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IMPREZA STI P94

FULL JDM BUILDUP CIVIC EG P38

HARD-HITTING R32 FROM PISTO RACING JAPAN P44

TUNER GALLERIA BACK IN CHICAGO P50

OSAKA AUTO MESSE SHOW P56

THIS IS

STREET ART



MODEL
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NEW BFGOODRICH G-FORCE
SPORT COMP-2 TIRE REVIEW P80

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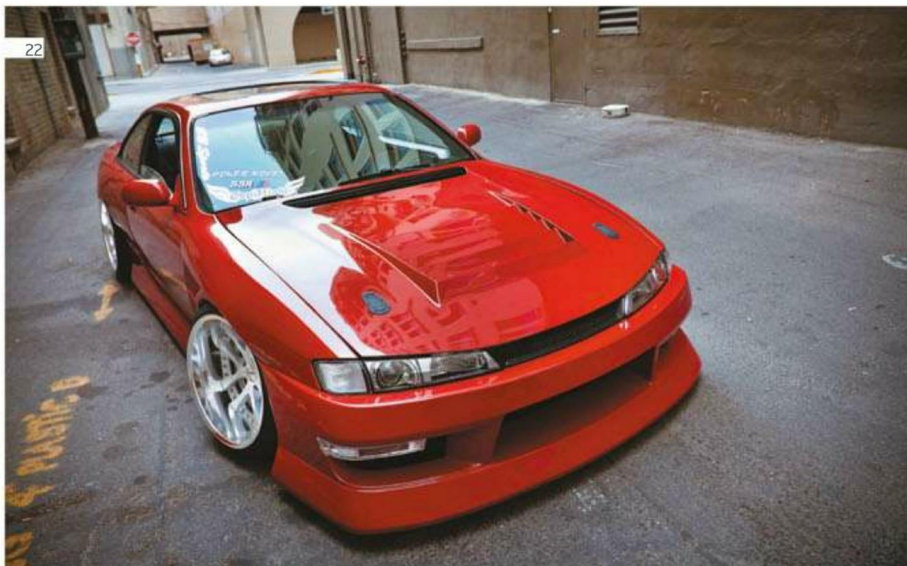
2000GT



COROLLA GT-S



PHOTO BY
CARLOS NUNEZ (MODEL)
DAX RODRIGUEZ (CARS)



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#159 it.

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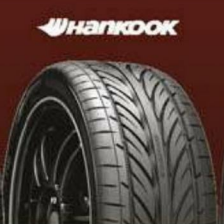
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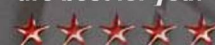
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WE HEAR YOU



A few months back in our April issue, we asked readers what they wanted to see. We got a tremendous amount of responses, and I thank all of you for that.

It seems like the most common request is for more features of “street” cars. As much as people love to see the \$50K crazy builds by shops and companies, they still want to see cars they can relate to more. It’s understandable that your average Joe privateer can’t be building a \$50K car, and most of us are hobbyists who play with the same car we drive everyday. So we do plan to feature more street-style cars, lower budget more realistic builds that our readers can still look up to but may be just out of reach for them.

And, no, we don’t plan on taking out the crazy \$50K or even \$100K builds from shops and manufacturers. Those cars will still be in the magazine and on our covers. We just don’t feel like it would be worth your while to spend the money on our magazine if you didn’t get such crazy over-the-top builds that are almost unimaginable. What we will be doing is mixing both the wild projects as well as the simple and clean ones, like this month’s S2000.

Adding to the request of more street cars, we got a decent amount of requests for cars that aren’t too common. You guys seem to want to see out-of-the-box builds, features of cars that you wouldn’t normally see at a car show.

Feel free to holler at me with your feedback and inquire anytime, and I’ll do my best to respond.

Charles Trieu

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TOP 20 OLD- SCHOOL RIDES

TEXT BY
SCOTT TSUNEISHI
PHOTOS BY
JAPANESE NOSTALGIC CAR.COM
AND OWNERS

Import old-school cars are considered Japanese automobile ingenuity at its finest. When it comes to old school, cars from the '60s to early '80s-era Toyotas, Mazdas, and Datsuns come to mind, and I'm talking about ones that look good with aftermarket/factory tuner market support. OK, I expect the typical flak about this list being "too Japanese", but before you bitch and whine, consider the fact that these cars have single-handedly helped shape today's tuner market. If someone wants to do an all-American or Euro sports car list, go right ahead and be my guest, but these machines are my idea of heaven—and these are cars I grew up with.

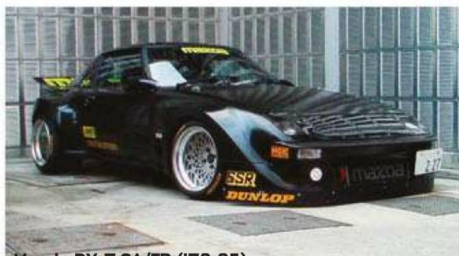
This is, of course, not a definitive list but before you comment or decide to send some nasty email, please note: You'll find no V-8-powered monstrosity here, my friends. Maybe I'll do a follow-up list of swappable engine cars, or others, but in the meantime, I wanted to profile good-looking street machines. And so without further ado, here are 20 of my favorite old-school cars. And yes, they are in no particular order (well, maybe slight consideration) so don't obsess about the ranking. **IL**



Nissan Skyline GT-R PGC10 ('69-72)



Toyota Corolla E20 ('72-74), E70 ('79-84)



Mazda RX-7 SA/FB ('78-85)



Toyota Celica A20/35 ('70-77), A40/50 ('77-81)



Datsun Roadster ('66-70)



Datsun S30 240Z ('70-73), 260Z ('74), 280Z ('75-78)



Toyota 2000GT ('67-70)



Datsun 510 ('68-74)



Mazda R100 ('68-73), RX-2 ('70-77), RX-3 ('71-78)



Toyota Carina A40/50 ('77-79)



Honda S600 ('64-66)



Datsun 1200 B110 ('70-76)



Toyota Starlet KP61 ('81-84)



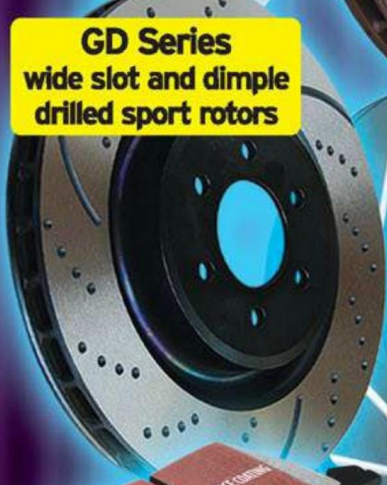
Datsun B210 ('73-83)

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Keep in mind by writing us we reserve the right to print your letter, use any included photos, and ridicule you all we want.

DEPLOYED READER

Hey guys, I just picked up your Apr. '12 issue from the newsstand here at a U.S. Navy base in Rota, Spain, while on deployment. First off, I have to say you guys make a great magazine. I've been a reader for quite a few years now. I love the fact that I've been seeing more RX-7s show up in your magazines, especially on the cover. Even though production stopped a long time ago for these machines, it's great to see people still turning them into badass cars. I myself own a '94 FD RX7, and it's been a project waiting to happen—since I've been dumping every single deployment paycheck into it. Hopefully within the next year or so I can have my soon-to-be bridge-ported, single turbo'd FD featured in your awesome magazine. Keep up the great work, guys!

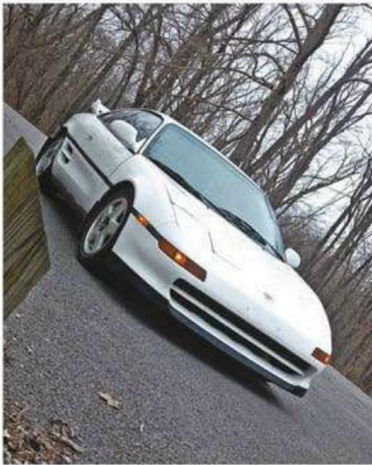
Ben Miller

Ben, thanks for the letter and thank you for serving us and your country. We appreciate everyone doing service for our country. Keep your hopes up and let us know how your FD3S is coming along. We love to inspire readers and encourage you guys to build badass cars that we can feature one day.

MR2 TUNER

I saw in the Apr. '12 issue that you wanted more MR2s, so here is another. I've been working on my '93 MR2 for about five years now. It was originally a '93 non-turbo, but I have swapped a '98 JDM 3S-GTE in it. It has a Greddy SP exhaust and intercooler. I just recently put a new suspension on it after it hit 220K miles, BC coilovers, ball joints, tie rods, and more. I have also put an authentic '98 spoiler on it. I still need to paint it though, but hope to get it done by this summer.

Nick



Nick, your progress is looking good. Yes, we do want to see more MR2 builds. Both AW11 and SW20. There's just not enough of them on the street anymore these days. We really want to see some out-of-the-ordinary builds here. No more cookie-cutter-type builds. Let's be different and get original.

IT STICKERS?

I've been a big fan of your products for some time. I love your issues. I was wondering if it was possible to receive some stickers so I could rep your stuff on my cars, around the house, and maybe a few around the shop where I work.

Sergio

Unfortunately, we are all out of stickers, but new Import Tuner stickers are in the works. We've got about four to five different styles we're working on. We just need to fine-tune them and get them printed up. Stay tuned and we'll let everyone know when they're ready, and how to get them. We're trying to figure out how to keep cost down, so we don't have to charge our readers for them. Thanks for thinking of us and reppin' the brand!

IMPORT TUNER HISTORY

I'm doing a research paper for my Introduction to Research for College Writing class. The topic of my paper is import tuner culture in America. Part of my paper will go into detail on how the culture spawned various magazine publications, such as this one. I'm looking for information on the origins of this specific magazine. Who started this publication? When was this magazine established? Why was it even created? How has this magazine helped influence and promote the import tuner culture?

Juan

Import Tuner magazine was started by McMullen Publishing, then went to Primedia, and now is published by Source Interlink Media. Lots of corporate shuffling and whatnot over the years as the parent company(s) grew. The magazine first started in Southern California in 1997 when the scene was exploding here. With everyone around us getting into cars, the rest of the country was dying to find out what we were all doing here with our cars. There were a couple car magazines that were already established in the market but none of them were specifically geared to strictly just Japanese imports. Import Tuner then was started as the first magazine in the United States for strictly Japanese imports. We didn't include European cars or compact domestics like our other sister magazines. We wanted to stick to the core of the scene. We also were the first to include our models with import cars. And, as you can tell, our models have a distinct look, not like the typical girls you'll see in car or men's magazines. Since then many other magazines have adopted our look and style.

BACK ISSUES

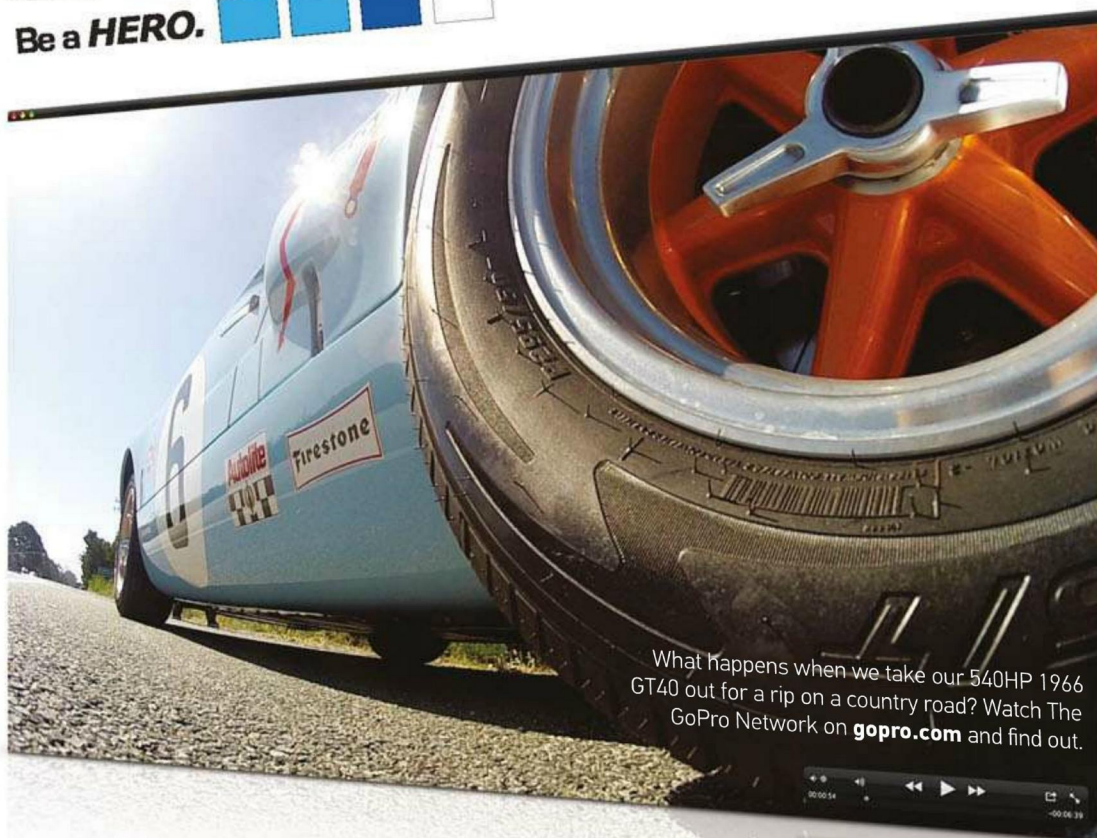
I was wondering if you still carry the May '11 issue with Amy Fay, because I would like to purchase some.

Sandy

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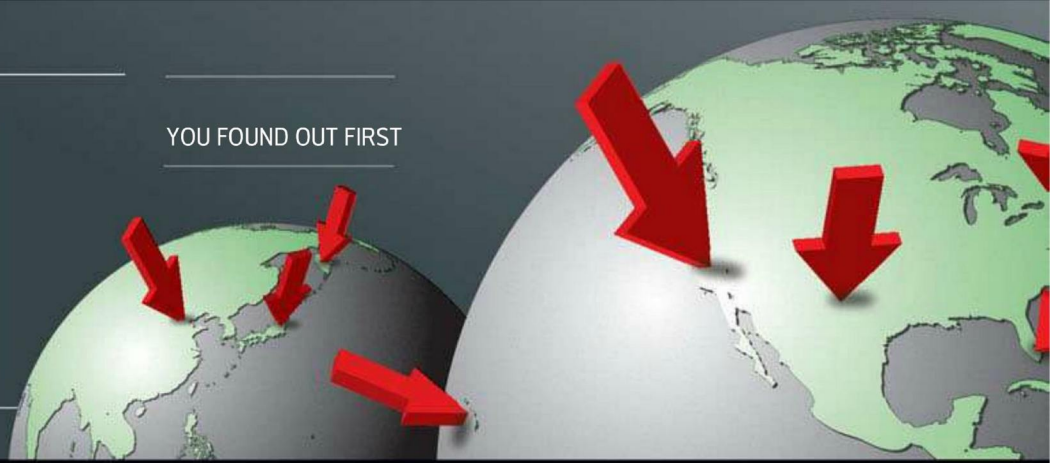
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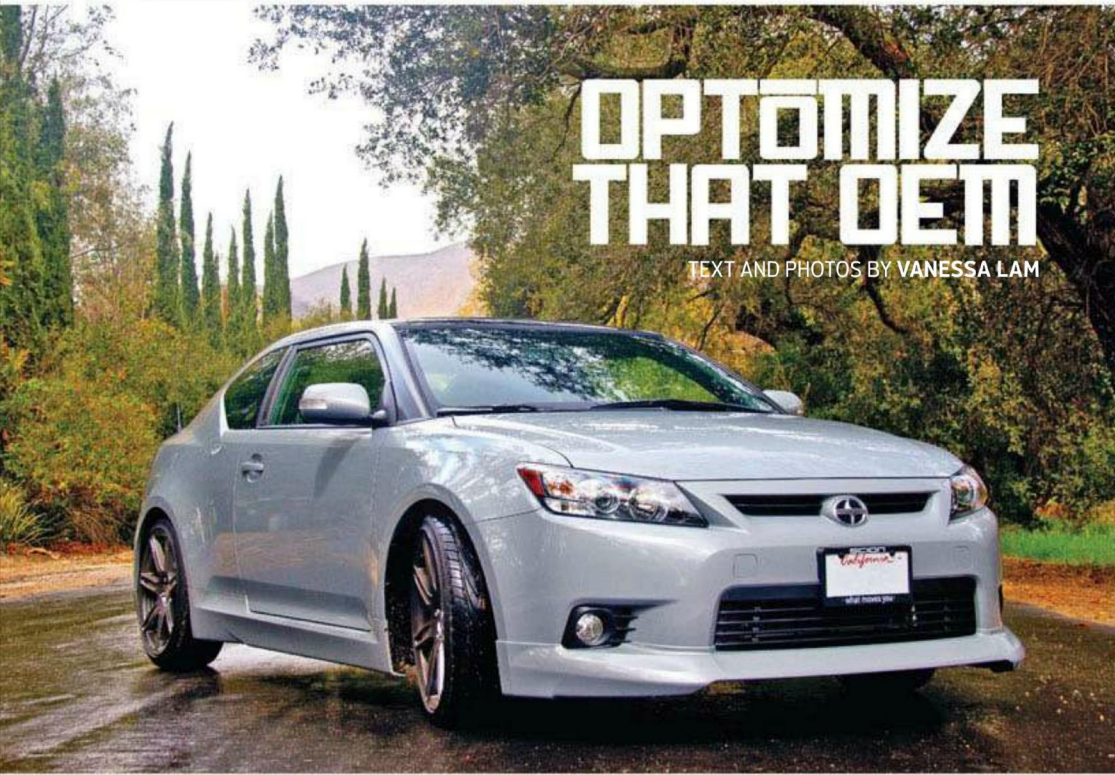
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OPTIMIZE THAT OEM

TEXT AND PHOTOS BY VANESSA LAM



With the introduction of the Optimize Scion program in 2006, Scion owners have been given the extra helping hand in sourcing out upgrades for their car direct from the factory. Since then, Scion has released a multitude of products available for their entire lineup, including everything from aero kits to complete audio system upgrades. Available for the latest generation tC is the Pioneer OEM Audio Plus Reference 400CF system. For \$1,399 plus installation, this includes an eight-speaker system overhaul to transform the entire spectrum of lows, mids, and highs with an 8-inch enclosed subwoofer in the trunk. Tuned specifically for the Scion tC, this upgraded setup fulfills its wide range of jobs from impressing the parents with some smooth jazz to when you and your friends are getting pumped for a night you'll never forget.

This model year, Five Axis Design has partnered up with Scion to release their '12 Scion tC Five:AD Aero Kit. In case you need a reminder of the capabilities of Five Axis, check out their FR-S Concept creation. This kit is a four-piece design and constructed of OEM-grade urethane. As OEM quality goes, every piece uses only OEM mounting points, so you'll never see the damage that happens with aftermarket kits. It's available for \$1,195 (unpainted) or \$1,890 (painted), plus installation.

For more info, visit www.optimizescion.com.

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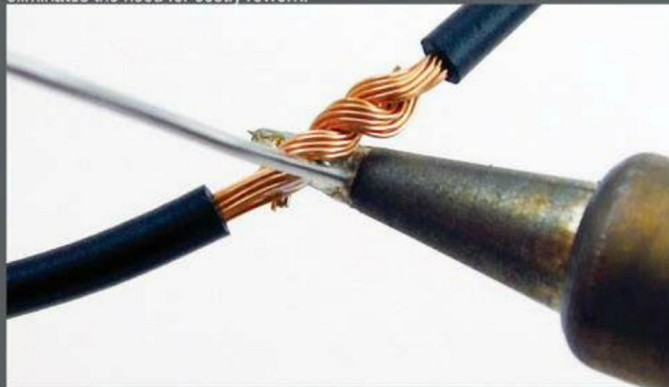
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TEXT AND PHOTOS BY SCOTT TSUNEISHI



SECRETS TO ACHIEVING GOOD SOLDERING

The most fundamental skill needed to assemble any electronic project is that of soldering. Basic soldering is a skill that's easy to learn and not too hard to master but misconceptions on the proper procedures also includes many individuals having no clue on where to start. Soldering is accomplished by quickly heating a metal or metallic alloy to join metallic surfaces together. A good soldering job can be rewarding while a poor job can lead to electrical failures and frustration. These steps will help improve soldering skills along with teaching you the basics and importance on how to perfect your soldering skills. Doing the job right the first time eliminates the need for costly rework.



