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2009 NISSAN R35 GT-R

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INTRODUCING **SCION FR-S**

A long line of racers inspired the new Scion FR-S. The rear-wheel drive 2000GT, lightweight Corolla GT-S and boxer-engine-powered Sports 800 moved generations of drivers. And our engineers. With its front-mounted boxer engine and rear-wheel drive, this car is built for the true driving enthusiast. It appears we can't escape our past.

SCION.COM/FR-S

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what moves you



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4 GARAGES. 4 CARS. MADE FROM EBAY.

DECIDED BY YOU. We're challenging four of the best garages to compete against one another in **BUILT**, an all-new web series presented by eBay Motors.

ALL MADE FROM EBAY

With each car sourced from eBay Motors, the garages will have one rule: build the most incredible car possible, entirely from parts and accessories sourced from eBay Motors. And the end result had better be incredible, because all four cars will be auctioned off to benefit a charitable cause of each garage's choosing.

FIERCE COMPETITION

All four garages were handpicked for **BUILT** by the editors of Hot Rod, Lowrider, European Car, and Four Wheeler, and for good reason: they're the best at what they do. Each garage will have an editor as its team captain, who will track the process from frame to paint.

THERE CAN ONLY BE ONE WINNER

In the end only one garage can be crowned the winner, and who better to decide than you? After every episode, you'll vote on which garage is on its way to the best build, based on its skills and use of eBay Motors. And once all is said and done, the garage with the most votes will be crowned champion of **BUILT**.

BUILT. premieres July 16th. Get in on the action now.

MEET THE BUILDERS

TEAM european car



GSR AUTOSPORT, LAKE FOREST, CA

European Car chose to work with GSR Autosport because they've always come through with each and every project. This shop certainly isn't afraid to do something different or take on an ambitious project. The first time *European Car* met GSR, they had transplanted a BMW V10 engine into a 335i so GSR Director of Motorsport Michael Essa could compete in the Formula D drift series.

Michael and GSR President Nick Richards turbo'd an M3 engine and placed it in a BMW Z4, so Editor Greg Emmerson knew they were inventive, resourceful, and accustomed to tight deadlines. What's more, the guys at the shop love to work on Porsches, so the *European Car* Porsche 911 plan is a natural for the GSR team.

TEAM FOURWHEELER



OFF ROAD EVOLUTION, FULLERTON, CA

It's easy to build a 4x4 that does any one thing well. The challenge comes when you want a vehicle that does it all. No matter if you haul across the desert, dive into a bottomless bog, blast up a sand dune, crawl over jagged rocks, climb a vertical ledge, or safely commute down the highway at 70 mph, the 4x4s that Mel Wade and the Off Road Evolution crew create can typically do everything, and do it reliably.

Mel's personal do-all, Swiss-Army-knife vehicle requirements are not all that different than Editor John Cappa's, and that's why he picked Mel and his Off Road Evolution crew to bring the *Four Wheeler* '70 Jeepster Commando up to speed.

TEAM LOWRIDER



DURAN'S QUALITY PAINTING, BALDWIN PARK, CA

Editor Joe Ray chose Duran's because of its long history of amazing lowriders, insurance repair work, and custom painting with *Lowrider Magazine*. Owner Rico Duran has also built previous project cars from the ground up for LRM, and has always delivered as promised, on time, and with quality.

As far as experience goes, Duran's speciality is custom lowriders. They have built numerous award-winning cars, and *Lowrider Magazine* is confident they will do an outstanding job. With Duran's vast knowledge of the lowrider industry, the El Camino will be sure to impress any car enthusiast.

TEAM HOT ROD



MACKEY'S HOT RODS, HUNTINGTON BEACH, CA

Brian Mackey and his team at Mackey's Hot Rods created the Sailor Jerry Sedan brand sensation found on the September '12 cover of *Hot Rod*, with great fabrication skills and distinctive parts selection.

So, when it came to think out of the box with eBay Motors, *Hot Rod* knew that Mackey's would deliver on the Chevy van found on eBay Motors from long-time *Hot Rod* reader and Ohio resident Kris Kessler. Mackey's creative approach to classic hot rod style and distinctive styling would result in more than a road-tripping, straight-axle braggin' wagon that gets down the highway—it will get down the strip quick, too.

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PHOTO BY
ARTURO TORRES (MODEL)
DINO DALLE CARBONARE (CARS)



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The Nissan GT-R is also known as Godzilla, the monster from Japan. Born with 478 hp (545 hp for 2012 models), a twin-turbo V-6, and a state-of-the-art all-wheel-drive system, it's hard to deny the beast's given nickname. Over the years we've featured all types of R35 builds: the all-race Nismo car, the Top Secret demo car, the beautifully crafted widebody Gallant Abflug car, and recently the two high-dollar R35s from SP Engineering. Some time has passed since the car was released in 2009, and it's time to take the R35 to the next level.

Seemingly out of nowhere comes Ben Sopra, a company that's only been around for less than a year, specializing in aero kits for the R35 GT-R and the Lamborghini Gallardo. At the Tokyo Auto Salon show earlier this year, three different R35s were outfitted with the new Ben Sopra kit that stole the show and caused every GT-R fanboy around the world to stare in awe. In red vinyl wrap was the Greddy 35RX race car, in beige-colored paint was a street version R35 built for Hashimoto Corporation, and lastly this white GT-R that you see on the cover was the first one fitted with the kit and the actual demo car for Ben Sopra, owned by its president Kazunori Ueta.

When you see this car you instantly notice the one-piece front end that swings upward and forward. It reminds me of how the hoods open on older cars like the KPG10 Hakosuka Skyline, S30 Fairlady Z, or RA22 Celica. With a Holinger transmission and an estimated 1,000 hp, this car is just as mean as its suit. This kit is not just for show or the "wow" factor either; Ben Sopra hired aerodynamics specialists who also build Super GT cars (the top form of production car racing in Japan). Services and engineering like that give this insane widebody kit a price tag of \$50,000. Yes, a very hefty price so you probably won't ever see a fourth one built. Get the story of the first and actual Ben Sopra demo here.



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WELCOME TO *California* ... NOW POP YOUR HOOD.

BY SCOTT TSUNEISHI

Because California has the most stringent rules regarding smog emissions, vehicles that passed smog inspections in other states might not meet California's standards. Heed our warning when we say if your vehicle is flagged as a gross polluter or modified to the hilt, stay as far away from the Cali borders as possible.

But before you Californians decide our smog laws are too overwhelming to bear and take a knife to your wrist, there's a glimmer of hope at the end of the tunnel. Set to begin January 1, 2013, 2000-and-newer model vehicles will no longer require the tailpipe emissions test portion of the smog check process. You read that right: The sniffer check is caput, history, gone!

Ordinance AB 2289 will require late-model vehicles be administered the smog check's visual and functional tests as a means to reduce the time and cost of the smog check. The program will now rely on the vehicle's OBD-II emissions monitoring system to compare the emissions output readings (i.e. O2 sensors) to ensure the proper operation of various emission components as opposed to using a smog machine to sample the vehicle's emissions output from the tailpipe. Surprisingly enough, the soon-to-be-implemented procedure is already in place in 22 other states so it's nothing new, but is considered a surprise/relief for our state—known to have the strictest emissions testing.

Will that custom ECU tune that manipulates the check engine light not to come on due to a higher-flowing exhaust/catalytic converter or modified TVGs for Subarus show up on this new "test"? That remains to be seen. The biggest question among the tuner community is how this new smog procedure will obscure or perhaps open possibilities for vehicles to run aftermarket camshafts and/or custom components, assuming it passes the visual inspection? We say most likely if it doesn't trigger a CEL when scanning your vehicle's OBD-II, you're good to go.

Keep in mind before you decide on bolting on an aftermarket turbo kit or GT35 turbo, the visual smog check portion will now become even more critical/stringent for smog technicians who will be more bitter as many are forced to lower the price of a smog check or "test only" since the older machines won't be used. Fortunately, a majority of testers don't know what to look underhood for unless they are car enthusiasts and can remember what emissions came with what and what a stock part looks

like, that is, unless they are BAR referees, which in many cases you're SOL.

