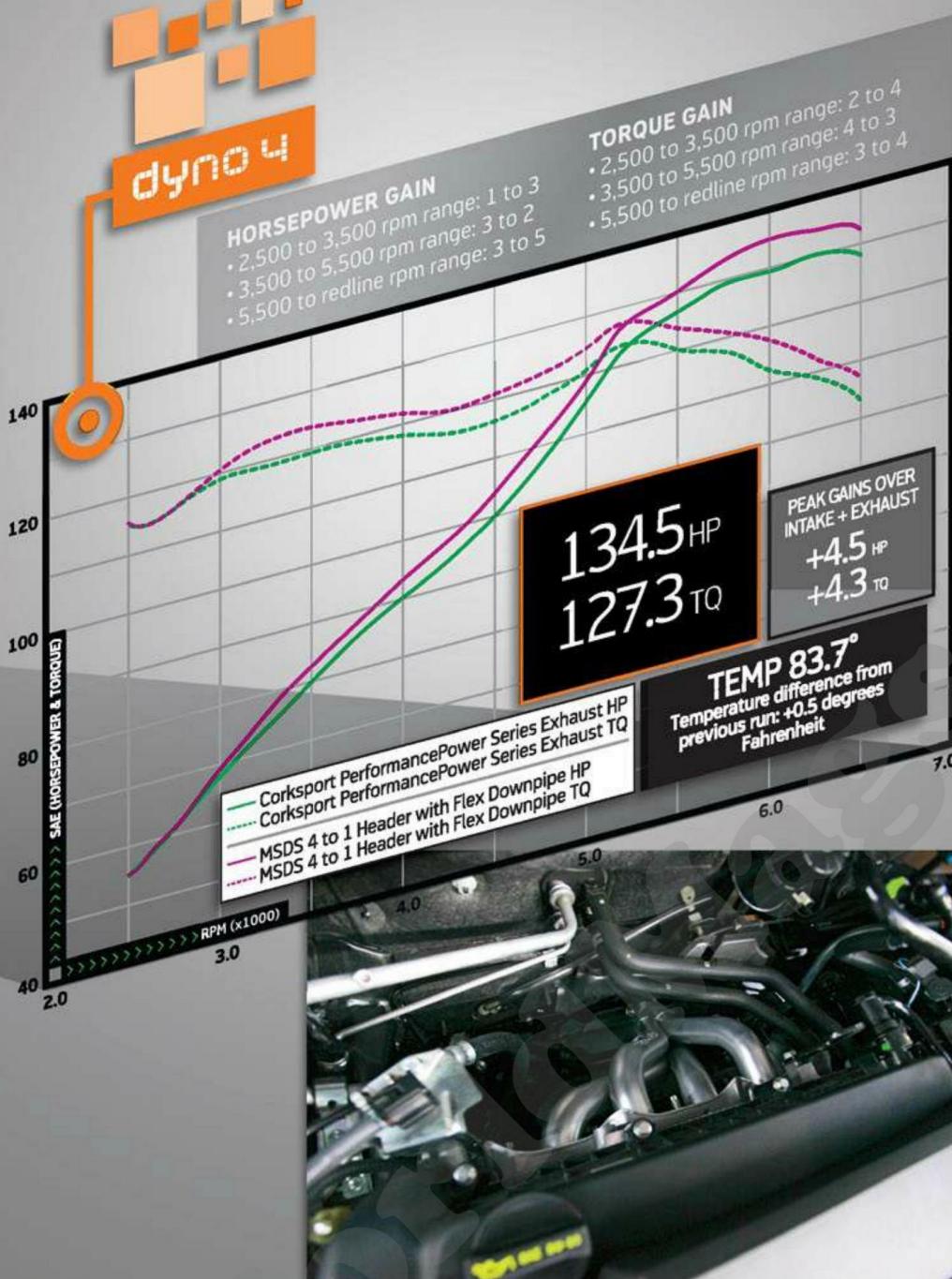
## CONS

You will need some extra help to get the stock exhaust off. It's best if you can get access to a lift, but if not, have proper jacks and jackstands in place.