1 Always use a quality soldering iron. We recommend an iron with a ceramic element core. Keep in mind that total power or wattage of the iron is less important than its thermal recovery ability. Thermal recovery is the ability of the iron to "recover" to proper temperatures immediately after soldering. Ceramic elements have been known to be better at maintaining proper temps. Although they are designed using lower wattage, they tend to heat much faster. A "cheap" soldering iron is usually constructed with a wire coil element. Wire coil units typically lose heat when used and are slow to recover from the initial temperature drop delaying usage. We recommend also refraining from using butane torch/battery-type soldering irons unless portability is crucial.

2 Proper solder tip sizes and shapes are very important in getting a good solder connection. When soldering wires, we prefer using the flat tipped ones (sometimes

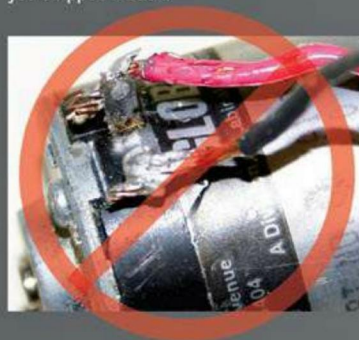
called "spade tips"). Avoid the rounded conical tips, which are primarily used to repair or solder very small IC chips on PC boards.

When working with wires, you want a tip that is about as wide as the wire you will be working on. A little bigger or smaller is fine, but too small and you will have trouble heating up the wire quickly or at all.

3 Always use quality type/brand solder. For electronics, solder is traditionally comprised of a mixture of tin and lead. Although 60/40-tin/lead solder is most commonly found on the market, we prefer 63/37 eutectic solder, which solidifies almost instantly. A 60/40 solder typically cools inconsistently as areas remain soft or semisolid once applied until fully cooled.



4 Pre-tinning the wires or components (coat with a thin layer of solder) or fills the wires or connector contacts with solder so you can easily melt them together. It also prevents the need to hold heat to components for too long. Pre-tinning is accomplished by applying a thin layer of solder to the individual parts before fusing the wires together. When tinning wire, you want to make sure the solder flows all the way to the center, from the end of the wire to the edge of the insulation where you stripped it back.



5 Use the right amount of solder; do not glob it on. More doesn't necessarily mean better. On the flip side, not using enough solder is just as bad, which can make the connection physically weak. A good solder joint will be smooth and shiny. If the joint is dull and crinkly, the wire probably moved during soldering and might require a do-over.

6 Keep your iron tip clean by wiping it off regularly with a damp sponge or rag both before and after making connections. A dirty tip can prevent your solder from making proper contact with the parts and can slow down heat transfer to components.



7 In between making connections and immediately after turning off the soldering iron, coat the tip with solder to protect it. Coating prevents the tip's protective metal coating from oxidizing and cracking or wearing away. If you see the coating of solder on the tip discoloring and turning dull gray, add more solder to re-tin the tip, or turn off the soldering iron if you will not be using it very soon (a discolored tip with a rainbow color pattern means the tip is too hot).

8 Clean up the solder with isopropyl alcohol or denatured alcohol to remove used flux when done soldering. Alcohol evaporates and dries quickly, does not leave impurities behind, will not corrode metal, and will not hurt electronics; whereas water can take days to dry and can corrode parts or leave impurities behind.

9 Lastly, use heat-shrink tubing to complete the soldering process to protect the wires.





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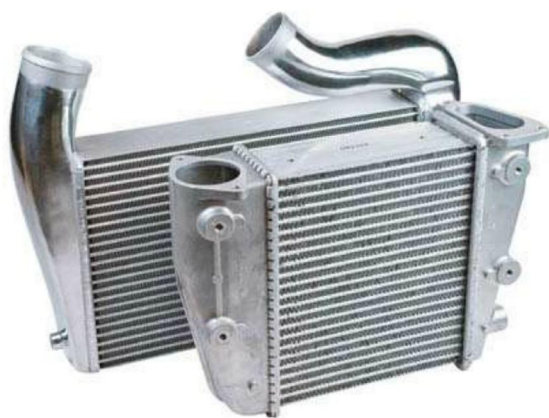
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INTERCOOLER EFFICIENCY

I've just been reading a few threads on the Internet related to intercoolers and have a couple questions. If the radiator used for cooling the engine has an electric fan to aid cooling, why doesn't the intercooler use a fan as well? If I were to add my own fan to the intercooler would it aid cooling enough for me to notice any change in performance?

I'd like to hear your thoughts on the matter.

-Anonymous, via importuner.com

Water carries the heat away that an engine produces at all speeds including when the car is at idle. As long as there is combustion, heat is being created that must be rejected by the radiator. A turbo is barely spinning when a car is at idle so there isn't any air being compressed and therefore no heat is being created. An intercooler doesn't need a fan because there's no heat that needs to be rejected. Sometimes drift cars use fans on the intercooler because there is boost being created at very low vehicle speeds. At high speeds when boost is usually being created, an intercooler generally has plenty of ambient airflow through the face of the core to help reject heat from the compressed air.

FLUTTERING BOV

I own a WRX that's my daily driver. When the car doesn't hit max boost, and I let off the throttle at about 3-5 psi, I get a flutter sound that's similar to most cars that don't hit full boost with a blow-off valve. I assume it's because there is not enough pressure to completely open the valve that causes it to flutter a bit. I've been told this is the same sound that drag cars with external wastegates make, which I'm reluctant to believe would cause the same type of noise. I'm hoping you can clear up this confusion.

-Ben Deyrod, Salt Lake City, UT

I'm not sure why people confuse wastegates and blow-off valves. Wastegates are on the exhaust side and BOVs are on the compressor side. How can they possibly have similar noises? When a wastegate opens, it sounds absolutely nothing like a blow-off valve. I can't really see the confusion except when somebody doesn't really know the difference between the two devices. I'm glad you're reluctant to believe what you've been told because that person who told you is probably a dumb ass or somebody who isn't very familiar with turbo engines.

Most BOVs use only a single hose connection on top of the diaphragm that relies heavily on engine vacuum to open the valve up. As far as your fluttering goes, I'm guessing that you're letting off the throttle from lower revs when the engine doesn't create much engine vacuum on deceleration. If you want to change the noise because you find it irritating, like I do, then you can either use a softer spring or loosen the spring preload adjustment, which allows less vacuum necessary to open up the BOV. On the flip side, using too little preload or too soft of a spring may cause the valve to open up at higher pressures causing boost to leak. Just make sure you're running a name-brand BOV and not some made-in-China eBay crap, and chances are you'll be fine on a street car.



EVO VS. STI

I was having a friendly discussion with my girlfriend's stepfather on which car [EVO or STI] was the more superior of the two. It was the usual discussion on platforms, but then he said something about how the EVO was created to compete against the STI. He proceeded to go into this tangent on how the STI was the original AWD turbo-charged rally car that's far more superior in engine design, and the EVO was just an imitation. Do you guys have any dirt on which one was first produced, and which one is the better car just to get him irritated?

-John Franklin, via importuner.com

The first Impreza STI was released in 1990 while the first Lancer Evo was released in 1992, making the STI the first between the two. He did state a fact there. However, the rest of what he says is pretty much bull. Here's some information to help you school the your girlfriend's stepfather:

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GET YOURSELF **READY.**

QUESTION

1. He is completely incorrect on the "original AWD turbo-charged rally car" statistic that he force-fed you. The Audi Quattro debuted in 1980 in WRC.

2. Far more superior engine design? The Subaru has a hollow aluminum case that has two halves bolted together for a cylinder "block" and the EVO has a cast-iron block. Take a wild guess at which one is stronger, and then speak to STI owners with 100 percent bone-stock cars who have taken their '08-and-newer STIs in for broken pistons.

3. The cars are fundamentally different with the Subaru having a longitudinal drivetrain layout and the EVO having a transverse layout, so I would hardly call the EVO an "imitation".

Anyhow, try not to lay it on him too hard. After all you'll have to see him every time you pick your girlfriend up, so schooling him hard isn't exactly going to improve your relationship.



FR-S/BRZ TUNABILITY?

I've been following the Scion FR-S and Subaru BRZ closely since the concept days. There's been plenty of talk as well as debate on the Internet in regards to the tunability of the Subaru's boxer engine with Toyota's D4-S fuel injection technology. What are some of the pros and cons with tuning using the D4-S system and will the 12:1 to 1 high compression become a limiting factor with tuning those cars?

-Michael Flannigan, Richmond VA

I'm not 100 percent familiar with Toyota/Subaru's injection strategy of using both direct and port injectors, but tunability will largely depend on access to the stock ECU's maps. If ECU tuning companies, like Cobb Tuning, are able to crack the stock ECU, then that's step one. Direct injection engines are still internal combustion engines, and there's very likely something left on the table since the OEMs have to be conservative for warranty purposes. The 12:1 compression ratio isn't too high in the world of direct injected engines and 91-octane fuel, so I suspect that isn't going to be an issue either.

Step two is going to be the availability of parts. Are the high-quality parts manufacturers going to make bolt-on parts for these cars? We'll see. Hopefully the abundance of Chinese knock-off companies on eBay hasn't chased them away. I can tell you for sure to keep an eye on Greddy and Cosworth for FR-S and BRZ parts. Between the catalogs of the two companies, you'll probably be able to build the ultimate FR-S/BRZ.

TORQUE WRENCH QUALITY?

I'm looking for a reliable torque wrench to correctly rebuild my engine. Why does everyone recommend I purchase a brand name versus a cheaper unit? Is there anything else to know? I'm a noob, so this will be my first one?

-Fred Vialobos, Ontario CA

Tools are a category of consumer goods where name brands still mean something. Tools are often used in extreme situations so quality is still an important factor. The name-brand companies, such as Mac Tools or Snap-On, spend more time designing, testing, and manufacturing their tools. Buying a name-brand tool almost always means you're getting a higher quality part. On the other hand, a quality tool in the hands of an idiot isn't any good either. Just like a \$1,000 golf driver isn't going to make you drive further than Tiger Woods, a \$300 torque wrench isn't going to do you any good if you prep the fasteners and surfaces incorrectly. In the case of fastener torque, make sure you clean the fasteners themselves and the surfaces completely and use the fastener manufacturer's recommended lube. It makes a world of difference.

FORM OVER FUNCTION?

Eric, since you're an automotive expert and worked on numerous race cars, can you tell me if those front canards and diffusers that time-attack cars use really serve any purpose? I know people always mock street cars using those parts, but do they really promote more downforce and are they really necessary? What about large GT wings? I'd prefer form over function but if it can help improve my car's handling I might consider investing in some of those parts.

-Greg Brown, Long Beach CA



Aero parts—when designed, installed, and tuned properly—do make enormous differences in your car's handling. Unfortunately, the average person doesn't always have the ability to properly tune these devices to function at their best short of going to the racetrack and empirically testing lap after lap. Buying a complete body kit from a single aero parts supplier that legitimately develops and tests their parts, such as Voltex or C-West, is often the best way to get an effective aero package without having to try adjustments every single lap. Also how they are mounted to the body can make exponential differences in their effectiveness. If a canard is mounted to a bumper that is zip-tied to the body, then you might as well leave them off. Likewise, if a huge GT wing is simply mounted to a trunk lid, it will not nearly be as effective as if it were mounted directly to the rear subframe or chassis. Entire books are written on the subject, so I recommend reading up on it all. If you're serious about the subject, read Joseph Katz's *New Directions in Race Car Aerodynamics*.



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HEAT IN THE STREET

A VIRTUOUS S14

In a world faster than ever, where most desires are filled on a “need it now basis”, a culture where ADHD-ridden Internet kids demand solutions now has emerged. The Internet puts purchasing and information at the fingertips of the world, and it created a demand seeking an immediate deadline. However, there are still a unique few who desire something more. Patience, discipline, creativity, and attention to detail still exist, albeit rarely. These necessities sculpt some of the most memorable cars ever built, and this particular S14 has all of them.

Raymond Hargraves Jr. is the designer of the S14 before you. His combination of the four traits mentioned above, are what makes him and his car particularly unique. The most important thing to know before going any further into this build is that Raymond has one additional trait: humility. The most humble dude built one of the most outspoken cars. He acts like everybody else, and isn't the one to tell you how cool his car is or how much he spent. Raymond lets the car do the talking for him; he is gracious in the much-deserved praise he receives for the car.





This project began in the proverbial waiting room. Raymond had a line on some BN Sports but he encountered one problem. He couldn't get the full kit. He had bumpers, side skirts, and front fenders; however, he was lacking rear over fenders. Not a problem for anyone else. Open the Internet, head straight to Google/eBay/mail-order and purchase some BN style over fenders. Problem solved. Not Raymond, he sourced BN rear over fenders directly. The only problem was the grueling months it took for them to get to his order, make the fenders, and then put them on a boat to the United States. Quite some time later, he had a body kit. Now it was time to find some wheels. Just like before, it wasn't a matter of opening the Internet, heading to eBay and getting knockoffs, or even used wheels. Originally, Raymond ordered some SSR VF1s, which looked incredible on this car, but he wanted more. After a short period of time, they went up for sale and he

**I AM BY NO MEANS RICH, BUT I'D
RATHER TAKE MY TIME AND SAVE UP
SO I CAN GET THE RIGHT STUFF
THE FIRST TIME.**

headed back to the catalog and picked out one of the sexiest wheels any man could purchase—Weds Kranze LXZ, brand new. After another several months of waiting, these holy rollers arrived in the States and went on his car for the first test-fit. These have the kind of fitment the entire Internet dreams about, stretched tires, poked lips, and fender-scraping goodness. Lips so deep that the neighborhood cats can be seen settling in for an afternoon nap. The only thing it takes to achieve this, aside from thousands of dollars, is extreme patience.

Another obstacle to overcome is the discipline required to find and purchase all of these particular parts, when forming the ultimate automobile. It wasn't a matter of BN Sports not having rear over fenders and turning to the alternative solution; it was knowing that it would take many months to receive his top-of-the-line parts and still have to pay top dollar. The simple, easy solution is to spend a fraction of that on someone's replica and getting it next week. The downside? Hours of labor fitting and straightening the fiberglass to look acceptable. Even still, getting the premier local body shop, Elevens' Paint and Fiber, to make these "cost-effective

alternatives" look incredible, would be faster and cheaper than ordering the BN product. Raymond kept his sights set and resisted the urge to defer to a secondary plan. "BN is honestly the best stuff you can buy," he says. "It's not to be elitist or 'better' than anyone, but it comes predrilled, it fits perfectly, and it doesn't need any bodywork. The fiberglass is flexible and tough; I can't complain at all." For those of you who think bodywork is the devil, here is your solution. Raymond also added, "I am by no means rich, but I'd rather take my time and save up so I can get the right stuff the first time. If I say I want something, there is no point in buying the alternative first if I'm only going to end up buying the thing I really want anyway." His discipline gets its due reward, not only when it comes to putting his car together, but also every time he walks outside and sees his car.

Let's face it, there are tons of S-chassis everywhere and often they become commonplace, especially in the world of drifting. Building an easily recognizable car becomes tougher every day, based simply by volume. It is a curious endeavor wondering what it takes to make a 240 stand out these days, but it is apparent that this car does. Just as an artist, a designer, or a photographer has to take unique and creative approaches to their work, a car builder needs a similar eye for creativity in order to construct something different. Raymond's car may not be anything earth-shatteringly new, but it has a presence that undeniably demands attention. It is a matter of putting things together in a way that everything works uniformly to form the big picture. Many cars out there today have all the right parts, get all the money spent on them, and still never look quite right. It isn't just an issue of having deep pockets, because that doesn't transform the canvas; it only supplies the tools needed to accomplish the job. However, when those tools end up in the right hands, they can create something truly amazing.

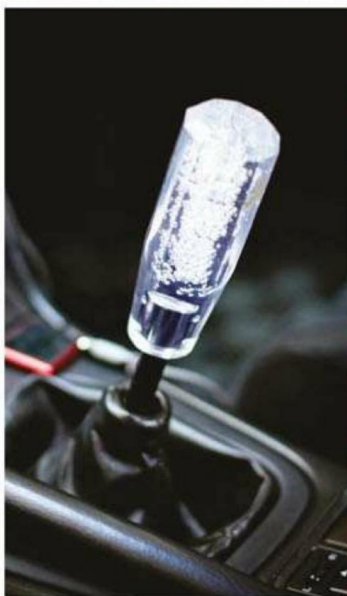
HEAT IN THE STREET




The big picture started coming together, but that is never what truly makes a car stand out. Any cool car that gets a lot of attention has very specific attention to detail. Many times, these little things go unnoticed but they complete the overall picture and are a necessity to any well-built car. Raymond paid much attention to these small details, and they all came together in the end. Little things like choosing the right tire size, wheel offset, and camber setting

make the visual affect that much stronger. Small, unique items—like the Vertex steering wheel, Defi gauges, and the dash—inside make the car come together. Finding an uncracked dash in Arizona, or any hot desert climate, is a true rarity, but Raymond's looks factory fresh. Don't let this street king fool you either; it has all the makings to be a true beast on the track, and I expect to see it there soon. He sorted out all the small details and made sure the car stuck to its true potential.

All of this sounds quite simple and straightforward, but anyone who has attempted or started a project on any similar level to this will attest that it isn't as easy as Raymond makes it sound. What keeps an individual motivated to see a project of this size through? Friends, personal pride, the Internet, admirers, and haters all get credit. The biggest thing, for Raymond, is his close friends who have all built noteworthy cars themselves. They crack a lot of jokes at one another about their cars and are quick to point out each other's flaws, but he says, it is all in good fun. "It's



more of a way to keep everyone focused and on point rather than to bring anyone down. You know, 'get on my level, son,'" he says. He honestly cares that he, his friends, and peers build cool cars. He wants to establish a

strong community here where everyone can hang out and enjoy each other's builds, for the quality and uniqueness they possess. One thing is for certain; it isn't about claiming to be cooler than anyone else. "I'm not cool, my car might be, but I'm definitely not." As humble as he may be, his S14 is the complete opposite, and that is exactly why this car and the builder are so very cool. 

BEHIND THE BUILD

NAME

RAYMOND HARGRAVES JR.

AGE

25

LOCATION

GLENDALE, AZ

OCCUPATION

SALES REP AT CONCEPT Z
PERFORMANCE

HOBBIES

CARS, DRIFTING, WHEELS,
FASHION

BUILD TIME

4 YEARS

MOTIVATION

TO BUILD SOMETHING THAT
WOULD RAISE THE STANDARD OF
CARS IN ARIZONA.

1995 NISSAN 240SX

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ENGINE Nissan S14 Kouki SR20DET, GT2871R with 3071 compressor housing; Boost Junkyz turbine elbow, Twin Scroll exhaust manifold; Greddy intake manifold, oil pan; Power Enterprise 850cc injectors; Tomei 256 intake and 260 exhaust cams, fuel pressure regulator with gauge; Supertech dual valve-springs and retainers Power Enterprise belts; Max HMIC; Koyo radiator with Nismo cap; dual 12-inch FAL fans; Fuel Lab fuel filter, A'PEXi GT-spec exhaust; AN power steering conversion lines; Future Fab custom catch can

DRIVETRAIN South Bend Stage 4 clutch; one-piece aluminum driveshaft; Carbonetic carbon two-way differential, bubble shift knob

SUSPENSION Max coilovers 10k (front), 8k (rear), solid subframe bushings, rear upper control arms; Tanabe front sway bar; Nismo power brace; SPL tension rods, outer/inner tie rods, rear toe arms, solid differential bushings

WHEELS/TIRES Weds Kranze LXZ 18x10 -44, Federal SS595 225/35/18 (front) 18x11.5-8 Federal SS595 255/35/18(rear)

BRAKES Nissan Sentra SE-R Brembo front brakes

EXTERIOR BN Sports Type 4 aero kit, BN Sports 30mm front fenders and 50mm rear fenders; D-Max Kouki hood; Melbourne Metallic Red (BMW E92 M3); European Kouki headlights

INTERIOR Works Bell short hub, quick release; Vertex Anniversary steering wheel; Defi white racer gauges, boost, water temp, oil press, Bride Zeta III seats

GRATITUDE "I'll start by thanking the two major shops that helped me along the way. I'd like to thank Pitstop Performance for all the help and allowing me to use the lift and tools at the shop to make this build happen. I'd also like to thank Coz at Concept Z Performance for hooking me up on all the parts I bought for the build (before I worked there). I appreciate you guys and salute you! Last, but not least, I'd like to thank all the other people who played a role in the build process. The Top Flight and Street Sweeper gang for keeping me motivated through this journey of patience and frustration. Also, I'd like to give a shout-out to Elevens' Paint and Fiber, Suspicious Garage, Future Fabrication, and Boost Junkyz. Sorry if I missed anyone else, but thank you, too. Oh, and Dax Rodriguez for the legit photos!"