As long as the emissions parts are CARB legal and in working order and emissions outputs from various sensors throughout the system are within specs, this new testing procedure will be easy for most. That's assuming you don't pull into the smog shop with check engine warnings lighting up your dash like early Christmas. If you're due for smog next year, 2013 can't come any sooner. ■



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¹ EPA estimate for available 1.4L turbocharged engine with 6-speed manual transmission.

2012 Chevy Sonic: Style for those with Substance
Mark Arcenal knows a thing or two about style. And as the founder of Fatlace, Mark demands that everything he touches has a soul all its own. That's why the all-new Chevy Sonic, which features an engine with the most torque in its class, offers 40 MPG highway¹ and is also a 2012 IIHS Top Safety Pick, is right down his alley.

Featuring the only available turbo engine in its class. Yeah, it's serious. **Chevy Runs Deep.**



GOING POSTAL



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CONVERTING READERS, ONE AT A TIME

I'm reading your AWD Shootout issue (the barcode is covered with the mailing sticker so I'm not sure of the month). I'm a new subscriber but I love the magazine so far, and I've been reading *Super Street* for years, so you're doing something right. Oh and throw some 300ZXs in there! I've got a '90 Z32, and love reading about them.

Tyler

Thanks for the compliments. *Super Street* is a great magazine too (our editor used to work over there before coming here). If you didn't see the black 300ZX we featured last June take a look at our website: www.importtuner.com. It's been really hard for us to find clean Z32s to feature. We've tracked down a couple of nice ones, but they're still being built and not ready to be featured yet. If any of our readers have a clean 300ZX, feel free to email us at features@importtuner.com.



FEATURE ME

I love your magazine and I also would love to show my car in your magazine. Can you tell me what to do? It's a '06 Subaru STI.

Mohammad

We get people asking us this all the time. For starters, we try to make sure all the cars have (1) some exterior work, (2) interior work, and (3) engine performance mods. You'll need all three of those things and if you make your car stand out from others like yours, in each of those categories, then you'll have a better chance. We're not expecting everyone to build \$100K show cars or \$100K track cars—it's just no one wants to read about a car with a factory optional lip and a completely stock interior. We need cars that motivate people, so make sure you hit those three areas at the least.

FR SHOOTOUT

Hey guys, just wanted to chime in and say I love your magazine. I haven't even finished reading the current issue but I'm drooling in anticipation of your upcoming FR Shootout!

I've only been a subscriber for about a year but I've been mooching off friends for ages, and I can't get enough. I saw you guys said there might be some calendars left, I'd greatly appreciate it if you could send one my way.

Travis

Thanks for subscribing to the magazine, Travis. I'm sure your friends appreciate it as well. Unfortunately we're out of calendars now. We sent out the few hundred that we stole from our printing press, and now we don't even have one of our own in the office. By the time you're reading this FR Shootout should be over, and we should be close to printing the story. Stay tuned!

300ZX Z32 OR SUPRA MA70?

I am an active duty Marine on my way home. Before I left I sold my truck to help pay off my family's debt, but since then have not bought a car. I'm getting sent home for an injured leg during training movements and don't have a lot of cash. I'm looking to get into a car but need help deciding what would be a better car, or how to go about doing a decent model make motor. The car of choice is between a '90s 300ZX and a '91 Toyota Supra. Any suggestions? Also, money is a huge challenge since I'm going to be going back to school.

Logan

Honestly, if you don't have too much money you might want to consider a Honda or an Acura. Civics and Integras are super affordable and have tons of inexpensive aftermarket parts. Another car we'd suggest is the '89-94 Nissan 240SX. They're cheap in stock form, and have potential for drifting, turbochargers, and engine swaps of all kinds. If you're really set on getting a 300ZX or older Supra, you're going to be spending quite a bit of money on repairs and maintenance, and mods get very expensive on both cars.

BIRTHDAY WISH

To Whom It May Concern,

My fiancé of three years is a very big fan of your magazine. He has a black '93 Mazda RX-7. It is a beautiful car, and it is his biggest passion. For his 24th birthday in June I would love to give him the gift of his car in a magazine. I feel that because of his love for cars it would be the perfect gift. It would mean so much to me, and I know it would be something he would cherish for the rest of his life.

Davena

We usually don't do this but once in a while we pretend to have a heart. Happy birthday to whomever your fiancé is Davena. An FD3S and a fiancée who actually supports his hobby? Lucky man!

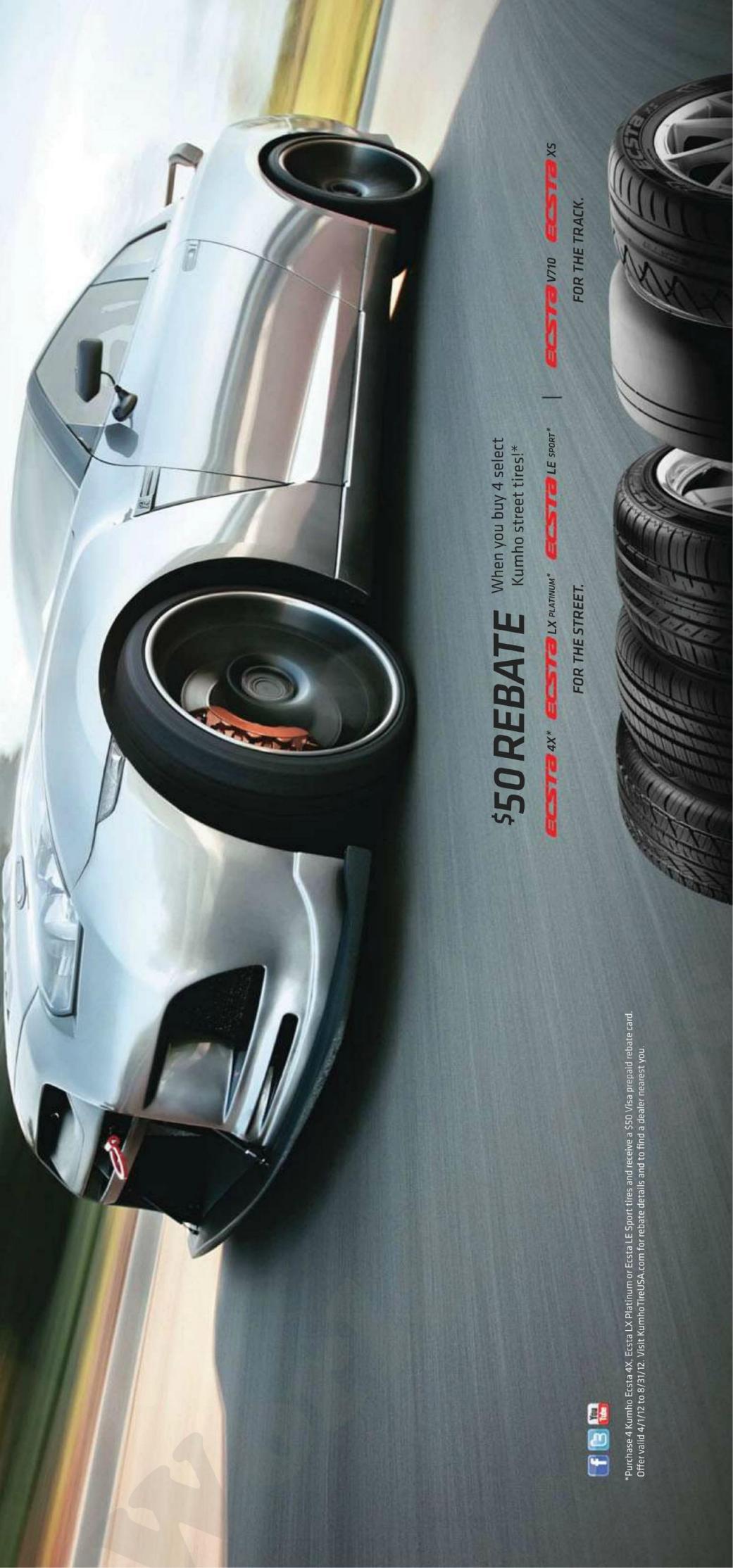


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Got a tech question? Send it to questionit@importtuner.com



PRACTICE WHAT YOU PREACH

I happened to browse the latest June issue of *IT* and came across the ARK BNR32 you are building for this year's WTAC in Australia. I was surprised to find out that you've decided to ditch the RB26DETT engine and replace it with a Nissan VQ35DE. I know you've preached in the past to not "reinvent the wheel" with engine swaps and costly makeovers but you seem to be going back on your words with this new project. Care to share your thoughts and reasons on why you decided on taking the potent RB and swap it with the VQ?