## NOTES

This installation was done using the race pipe provided by CorkSport. You will need to request for this item at the time of purchase if you want to run a more aggressive setup.





# MSDS 4 TO 1 HEADER WITH FLEX DOWNPIPE

## PARTS

Two-piece header

## TOOLS

12, 14, 16, and 17mm sockets, swivel, ratchet, open-end wrenches, extensions, breaker bar, WD-40

## INSTALLATION TIME

120 minutes

## PROS

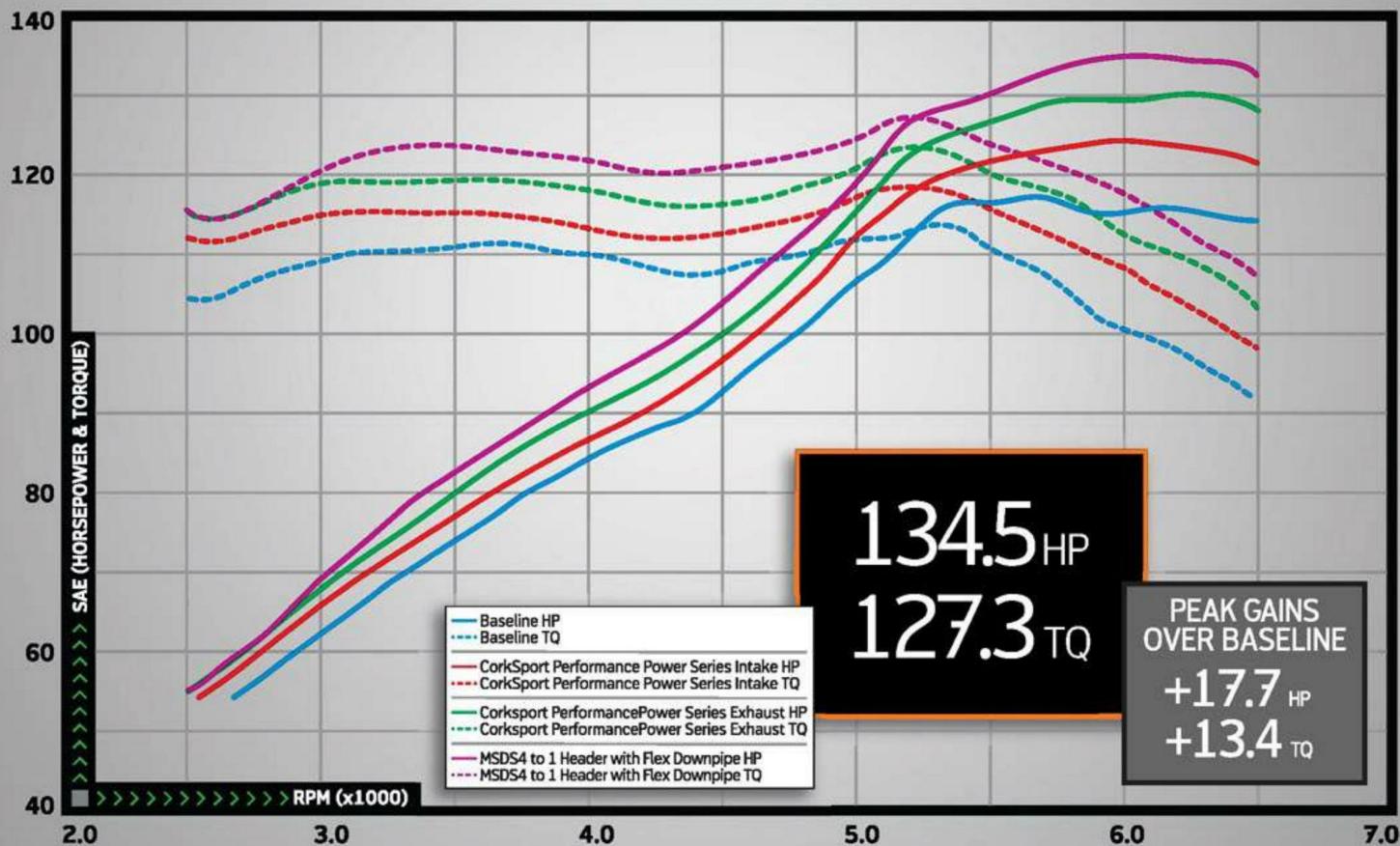
Installation of this header made for a lot less backpressure on the system and increased horsepower and torque throughout the entire band. The header fits nice and snug in the engine bay and comes with two sets of O2 sensor bungs for easy sensor installation and fabrication if needed. Once we got a reliable run, the header came through with an extra 4.5 hp and 4.3 lb-ft of torque.