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Audi A4 A6 TT	Geo Metro Prizm Storm	Mercedes C-Class CLK-Class E-Class S-Class SL-Class SLK-Class	Saturn ION SC SC2 SL
BMW 3 Series 5 Series 8 Series M3 Mini Cooper Z3 Z4	Honda Accord Civic Civic Si CRX Del Sol Fit Odyssey Prelude S2000	Mercury Capri Cougar Tracer	Scion iC xA xB
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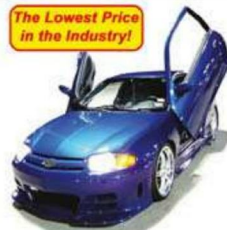
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Cadillac CTS Eldorado Seville	Lincoln LS	Oldsmobile Alero Aurora Cutlass Intrigue	Subaru Impreza Legacy	Toyota Camry Celica Corolla Echo Matrix MR2 Paseo Solara Supra Tercel Yaris	VW Beetle Corrado Golf Jetta Passat

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Mitsubishi Evolution
Mitsubishi Galant
Mitsubishi Lancer
Mitsubishi Mirage
Nissan 200SX
Nissan 240SX
Nissan 300ZX
Nissan ES
Nissan Altima
Nissan Maxima
Nissan NX
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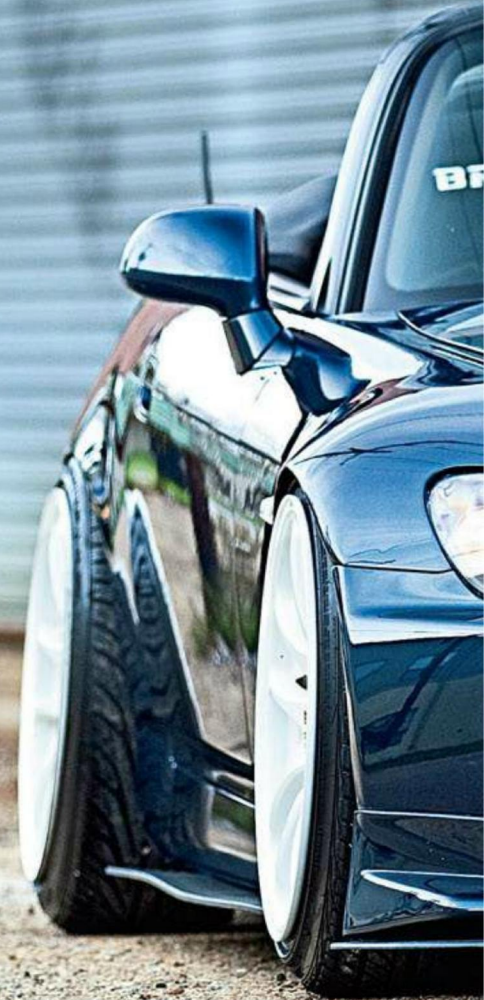
SIMPLY STANCED

RAMI QASEM'S S2000 HAS HAD ITS UPS AND DOWNS, BUT THE RESULTS WERE WORTH THE EXPERIENCE.

Rami Qasem of Baton Rouge, LA, was chillin' at home one day when a friend rolled up to his house in an S2000 he had just purchased and told him excitedly that he had to take the car for a spin. Initially, Rami didn't share his friend's enthusiasm and looked down at the Honda roadster skeptically. Why? Well, Rami is 6 feet tall and 250 pounds, so it's easy to understand why this car, or even this type of car, hadn't crossed his mind as one to own and fix up. Previously, he owned a '98 Mazda 626 and a couple of '94 Honda Civic coupes—two entirely different types of vehicles when compared to the snug, rear-wheel-drive convertible S2000. Nonetheless, he accepted his friend's offer and got in the vehicle and drove it. That one drive changed everything. "The S2000 didn't seem practical at all for me but once I sat in it, it hugged me, and I drove it around, and immediately fell in love." He decided right then and there that he had to have one and immediately began looking. In just two short weeks Rami found an S2000 for a great deal and although the car had its fair share of flaws, decided to make the purchase.

Now that the car was in his possession, Rami could begin to modify the vehicle to his liking. The thing was, he wasn't 100 percent sure what route to take with it. That was, until he laid eyes on one S2000 in particular. "My true inspiration came from an S2000 in Georgia most know as Leng's AP2." The clean paintjob, slammed stance, aggressively sized Work Meister wheels, and J's Racing rear diffuser all played a role in making that car stand out to Rami, but one aspect of the build really resonated with him. "The fitment of it is what really took over me, and I was quickly steered toward the 'hellaflush' route." I know, I know, some of you are probably rolling your eyes right now and I get it, believe me. That whole style of modifying cars isn't for everyone, that's for sure. And Rami knows that. The thing is, he likes it and it's his car, so it really doesn't matter whether you or I care for it. "Although not for everybody, it's what I like and enjoy. I love the effort and workmanship you have to put into it as far as achieving that fitment and look that you want," Rami says. I think we can all respect that perspective.

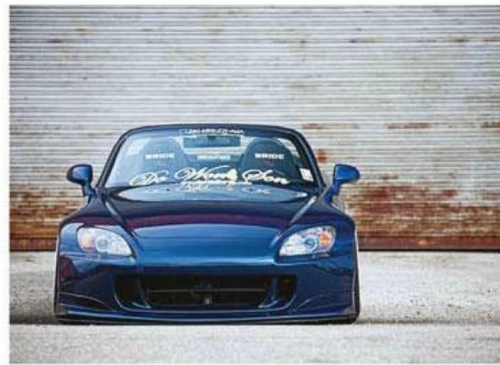
Rami decided in the very beginning that he was going to build the car as a head-turning daily driver. "All I was trying to achieve was a very clean daily driver—not a drag car or a track car, just a cruiser that I could enjoy riding







with the top down, going about my business.” First was to find a set of wheels that would achieve the type of fitment that Rami had become so attracted to. The first set that he went with were limited edition matte black Enkei NT03+M wheels from Touge Factory sized 18x9.5 +27 all the way around. “Trying to fit these was a pain especially because no one in Louisiana we knew was into the fitment scene.” So Rami turned to the web. After reading various forums, he went with a set of 225/40-18 Falken Ziex tires to mount on the wheels. The next problem was finding a shop in the area willing to stretch and mount tires of that size onto his wheels. Rami ended up being referred to Sumo Dinh of SuWorks Auto who solved that problem quickly and easily. Putting the wheels on the car, Rami then realized that they poked out from the body of the car way too much, so he set out to get an alignment to get the wheels and tires to fit the body of the car. Once again, finding a business willing to do that type of alignment proved to be an obstacle; a majority of alignment facilities refuse to do this type of work. But Rami was referred to Chad Jackson, who took care of the alignment and made the necessary negative camber settings. With these newfound resources at his disposal, Rami felt comfortable switching to different wheel setups, which he eventually did, putting his car on an awesome set of SSR Professor SP1s wheels. The car was now ready



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to roll and that's exactly what Rami did, attending various meets and events and just cruising the car around. But one event in particular stood out, and for Rami, brought about the next phase of his build.

It was the summer of 2010, and Rami had driven to Nashville for the ever-popular Import Alliance event. It didn't take long before the vehicles at the event had an effect on him. "This event made me realize I needed to step my game up tremendously. Everything out there was executed so nicely and I was able to see many builds that intrigued me." Rami decided that as soon as he got home some modifications would occur. If the event and the cars within weren't enough to get him going, the 10-hour commute that he and his friends had to get back to their hometown from the event would be. Apparently, a friend of his leading the caravan ran into and kicked up all kinds of debris, resulting in Rami's OEM AP2 front bumper and lip being completely ripped off. It wasn't a big deal to Rami, though. "Since I already had my mind set on going to a whole new level this was just more of an excuse, I guess you could say," he says.

We have all seen cars driving around with mangled fenders, looking like they put a set of improperly sized wheels and tires on their car and drove . . . because that's exactly what they did. Rami didn't want to be one of those people anymore, so he used the road debris incident to push him forward. He decided to have the metal of his S2

chassis worked on to properly accommodate the specs of whatever wheels he put on the car. Meeting Khai Dang of Unique Customs and Collision out of Baton Rouge, Rami had him work on the front fenders, flaring them out and adding reinforcement to keep them strong. Additionally, he had Dang flare out the rear fenders and prep and paint the entire car Dark Teal Pearl (a color he saw and fell in love with from a '10 Toyota). With the metalwork done and the color change complete, Rami was happier with the vehicle and decided to take the car to another event to showcase the build. This time, he took it to Import Reactor in Houston, where he was honored to receive the Best S2000 award. Rami was on cloud nine when he left the event to head home. Unfortunately, as he was driving down the interstate, he hit a dip so hard that it ended up cracking his freshly done and painted fenders. Although very frustrated and upset, Rami wasn't discouraged. Not having the money to have the fenders fixed and repainted, as well as purchase necessary suspension upgrades, Rami made the difficult decision to part with his beloved SP1s. The money from the sale allowed him to purchase coilovers as well as the comparably sized white Work Emotions that are now on the car in these photos. Although he figured the white would contrast nicely with his dark paint, he wasn't entirely convinced. "Once I put 'em on I immediately knew I made a great choice," he says. Rami then topped them off with a custom set of gold decals.

Clearly experiencing his fair share of problems during the course of the build, Rami has continued to keep his positive, optimistic perspective. "All I know is that this car has been through a bunch of ups and downs and has brought me along with it. I can tell you that we have had way more ups though, and I have enjoyed everything that we have been through thus far." With that attitude, I'm sure that no matter what happens, Rami will continue to modify cars and be a part of the ever-growing, multifaceted import tuner culture. 

BEHIND THE BUILD

NAME
RAMI QASEM

AGE
24

LOCATION
BATON ROUGE, LA

OCCUPATION
SALES CONSULTANT

HOBBIES
CARS, POKER, XBOX, EATING OUT
WITH FRIENDS, TRAVELING

BUILD TIME
2 YEARS

FEEDBACK
R_QASEM08@YAHOO.COM

MOTIVATION
I'M ADDICTED.

2003 HONDA S2000

400 WHP / 360 LB-FT OF TORQUE (EST.)

ENGINE ARC induction box, intake chamber, exhaust manifold cover, titanium spark plug cover, oil cap; Invidia N1 dual cat-back exhaust; Mishimoto radiator; Gladman Performance master cylinder cover; Password:JDM gold fender washers, radiator stays, hood dampers; Optima YellowTop battery; NGK spark plug wires, spark plugs

DRIVETRAIN ACT Stage 2 clutch, flywheel

SUSPENSION Megan Racing coilovers

WHEELS/TIRES Work CR Kai (18x9.5 +30 front; 18x9.5 +12 rear); Falken Ziex 512 tires (215/40-18 front; 225/40-18 rear); Project Kics R40 Neo-Chro lug nuts

BRAKES Hawk HPS pads

EXTERIOR Dark Teal Pearl paint; AP2 headlights, front bumper, rear bumper taillights; APR front splitter; custom side diffusers; Top One USA rear diffuser

INTERIOR Bride Low Max front seats; Buddy Club seat rails; Personal 350mm steering wheel; NRG short hub, Ver. 2.5 quick release; AP2 center console

AUDIO/ELECTRONICS Sony head unit, 6.5-inch front speakers; Pioneer 12-inch subwoofer; Punch 600-watt amplifier

GRATITUDE "Khai Dang of Unique Customs and Collision; Autrey McKiver at DWS Parts; Chad Jackson for the alignments; Son Nguyen of 5th Element; Trung Luong for detailing the car; my roommate, Jonathan Chaffin; Cliff Wallace of Import Face-Off; my Low-weezy-anA family; my wonderful girl, Trang Lam; Sumo Dinh of SuWorks Auto; Top One USA."

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ANDRE BOURNE'S CIVIC



Anyone who has performed a total rebuild of a vehicle can testify about going through a few trials and errors. If you're a perfectionist, it's especially depressing when things don't go right. Andre Bourne can attest to this firsthand. If the name sounds familiar, then you should know that this is the second coming for Andre and his EH3. Previously featured in *Import Tuner*, it was blanketed in Milano Red garb with a list of parts that would make any JDM fanboy envious. Completed, the car was an instant

show winner and had a fantastic spread in *IT*, but Andre was dissatisfied after seeing his car in print. Feeling that it was rushed the first time around, he felt the need to revamp the Civic to what he had envisioned in the first place. Determined to redeem himself, he immediately set off on a course of reconstruction that would transform this once daily driven EH3 into something he can finally be proud of.

When planning a build as detailed as Andre's, one of the most important parts is finding the right paint and body shop. The problem is that Hondas don't garner much respect from body shops; most tend to think of them as another grocery-getter economy car. Andre researched for a reputable local shop that was willing



to execute paint and bodywork to his level of expectation, all while meeting his strict deadline. After getting recommendations from his peers about a West Palm Beach autobody shop, he decided to check them out. Impressed with some of their examples, an agreement was made to have his EH3 shell completely resprayed in Hampton Sand Metallic prior to an upcoming Import Alliance Show. This was when things went wrong. Not only was the deadline missed, but the shop also did a lousy job on certain areas of the chassis. To top it off, they tried to force Andre to pay more for bodywork that should have already been performed during the paint process. The situation became a nightmare, it was one of the worst busi-

ness transactions he ever made. Frustrated, Andre was at the point of giving it all up and selling the chassis. But after a few months, his motivation set in again to complete what he had first envisioned. Moves were made to make things right and what was left half-assed got attended to. It's a good thing Andre is headstrong; he didn't let this incident end up deterring him.

The exterior was kept simple with only a few aero additions, letting the freshly applied Hampton Sand Metallic call

for all the attention. The First Molding CF lip on this EH3 is a rarity that's not often seen here in the States. Speaking of rare, the adjustable RS Brothers rear wing is something out of the ordinary. Front lighting was swapped over to their JDM counterparts while the EDM taillights house an integrated foglight. Rounding out the rest of the exterior are JDM window visors and custom carbon-fiber mirrors. Although the exterior is mild, the overall package mixed with the current stance makes Andre's EH3 stand out amongst a sea of mundane Civics.

Andre doesn't follow all the trends. No shaved or different-colored engine bay here. The engine compartment is a thing of beauty but do not let the looks fool you. Underneath the glitz and cleanliness lies the heart of a monster. Powered by the same RSX Type S motor and six-speed transmission as previously featured, he deemed it necessary to rearrange or replace most of the accessories to coincide

with his newly refreshed exterior. With help from his sponsors, he ditched his old radiator setup and went with an All In Fab tucked radiator with custom hoses. K-Tuned added some finesse by supplying their signature upper and lower radiator necks, fuel rail, regulator, and accessories. This company makes the K-swap elementary with swap-friendly proven products. Skunk2 stepped up to the plate and provided Andre with their latest Black Series throttle body, radiator cap, and slew of engine bay dress-up components. If you aren't blinded by the polished RBC intake manifold, you'll notice that it has been shaved of unnecessary protrusions. A custom 3-inch intake pipe pulls air in while a modified TSX DC Sports header expels gases out to a custom mandrel-bent B-pipe mated to a MagnaFlow muffler.

Stance can make you or break you; either you have it or you don't. Andre's vision of grandeur included an aggressive posture for his Civic revamp. The original four-lug was ditched in favor of the popular five-lug ITR conversion that allows him to have access to more wheel options. Volk Racing TE37s (16x8) fill the wheelwells as if his EH3 was wearing a *schmedium* T-shirt after a hard workout. Andre performed the hand-polished shine on the wheels himself, and the outcome is impressive, to say the least. Falken jumped in with their latest RT-615K tires, giving



AN AGREEMENT WAS MADE TO HAVE HIS EH3 SHELL COMPLETELY RESPRAYED IN HAMPTON SAND METALLIC PRIOR TO AN UPCOMING IMPORT ALLIANCE SHOW. **THIS WAS WHEN THINGS WENT WRONG.**



the wheel package a meaty, aggressive look all while being race ready. Skunk2 came to the rescue with their Pro C coilovers, front camber kit, and rear lower control arms to allow Andre's Civic to produce its aggressive stance. An Ingalls rear camber kit lets the 8-inch-wide wheels squeeze into the quarter-panels for a tight fit. Stability through the twisties is enhanced with ITR sway bars and Blox adjustable endlinks. The rear sway bar is attached to a polished ASR subframe brace for additional chassis stiffening. Custom-painted Spoon calipers peek through the wheel spokes, clueing in onlookers that all bases of his EH3 build have been covered.

The EH3's interior was executed with a minimalist approach for the sake of weight savings. Besides the righthand-drive conversion, one of Andre's other favorite aspects of his interior is his custom Status seats that are color matched with tan suede door panels and roof liner. To keep his mind at ease, an EG6 SIR gauge cluster and ProSport gauges monitor the vital signs when his Civic is pushed to its limits. The tan interior theme coupled with a Nardi woodgrain steering wheel and shift knob exudes the sense of elegance and luxury. A custom rear seat delete kit makes the interior tidy while keeping weight to a minimum.

With his head above the clouds, dedication to his original vision of the ideal Civic helped Andre overcome the ordeals. What started off as a daily driver turned into a long-term obsession. Modifications to his Civic were performed by Andre himself besides the paint and bodywork. Everything in this build serves a purpose and all parts were chosen and precisely placed in accordance to his original plan. Although his vision is finally fulfilled, he noted that he isn't done. Plans are in the works for forced induction sometime in the future as hinted by the boost gauge already mounted in the gauge bezel. In the meantime, he wants to take a few trips down the quarter-mile and enjoy his revamped EH3 cruising through the streets of Miami. I just hope Andre feels fulfilled this time around and won't alter his state of mind when he sees his feature. But then again, that might be a good thing because I'm anticipating what he can do to top this.





BEHIND THE BUILD

NAME
ANDRE BOURNE

AGE
28

LOCATION
MIAMI SHORES, FL

OCCUPATION
MERCEDES-BENZ SALES
CONSULTANT

HOBBIES
CARS, COOKING, ART, READING

BUILD TIME
2 YEARS

FEEDBACK
DREB20V@YAHOO.COM

MOTIVATION
TO BUILD A CAR THAT LOOKS
AS GOOD AS IT PERFORMS

1993 HONDA CIVIC EH3

200 WHP / 142 LB-FT OF TORQUE

ENGINE '04 Acura RSX Type S 2.0; shaved and polished Honda RBC intake manifold; custom 3-inch intake; Skunk2 74mm throttle body; Black Series radiator cap and low-profile valve cover hardware; Walbro 255-lph fuel pump; K-Tuned fuel rail and fuel pressure regulator; custom fuel lines; DC Sport headers; custom mandrel-bent exhaust piping with MagnaFlow muffler; NGK spark plugs; All In Fab custom radiator with -16 AN hoses; K-Tuned thermostat, upper radiator neck, lower swivel thermostat housing, and paint-matched spark plug cover; custom shaved and powdercoated valve cover; Doc-Swap ECU; CTR crank pulley; Hybrid Racing motor mounts; Odyssey PC680 battery; AMSOIL fluids

DRIVETRAIN Acura RSX Type S transmission and axles; Karcepts shifter relocater; AMSOIL Syncromesh

SUSPENSION Acura Integra Type R five-lug conversion and front/rear sway bars; Skunk2 Pro-C coilovers, Pro series front camber kit, rear lower control arms, and lug nuts; Ingalls rear camber kit; ASR sub-frame brace; ARP extended studs (front); Blox adjustable endlinks

WHEELS/TIRES hand-polished 16x8 Volk Racing TE37 (front +30, rear +36); Falken Azenis RT-615K (215-45-16).