-Brian King, via importtuner.com

When I give advice in Question IT, I have to take into account the average person's abilities and resources. I want people to enjoy their cars and not create expensive money pits that they'll come to hate or dislike rather than enjoy. In general, if you're writing a columnist on how to swap an engine, then chances are you have no idea how to. Sure, the average person could take the time to learn, but it's not like you're learning how to play a board game that costs \$20. The person would have to take a lot of time and thousands of dollars that he could be using on other fun things like chicks, wheels, and going out or just enjoying his car as much as he can with the existing engine platform. Also, I firmly believe that engine swaps should be based on logic. Oftentimes swapping a heavy longitudinal straight-six engine into a front-wheel-drive platform (or even rear-wheel drive) is not a swap that I would consider logical due to costs, physical space limitations, and the fact that the swap would ruin a car's handling.

In our case, we have a financier, a team of engineers with access to CAD workstations, complete workshops, machine shops with CNC and CMM machines, and several badass mechanics. So our situation is considerably better than the average person reading this magazine when considering the fact that we have the ability and budget to redesign the car to our purposes. In this particular case, replacing the tall, heavy, smaller displacement RB26 with a more modern, compact, and lighter weight VQ35HR is a logical swap for the BNR32 Skyline GT-R. Plus we have a goal: to build the fastest time-attack car in the world. We're not building a car to blast around on the street or to have some cool-looking forum signature.

STROKED ENGINE ADVANTAGE

To stroke or not stroke my 4G63 Evo IX engine—that is the big question I have been debating for the last few months with my upcoming engine rebuild. I can see why owners have favored stroking their engines to bump up the factory 2.0L mill for improved boost response and bottom end torque, but are there any drawbacks on increasing the displacement for a daily driven car that's occasionally taken to the track?

**-Todd Wolf
Orange, CA**

This is a topic where depending on who you talk to, you'll get a different answer. I believe increasing stroke to a certain degree is a good thing. Increasing the stroke too much will increase piston and bore wear, reduce the engine's maximum rpm, and make an engine rougher. It's also important to take into account the purpose of the engine. For racing, I believe that in the 4G63's case, increasing the stroke to the popular 94mm would be a good thing whereas increasing to 100mm would be too much. A 94mm stroke is a good balance and offers gains on the bottom and top ends of the powerband without much sacrifice (other than your wallet getting thinner). For the street, a 100mm stroke would be fine if you keep the revs under 7,000 rpm. Setting the limiter to 7,000 rpm is the key to preventing excessive wear on the engine and keep it alive longer. The engine will be a little rougher and have some more vibration, but if you're OK with it, then go for it.





QUICK FIX

I own a '06 Infiniti G35 coupe 6MT. I've only had it for a couple of months but the previous owner did hardly any maintenance. The mileage is increasing so I hoisted the car on some jackstands to do a tranny and diff fluid change. Unfortunately, both fill plugs are extremely tight and already almost stripped. Before I yank on it anymore, do you have any tips for how to get it out? It's a 10mm hex Allen socket. I called a few shops but they were not really any help, basically just saying bring it to them so they can make some money. Any help is much appreciated and keep up the great work!

-Brandon
Edmonton, Alberta, Canada

If I remember correctly, the 6MT trannies have a drain plug with a flange that protrudes from the casting. You can grab a metal file and file two flats on the drain plug. This will take some patience of course, but then you can file the flange of the plug to fit a standard open wrench (e.g. 19 mm). If you have more money than time or have no patience, then your only other choice will be to go to one of the shops and get it removed. I'm pretty sure they aren't trying to rip you off either. This kind of work is a pain in the ass and prevents them from simpler work that makes them good profit margins.

POWER CHECK

I just purchased a Datsun 510 and decided to go with a simple, yet proven swap: the SR20DET. My goal is to achieve 300-350 whp. Do I need to upgrade the internals to reach those horsepower numbers, and if so, what needs to change?

For 350 whp on an SR20DET, you should be fine with the stock internals as long as the ECU tuning is good. What you'll need to achieve your horsepower goal is a turbo upgrade such as the Garrett GT2860, a good flowing exhaust, ideally a larger than stock intercooler, and a good ECU tune. While you're at it, I'd recommend a pair of small cams such as the Tomei 260 duration Poncams and a Cosworth FSL head gasket for longevity, since the factory paper gaskets are pretty weak and old in the used engines from Japan. Good luck, it'll be fun as hell to drive when you're done!

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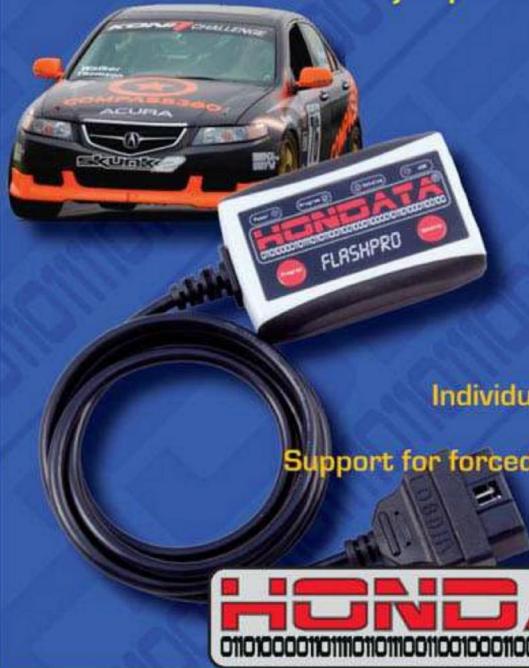
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READER FEEDBACK

Just picked up the May issue of *IT* on my way into my workshop and was having a quick browse through the tech section when I saw Michael Rafuse's question about tuning for the FC RX-7. Since I specialize in rotaries, I felt I had to drop you a line and bring to your attention some of the latest tech available for tuning Mazda's masterpiece. I noticed that Eric recommended the Haltech 1000 ECU for tuning the 13BT. I have experience with installing and tuning this ECU, and while it's definitely a good option for the same kind of cash or even a little less I would have pointed Mr. Rafuse to the Link G4 RX ECU; this unit is a dedicated rotary ECU and is far more capable and configurable in my experience. It also provides for 4-D tuning, which can save you a rebuild or two in the future.

As for a budget of \$6-8K, these days you can pick up a plethora of bolt-on mods and/or go for a rebuild. You can pick up good quality high-carbon Apex seals these days for anywhere from \$400 for a full set. Lastly, while a few good nuggets of info can be found on the forums, the majority of advice is what you call "quick fixes". I applaud backyard mechanics (we all have to start somewhere), but there comes a point where people should stop dispensing advice and tell their friends to seek out a shop with people who know what they're doing. Thanks for producing a great magazine guys; I look forward to it every month.

-David Drummond of AVA Customs
Honolulu, Hawaii

I have heard that the modern Link ECUs have taken big steps forward compared to earlier ones from the mid/late '90s, which were probably a tad bit faster than an Atari 2600. I have not had the opportunity to use a modern Link ECU, however, but I'm sure they've taken a huge step forward since they're still in business and the consumer-grade ECU world is so competitive these days. I do know of quite a few suc-

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cessfully tuned rotaries on the Haltechs without issues, which is why I recommend them. I can only recommend what I have experience with or know firsthand, but thanks for sharing, David. In the tuning world, there are many ways to skin a cat.

For \$6-8K, however, Mr. Rafuse would not be able to get a stand-alone ECU, rebuild his engine with carbon Apex seals, and get the plethora of bolt-on parts. I'd imagine a budget of \$8K would only get him the ECU, installation, dyno tuning, fuel system upgrades, intercooler, and maybe an exhaust system at a reputable tuning shop.