## CONS

The gasket that was shipped with the system did not fit with the CorkSport exhaust, so we had to find another one to fit. Getting the stock header out is a lot of work: We found it necessary to loosen part of the front crossbeam so we had room to pull the stock piece out. Our horsepower numbers varied from each dyno run; we suspect there was a possible exhaust leak due to the gasket, but we couldn't confirm if that was the issue.

## NOTES

By removing the last remaining stock resonator off the car and installing the header, the car's exhaust tone changed dramatically and was most noticeable at higher rpm. The car will throw a check engine light based on the new readings in the sensor. We opted to use Vibrant Performance's Anti Spark Fouler kit or contact MSDS directly for their fix.



## CONCLUSION

	HP	+HP	TQ	+TQ
BASELINE	116.8	-	113.9	-
INTAKE	124.3	7.5	118.5	4.6
INTAKE + EXHAUST	130.0	5.7	123.0	4.5
INTAKE + EXHAUST + HEADER	134.5	4.5	127.3	4.3
<b>FINAL</b>	<b>134.5</b>	<b>17.7</b>	<b>127.3</b>	<b>13.4</b>

## BANKROLL

CORKSPORT PERFORMANCE POWER SERIES INTAKE	\$179
CORKSPORT PERFORMANCE POWER SERIES EXHAUST	\$399
MSDS 4 TO 1 HEADER WITH FLEX DOWNPIPE	\$375
<b>TOTAL</b>	<b>\$953</b>

## CONCLUSION

Our final testing shows an overall gain of 17.7 hp from 116.8 to 134.5 hp and an increase of 13.4 lb-ft of torque from 113.9 to 127.3 with the largest peak power in the 6,000-rpm range. With proper ECU tuning, these basic bolt-on upgrades could produce twice as much power. Mazda has a very intelligent ECU system, which resulted in the car running leaner air/fuel ratios, so a proper tune is needed. We will have a follow-up article with a DP Tune regarding their flash of the Mazda 3 ECU in hopes of making additional horsepower. ■



## HOTBOX

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## 06 PIONEER HEADPHONES

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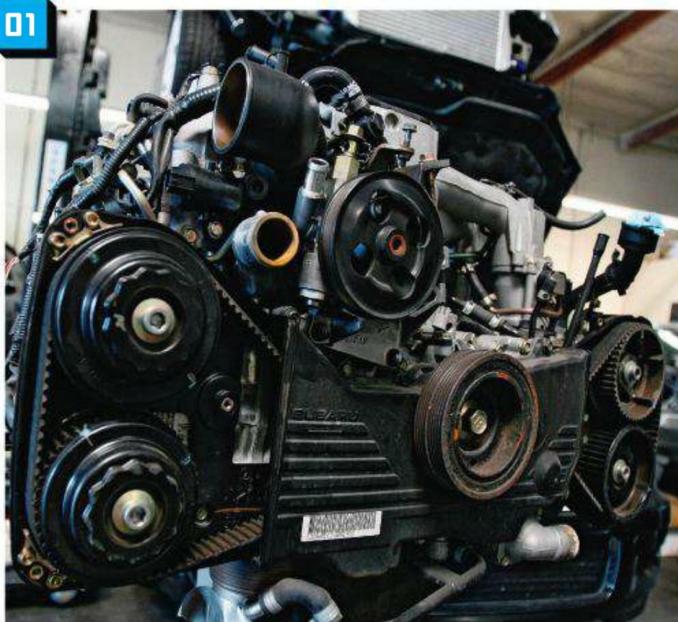
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PROJECT **SUBARU** EJ205