BRAKES custom-colored Spoon twin-block calipers; RSX Type S rear caliper; Hawk HP+ front pads, Acura RSX Type S rear

pads; Goodridge stainless steel brake lines; Honda 40/40 prop valve; Honda S2000 brake booster and master cylinder; custom brake line tuck

EXTERIOR Hampton Sand Metallic; First Molding CF lip; RS Brothers rear spoiler; JDM EG6 headlights, corner lamps, and window visors; EDM EG6 taillights with integrated rear foglight; custom CF mirrors

INTERIOR custom Status Ring seats; Buddy Club seat rails and brackets; Nardi woodgrain steering wheel and shift knob; NRG short hub and quick release; JDM EG6 gauge cluster and center console; Prosport monitoring gauges; suede-covered door panels and roof liner; custom rear seat delete

AUDIO Alpine head unit; Infinity door speakers

GRATITUDE "First and foremost, thanks to all my sponsors for their continued support: Aaron and the Skunk2 staff; Mike and the crew at K-Tuned; Falken Tires; Meguiar's; Prosport gauges: Derek at All In Fab; and AMSOIL. I'd also like to thank Tina: I love you and appreciate everything you've done for me; my little brother, Richie; La Ricka; Juli at Straight Hype Media; Carlos at Label One Garage; Fortunerox; Chino Detailing; and my boys Frank and Adam."

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PISTO RACING'S SKYLINE R32



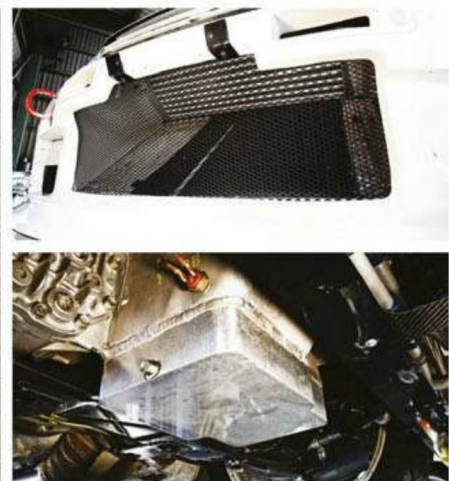
Motorsports serves as a nexus of automotive tuning, which continually advances adjacent to the interval of time. The machines and the applied technology are constantly evolving and don't seem to deviate from this course of technical progression. The skills utilized have undeniably advanced but the question is: What about the dedicated people who build these machines? Suppose if these tuning shops can adapt and master the concept of automotive tuning, it becomes increasingly difficult to financially keep afloat in these current times where as the industry becomes more focused on hybrid cars. This is a story of a veteran old-school tuning shop that has been successfully building fast petrol-powered cars by sustaining their business using tried-and-true traditional methods.

Alongside three decades, the JDM scene has been cracked open like a can of sardines and revealed its contents to the rest of the world with big names like HKS, and drifting virtually becoming household vocabulary. Furthermore, even the most minor of the Japanese vehicle tuning shops, parts manufacturers, and race car drivers achieved some sort of recognition, leaving almost no fresh stone left unturned in the small island. In a metaphorical sense, it's like the gold rush of the 1800s where the minuscule piece of land has been raided and searched over with a fine-tooth comb and in this day and age, scoring a piece of nugget is unheard of. However it's not entirely impossible, with sheer luck and favorable coincidence, to come across a high-caliber tuning shop that the Westerners may have overlooked.

Pisto Racing, serenely located at the baseline of Mount Fuji in Shizuoka, Japan, has been constructing some of the fastest vehicles in the country since the 1990s. It turns out, however, that they have been involved in this game much longer than the establishment of the shop. The owner, who refers to himself as "Suzuki", is an older gentleman whose wisdom can be sensed by a distinct calm aura that can best be explained as a composed and confrontational demeanor. However, when it comes to constructing race vehicles, Pisto is direct, uncomplicated, and most of all clean, which definitely reflects much of Suzuki's sensible personality. Pisto Racing actually started conquering the Nagoya drag racing scene, but quickly adapted their theories and conceptual knowledge to circuit racing and time-attack.

These guys are the epitome of old school, not by their tuning methods or the kind of cars they work on, but rather the definition that is closer to the term *experienced veterans*. Pisto has been conducting regular business operations without having a dedicated website or even an email address; all correspondence takes place by telephone or fax. This may be the reason why only true enthusiasts know of its existence, which might indicate why the rest of the world never found out about this hidden treasure of a shop.

One factor indicative of Suzuki's cool old-school nature is that he refers to the traditional Japanese calendar based on the reigns of the country's emperors when stating the year of the vehicle. In this case, the Nissan R32 GT-R was made in the fourth Heisei year, which translates to 1992. Its simple and clean look can certainly be deceiving. This machine is like the honey badger; it looks like an ordinary mammal, but devours poisonous cobras and raids venomous beehives without giving a single fuss out on the racetrack.



For Suzuki, his three basic requiems when building a fast drag car are making it lightweight, increasing power output, and enabling traction. This theory relates to almost all forms of automobile racing, especially applicable when battling against the clock for a fast lap time. The Pisto R32 GT-R weighs in at a slender 2,800 pounds, even with the hefty six-cylinder cast-iron RB28 engine creeping underhood. This RB28 code refers to the utilization of the HKS stroker kit, consisting of an 87mm bore and 77.77mm stroke for a total displacement of 2.8 liters. The majority of the bottom end internals are forged HKS parts, however the head assembly had been put together using Tomei Powered components including a full race-ported head. The only Tomei components used in the bottom end are the strengthened oil pump and oversized oil pan. Dedicated RB26 enthusiasts initially learn that when modifying this engine beyond factory the oil pump must first be upgraded to a Tomei oil pump to prevent a chain of catastrophic oil starvation failures.

Maximum boost pressure can be realized at 4,300 rpm, resulting in 700 hp at 1.6 kg/cm² with the ball bearing anti-surge compressor-equipped HKS T04Z turbocharger. The exhaust gases are expelled through the HKS tubular manifold and an atmospherically dumped external wastegate to Pisto Racing's own fully custom titanium exhaust system. Engine management is regulated by an HKS F-Con V Pro, controlling the Sard fuel components and custom fuel system designed by Suzuki himself. In the trunk space, a fuel collector tank with twin external Bosch pumps line the mix of steel-braided and pre-bent lines that run across the entire chassis, straight to the fuel rail ready for injection.

The drivetrain make-up resembles that of a full-blown GT car, exhibited by the HKS triple-plate clutch-equipped Holinger sequential dog-gear transmission transferring the torque to an oversized rear differential with an ATS limited-slip unit.

Much of the suspension tuning remains lucrative, since, after all, the vehicle is used competitively in the circuit and time-attack against many big torque-wielding opponents. The suspension is a custom unit put together by Pisto, using Quantum shock absorbers and Swift springs, which is changed frequently depending on the layout and condition of the racetrack. Flawless hand-TIG-welded custom lower suspension arms with gigantic pillow ball ends, combined

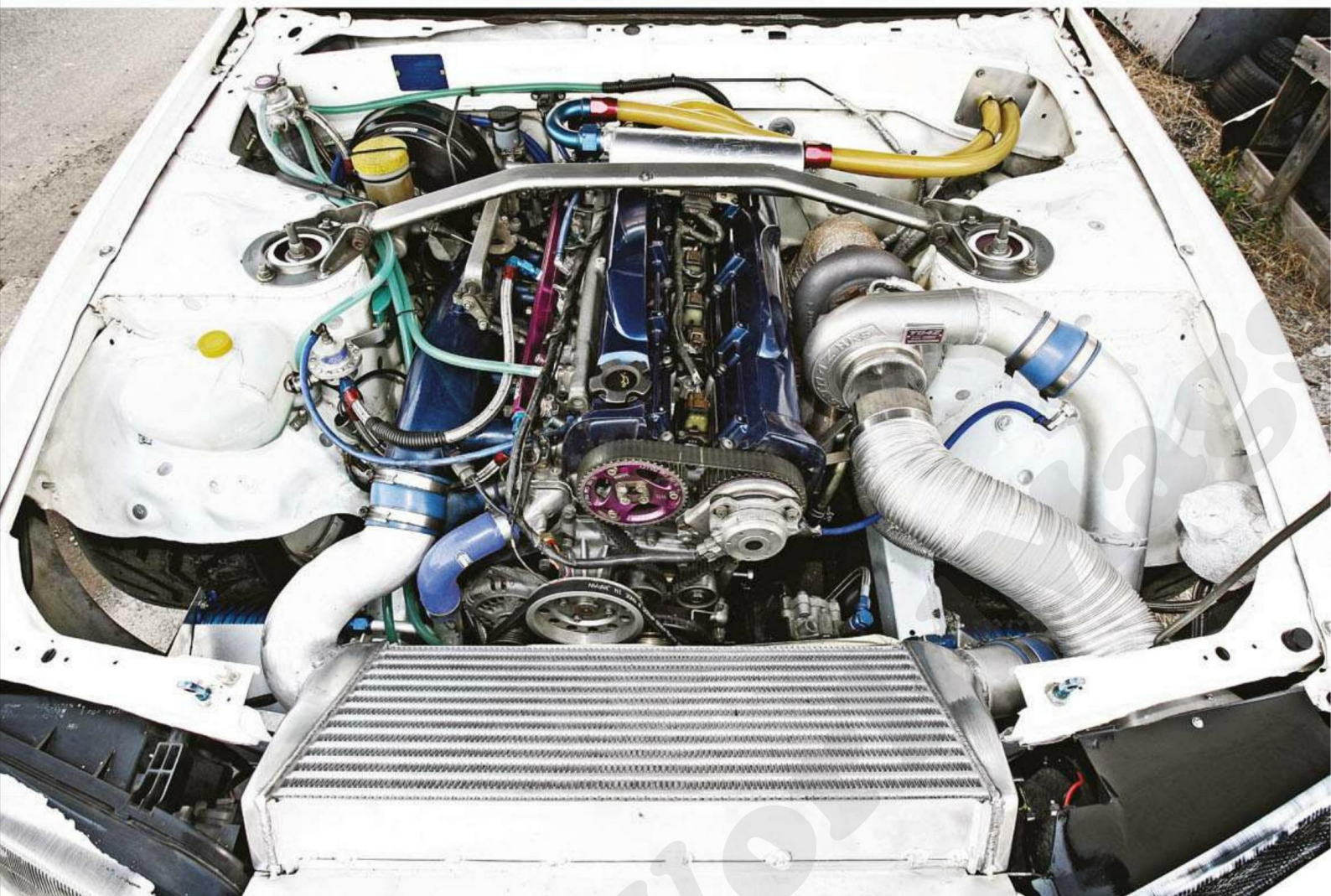
with more Heim-jointed ends enables limitless suspension changes to the machine. The entire vehicle itself has been stripped and reinforced with seam welding on a chassis rotisserie, with many components cut off for several factors (weight savings, clearance, and air ducting design).

Peering inside the front mouth of the custom aero kit, Suzuki's technological emphasis on his definition of an effective aerodynamic design can be seen. The V-mounted HPI radiator and intercooler direct incoming air efficiently, also in conjunction with more ducting to the turbocharger inlet and engine oil cooler. The usefulness of an aero kit depends on the amount of ground clearance, which, in layman's terms, translates to the lower the better. Figuratively, a front air dam will generate low-pressured air beneath the vehicle, so precisely engineered side

skirts were needed to keep the high-pressure outer air from rushing in. Next, the Sard rear GT wing was adopted and successfully tuned to work harmoniously with the same wavelength of other aerodynamic components to finally achieve 317 km/h at the Fuji Speedway straight section.

The interior has only the bare necessities, practically an HKS/Bride bucket seat and MOMO steering wheel. On most dedicated race machines, a line of multiple gauge clusters can be seen exhibiting each sensor output, but in Pisto's case, everything was condensed into the stack meter accompanied by a Blitz boost controller. A custom FIA-approved steel rollcage snugly rests alongside the pillars with so many points that you start to lose count, with various lateral, diagonal, and horizontal bars caging the beast and confidently keeping the driver safe during the hairiest crashes.

For a small tuning shop operating in the middle of the countryside, Pisto has done some amazing work building a machine with this high of a construction quality. The results are impressive. With the current setup, the Pisto R32 trapped in at 1 minute 47 seconds at Fuji along with an additional aforementioned 317km/h top speed. The last we heard, Pisto was planning a nitrous oxide setup in this machine. Once everything is dialed in again we expect to see them being gawked at for coverage by the English-speaking automotive media—that's if they can get a hold of the mystical Suzuki-san of Pisto.





1992 NISSAN SKYLINE GT-R (R32)

ENGINE RB26DETT HKS 2.8L stroker kit (pistons, crank, and connecting rods), fuel rail, cam gears, turbo manifold, T04Z turbo, and wastegate; Tomei camshafts, ported head, valvetrain, oil pump, and oil pan; HPI intercooler; Sard injectors and fuel pressure regulator; Bosch fuel pumps; Greddy oil cooler; Pisto Racing titanium exhaust

DRIVETRAIN Holinger sequential transmission; HKS triple-plate clutch; Carbonetic limited-slip differential; custom upgraded rear differential housing

SUSPENSION Pisto custom-valved Quantum coilovers and custom lower arms; Swift springs; Nismo strut tower bar

WHEELS/TIRES SSR Type-C

BRAKES Brembo F50 calipers; IDI brake pads; Earl's stainless steel brake lines

EXTERIOR Pisto Racing aero kit; Sard GT-wing; EC-Works side mirrors

INTERIOR Limited HKS bucket seats by Bride; Willans camlock harness; Stack metering system; MOMO steering wheel; Blitz boost controller; 12-point rollcage

AUDIO The simple sound of titanium exhaust and a hard-locking LSD

BEHIND THE BUILD

NAME
PISTO RACING

LOCATION
NUMAZU-SHI HIRANUMA, JAPAN

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

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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TUNER GALLERIA 2012

CHICAGO, IL

TEXT BY CHARLES TRIEU
PHOTOS BY CHARLES TRIEU AND RANDY LY


It's that time of the year again when Tuner Galleria takes over the Donald E. Stephens Convention Center in Chicago. With hundreds of cars and thousands of spectators in attendance, the show was once again a huge hit. Running in conjunction with the World of Wheels Show, more than 80,000 people came through the doors over the weekend of March 3. With the combined event, car enthusiasts got to see everything from a hot rod, to a GT-R, to a Panamera Turbo.

Building upon last year's success, this year the competition came out in full force. Touge Factory brought out their two Four-Six Customs S13 cars, Viga Designs came with the BMWs, Chii Racing came with various high-powered Supras, Devo 2ning brought out the Evos, Fizz Autosports supplied the VIP cars, and Project X Customs brought several built 350Zs.

No show is complete without models, and this year Tuner Galleria hosted their own model search leading up to the Chicago event. Annette Kristine, Daniello Lo, and Molly Troung were the lucky winners. During the event, fans were treated to a lingerie fashion show by designer Yuli Xenexai. Search for it on YouTube, you won't be disappointed!

Besides the trophies and cash prizes for the top winners, several companies stepped up to support the show and the car competitors. K&N donated several of their complete FIPK intakes, JDM Sport hooked up tons of accessories, Graft Concepts provided a handful of their latest sold-out iPhone cases, and Falken Tire gave a free set of tires to Best of Show winner, Paul Tolson from Team EST.

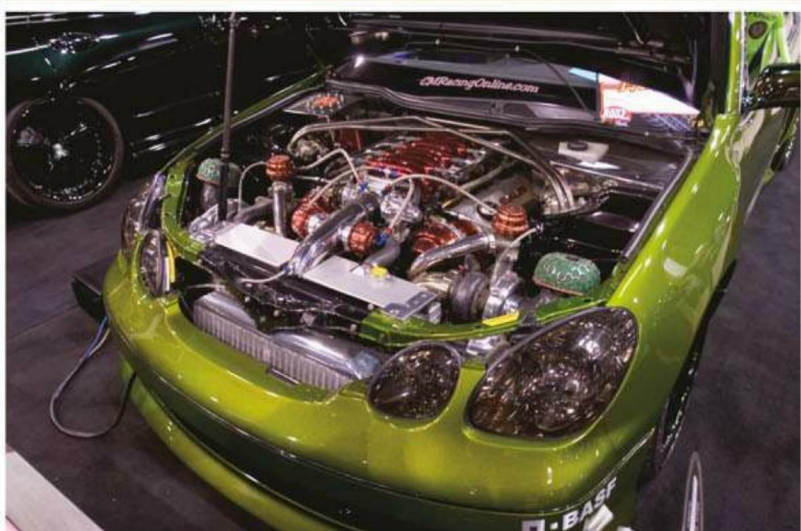
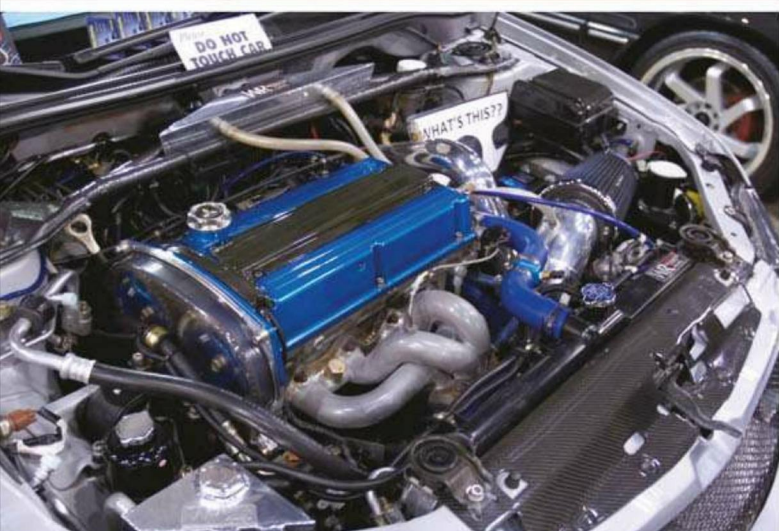
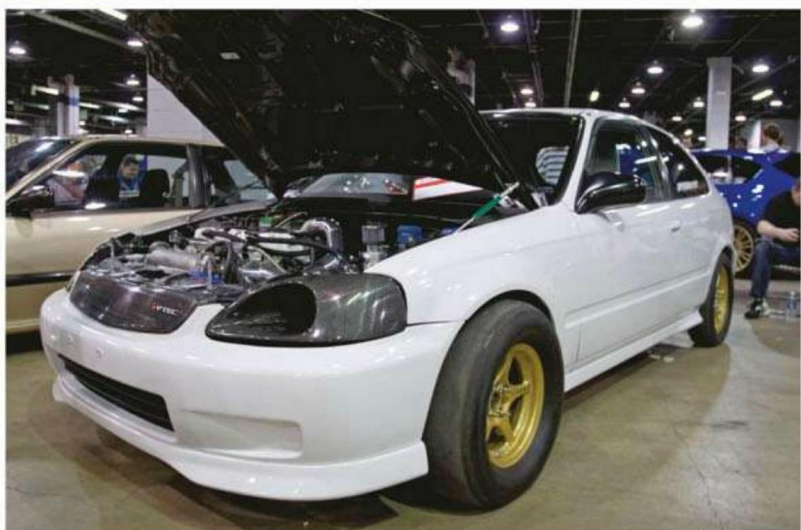
To wrap things up in a big way, Tuner Galleria had their after-party hosted by the ladies of Prestigious Models. We ran into just about everyone at Club Lumen that night. The guys from BLK Diamond Motorsports, Tuningwerks, previous cover models, and even JDM Wong from *Super Street*. As they say "models and bottles".