PISTON SWAP

I have read somewhere in an automotive book that Honda engine parts are interchangeable on a B-Series engine, but what about using pistons from a B-Series to a D-Series D16Y8? I am planning on rebuilding my engine and would like to get the facts straight before I begin ordering parts.

-Mike Valencia
Placentia, CA

A simple search on Wikipedia will tell you that a B-Series 81mm bore would make it pretty difficult to fit B-Series pistons into the D-Series block, which has a 75mm bore. You might consider going with a set of lower cost forged pistons such as the JE SRP line. You can do a small overbore (0.5 mm) and step up the compression to 11.0:1 and make more power that way.

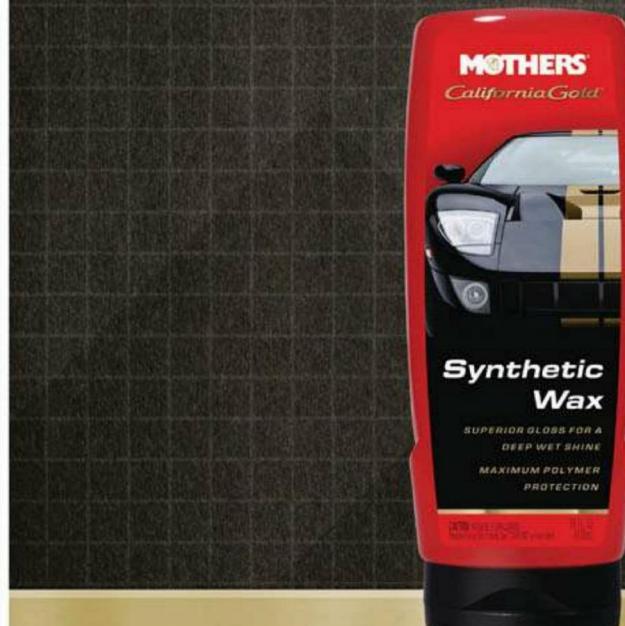
WTF!

Hi Mr. Guru Eric Hsu. I hope you are good. I have a simple but very important question. I own a '90 Nissan 240SX that's a drift project. What can you tell me about it or recommend I do to it?

-Andres, via importuner.com

IT: Eric, don't answer this question.

Eric (responds anyway): People don't do their own research these days or what? He took the time to type multiple sentences when all he had to do is Google "Wikipedia Nissan 240SX".

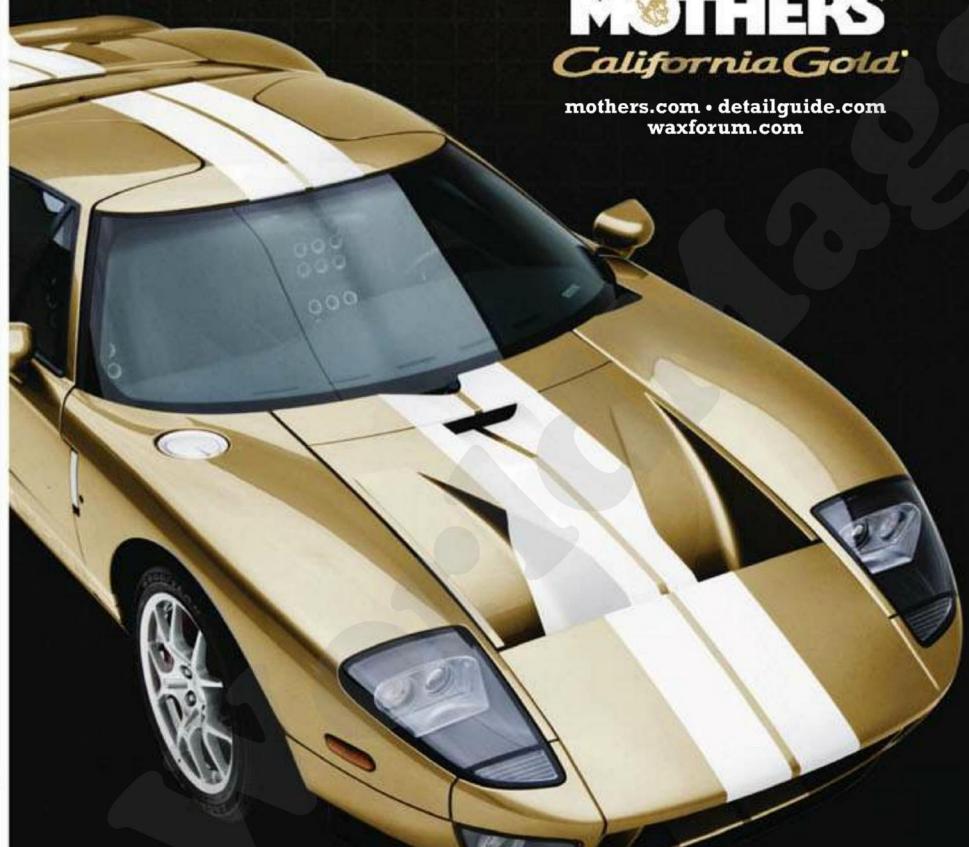


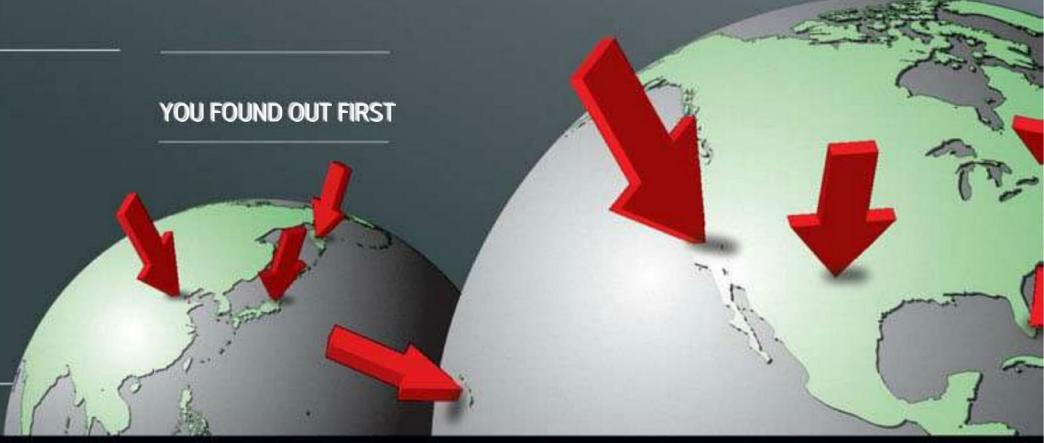
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GARAGE FR-S

Garage FR-S is everything Scion FR-S—the ultimate enthusiast online haven for lovers of Scion's hot new front engine, rear-drive sports car. GFR-S culls all the latest and greatest FR-S news and perspectives, connects the car to its inspirational forebears, and shows why the platform should be regarded as one of best low-cost performers of this or any era.

GFR-S will feature articles and posts from iconic tuner publications *Super Street*, *Modified*, and, of course, *Import Tuner* magazines, in addition to a large helping of original content as well as the freshest content harvested from across the web, shining a light on FR-S tuners, social gatherings, and other related events. The portal's tech section provides a deeper understanding of what makes the FR-S so athletic and an ideal candidate for tuning, with product previews and profiles, road and dyno tests, and culminating with a build of the GFR-S Project FR-S.