TEXT AND PHOTOS BY SCOTT TSUNEISHI

Owning a '03 WRX and a '05 STI has both its perks and downfalls depending on how you look at it. There's a great sense of pride when both my cars are running in perfect condition but that spectacular feeling came to an abrupt end during a dyno session a few years back when my '03 WRX blew a head gasket. After deliberating for a good year after the gasket failure on how to attack the rebuild, I decided rather than fix the problem, I'd fortify the engine using forged internals to improve the engine's reliability. Follow along as we document the better part of two years, building the long-block. Why so long you ask? It's simple: Money doesn't grow on trees.



**01** After a bout of overheating issues and coolant purging from the reservoir, a teardown test revealed our stock EJ205 had seen its last run with a blown head gasket.

**02** Upon tearing down the engine and removal of the cylinder heads, it was evident that engine oil was mixing with coolant.

**03** It was only a matter of time before the combination of high boost, aftermarket turbo, and stock engine internals would eventually cause the motor to pop. Notice the

thick blobs of residue caused from using Dex-cool radiator coolant. Dex-cool antifreeze uses one of two inhibitors: Sebacate and 2-EHA (2-ethylhexanoic acid), which works well with the hard water found in the United States, but is a plasticizer that has been known to cause gaskets to leak.

**04** Subaru does not recommend running GM Dex-cool or any OAT-based (Organic Acid Technology) extended-life coolants. The main reason to stay away from these types of coolant is the glopping, or the thick gel-type effect as seen in



the photo. Glopping usually occurs when air is in the coolant system and corrosion occurs on the aluminum parts in the engine. Coolant then washes over the corrosion, causing a glopping effect to occur. Using a phosphate and silicate-free coolant is the best solution for most aluminum engines.

**05** Analyzing the freshly removed pistons will reveal plenty about the condition of your engine and its health. Heavy scuff marks or scoring on the piston skirts indicates unmixed fuel has washed the oil away from the cylinder



walls while a more severe case of scoring can be caused from heat seizing. The case of peppered markings or indentations across the tops of the pistons indicates detonation/pinging, while a melted piston is caused from an excessively lean air/fuel ratio.

**06** Howard Watanabe of Techno-square Tuning, located in Torrance, CA, visually inspected the crankshaft along with the rod and main bearings for any unusual wear and/or scoring. We are happy to report that all the parts were within acceptable tolerances.

**07** When building any engine, it's important to refer to the manufacturer's specification card, along with using the proper tools to take proper measurements.

**08** For our build, we used a set of BC (Brian Crower) connecting rods. The BC625+ rods use ARP bolts to deliver the ultimate clamping ability at high horsepower and rpm and is rated in excess of 300 hp per cylinder. Pictured is a comparison of the stock versus BC connecting rod.

**09** The stock cast pistons and factory I-beam rods were tossed aside in favor of more boost-friendly components.

**10** A micrometer is a measuring instrument that is used to determine the thickness of blocks, depths of slots, and diameters of shaft. Engine builders rely heavily on taking the proper measurements when checking tolerances to ensure the parts are within acceptable specifications.

**11** A dial or bore gauge is a very accurate and precise measurement tool that is used to check rod and main bearing clearances as well as piston-to-wall clearances. Every engine builder should own this tool.