Congratulations to all of this year's Tuner Galleria winners. If you weren't there, don't miss out next year. It's guaranteed to be bigger and better every year. 





TUNER GALLERIA 2012



2012 TUNER GALLERIA CHICAGO CAR SHOW RESULTS

BEST OF SHOW:

Paul Tolson/Team EST - Lexus GS400

BEST TEAM OVERALL:

Shockwave

BEST TEAM REPRESENTATION:

Chii Racing Culture

BEST OVERALL DOMESTIC:

Anthony Shockwave - Chevrolet Corvette Z06

BEST OVERALL EURO:

Anthony Shockwave - Porsche Boxster GT2

BEST OVERALL IMPORT:

Brian Hughes - Acura NSX

BEST RISING STAR DOMESTIC:

Jay Vana - Chevrolet Camaro

BEST RISING STAR EURO:

Stefan Sajic - BMW M3

BEST RISING STAR IMPORT:

James Terra - Mazda RX-7

BEST VEHICLE MANUFACTURER AWARDS

BEST ACURA:

Brian Hughes - Acura NSX

BEST AUDI/VW:

Viga Design - Audi S5

BEST BMW:

IND Distribution - BMW M3

BEST CHEVROLET:

Anthony Shockwave - Chevrolet Corvette Z06

BEST CHRYSLER/DODGE/JEEP:

Bobby Novak - Eagle Talon

BEST EURO OTHER:

Anthony Shockwave - Porsche Boxster GT2

BEST FORD:

Jeff Watkins/Ice Nine Customs - Ford F-150

BEST HONDA:

Efrain Ramirez - Honda Z600

BEST HYUNDAI:

Enrique Acquart - Hyundai Tiburon

BEST INFINITI:

D Jay Lacerna - Infiniti G35

BEST LEXUS:

Paul Tolson - Lexus GS400

BEST MAZDA:

David Earnisse - Mazda RX-2

BEST MERCEDES-BENZ:

Jake Pedersen - Mercedes-Benz E55 AMG

BEST MITSUBISHI:

Zak Strauss/Devo 2Ning - Mitsubishi EVO VII

BEST NISSAN:

Larry Kenney/Project X - Nissan 350Z

BEST PONTIAC:

Rudy Gaytan - Pontiac Vibe

BEST SCION:

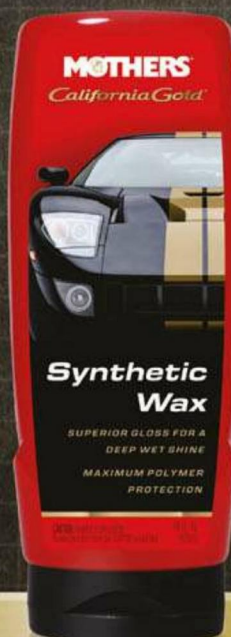
John Toca - Scion tC

BEST SUBARU:

JT Choe - Subaru STI

BEST TOYOTA:

Pras Kroun - Toyota Supra



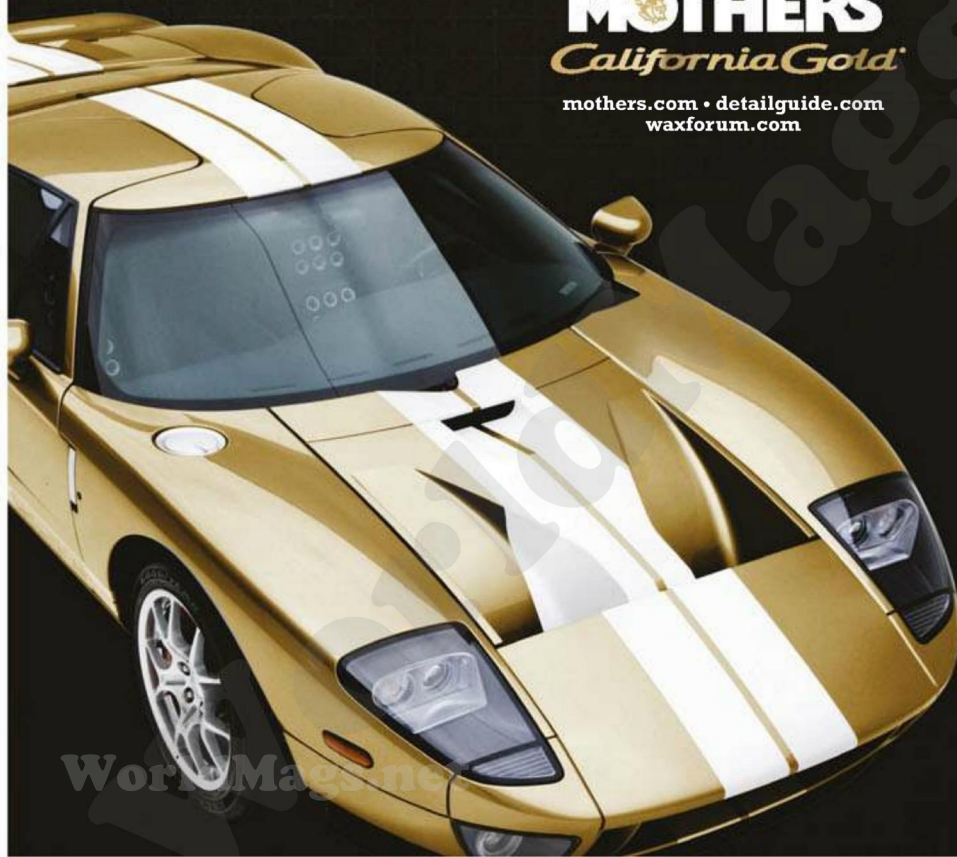
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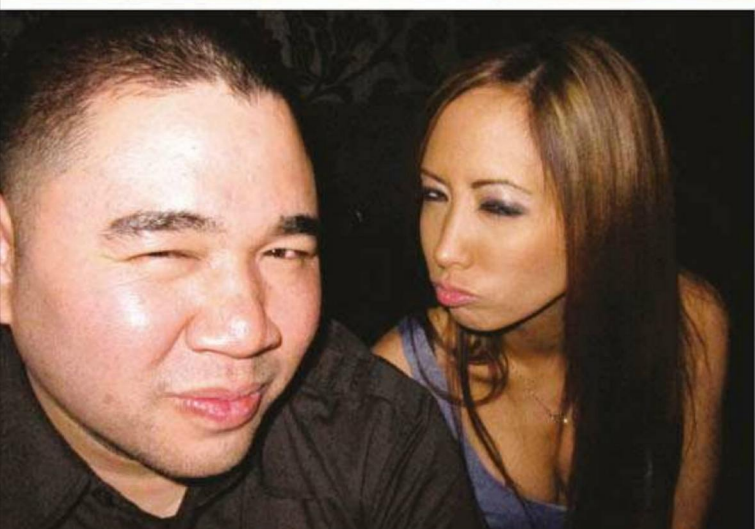
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TUNER GALLERIA 2012



BEST SPECIALTY AWARDS

Best Bike:

Anthony Shockwave

Best Engine Performance:

Rico Digal - Acura Integra

Best Female Ride:

Lesley Sierzega - Ford Fiesta

Best Individual Display:

Adam Cutler - Ford Probe GT

Best Interior:

Paul Tolson - Lexus GS400

Best JDM:

Zak Strauss/Devo 2ning - Mitsubishi EVO VII

Best Luxury and Exotic:

Anthony Shockwave - Porsche Boxster GT2

Best Mobile Entertainment:

Anthony Shockwave - Hummer H2

Best Old School:

Bart Tchorzewski - Datsun 510

Best Paint and Finish:

John Toca - Scion tC

Best Stance:

Richard Fisher/Touge Factory - Nissan 240SX

Best Truck:

Anthony Shockwave - Hummer H2

Best Undercarriage:

Bobby Novak - Eagle Talon

Best Vinyl Graphics:

Víga Design - BMW M3

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OSAKA AUTO MESSE

TEXT BY BRIAN CONNELL PHOTOS BY CHRISTOPHER JUE

In mid February, Osaka held its annual Osaka Auto Messe car show at INTEX (International Exhibition Space) Osaka. This annual car show draws tuners, manufacturers, and enthusiasts from across Asia. This is a chance for aftermarket part manufacturers to show their newest products to both their competition and their clients. With over 200 companies, 1,000 booths, and 450 cars, Auto Messe never fails to attract numerous quality vendors. Over 200,000 spectators can't go wrong.







OSAKA AUTO MESSE

Auto Messe is more than just a car show; it's also a "dress-up" show as described on their advertising. Each vendor had at least one model (mostly cosplay) posing alongside the cars. It's pretty obvious that they add to the appeal of the show.

As expected, everyone brought their "A game". Among the cars were a pair of Subarus by Prova, the Subaru aftermarket parts manufacturer. They brought a really slick sky blue and equally spotless white Impreza. Close to them was Gazoo Racing's incredibly hot Lexus IS CCS-R in a black and orange paint scheme. Also within the expansive exhibition hall was Top Secret's display. They brought their polished-and-primed twin-turbo Skyline GT-R with the rebuilt and tuned V-6.

The Osaka Auto Messe isn't just for the rich and spoiled. *GT-R Magazine* showcased two of their later-model '90s Skylines. The pair looked factory fresh and impeccably detailed, as if they hadn't ever left the showroom floor. Both vehicles are actually several years old and have seen their day on the track. This pair proved that tuning and having a fine eye for detail isn't just for the newest and more expensive models, but that it's all about having pride in your work and your ride.



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OSAKA AUTO MESSE



On top of that, a large concert outside the exhibition center also serves as a draw to the Osaka Auto Messe. The concert features a few AVEX (a large recording label in Japan) artist performances. Judging by the thousands of people watching the performers and singers, it's clearly a draw in itself.

From the prototypes and ultra exotics to the daily drivers and mini "kei" cars, the Osaka Auto Messe never disappoints. It is an event for every car and tuning enthusiast as well as those with just a small interest in autos. Oh, and the numerous cosplay models doesn't hurt either. 📸

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WEKFEST SF

BACK TO WHERE IT ALL STARTED

TEXT BY CHARLES TRIEU
PHOTOS BY STAFF

For the third time in San Francisco, Wekfest has drawn in a crowd larger than anyone for strictly a car show. The numbers were in the thousands again this year. The guys from Weksos were nice enough to let in the first hundred at no charge. This just amped the craziness, and spectators camped out overnight just to make sure they got in before the rest of the crowd. That was a good idea, because when the show hits capacity you can't take a single good photo of the cars—there's just simply too many people.





WEKFEST SF III

Check out some of the highlights of this year's Wekfest in SF. Cars and spectators came from all over the country to be a part of the festival. You'll definitely see some of these cars featured in our pages this year. Don't sleep on Wekfest, they'll be touring around the country again this year. Check out their site for show dates and locations. www.wekfest.com





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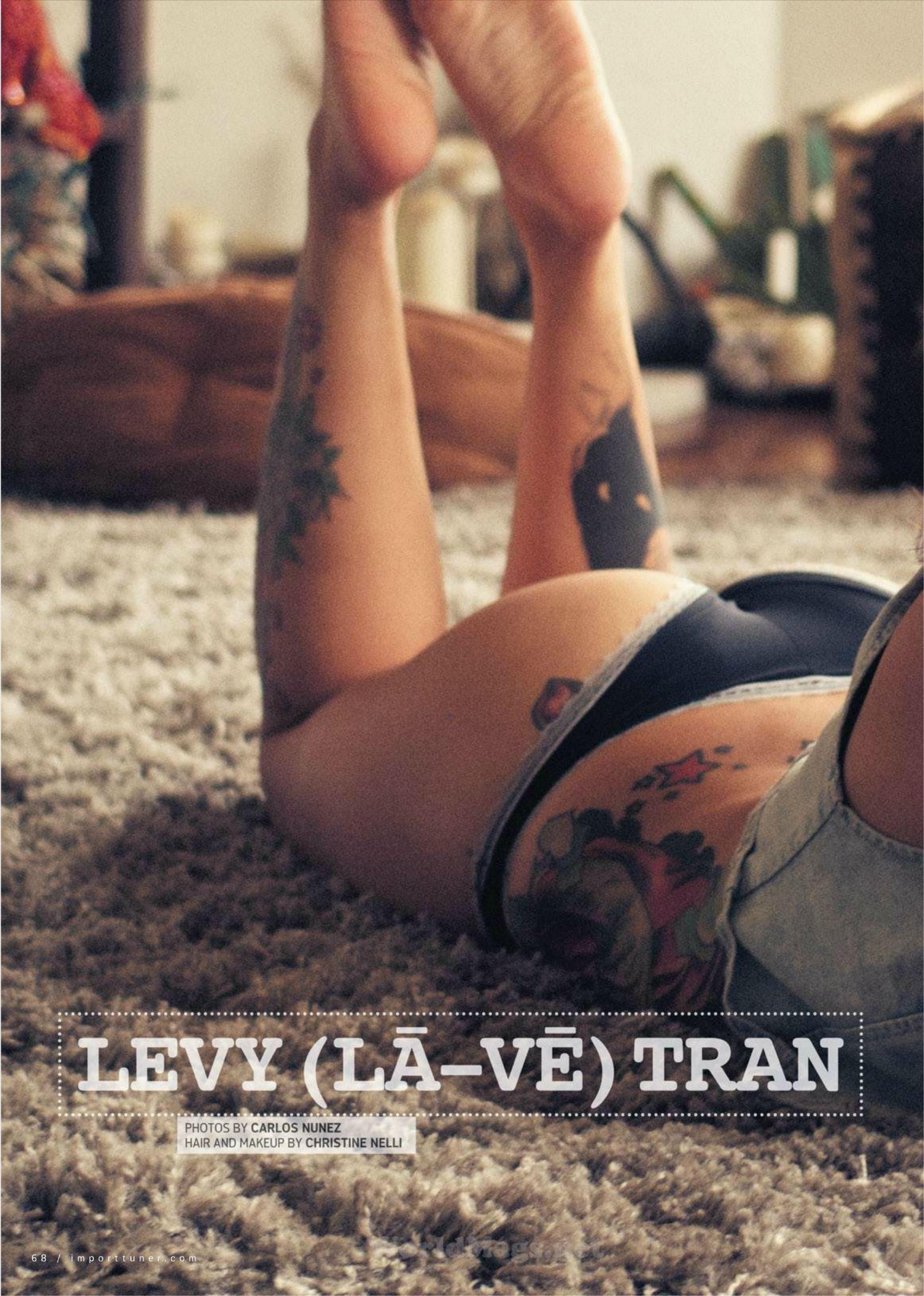
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LEVY (LĀ-VĒ) TRAN

PHOTOS BY CARLOS NUNEZ
HAIR AND MAKEUP BY CHRISTINE NELLI



**Nicknames.**

Goldfish, Goldie, Mistake, and VyVy

Current car.

A sweet Toyota Corolla. Holler!

Favorite car.

If I had the funds, I would totally purchase a '69 Camaro to cruise during the weekends. I love it.

First kiss.

I chased a boy in the fourth grade, and planted one wet and steamy kiss on his cheek. He ran away crying. He obviously didn't know what was good for him...

Hidden talents.

I don't know if it's a talent, but I can eat like no other. I could probably finish a whole large pizza if I wanted.

Turn-ons.

Humor and wit. A man who likes to eat. I also get really turned on when they know their sports. But the biggest one that gets me is if they're romantic (i.e. sending flowers for no reason at all, leaving little Post-it notes for me to find, etc.).

Turn-offs.

Rudeness. That's a big one, but I also can't stand when a guy bashes on his friends. It's so disrespectful. Men who don't watch sports. Guys who talk crap about other people. Guys who complain about every little thing. Guys who don't help do the dishes. Guys who start fights for no reason at all, and dab their napkins on their lips like pansies. I like my men to be men.

Favorite food.

Pasta, pizza, PB&J sandwich, steak (extra-extra bloody as hell) with a pint of beer, sandwiches, Mexican, sushi, and Vietnamese noodles. Does Jameson count?

Favorite drink.

Jameson!

Favorite TV show(s).

Gilmore Girls and *Game of Thrones*

Celebrity crushes.

Rob Dydek. I'm such a sucker for funny dudes—it's ridiculous.

Worst habit.

I drink way too much coffee.

Childhood.

I was the cheerleader with a pierced lip and purple hair in DC shoes. I hung with every crowd. I went to the chess club during Friday lunches. I

barely studied in high school, but did well in school. I listened to Deftones and was the copresident of the Vietnamese club. I was all over the place; I had my moments.

Bad habits.

I buy way too many books at once, and then don't have time to read them.

Tattoos and piercings.

As you can see, I've got many tattoos. Two sleeves, both ribs, chest piece, both legs... I had a lot of things pierced, but removed them all. I don't even wear earrings anymore.

First tattoo.

Stars on my back.

Favorite tattoo and why.

My zombie on my right side—I just love the artwork.

Speak any other languages?

Vietnamese. Does the Elvish language count?

What do you look for in a boyfriend?

Ready for this? I look for a man who is funny, kind, humble, generous, giving, loyal, confident, assertive, and helpful. He should be kind to strangers and respect his elders. He has to be able to focus his attention on me when I'm in need. I need a man who will love my family just as much as he loves his. I need him to be emotionally, physically, and financially available. He has to appreciate my awkwardness, my muffin tops, and when I'm without makeup. He has to be secure with himself and emotionally stable. He has to have a job and a car. He should love football and all other sports. If he falls asleep to ESPN, that's a plus. I want a guy who respects me enough not to lie to me.

Weirdest phobias.

Marshmallows, French toast, whip cream, and birds.

Favorite music.

Rock, indie, pop, heavy metal, bluegrass... I'm all over the place.

Three artists on your playlist.

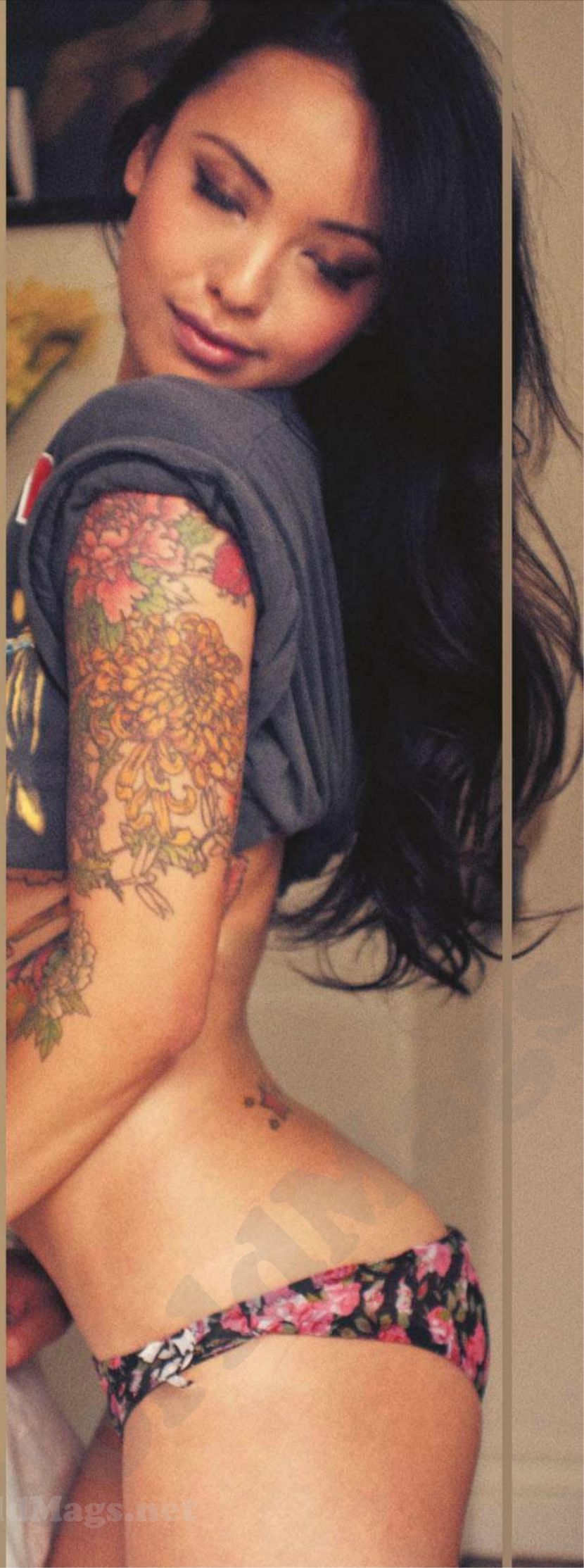
Bruce Springsteen, Avenged Sevenfold, Angus and Julia Stone

I'm totally addicted to:

Hugs

Three words that best describe you.