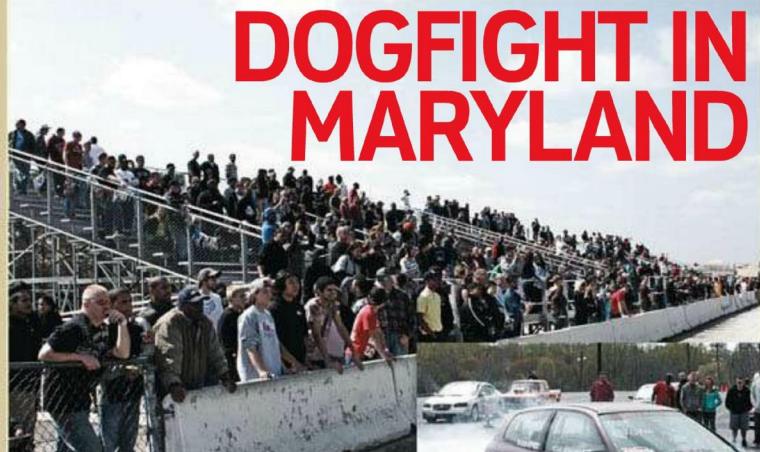
Project FR-S will get the superstar treatment in a series of original videos to air on the site documenting the evolution of the car. GFR-S visitors will also be transported to Japan by video, where the site connects with Toyota 86 (what the FR-S is known as in JDM speak) luminaries as well as gets its hands on the hot-test J gear for the car.

Garage FR-S will be social, running a photo gallery via hashtag program through Instagram as well as providing its Facebook page with still more unique content. Visitors will be able to interact with GFR-S in other ways, too, with public voting on the parts for Project FR-S and a chance to win \$10,000 in parts through a giveaway contest.

Garage FR-S

www.garagefrs.com

DOGFIGHT IN MARYLAND



Drag racing isn't dead. Tons of guys are building single-second cars who walk that 1320 at full throttle over and over. Here's this event list of heroes who put their engines to 110 percent for the crowd.



FWD presented by SPEC Clutches & Flywheels

Ricky Everly - 9.6 - Honda Civic

Forced Induction Pro presented by Go-Autoworks.com

Matt Lennen - Toyota Supra

All Motor Pro presented by Competition Clutch

Jose Bellow - 10.2 - K-Series Honda Civic

Forced Induction Sport by Fusionworks Racing

Ernie Taylor - RX-7

All Motor Sport presented by Beast Mode Performance

Jason Converse

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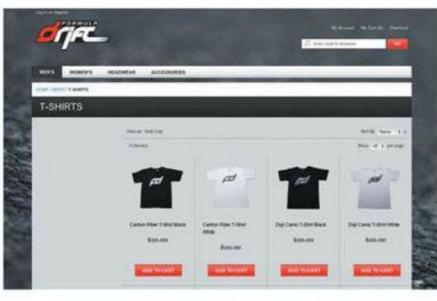


Photo credit: Linhbergh Nguyen

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3. We recommend using plastic primer, but ordinary body primer is more than sufficient to get the job done. Apply the primer to the surface while leaving 30 minutes in-between coats before applying the final layer. Sand the grille lightly once the primer has dried. This will make the grille's surface nice and smooth to apply the basecoat.



4. Apply the basecoat in two even coats to eliminate any drips or sags.

5. Once the basecoat has dried, apply a layer of clearcoat paint. Two layers of clearcoat paint will be more than enough to give your grille a nice, shiny appearance.



Here's a close-up of our paint mixed by a professional. Check out how many colors were used to finalize the steel gray color.

Our compressed spray bottle was also purchased at the professional paint store. Be sure to ask the shop to mix the proper paint reducers or else the mixture will come out of the spray bottle looking like silly string.



1. The first stage of our paint preparation is removing the grille. You can do this by loosening the bolts or unfastening clips that hold the grille in place.



2. Begin the preparation process by scuffing up the grille using 1,000- to 1,500-grit sandpaper. Be sure to thoroughly sand the grille, as you do not want the surface to appear shiny in any areas to ensure the primer adheres to the plastic.



6. If there are any indications of orange peels or unevenness in the clearcoat, use 2,000-grit sandpaper to even out the surface. Reinstall the grille and wait at least one month until the paint has fully cured before attempting to wax the grille.



DIY PAINTING

BY SCOTT TSUNEISHI

When it comes to questionable products, nothing beats a can of so-called "OEM" spray paint at the local auto parts store. Although spray paints are somewhat similar in color, they are far from a perfect match. If you're like us, it's happened on more than one occasion, yet we continue to search high-and-mighty for matching paint, even resorting to pulling our vehicle's gas lid to color match with the tops of spray can caps. In the end we decided rather than play the guessing game using over-the-counter paint, we took matters into our own hands and purchased some professionally mixed paint,

a compressed air spray bottle, sandpaper, primer, and clearcoat paint. Follow along as we paint our Nissan Cube front grille using this smarter and more affordable approach.

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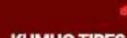
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KING OF THE JUNGLE

BEN SOPRA'S \$50K AERO KIT

First impressions count for a lot—be it when meeting people or for a company trying to make its mark in an already competitive market. Ben Sopra has managed to achieve a lot in the 10 or so months it has been active, establishing itself as probably the most aggressively expanding brand in Japan and taking this year's Tokyo Auto Salon by storm with the creation you see here. The term *wild* doesn't even begin to describe what the Ben Sopra body conversion does to an R35 GT-R, and if you think this is an exercise of form over function, think again.





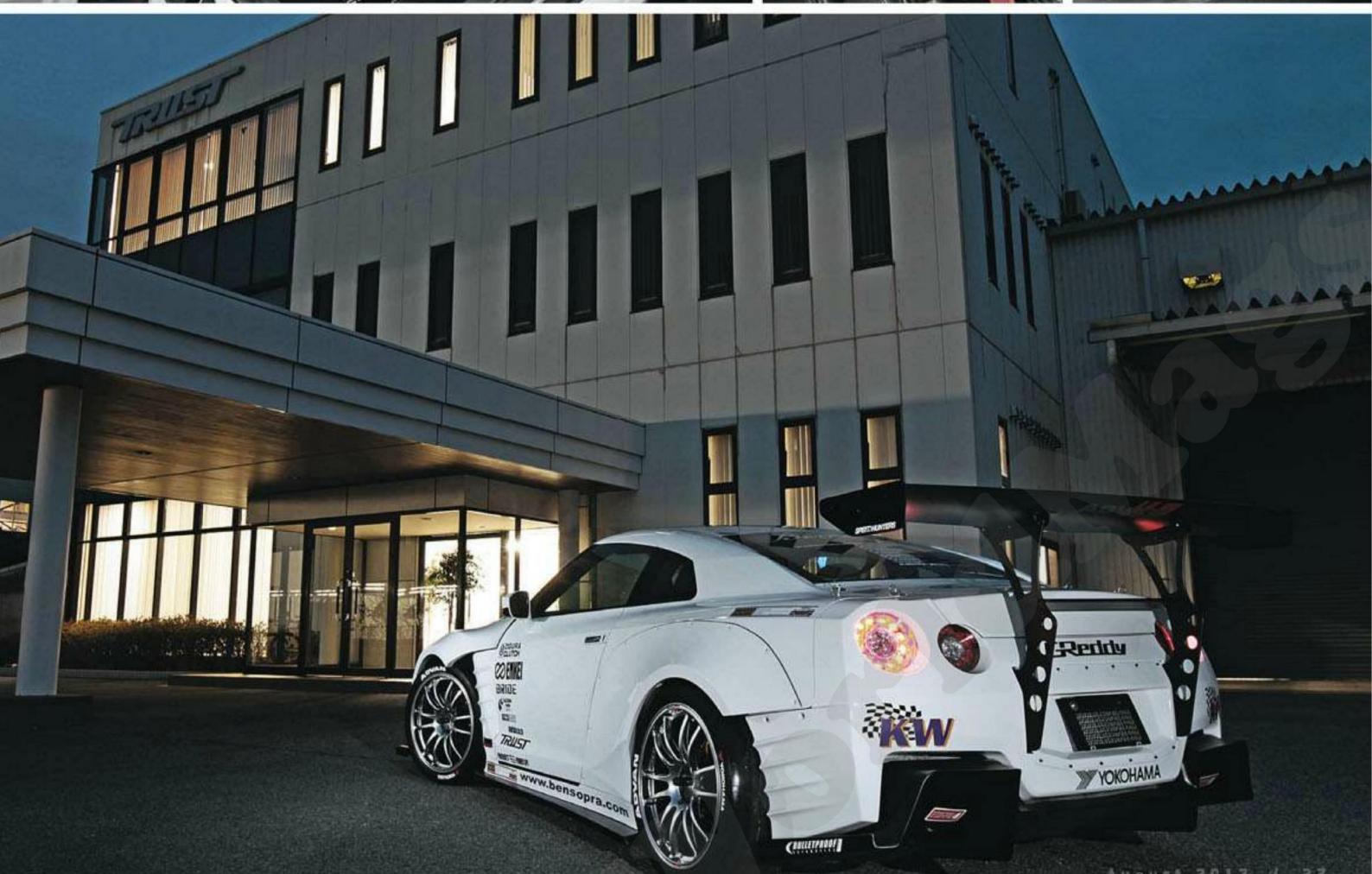
Kazunori Ueda of Ben Sopra is a man of vision, driven by passion and a need to make a statement in the aftermarket-tuning world that he loves so much. Not wanting to settle in designing the usual small exterior upgrades that so many already offer for the GT-R, he stepped it up a notch and went, well, full out. He teamed up with a professional aerodynamicist with plenty of experience in Super GT and proceeded to put pen to paper, creating the unmistakable lines that form the Ben Sopra conversion. The idea was to give the R35 a boost in presence, the same a prohibitively expensive exotic would emanate, and the first step was a complete redesign of the front end. The introduction of a