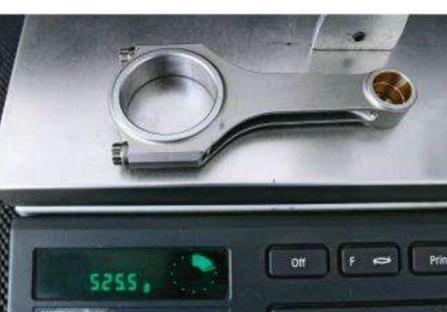
**12** For the connecting rods, we used a set of ACL bearings with Calico's CT-1 dry film lubricating coating. CT-1 coated engine

bearings have greatly extended service life over uncoated bearings. Engine builders have also seen reduced damage in engines from heat- and lubrication-related failures

**13** Larry Revis of Revco Precision, located in Long Beach, CA, machined and balanced our engine assembly. Revco does everything from polishing, balancing, and knife edging to straightening, strengthening, and machining. They do it all. Using a connecting rod balance scale, Revis carefully weighed each rod. This specialized scale is accurate up to 4,000 grams and has the ability to check weight on both big and small ends of the rod.

**14** Notice the difference in weight on the scale when measuring the small end of the rod. Weighing a connecting rod using this type of scale will determine how much weight to remove and from what side of the rod. A perfectly balanced rod is a key component inside an engine that is spinning 8,000 rpm.

**15** Racing pistons are a must for Subaru motors producing more than 400 hp. The heat and stress high-boost applications produce can destroy a stock Subaru cast piston over time. JE 2618 alloy forged pistons offer superior strength and durability—far more resilient than stock pistons. We used a set of .020 over pistons with an 8.5:1 compression ratio.



**16** Similar to our connecting rod, each JE piston was carefully weighed and machined to perfectly match weight for all four.

**17** Prior to any machine work performed, the crankshaft is Magnafluxed using a special solvent, then magnetized. The magnet attracts the fluid to a centralized area if any cracks are present on the surface. The same process can be used on the connecting rods, block, cylinder head, and pistons.

**18** Once the crankshaft has passed the Magnaflux-testing phase, it's then taken and inspected for straightness. "A normal crank

varies from dead-on to being bent by five thousandths. If the crank is damaged or encountered a spun journal there's a good chance it will be bent anywhere from 10 to 30 thousandths. Aftermarket crankshafts should always be inspected regardless—even if they are new. After final polishing, the crankshaft is Magnafluxed again and measured for precision.

**19** Revco Precision checks for crankshaft straightness, performing a simple technique of stress relieving the metal while straightening out the crankshaft to allowable tolerance. "A lot of guys won't do the stress

relief, and they wonder why their crankshafts crack prematurely," Revis says. In performance applications such as our EJ205, the crank was balanced to within 0.1 thousandths of a gram. Too often we hear the horror stories of improperly balanced factory and aftermarket crankshafts breaking into pieces and ruining a perfectly good engine.

**20** Nearing the final stages of servicing the factory crank, the journals are polished using a handheld polishing machine using an emery belt.

**21** Engine Supply located in Santa Ana, CA, machined the block for the new JE pistons. Using a torque/honing plate is an essential piece when machining your engine block. The EJ20/EJ25 block is a lightweight aluminum casting. The stress of the cylinder head bolted to the block becomes an important factor in the block's integrity. We used a deck plate to re-create that stress when boring and honing to eliminate distortion of the cylinder bore. We advise never dropping in a set of aftermarket pistons into a Subaru block without performing the proper machining.



Stay tuned for part two of our project build as we rework the factory cylinder heads and prep the block for the final engine assembly, along with some dyno numbers to follow.

Got a unique project of your own that you feel deserves some attention? Whether it's finished or years away from completion, we'd love to feature steps of your build. Shoot us an email and photo of your project at [features@importtuner.com](mailto:features@importtuner.com). 