Hungry, optimistic, and empathetic





LEVY TRAN

Height: 5' 6"

Ethnicity: Vietnamese

Sign: Aries

Birthday: April 8

Hometown: San Jose, CA

Current Location:
Los Angeles, CA

Thank you list:

Mommy and daddy,
John Agcaoili, Models
International, Christiaan
Almazan, Takahiro Horitaka
Kitamura, Carlos Nunez,
Christine Nelli, and to all my
followers and supporters.

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2012 FORMULA DRIFT ROUND 1

STREETS OF LONG BEACH

TEXT BY SCOTT TSUNEISHI

PHOTOS BY HENRY Z. DEKUYPER

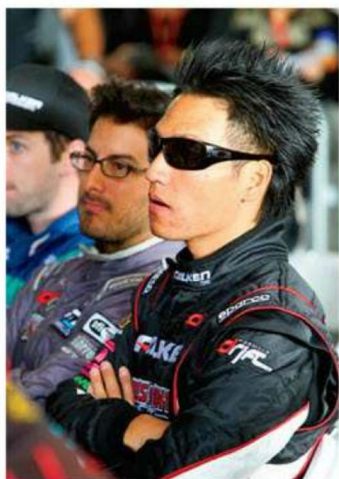
Formula Drift kicked off the ninth championship season on the Toyota Grand Prix of Long Beach street course and the seventh consecutive year at the famous street course. With a nail-biting ending to last year's Formula Drift championship at Irwindale Speedway, the anticipation for this year's season opener was met with open arms. For the first time in Formula Drift history, all of the seating sold out. Like the local street junky looking for a fix, I was also jonesing for euphoria, but the high I craved consisted of the wafting stench of tire smoke and race fuel. Here's a rundown of the competition in real time as I watched the event unfold among the hordes of spectators for both days of drift competition.

TOP 32 QUALIFYING

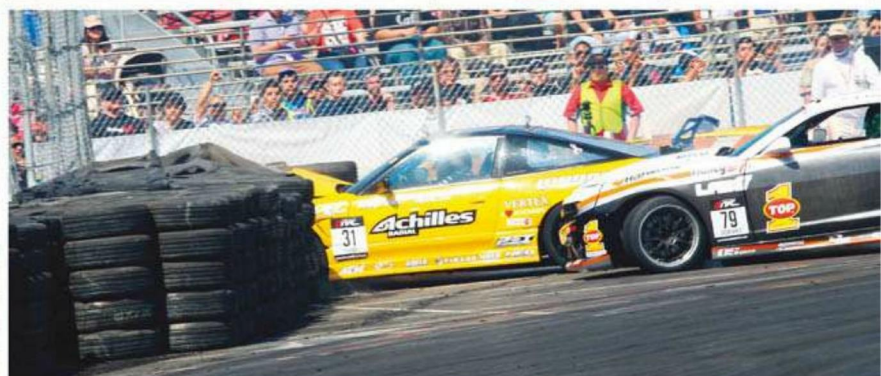
Utilizing Turns 9, 10, and 11 of the Toyota Grand Prix of Long Beach street course, FD welcomed last year's returning competitors as well as a host of new drivers and teams. Daijiro Yoshihara, 2011 champion, was back to defend his title. Perhaps the most talked about competitor coming into round one was D1/FD Asia's 2011 champion Daigo Saito of Japan. Saito's new Achilles Tire-sponsored Toyota Soarer/Lexus SC430 drift car was built in Japan and rumored to make over 1,200 hp with a 2JZ-GTE. All in all, the rookie class made up for more than one third of round one competition. Speaking of rookies, George Marstanovic made the most of his first professional event; he qualified in 15th Place at Friday's qualifying.

Rounding out Friday's Top 32 was top qualifier Ryan Tuerck with a score of 97, Second Place Rhys Millen (96 points), and third position belonging to Vaughn





2012 FORMULA DRIFT ROUND 1



Gitten Jr. (95 points). Drift competition progressed early Saturday with many of the Top 32 competitors—well-known drivers and manufacturer-sponsored cars—unexpectedly eliminated from competition, including Gitten Jr., teammate Darren McNamara, Mike Essa, Joon Maeng, and Patrick Mordaunt to name a few.

TOP 16

Friday's Top 32 qualifier Tuerck in the Team Retaks Nissan 240SX fell victim to Matt Powers in the Need For Speed/Nitto Nissan S14 in the Top 16. Judges later revealed that Tuerck's run consisted of a more shallow line than Powers.

Kenneth Moen in the Lutz Performance Nissan 350Z outperformed the seasoned veteran Conrad Grunewald in the Hankook Tire Chevy Camaro. Grunewald's forced error of tapping the wall on the first clipping point caused the Chevy to straighten out—a critical error that sealed the doors shut on Grunewald as Moen moved on to the Great Eight.

Up next is Justin Pawlak in the Falken Tire Ford Mustang. Pawlak, who came off a Second Place finish in the championship standings last season, faced off against Kyle Mohan and his Nexen Tire/Mazdatrix Mazda RX-8. JTP leads the first of two runs, throwing down thick plumes of smoke as Mohan is forced to navigate through the white cloud, eventually falling behind. Mohan shows a promising second run with good drift angle, while making good use of the entire track, but JTP mirrors his every move and is awarded the unanimous win by the judges.

It is apparent from the start that the RSR Nissan Silvia S15 of Toshiki Yoshioka is no match against the V-8-powered NOS Energy Drink/Hankook Nissan 370Z of Chris Forsberg. Forsberg muscles his way through the course; Yoshioka pulls every ounce of power to keep up. Sliding

around the peninsula clip, both cars are wheel-to-wheel, almost touching. The competition is too close to call for the judges; both drivers are ordered into a one-more-time. A shallow run by Yoshioka on the following run is the pivotal turning point; Forsberg is awarded the win.

The ever-consistent Millen in the Rhys Millen Racing Hyundai Genesis coupe faces off against first-time competitor Saito and the Achilles Tire/Bridges Racing Lexus SC430. With a rumored 1,200 hp on tap, Saito has no problem keeping close to Millen's driver-side door; his flat-black SC430 shadows the Hyundai's every move, giving Saito the advantage. On the second run, Saito is in the lead. He lays down a thick plume of smoke. In a desperate attempt to separate his car from the 2JZ-powered Toyota, both vehicles enter the final peninsula turn when Millen comes in too hot and spins out, giving Saito the automatic win. He advances to the Great Eight.

Ryan Kado, piloting the Kado Racing Nissan 350Z, versus Tyler McQuarrie in the Mobil 1 Camaro is well fought, as both V-8-powered machines drive aggressively while making sure to hit every clipping zone. The competition looks to be Kado's for the win but the slippery Turn 11 around the peninsula causes Kado to bobble, thus ending his day.

Ken Gushi and the highly anticipated debut of the Scion Racing Scion FR-S, the very first FR-S built for drifting in North America didn't disappoint fans. The Scion looks more agile than Aurimas "Odi" Bakchis and his Bakchis Motorsports Nissan 240SX S14 with quicker looking transitions through the turns. Bakchis quickly makes his second run as Gushi's FR-S remains parked at the starting line, leaving many to wonder if the Scion is experiencing engine problems. Judges establish that Bakchis triggered a false start. Both cars run a flawless redo with Gushi mirroring Bakchis' every move. Chants of one-more-time are resonating from the crowds, but the judges unanimously award Gushi the win.

Reigning Formula Drift Champion Yoshihara squares off in a tough battle with the Need For Speed/Papadakis Racing Scion tC of Fredric Aasbo. During Yoshihara's lead run, both cars transfer their drifts under the bridge with textbook execution. The second run with Norwegian Aasbo as the lead car keeps Yoshihara's S13 hidden under a blanket of smoke, but Yoshihara maintains his poise. He outdrives his competitor with a better drift line. The judges award points and the eventual 2-to-1 scorecard win to Yoshihara.

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2012 FORMULA DRIFT ROUND 1



GREAT EIGHT

The first of two battles in the Great Eight witnesses the Lutz Performance Nissan 350Z of Kenneth Moen lose drift angle coming out of Turn 9 while straightening out. Matt Powers in the Need For Speed/Nitto Nissan S14 takes advantage of the mistake, combining both speed and angle throughout the entire track. The second run witnesses Powers playing things a "bit too safe" when he sandbags his chase run—a mind lapse on his part that demands a one-more-time from the judges. Powers gathers his thoughts as he pulls a sizable lead during eliminations and easily claims the victory to move into the Final Four to face JTP, with one of them guaranteed to podium.

Up next, McQuarrie wastes no time; he throws the Mobil 1 Camaro into Turn 9 and overcooks the clipping point, causing him to nearly spin out while competing against Saito in the Achilles Tire/Bridges Racing Lexus SC430. The two cars touched as Saito's machine suffers a bent rear control arm that needed a few minutes in the pits to repair before continuing the second round. Just as Saito's car was fixed and ready to rock, McQuarrie radios in that his car needs work. Formula D rules implement the 5-minute rule once the car has been towed into the pits. After a few minutes, both vehicles return to the starting grid. McQuarrie, once again, drove the wheels off his new Camaro but spins out at the Turn 11 peninsula and is eliminated, handing Saito "the rookie" his first FD Final Four appearance.

Yoshihara in the Discount Tire/Falken Tire Nissan S13 continues to move up the ladder, facing long-time rival Gushi. Gushi slides his Scion Racing Scion FR-S deep into the clipping point but initiates the drift too long and slams the rear into the wall, giving Yoshihara the advantage. With the rear GT wing of the FR-S perched in a precarious position and noticeable damage to rear quarter-panel, Gushi calls 5 minutes to fix the damage before lining up once again to see if his FR-S could outduel Yoshihara to advance to the Final Four. The now wingless FR-S returned to competition, only to make a critical error on the course, giving Yoshihara the green light to move onto the Final Four.

The final pairing of the Falken Tire Ford Mustang of Pawlak and Forsberg in the NOS Energy Drink/Hankook Nissan 370Z rounded out the Great Eight. JTP began the round by slapping the wall but remained in complete control as Forsberg followed in close pursuit. Forsberg leads for the second round with both cars going wheel-to-wheel with an error-free run. However, it was JTP moving on.

FINAL FOUR

The JTP versus Powers rival is epic and the crowds are on their feet. After two rounds of tight battling, spectators are deadlocked with no decisive winner. Both cars smoke their tires with super-consistent runs but the judges decided that the '13 Ford Mustang of JTP was the stronger of the two.


Saito was one battle away from his very first podium but before he could claim victory, Yoshihara and his Discount Tire/Falken Tire Nissan S13 was an obstacle he needed to overcome. The highly anticipated run witnesses Saito closing the gap on Yoshihara's car; he nosed his SC430 to the door of the S13. The 2JZGTE/nitrous-powered SC430 roasted the tires through the entire course but didn't seem to intimidate Yoshihara as the S13 kept close on Saito's heels. The crowds erupt in a hail of approval as the judges score the battle 2-to-1 with Yoshihara moving on. Saito's day wasn't over just yet as he was staged to run against Powers to battle for Third Place.

FINALS

POWERS VS. SAITO

In the battle for Third Place, Powers bangs the gears of his S14 as his V-8-powered machine belched plumes of smoke around the course. Saito's SC430 followed suit, but runs a shallow line coming out of Turn 9. Saito pulls out all the stops during his second run and levied the unanimous win, his first official U.S. victory. New chassis, new series, new track, yet he manages Third Place. Not bad for a "rookie".

JTP VS. YOSHIHARA

Last year's FD runner-up JTP had a score to settle with reigning champion Yoshihara as the crowds rose to their feet to witness the final battle. JTP as the lead car ran quickly through the course, but it was Yoshihara who worked the clipping angles and showed greater range. The final chase run had the announcer squawking as JTP showed a bit of correction going into Turn 10 but greater angle of drift than Yoshihara. One-more-time chants were echoing through the crowds, but the judges quickly announced JTP their 2012 round one winner. Be sure to check out FD round two in Atlanta and Formulad.com for their upcoming schedule of events and dates for the 2012 drift season. 

FORMULA DRIFT PROFESSIONAL CHAMPIONSHIP 2012 POINT STANDINGS AFTER 1 EVENT

1	Justin Pawlak	Falken Tire Ford Mustang	106 Points
2	Daijiro Yoshihara	Discount Tire/Falken Tire Nissan S13	92 Points
3	Daigo Saito	Achilles Tire/Bridges Racing Lexus SC430	78.50 Points
4	Matt Powers	Need For Speed/Nitto Nissan S14	69.50 Points
5	Ryan Tuerck	Team Retaks Nissan 240SX	66 Points
6	Tyler McQuarrie	Mobil 1 Camaro	64 Points
6	Rhys Millen	Hankook/Rhys Millen Racing Hyundai Genesis coupe	64 Points
8	Chris Forsberg	NOS Energy Drink/Hankook Nissan 370Z	63 Points
9	Ken Gushi	Scion Racing Scion FR-S	62 Points
10	Kenneth Moen	Lutz Performance Nissan 350Z	61.50 Points

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TESTED: BFGoodrich g-Force Sport Comp-2 Tires

TEXT BY SCOTT TSUNEISHI
PHOTOS BY SCOTT TSUNEISHI AND MANUFACTURER



BFGoodrich's first-gen g-Force Sport tire has been a popular upgrade within the sport compact market since its debut a few years back. Delivering exceptional performance both in dry and wet weather conditions, the g-Force single-handedly changed the way car enthusiasts viewed performance street tires. That was, until the most recent introduction of the g-Force Sport Comp-2—a tire that BFG claims has been designed from the ground up and perceived as even better.



At first glance, it looks similar to its predecessor (the BFG g-Force Sport), but inside that rubber compound is a difference that can only be recognized once driven. The tire features a new silica-infused Comp-2 compound, which is derived from racing technology and delivers sharp steering response and grip in wet and dry conditions without sacrificing treadwear. The unique g-Force Sport Tread Pattern, which includes the "g-Hooks" tread design and offset shoulder grooves help to maximize tread contact for enhanced cornering stability. BFG claims the tire is 30 percent better in wet and 8 percent better in dry conditions than the previous model and sports a 340UTQG treadwear.

The g-Force Sport Comp-2 tires feature BFG's Performance Racing Core (PRC) internal structure that includes twin, high-tensile steel belts reinforced by an enhanced ETEC System (Equal Tension Containment) of spirally wound nylon that stabilizes the tread area to optimize the contact patch for traction at speed and in hard corner-


ing. Also, g-Control sidewall inserts featuring up to a 40 percent higher sidewall stiffening structure help improve lateral stability and cornering precision for handling responsiveness.

BFG chose California's Auto Club Speedway as the test site for the launch of its g-Force Sport Comp-2, where magazine editors were invited to the one-day event to run through a series of track simulations. The day was divided into four groups of 10 as we each took turns to participate in a flurry of driving activities, which included dry skidpad, wet skidpad, 0-60-0, and finally a competitive open road course.

BFG not only had four individual tire tests set up, but they also had four different makes of vehicles for each test. At the Dry Autocross test there were six different cars. Two had the new Sport Comp-2s and the other four had the Kumho Ecsta SPT KU31, Hankook Ventus V12 Evo, Yokohama S.drive, or Dunlop Direzza DZ101 for comparative side-by-side driving. On the wet skidpad and road course, we drove VW GTIs and Subaru STIs with each outfitted with Sport Comp-2s as well as the competitor's tires.

The final stage was the 0-60-0 test. During this test, we jumped into a Dodge Challenger equipped with BFG Sport Comp-2s. Versus the competitor's tires, we were able to stop 7 feet shorter in distance on dry and 14 feet in wet conditions, which sounded too good to be true if not for the data logging equipment that was conveniently placed directly on the dashboard.

The greatest thing about this test was the back-to-back comparison that BFG was able to offer versus tires they felt were in direct competition with the Comp-2 in a controlled environment. Upon driving for most of the day, I felt the tires' dry handling was impressive, and handled both hard braking and the quick acceleration of the test vehicles with ease. These tires were really designed to bite the tarmac for added traction. The BFG g-Force Sport Comp-2 is offered in 46 sizes, ranging from 15 to 20 inches in diameter, the BFG g-Force Sport Comp-2 tire includes fitments for a wide range of vehicles from classic to sports sedans, including tuner vehicles. An additional 12 sizes will be introduced to the market in September 2012 to offer complete coverage in the ultrahigh-performance category.

If you're in the market for a new set of Sport, Performance, or Tuner tires, be sure to check out the BFG g-Force Sport Comp-2s. 



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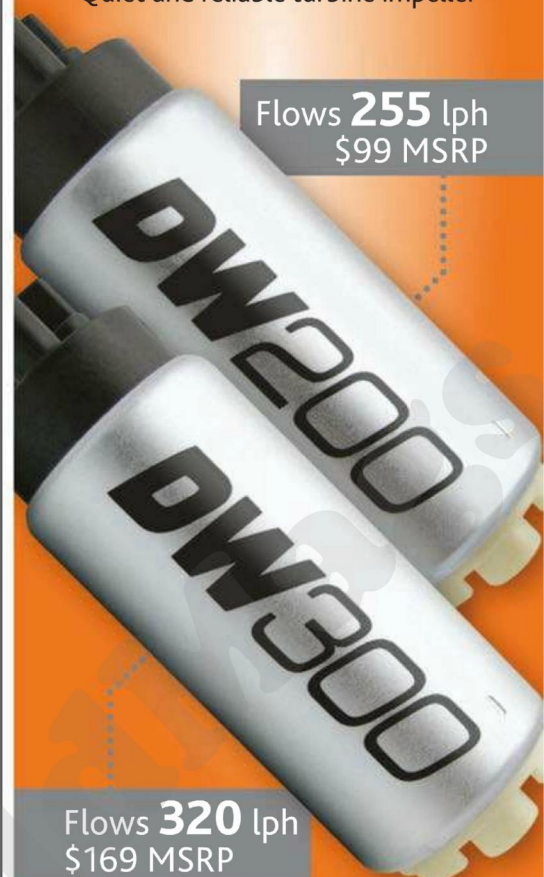
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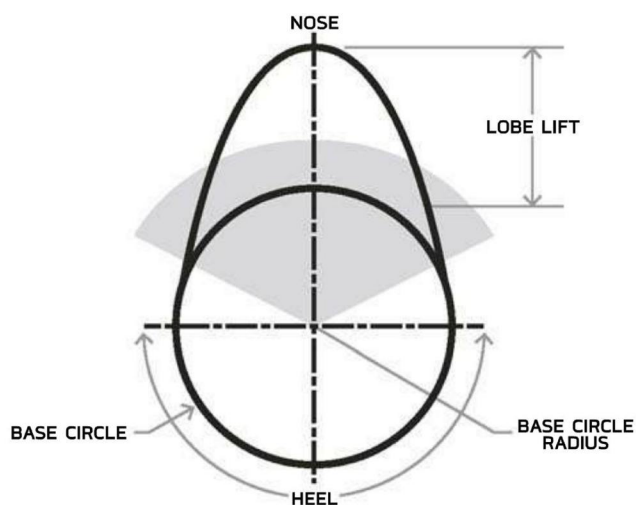
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Tomei Powered's newest Poncam camshafts for the 4A-G (AE111 20-valve VVT) engine are regarded as one of the most economical, reliable, easy-to-install camshafts on the market today. What is a Poncam, you ask? The Poncam name is used by Tomei to describe camshafts, designed as a true "drop-in" application and engineered for use on the stock cylinder head, valvesprings, and ECU without compromising performance gains and improved response over the OEM camshaft for both street and track use.