clamshell cowl for the hood and bumper section was going to be very complex to engineer, but it would be one of the selling points of the conversion, so no compromises were made. This called for a pair of billet mounts and hinges strong enough to hold up the entire weight of the front end when access to the engine is required. The whole section opens up in a two-stage motion, first slid off the two fender-mounted braces that hold the cowl securely in place when latched down, and then swung open. The GT-like recessed front fenders are there to flow air from under the car and the fenderwells efficiently over the profile of the GT-R, until it gets to the aggressively blistered rear end. The rear fenders are actually cut away where they meet with the redesigned rear bumper, sporting four molded-in canards on each side to help stabilize the car at speed. It's all completed with what has to be the *pièce de résistance*, the rear GT spoiler, held

in place with drilled metal wing stays that spout out from the center of the rear bumper. The Ben Sopra kit is all about the details, and if you look closely you will find an opening under each of the front fenders from where the side exit pipe or wastegate screamer pipes can be routed. The gaping front opening on the bumper is unobstructed, allowing the intercooler to enjoy a constant flow of cooling air. Suspension modifications followed next to allow for more precise handling capabilities as well as allowing the wheels to sit nice and flush with the fenders. This was achieved with the KW Clubsport coilovers, and a set of adjustable suspension arms from Top Secret. Ueda-san chose a set of 20x10 Enkei GTC01s mated to 15mm spacers at the front and massive 60mm hub extenders at the rear. The Enkeis are shod in the most expensive rubber currently available for the R35, Yokohama Advan A005 slicks in 280/710R20 sizes all round. These tires are only

used for display purposes, because in reality this particular R35 is built to undertake the most unnatural of disciplines for a GT-R—drift.

It was nothing short of pure coincidence that when Ueda-san began searching for a donor car, Blitz quietly put their R35 development car up for sale. This was the same car that Ken Nomura would eventually drive in the D1 Grand Prix, the crazy GT-R that had been converted to rear-wheel drive and stripped of that formidable electronic brain that gives it its supercar-slaying abilities. Blitz decided to abandon the project, which had been progressing ever so slowly over the last three years.





Ueda-san knew this would make the perfect base for his Ben Sopra demo car and snapped the car up immediately. Blitz's chief mechanic Abe-san had executed a monumental job in transforming the R35 into a rear-wheel-drive drift car, getting rid of the transaxle BorgWarner dual clutch transmission and rebuilding the entire driveline around a Holinger six-speed mechanical sequential, an R34 GT-R rear end, and rear subframe.

It took years of work, but it wasn't only the rear-wheel-drive transformation that Blitz did. The VR38DETT was stripped down and rebuilt with forged internals, which included CP pistons and Carillo H-section connecting rods. The heads were thoroughly ported and polished to get the best flow possible and equipped with JUN valvesprings and retainers as well as a set of high-lift and longer duration camshafts. With power levels in D1 getting a bit out of control in the last couple of years, Abe-san settled on a nice and even 1,000 hp, which would be supplied by the top-mounted Garrett GT3082R blowers, sitting on custom fabricated exhaust manifolds. The whole wiring loom of the R35 was thrown out and a Motec tediously custom wired—the only way to control the now very analogue R35. Audio, air conditioning, and even the funky LCD multifunction

display were eliminated to shave off as much weight as possible, the only other addition being that third pedal sitting so strangely in the driver-side foot well. Before Ueda-san got his hand on the car Nomuken managed to at least have a go drifting the R35 that Blitz spent so many years reconstructing, but as the saying goes, it was just not meant to be. The car is now the Ben Sopra GT-R, and Nomuken continues to compete in D1 with his trusty old ER34 four-door Skyline. The R35 was never really set up so Ueda-san will have to do a lot of fine-tuning to get things working well. Plans for the car are still unsure, but we were told not to be surprised if we end up seeing it entered in some kind of drift competition in the future. You heard it here first!

One glance at the interior and you know you are looking at something very unique. The big shiny billet lever that sticks out of the I-pattern gate in the transmission tunnel hints that this is no ordinary R35. The superbly finished dry carbon panels that hide the big gaping holes where the audio, A/C, LCD screen, and other switch gear used to once live are of the highest quality. The stock meter panel has also been binned, replaced with a Racepack IQ3 data logger and LCD dash unit. Things are finished up with a pair of Bride bucket seats and a Nardi steering wheel, again both adding to the immense weight that has been stripped from the car, which is in the vicinity of 300 kg!

It's great to see so much effort being poured into the R35 GT-R. It may have been out in Japan since late 2007 but only now are we seeing these kind of conversions emerge. And if you are wondering what Ben Sopra has planned next ... well Ueda-san says we ain't seen nothing yet! ■

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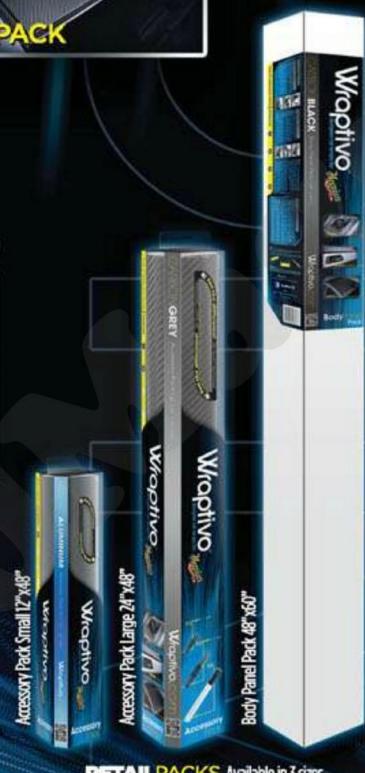
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2009 NISSAN R35 GT-R

1,000 HP

ENGINE CP forged pistons; Carillo H-section connecting rods; JUN camshafts, valve retainers, and valvesprings; GT3082R top-mounted turbos; Ben Sopra exhaust; custom intercooler piping; Blitz intercooler; Fuelab high-pressure fuel pump; 1,000cc injectors;

DRIVETRAIN Holinger sequential transmission; ORC triple-plate clutch and flywheel; R34 GT-R rearend; Nismo GT Pro two-way LSD

ENGINE MANAGEMENT Motec M800 ECU

FOOTWORK/CHASSIS KW Clubsport adjustable suspension; Top Secret adjustable front top upper arms and adjustable pillow ball lower arms

WHEELS/TIRES 20x10.5 Enkei GTC01; 15mm spacers front, 60mm hub extenders rear; 280/710R20 Yokohama A005 slicks

EXTERIOR Ben Sopra front bumper and bonnet cowl section, front lip spoiler, bonnet hinge conversion, front fenders, side skirts, rear over-fenders, rear bumper, wing stays, GT wing, and rear diffuser

INTERIOR Bride race bucket seats and seat rails; Nardi steering wheel; Racepack IQ3 data logger and dash display on dry carbon dash panel; dry carbon center console and MFD delete; custom switch panel; dry carbon transmission tunnel trim; Holinger shift lever and knob; Blitz gauges; and SBC boost controller

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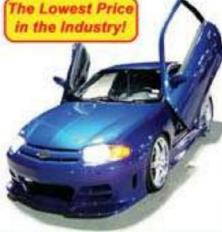
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LeBaron	Talon	S2000	240sx	Mustang	Grand Am	Corolla
Neon			300zx	Mustang	Grand Am	Corolla
PT Cruiser			350Z	Mustang	Grand Am	Corolla
Sebring			Altima	Mustang	Grand Am	Corolla
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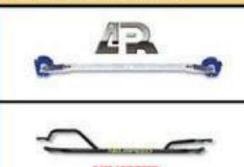
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PHOTOS BY **PAT LAUDER**

2000 HONDA CIVIC SI



MR. CLEAN

LESS IS MORE.