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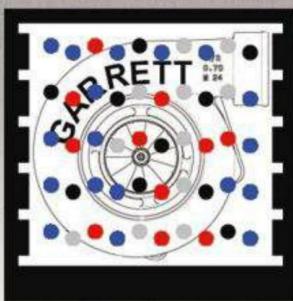
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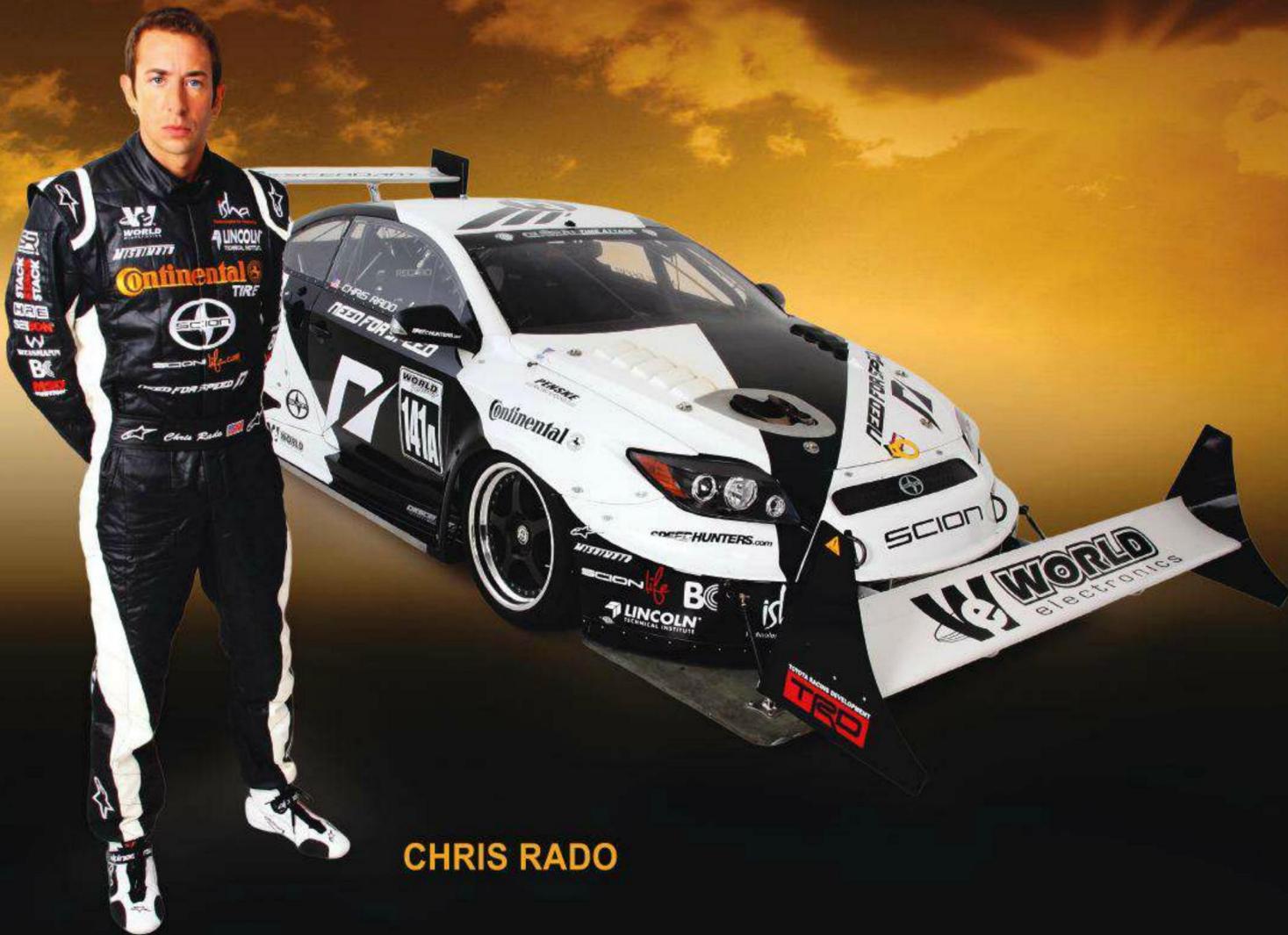


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