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PART NAME	PONCAM					
ENGINE	TOYOTA 4AG 5VALVE					
PART NUMBER	SET	I43073	INTAKE	I493264090	EXHAUST	I494256090
GRIND	INTAKE	264°/ 9.00	SOLID	BASE CIRCLE () 32.0		
	EXHAUST	256°/ 9.00	SOLID			
VALVE CLEARANCE WHEN COLD	INTAKE	0.24mm				
	EXHAUST	0.44mm				
LIFT	INTAKE	@CAM 9.00	@VALVE 8.76	ROCKER ARM RATIO -		
	EXHAUST	@CAM 9.00	@VALVE 8.56			

CAM TIMING		OPENS(°)	CLOSES(°)	LOBE CENTER (°)	TOTAL DURATION (°)
1 VALVE LIFT	INTAKE	ATDC 6	ATDC 54	120.0	228
	EXHAUST	BBDC 25	ATDC 3	109.0	224
CAM TIMING		OPENS(°)	CLOSES(°)	LOBE CENTER(°)	TOTAL DURATION(°)
0.05" VALVE LIFT	INTAKE	ATDC 8	ATDC 52	120.0	224
	EXHAUST	BBDC 23	ATDC 1	109.0	220

TOMEI POWERED INC.

There are a lot of things to look at when buying a cam, including duration (how long the valve stays open), lift (how far the valve opens), and overlap (how long the intake and exhaust valves are open at the same time). We measured the OEM 20V factory cam with a 250mm duration intake/exhaust with 8.2mm lift (intake) and 7.6mm lift (exhaust). Data gathered from Tomei R&D on the 4A-G 20V factory camshafts revealed that at 6,000 rpm and higher, the stock cams showed severe intake air restrictions and a dramatic drop in power. Tomei claims their Poncams are good for about 15 hp with no other modifications needed. We plan on putting these cams to the test and prove once and for all if they deliver the power they claim.



The test mule for this project is an '85 Toyota Levin with 40,000 miles on a swapped 4A-G (AE111 20-valve VVT) engine from Japan. The transplanted engine is a fifth-generation 4A-GE model produced in 1996 and is known by Corolla aficionados as the "black top" due to the color of the valve cover. In factory form, this Cosworth-inspired 4A-GE, for which Yamaha designed the 20V cylinder head, is equipped with 45mm individual throttle bodies, 11.1:1 compression ratio, and delivers 165 hp and 119 lb-ft of torque. While the engine seems to run well we decided to perform routine maintenance prior to testing to extract maximum horsepower.

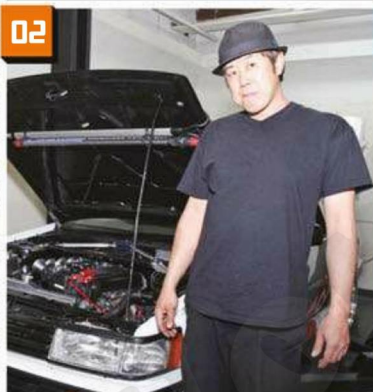
4A-G (AE111 20-VALVE VVT) ENGINE SPECS:

- AE111 Individual Throttle Bodies
- T3 Velocity Stacks
- T3 ITB Splash Guard
- Jubiride Filter Screens
- SP-Tec Distributor Relocation Kit
- Ultra Silicone Plug Wires
- Techno Pro Spirits 4-1 Exhaust Manifold
- HKS Hi-Power Exhaust
- Samco Radiator Hoses
- Koyo Racing Radiator
- SamQ 20V Water Line Kit
- Earl's Stainless Steel Lines
- Earl's Oil Cooler
- Greddy Oil Filter Relocation

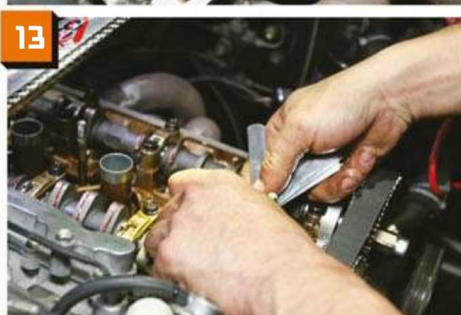
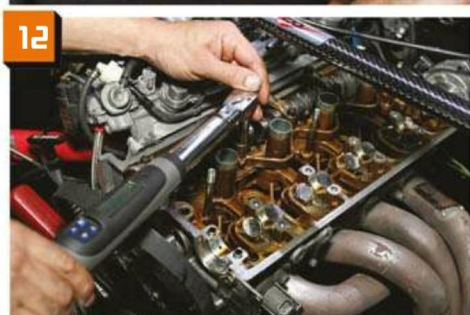
1 The Tomei Poncam has been designed and tested to be a good street grind camshaft with 264/256mm intake/exhaust duration and 9mm lift. Engineered as a true drop-in camshaft, you won't notice a big change in idle and your car should run pretty close to the way it did before the cams were installed, but with additional midrange and top end performance gains while maintaining usage of your OEM ECU. Aftermarket camshafts sporting aggressive durations are really made for use in the 5,500-plus rpm range, not typically what you would want out of a street car. Opening the intake valve during high acceleration from the camshaft requires sending as much mixture to the cylinder in the shortest time possible. However, if the cam profile is too aggressive/high, it can damage the valves, valve seats, and valvesprings. The Poncam's asymmetrical profile design given to the camshafts will allow the intake and exhaust valves to fulfill the target requirement with the wider duration and high lift without damaging the valvetrain. The factory ECU also has its limits with aggressive cams and isn't very good with any camshafts more aggressive in duration/lift past these Poncams not to mention shelling out additional cash for a stand-alone ECU/re-chipped unit.

2 Cam installation isn't very difficult on the 4AG-E and took three hours from start to finish, which also included stopping periodically to snap photos. Luckily, we had Shingo Yugami of Bluemoon Performance, a 4A-G specialist with 25 years of automotive repair and tuning experience, help with the install. Shingo was known as a master Toyota technician in Japan but has experience in all imports, ranging from old and new, domestics, classics, and euro. He currently opened his own shop while commissioned to build race engines and chassis construction for drift and time-attack vehicles in the United States. Check out Shingo-san's pimp-ass JDM hat!

3 Installing the Tomei Poncams is a straightforward process, since the 20V engine uses a direct cam lobe-on-bucket design. Each lobe sits on top of the valve assembly it actuates and is spaced by a shim under-bucket. There are no timing chains, VTEC solenoids, rocker arms, or secondary lobes. Just a matter of pulling the valve covers, loosening the timing belt, removing the cam gears and caps, and yanking the bumpsticks.



TECH-KNOWLEDGE



04 The SP-TEC 20-Valve 4AG Distributor Relocation kit is a must have for AE86 owners when attempting to help ease the 20V swap in a 20-valve 4AG motor from the AE101 and AE111. The custom kit allows plug-and-play without having to bang the firewall to clearance the cap and rotor or having to dish out additional funds for an aftermarket ECU.

05 Make sure your distributor rotor is pointed at the number one spark plug wire when your car is set to top dead center (TDC), marking it with a Sharpie. With the timing marks lined up, make sure that cylinder one is at TDC on the compression stroke. Then, as you lower the distributor back in, make sure that the rotor is pointing to the number one plug wire post on the distributor cap. Be sure to mark the distributor since you can't install it with the cap on.

06 The shim adjustment was almost made unnecessary according to the size of the Poncams' cam base circle. Because the 4AG has a cam lobe on either side of a cam-bearing journal, it makes it critical that adequate clearance is given among the lifter (bucket) and shim and the bearing journal surface.

07 As a precautionary measure, we decided to measure each shim using a micrometer to achieve proper shim thickness. This procedure is often time consuming and a costly process, but is an important procedure that cannot go ignored.

08 Be sure to inspect both buckets and cam journal bearing for any excessive wear.

09 Each Tomei camshaft is coated with manganese phosphate in order to protect from damage even when the camshaft is not lubricated. We slathered down both the camshafts and journals using Torco assembly lube prior to reassembly.

10 The Poncams have also been designed to eliminate the need for adjustable cam sprockets or unnecessary "dialing in" of the cams as the knock pin has been preset for optimal timing. We torque the cams' caps before using a feeler gauge to check for proper clearances on both cams.

11 Tomei Poncams also includes a degree card to properly dial in the camshafts.

12 Clean fuel injectors are a must for peak engine performance, fuel economy, and emissions. Dirty injectors lack the necessary means to deliver proper amounts of fuel and cannot maintain the correct spray pattern that is essential for efficient combustion. Injectors are exposed to extreme heat, which evaporates fuel from the injector surface at engine shutoff, leaving gasoline distillates to build up and bake on the nozzle, impeding the flow of fuel. Companies like RC Engineering specialize in inspecting, cleaning, and flowing injectors of all sizes for both street and race applications.

15 RC Engineering cleaned our OEM injectors using three different steps: an ultrasonic cleansing bath, in which the injectors are submerged and actuated in a concentrated solvent and subjected to ultrasonic vibration, followed by a high-pressure reverse-flow solvent stream, and ending with a mediablasting to the injectors' bodies and the replacement of all seals, O-rings, and nozzle covers.

16 The '96; 4A-G (AE111 20-valve VVT) Nippon Denso 296cc/min saturated injector

BEFORE CLEANING

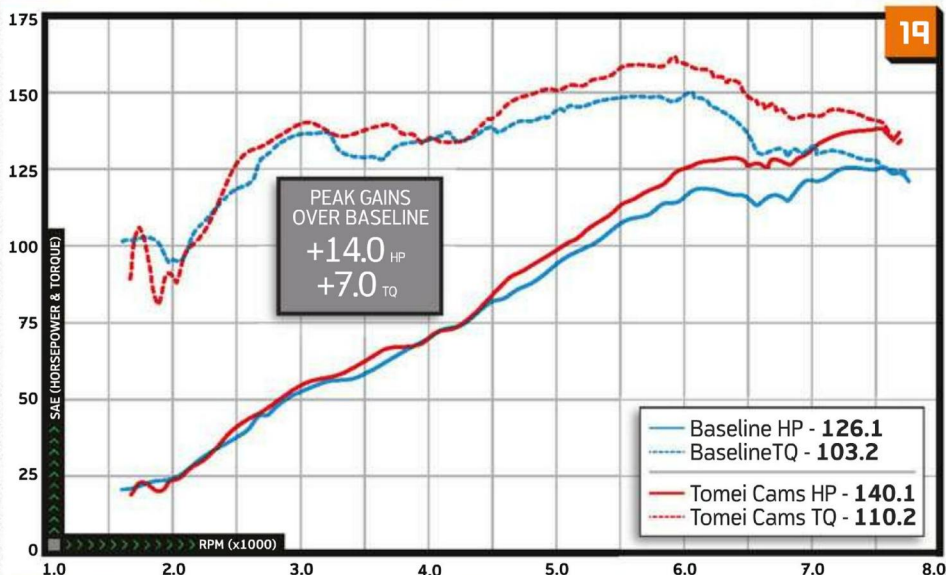
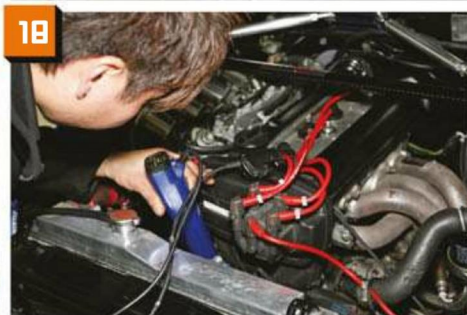
INJECTOR #	CC/MIN	PATTERN
1	291.0	GOOD
2	284.0	GOOD
3	292.0	GOOD
4	289.0	GOOD

AFTER CLEANING

INJECTOR #	CC/MIN	PATTERN
1	296.0	EXCELLENT
2	295.0	EXCELLENT
3	296.0	EXCELLENT
4	295.0	EXCELLENT

18 Once installed, we used a timing gun to check the timing before driving around the block to check for any problems.

19, 20 With the car running good, it was time to put it on the dyno for its baseline run. On its first pull the car made 122.2 whp and 100.2 lb-ft of torque at the wheels. After the baseline run we checked the timing, and it was set to 5 degrees BTDC. We changed it to the factory setting of 10 degrees and dyno'd the car again. With the timing in the correct spot the power climbed to 126.1 whp and 103.2 lb-ft of torque. We started with back-to-back dyno runs between the stock and Tomei cams, which gained a peak of 14 hp and 7 lb-ft of torque that increased power gains throughout the powerband. Over 15 lb-ft of top end torque was gained above 6,000 rpm to redline (where the stock cam fell off). If we weren't rev-limited, the Tomei cams would have made more power as the power curve was still climbing at rev cut. With ECU tuning, the engine should be even more responsive in the mid- and high-range power, but as a simple drop-in cam with no other modifications needed, these Tomei bumpsticks were impressive indeed!



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'88 ACURA LEGEND

PART I

TOO NEW FOR VIP, TOO FF FOR BOSZOKU

TEXT AND PHOTOS BY CHARLES TRIEU

People often ask me what kind of car I drive for having the position that I do. Although I have a few other projects, my daily driver is an '88 Acura Legend. Can you believe I actually looked at Legends for six months before I bought this one? One owner, 70K miles, no accidents, and

manual transmission—such a gem. No this isn't your typical import. I have always liked the body style of this car and simply wanted a different car. This is going to be an all '80s buildup, old-school wheels and old-school audio. I've got a tape deck and a car phone, too! Now I don't expect anyone to build a Legend, but hopefully this will encourage people to build some cool cars that aren't too typical.



Check out those sweet factory fender flares. Unfortunately, no one seems to make coilovers for the '86-90 Legend, but I got crafty and figured out a way to get this car down low.



First on the agenda was to get a set of '94-97 Honda Accord coilovers. A set was sourced by DGR Performance. This method should work on any '87-90 Legend. Sorry, but the '86 models are SOL.

The Accord top hats will not fit so I had to use the factory Legend ones on both the front and back. To make them fit the smaller 2.5-inch coilover spring, I had to use a utility knife to trim down the bottom rubber inner portion of the hat.



Accord coilover with Legend top hat



Our next problem: The Accord front struts don't have a long enough step for the fork bolt to sit properly. Forcing it will leave the bolt up too high and crush the strut.



The gap difference is exactly 5mm. Using five of these 1mm steel spacers from McMaster-Carr.com (PN 98055A384), and we were back in business.

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07



They are a perfect fit with a 45mm inner diameter and 55mm outer diameter.

09



08



I got lucky and found a set of race version Volk Artisan Fins in 17x9 with a +15 offset. Here they are after the lips were repolished, faces repainted, and bolts re-zinc coated. All of the restoration work was done by Araya Wheels. I even found the aero covers.

10



General Tire's new G-Max high-performance tires came in the perfect size for the Volks, 205/45-17 for the 17x9s.

11



Even at a narrow 205, the tires were getting in the way of the fenders. To keep from screwing up our fenders and paint, we went to Isaac Sandoval from Fenda Rolla for his magic touch.



If you're going to stretch a tire, make sure you go to a tire shop that has experience, like the guys from 714 Tires. Going elsewhere will just get you puzzled looks.

HOTBOX

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01 COSWORTH FORGED PISTONS

Cosworth debuts forged pistons to work with Cosworth gaskets and rods for the Toyota 2ZZ-GE engine. These forged pistons were designed with an optimized piston dome shape to maximize compression and feature green xylan skirts, which is a Teflon-based antifriction coating for superior performance. Using a unique piston material selection, all Cosworth 2ZZ-GE pistons are compatible with the Toyota metal matrix composite (MMC) liners. Cosworth pistons are available in numerous compression ratios to suit your vehicle and driving application.

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Parrot Asteroid is the first car receiver working on the Android operating system. The head unit is designed with a 3.2-inch TFT color (non-touch) screen, four USB ports, a jack cable, RCA, and, of course, a customized version of Android. Once connected to a GPS dongle (provided with the product) and a 3G key (not provided), it enables access to innovative web services. Features also include geo-localization, driving assistance (including speed control warnings and weather forecasts), contact management, radio player, and, best of all, the ability to install third-party applications. The hands-free calling capability enables the head unit to pair with a mobile phone, as it synchronizes and automatically updates its phone book. Access to the phone book can be achieved hands-free thanks to training-free voice recognition. The driver only has to say the name of a contact from their phone book, and dialing will start automatically with the conversation conducted on the car's audio system. Simple text messaging also applies when using the Asteroid. The head unit provides drivers the possibility to read and compose emails or text messages by your voice, without any manipulation of your mobile phone.

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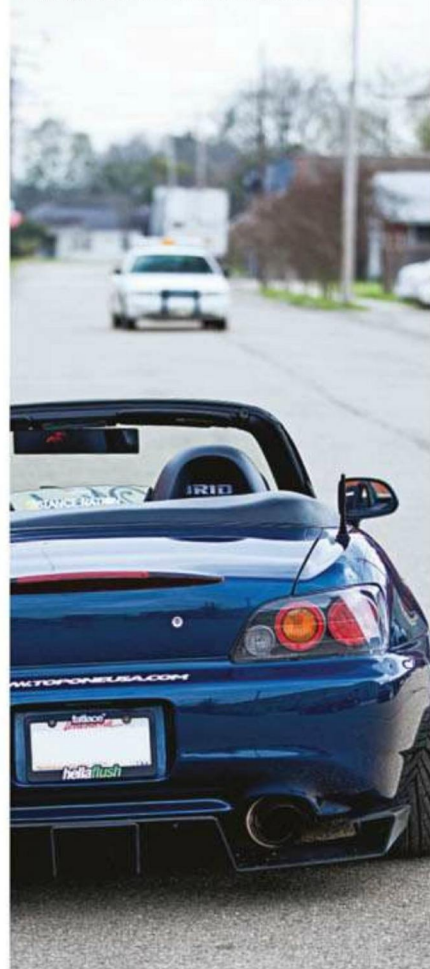
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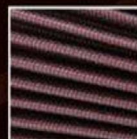
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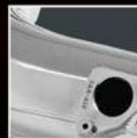
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2011 SUBARU IMPREZA STI

TEXT BY SCOTT TSUNEISHI

PHOTOS BY AUGUSTIN LEUNG,
SCOTT TSUNEISHI, AND
MANUFACTURERS

DYNAMOMETER: MUSTANG MD500SE
TESTING FACILITY: COBB TUNING SOCAL
COBB ACCESSPORT TUNING: JON DRENAS

BASELINE

PROS

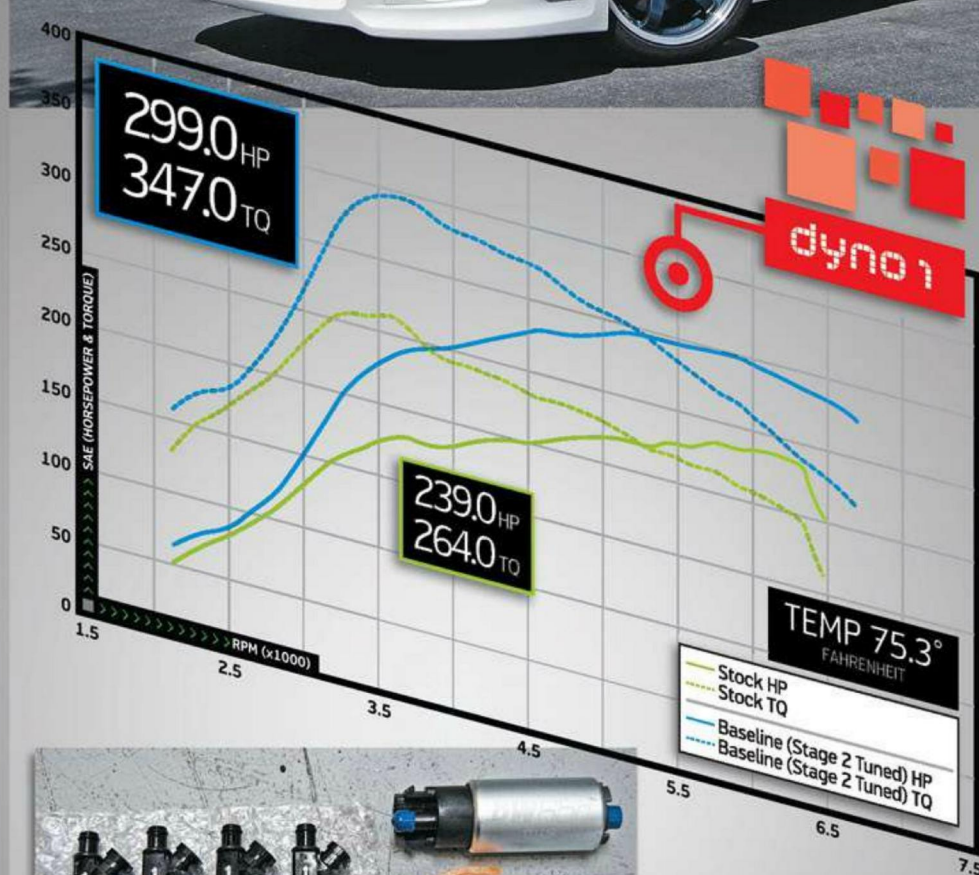
With the popularity of the '11 Subaru Impreza STI and its ever-growing presence on the streets and local racetracks, it was only logical to develop a Power Pages suited for those looking for more than just the typical exhaust, downpipe, and header package. We organized this month's to follow the same three-step format *Import Tuner* has followed for the past 12 years, but decided to add a slight twist; rather than starting with an unmodified car, we tracked down a street-tuned STI, equipped with an HKS bell-mouth downpipe; DC Sports dual 3-inch catback exhaust, header, up-pipe, and tuned on a Cobb AccessPort