This car really isn't all that exciting to look at. It doesn't have wheels with 3-inch lips, it isn't painted a bright color, it doesn't have a set of canards, it doesn't have a K-Series swap, it doesn't have . . . well, I'm sure you're getting the point. At a quick glance you'll just see a black Civic on black wheels that's lowered. That's about it. But that was the point; this vehicle is a perfect example that less really is more. This Civic proves that you don't have to try hard to make a car memorable—the build will speak for itself.





Choosing the chassis to begin a build can be a difficult decision for many enthusiasts, but not for Steve Perez of San Jose, CA. The Civic, in general, has been an incredibly popular chassis to modify throughout the years, though most enthusiasts choose the hatchback version as their builds' foundation. Steve saw it slightly different. "I liked the body lines of the coupe over the hatch," he says. "The trunk seems to flow better with the front half of the car." So Steve chose the sixth-gen Honda two-door right from the beginning. "I really liked the styling of the car," he says. "In my opinion it is the best looking Civic from the United States to date." Additionally, Steve says

that its "stylish looks and factory DOHC VTEC motor made it an instant classic. I had to have one. My only problem was finding a low mileage Si chassis to start with."

Once he found the vehicle, Steve began what he thought would be a small, simple undertaking. I'm sure many of us can relate to that. It starts off something like "I'm just going to do an intake, header, and exhaust" or "I just want to get rims and lower it." Before you know it, you are thousands of hours and dollars past that, and you don't even know how it happened. That's pretty much what happened to Steve. "I was just wanting a little more performance and handling out of the car," he says. "It turned out to be a full-blown build!"

Both Mugen and Spoon have become household names within the Honda community over the years, and droves of enthusiasts build their cars using parts



that these companies create. What tends to be the norm, though, is choosing one company's products and keeping the "theme", if you will. "Purists" out there will say that you should not mix the two companies' parts in one car, and Steve used to agree wholeheartedly. "I was a diehard Mugen enthusiast and mixing the two was blasphemy," he says. But at some point, he had a change of heart and chose to utilize parts from both companies for his build. His reasoning is clear, concise, and logical. "I chose to use Mugen parts because of how closely they work together with Honda. It clearly shows when it comes to their product quality and the fitment of the parts on the car. I was drawn to Spoon because of their long-standing racing heritage. I also like how their parts are subtle yet noticeable."

If the mixing of Mugen and Spoon parts had the purists squirming in their seats, then the modifying of such coveted items definitely didn't go over well. For example, Steve had the Mugen Formula valve cover stripped of its recognizable gray finish and painted in black to match the rest of the vehicle. But Steve doesn't mind those with a negative perspective. "I wanted a build with my own personal touches to it," he says. "And those personal touches give the car personality." Although it isn't painted a bright color or sitting on shiny wheels, it holds its own when placed in a sea of vehicles, and that is a great achievement, especially in this day and age when many enthusiasts try way too hard to stand out with stickers, or bike racks, or retarded wheel sizes. This car is proof that clean and simple builds with proper parts selection and class will remain in the foreground when all the fads and hype of current trends fade away.

If you ask anybody who has built a car if they experienced mishaps, setbacks, and things along those lines during their build, the answer will almost always be a resounding "hell yeah", which would be immediately followed by some crazy story of what happened. As I'm sure you can imagine, we at *Import Tuner* have heard all kinds of wild and sometimes incredibly odd stories from enthusiasts, but not this time. Interestingly enough, everything has gone relatively smoothly for Steve over the years. "I've never had any major mechanical mishaps," he says. Having driven down from Northern California to Southern California for the annual Eibach Honda meet and/or Nisei Week Showoff car show ever year, that's a very good thing. Apparently, the only time the blood pressure may rise a bit for Steve is before a major event. "The nights before a meet or car show can be a bit stressful trying to get the car clean." Well, if that's all you've had to worry about with this build over the years then we salute your good luck, Steve, and hope that it continues to be smooth sailing for you with this build and whatever projects you may undertake in the future. 

BEHIND THE BUILD

OWNER:
STEVE PEREZ

AGE:
27

LOCATION:
SAN JOSE, CA

OCCUPATION:
CUSTOMER SERVICE REPRESENTATIVE

HOBBIES:
ANYTHING TO DO WITH CARS,
ATVING, CYCLING, WEIGHT TRAINING

BUILD TIME:
EIGHT YEARS AND COUNTING

FEEDBACK:
NORCALEM1@GMAIL.COM

MOTIVATION:
I HAVE A STRONG PASSION FOR CARS AND
WANTED TO BUILD SOMETHING WITH MY
PERSONAL TOUCHES TO IT.

2000 HONDA CIVIC SI

ENGINE '98 B18C; Mugen first-gen intake, formula valve cover, radiator cap, Gen1 oil cap, oil filter, reservoir covers; Skunk2 throttle body, intake manifold; Toda Spec B camshafts, cam gears, timing belt; Supertech flat race valves, valvesprings, Ti retainers; Hytech header; VRS test pipe; A'pexi N1 exhaust; Mishimoto radiator; Flex-a-lite radiator fan; Samco radiator hoses; AEM fuel rail, filter; RC Engineering 310cc injectors; Spoon two-layer head gasket, high tension spark plug wires; oil pan, radiator stay; Hasport motor mounts; Carbine cooling plate; ARP head studs; NGK iridium spark plugs; Mobil1 oil; Gator Stage 1 axles; Racebolts hardware; P28 with Crome; Rywire OBD-II to OBD-I jumper harness; wire tuck

DRIVETRAIN ACT Xtreme six-puck race clutch; Clutchmasters 9-pound flywheel; AMSOIL transmission fluid

SUSPENSION Ground Control coilovers; KYB AGX shocks; Mugen Gen2 front shock tower bar; Function 7 rear lower control arms; ASR subframe brace; EM Civic Si front sway bar; CTR rear sway bar

WHEELS/TIRES Spoon SW388 wheels, 16x7 +45mm offset; Nitto Neo Gen 205/45-16 tires; Project Kics R40 lug nuts

BRAKES '96 ITR front calipers; Brembo rotors; Hawk HPS brake pads; Goodridge stainless steel brake lines; Motul RBF600 brake fluid

EXTERIOR Mugen Type SS front lip, license plate bolts; Spoon carbon hood, "KCR" carbon mirrors; CTR headlights, optional clear side markers; EDM Civic Si rear taillights with built-in foglight; OEM Honda foglights (smoked), optional moonroof visor, optional rear lip; Honda Access window visors; EK9 thin side moldings; McCulloch 4300K HID kit

INTERIOR Bride Gias Low Max front seats, rails; Mugen Racer III steering wheel, shift knob, pedals; MOMO hub; JDM EK4 armrest delete; CTR gauge bezel, shift boot; OEM EDM airbag delete tray; optional black floor mats; Alpine head unit, front and rear speakers; Kicker Solobaric L7 subwoofer, amplifier

GRATITUDE Family and friends, Team Tronics, Adam and James at Weksos, Norman at N1, Matt at ICB, Rigo at RNR, Dave Nguyen at DNR, Tony and Woody at Angkor Collision, Woody at HoodFab, Harvey Flores, Ray Morales, and EM1 CREW

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KING DRIFTER

THIS UNDERDOG HAS WHAT IT TAKES.