CONS

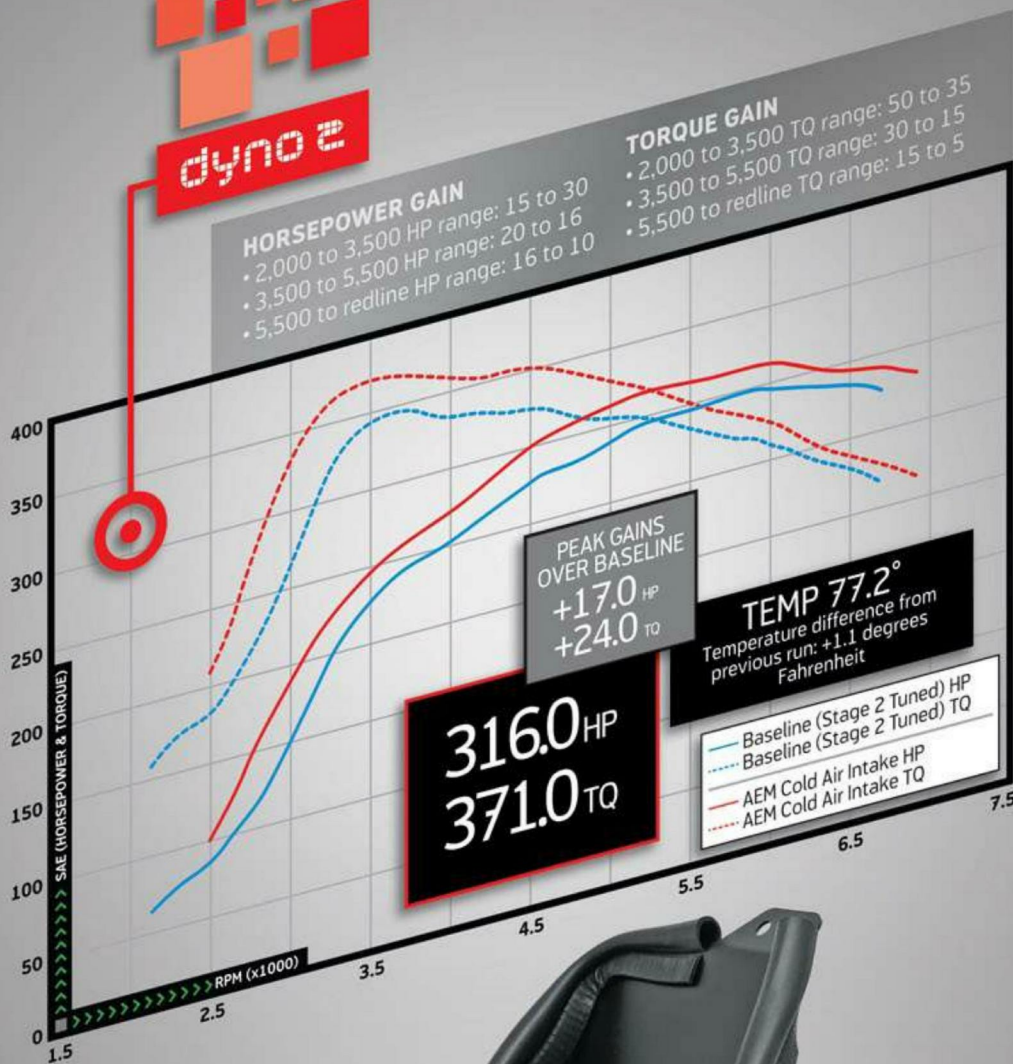
The '11 STI's EJ25 engine doesn't take kindly to major bolt-on modifications as the factory ECU has been characterized as becoming more self-aware to any changes outside of the factory specs. Simply slapping on aftermarket parts without tuning will cause a loss in horsepower, which includes issues such as running erratic, over boosting, running too rich and/or sending incorrect timing values that affects overall horsepower. With many of today's newer cars, including our STI, aftermarket tuning has become the key component to making more power at safe levels.

NOTES

Prior to our baseline run, a set of DeatschWerks 1,000cc injectors and a DW65C fuel pump was installed to the engine to help feed our STI's fuel demands. DeatschWerks has established themselves as a trusted name within the automotive performance community. Both flow rates and set balancing of every injector is performed in-house by DeatschWerks while featuring drop-in fitment for easy plug-and-play installation.



The DW65C is a direct factory replacement fuel pump for the '08-and-newer WRX and STI. The pump's compact design eliminates the need to grind, retrofit, or modify your stock fuel pump housing to fit a fuel pump. The DW65C's high flow rate of 255 lph is great for someone doing a medium-sized build or needing an OEM replacement pump. Cobb Tuning SoCal in Fountain Valley, CA, provided an AccessPort reflash and tune of the factory ECU following each product installed to maximize the potential of each part added. Jon Drenas, lead tuner at Cobb, created a custom map to un-tap power, resulting in a baseline of 299 hp and 347 lb-ft of torque at the STI's wheel. To showcase our initial power gains, we overlaid the tuned Stage 2 baseline with a stock baseline of the same STI for comparative numbers.



AEM COLD AIR INTAKE (COBB ACCESSPORT TUNED)

PARTS

Intake, filter, hose clamps, hoses, mounting hardware, license plate, and sticker

TOOLS

10, 12, and 14mm socket; 10, 12, and 14mm open end ratchet; extension; screwdriver; and pliers

INSTALLATION TIME

45 minutes

PROS

The AEM cold air intake uses a mandrel-bent 6063 aluminum inlet pipe, finished in a special wrinkle red finish made specifically for the Subaru STI models. The kit also includes a heavy-duty steel heat shield with a powdercoated black finish to prevent the intake from ingesting horsepower-robbing engine heat. AEM engineered the inlet pipe with a built-in air straightener to increase airflow while maintaining proper fuel trims inline with the factory ECU setting to eliminate leaning the engine out and/or throwing a check engine light.

CONS

The AEM intake was designed to work with the factory front mount intercooler. Using an aftermarket FMIC requires some modifications to both the heat shield and intake pipes to allow proper clearance of the charge pipes.

NOTES

With the newly installed intake in place, the AEM cold air system delivered an impressive increase in low to midrange power with a peak gain of 17 hp and 24 lb-ft of torque. At 3,200 rpm the dyno showed an increase of 30 hp and 49 lb-ft of torque with tuning.

ATP GTX3076R TURBO (COBB ACCESS- PORT TUNED)

PARTS

Turbo, silicone elbow, gaskets, oil/coolant lines, fittings, and mounting hardware

TOOLS

10, 12, 14, and 17mm sockets; 10, 12, 14, and 17mm open-end wrench ratchet and long extension; flat- and Phillips-head screwdrivers; pliers; coolant; torque wrench; and WD-40

INSTALLATION TIME

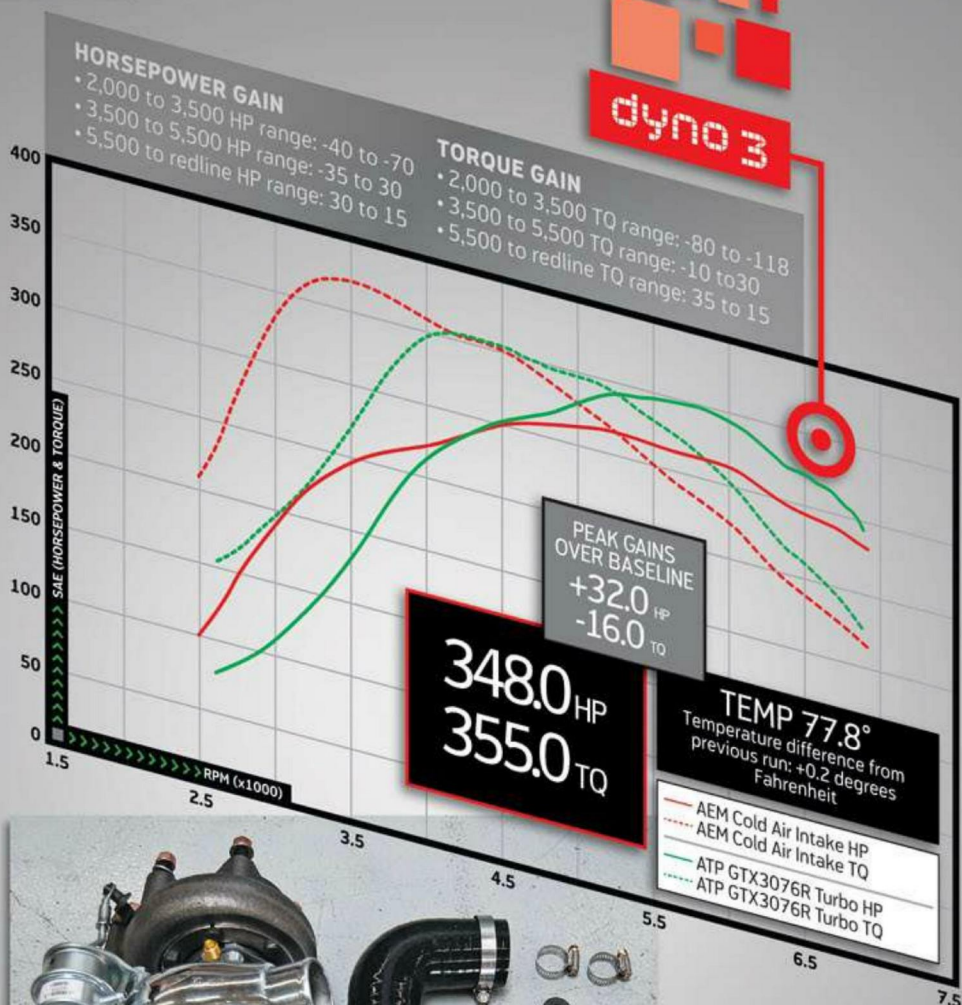
120 minutes

PROS

Garrett has stepped up its line of GT turbos with the release of its newest GTX series turbos. The internally wastegated ATP GTX3076R turbo is designed as a factory bolt-on upgrade for the WRX/STI, offering increased horsepower with minimal lag. The turbo consists of a Garrett factory assembled and high-speed balanced dual ball bearing CHRA, which is then assembled into a set of CNC machine-ported housings and outfitted onto an ATP exhaust housing that have been optimized for maximum flow and efficiency. Typically, swapping out the factory turbocharger for a larger unit delivers an increase in horsepower at higher rpm, but comes with the trade-off of diminished boost response—not true states ATP representatives. The GTX uses a forged, fully machined compressor wheel featuring a next-generation, patented ultrahigh flow 11-blade compressor wheel that enables it to outperform, outflow, and make more power than its standard GT counterparts. The new aerodynamic aluminum alloy wheel delivers 10 to 20 percent more flow and pressure over previous models' turbos of similar size for more power.

CONS

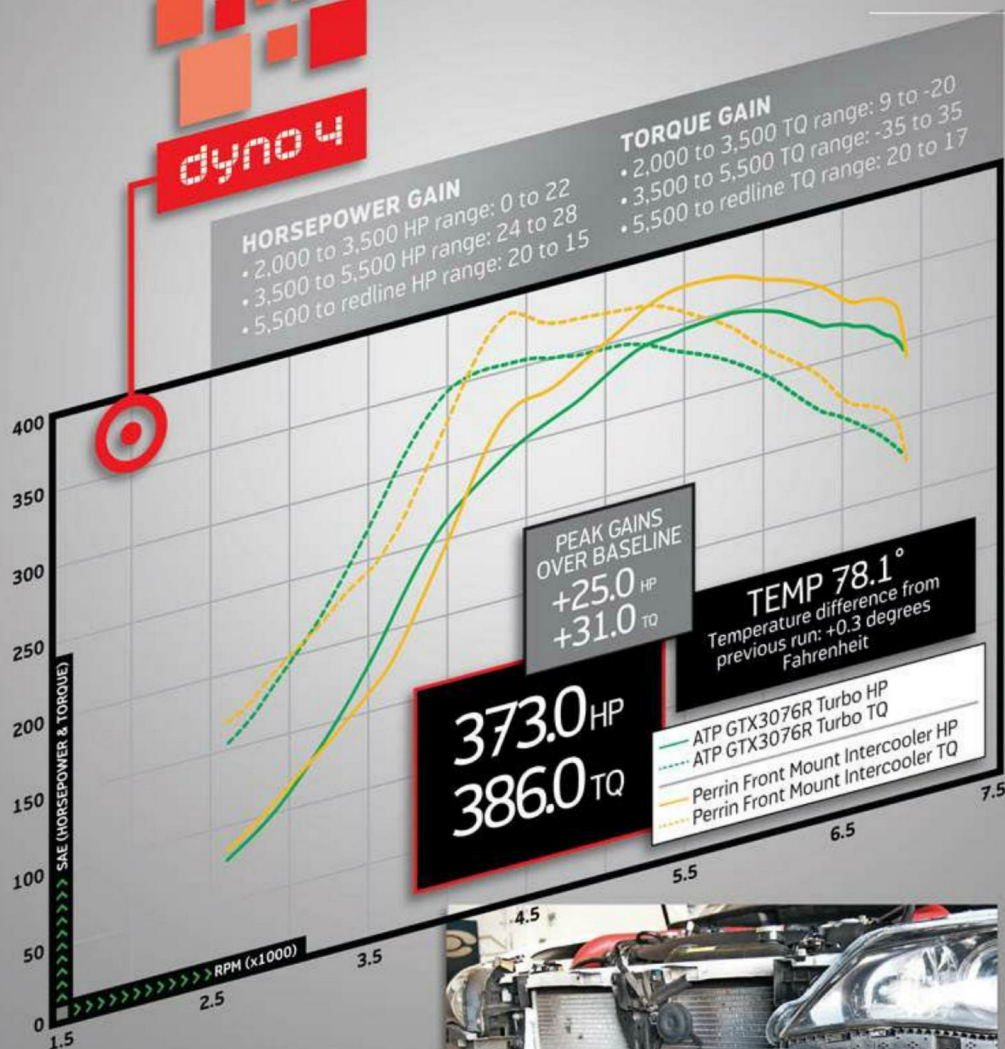
Installing the ATP GTX3076R turbo was a straightforward process, but we strongly



suggest having an experienced mechanic install and retune your engine following its installation. As with any aftermarket turbocharger, we recommend replacing the restrictive stock 2.25-inch inlet with a Perrin Performance 3-inch silicone turbo inlet hose to promote as much inlet flow as possible. The silicone's smooth inner surface, along with a significantly larger internal diameter than the OEM part, helps to decrease turbo spool time and improve acceleration.

NOTES

The ATP turbo delivered exactly what it claimed, and proof could be seen in the 30 hp and 27 lb-ft of torque increase from 5,200 to 6,500 rpm. Full boost was achieved only 400 to 500 rpm later than the factory VF48 but maintains boost and top end power where the VF48 starts to run out after 4,500 rpm. From 4,800 rpm to redline, the ATP GTX3076R outflowed the factory turbo, delivering a maximum gain of 32 hp, while maintaining excellent boost pressure at redline, and the potential for even more boost and power than the stocker can produce. Our factory intercooler was showing signs of heat soak after three dyno runs. The top-mount intercooler's size and inefficiency was limiting our horsepower potential; it would need upgrading in order to make additional power.



PERRIN

FRONT MOUNT INTERCOOLER (COBB ACCESSPORT TUNED)

PARTS

Front mount intercooler, charge pipes, bumper beam, coolant overflow tank, T-bolt kit, silicone couplers, mounting hardware, license plate frames, instructions, stickers, and warranty info

TOOLS

10, 12, 14, and 17mm sockets; 10, 12, 14, and 17mm open-end wrench ratchet; long extensions; flat- and Phillips-head screwdrivers; pliers; and razor blade

INSTALLATION TIME

160 minutes

PROS

The factory Subaru top-mount tube and fin intercooler was designed to be easy to manufacture and cost effective, but not ideal for performance. Since heat rises, the factory TMIC heat soaks, which leads to loss in power and engine detonation. Perrin's front mount intercooler setup combats these issues by designing its core with a 3/8-inch bar and plate design. The bar and plate core design is more durable than tube and fin and is powdercoated to further protect your intercooler from the elements. The charge pipes are CNC mandrel bent from 2.25-inch aluminum tubing and powdercoated with a wrinkle red finish for an OEM appearance. Perrin intercoolers come in two finish options, bright silver or stealth black powdercoat.

CONS

Installing the FMIC requires modifying your front bumper. If you're not mechanically inclined to install the kit, we recommend spending those few extra dollars to have a professional service the job for you.

NOTES

With laptop and Cobb AccessPort in hand, Drenas was able to take advantage of the more efficient Perrin FMIC. He optimized the fuel/ignition maps and AVCS timing while raising the factory boost from 20 psi to 21.5 psi. With a few keystrokes and dyno pulls, the STI was rewarded with a peak gain of 25 hp and 31 lb-ft of torque. Upon analyzing the dyno charts, the STI saw its largest gain of 35 hp and 40 lb-ft of torque at 4,300 rpm.



CONCLUSION

	HP	+HP	TQ	+TQ
BASLINE (STAGE 2 TUNED)	299.0		347.0	
AEM COLD AIR INTAKE	316.0	17.0	371.0	24.0
ATP GTX3076R TURBO	348.0	32.0	355.0	-16.0
PERRIN FRONT MOUNT INTERCOOLER	373.0	25.0	386.0	31.0
FINAL	373.0	74.0	386.0	39.0

CONCLUSION

What began as a comparison between products of old and new finished with promising results for our daily driven STI. Using three bolt-on parts along with a Cobb AccessPort tune saw peak output improve to 373 hp and 386 lb-ft of torque—an increase of 74 hp and 39 lb-ft of torque. This is especially impressive considering this engine's internals were still stock. With nearly 400 hp to the wheels, we found this STI a blast to drive on the street, as our new torque output and horsepower gains were a night and day difference. **IL**

BANKROLL

DEATSCHWERKS 1,000CC INJECTORS	\$549.00
DEATSCHWERKS 65C FUEL PUMP	\$149.00
AEM COLD AIR INTAKE	\$365.00
ATP GTX3076R TURBO	\$1,392.93
OPTIONAL POLISHED COMPRESSOR	(\$65.00)
PERRIN PERFORMANCE 3-INCH INLET HOSE	\$230.00
PERRIN FRONT MOUNT INTERCOOLER	\$1,599.99
TOTAL:	\$4285.92

HOTBOX

ATP TURBO
 510.445.1682
 WWW.ATPTURBO.COM

AEM
 310.484.2322
 WWW.AEMPOWER.COM

COBB TUNING
 866.922.3059
 WWW.COBBTUNING.COM

DEATSCHWERKS
 405.217.0701
 WWW.DEATSCHWERKS.COM

GARRETT
 WWW.TURBOBYGARRETT.COM

PERRIN PERFORMANCE
 503.693.1702
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