On a personal quest to hunt down Z06s, and their dangerously high speed exiting capabilities throughout a course, led this one-time NASA HPDE grip-driving/time-attack expert to the dark side of drifting. Lexis King's setup compared to most the high-tech modifications performed on drift and grip cars today still focuses on simplicity. It's common knowledge among many racers that people just start sprinting before they know how to walk. With the introduction of the peppier Chevrolet in 2001 that meant Lexis spent more time in their rearview mirrors. It was the little 13B that, well, couldn't keep up.





Import



There is not much charted territory when it comes to the FC3S RX-7 and keeping the tires sticky and getting the brake rotors hot. It is a lightweight chassis, a trait most Mazda sports cars maintain, with great weight distribution and advanced suspension. But behind all these great innovations in handling technology, the majority of tuners really focused on getting these cars sideways in a real controlled fashion. It's a skill and style that is not often found here in the States, and it's probably for good reason that Lexis wasn't keen to that trend coming. Understanding the full operation of the steering, braking, and turning gives a clear example of how beneficial the experiences are to handling a car set up for drift action.

It all started in 2002. Lexis' car fell victim to the attack of displacement. LS6 power mongers dominated around the country, and in an attempt to keep pace on track, he used a bit too much throttle around the corner. Frightening the corner workers, he was black-flagged and warranted a ride-along with a NASA instructor to determine whether his hasty moves were being executed maturely. What seemed to have been an eye for talent, a drifter scout of sorts was sent out to sit shotgun. A quick conversation and new information led this now Pro-Am driver in a whole new direction for this car—literally.

Like the wildfire sensation that it had already become, drifting was coming for Lexis, whether he wanted it or not. In 2010, Falken Pro drifter Justin Pawlak opened Hot Line and that was a milestone for the car's updates to become a really competitive car on circuit. It was about this time that Pawlak was piloting a 600-plus wheel-horsepower Mustang and allowed emphasis on Lexis' build. Acting as one of his first customer's cars, many parts found on Pawlak's personal FC match that of Lexis' "Blizzard White" vehicle. Willow Springs became his starting point for drift competition with a nearly identical setup as he ended his road racing days. He found himself combating the suspension's obsession with

keeping the car straight. Not only was it a physical battle, as his racing mentality beforehand was taking control. Focus Luke, I mean Lexis, you mustn't succumb to the slide side. Wishful thinking, as 2011 rolled over, so did the level of tuning performed on the RX-7.

Still learning what works and what does not, competition started off on a wrong foot. Bugs riddled the car's ability to keep the power on, and a faulty coolant temp sensor created management issues with the Haltec E8 on track. Also, camber changes with rear toe links and further suspension tuning were necessary. The car's engine was crammed full by the GT35R, which still exists today, but only with a whole new engine built by Pawlak. Lexis was power hungry to keep rank and stay reliable to meet the demanding consistency in competition dates. Many may be familiar with Pawlak's green monster FC Formula D car, and unfortunately, so were thieves. During the filming of *200 M.P.H.* Pawlak served as technical adviser and stunt coordinator. When asked to find stunt drivers for the film, Lexis was called on board to assist. In the making, the green FC was stolen, along with its truck and trailer. An unfortunate loss for one meant a whole new opportunity to compete for Lexis. The spare motor to Pawlak was now the pony behind Lexis' car.





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Formula D hardware now backed Lexis' whip to new territory. With the addition of reliable and deliverable power, Lexis made podium at quick pace. Sonoma Drift Wednesdays at local track, Infineon Raceway, aided in consistency. The weekly event surrounded by hometown heat kept him on his toes and allowed a very impressive Pro-Am Eighth Place finish at the Willow Springs Top Drift in 2011. The car still needed a higher level of firepower with drift competition emerging not only on the West Coast, but nationwide as well. During the winter off-season a few more parts found themselves a home on the FC. A custom V-mount intercooler was fitted by Hot Line—many would say the final missing key of cooling a turbo rotary efficiently. The car—as most drifters will find—had to be repainted a reported seven times, and its current color is a Toyota Prius Pearlescent Blizzard White. More speed means more drag, and to address that are the dramatic APR dry carbon canards and beautiful silver carbon Origin splitter affixed to the AIT G4 widebody kit.

The season starter of Top Drift called for rainstorms and had a lot of drivers nervous of the conditions. To top that off, Lexis had some starting upsets that may have knocked

down the confidence required for the stiff competition. Hot Line and SR Motorcars' crew spent two solid days preparing the car's new changes. HKS wastegate issues kept the car on the dyno until 4 a.m. the morning of the race. While finally sorted out and on the road, fate didn't stop on the dyno. No naps and trailer tire flats were throwing a serious wrench in the plans. Being that the car is still registered and insured as a street car, a viable option would have been driving it to the track, but the boys didn't give up that easily. Fortunately, they arrived on track with practice conditions dry as could be. Getting a feel for the newly changed setup gave Lexis the edge he needed to hang in there as his Group A qualifying runs were doused with water from the sky. His performance made for an 18th Place finish out of 52 participants, and he now had wet drift experience. By the time you read this, I assume Lexis will have finished much stronger at Horse Thief Mile, Top Drift's second race. He has a newly acquired sense of confidence, skill sets, and companies to back. Hot Line and Fatlace are on board for what is gearing up to be a hot season of drivers and mobiles.

More quickly every day, the 13B and SR20s are being ditched in favor of the more smoke show-capable Corvette and Camaro LS1 powerplant. Lexis, staying true to Japanese drift form, has no intention of leaving behind the great motor Mazda made 20-something years ago, so forget those funny looks you may have given the centrifugal-based power maker and remember Lexis is keeping hot on the competition's tail.



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Power: 1,200hp

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Photo By Rhys Millen Racing / AJ Grasso

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ENGINE Street ported 13BT street; Garrett GT3582R; HKS cast-iron T4 manifold; wastegate; EVC boost controller; Tial blow-off valve; Atkins rotary dual belt alternator pulley; Mazdatrix competition engine mounts; Walbro 285-lph pump; Sard FPR 69011; RC Engineering 750cc primary and 1,600cc secondary fuel injectors; Racing Beat downpipe; custom piping with HKS Hiper muffler; NGK plug; ACDelco Suburban-spec wires (seriously) LS1 coil packs; Exide classic battery; custom V-mount intercooler; Koyo radiator; Flex-a-lite dual fans, dual oil coolers; Haltech E8 tuned by Justin Wu

DRIVETRAIN Mazdatrix transmission mount; Exedy Hyper single clutch and flywheel; stock T2 differential (shimmed)

SUSPENSION JIC FLT-A2 with TAR internals, front upper camber plates; Battle Version toe control arms; alignment done by Justin Pawlak

WHEELS/TIRES 5Zigen ZR+520 in Hyper Black 17x9 +37 (front), 18x9.5 +37 (rear); Falken Azenis RT615K 235/40-17 and Falken FK452 255/40-18; Muteki SR35 Neo Chrome lug nuts; for Race Enkei RPF1 17x9 (front), 18x10 (rear) with 25mm spacers (front and rear)

BRAKES Stock brakes with Hawk HP+/Blues; Goodridge SS lines

EXTERIOR AIT G4 body kit; Origin silver carbon front lip splitter; APR dry carbon canards for Evo VIII; Shine Auto Re-A rear diffuser; Foresight spoiler; D Max +20mm wide fenders; Carbon FX GT300 hood, headlight covers, and CF roof insert; B Magic +30mm rear over-fenders; LED modified stock headlights with Xentec 30K green HID

INTERIOR Hot Line Custom rollcage built to Formula Drift spec; Sparco EVO II driver and passenger seats with Sparco rails; G-Force harnesses; NRG steering wheel and quick release; MOMO hub, shift knob, and pedals

I.C.E. Kenwood deck; Alpine Type E front speakers; Polk rear speakers; JL 8WS subwoofer and G-Series amplifier

GRATITUDE "I would like to thank my friends and family for dealing with me in these long schemes and builds; my wife for never nagging me that I am in a shop for 12-plus hours getting the car situated; I'd like to thank Justin Pawlak for caring for my car as if it was his own, making sure the goals we both set were achieved; also, Sandra Pawlak for not yelling at Justin too much when we were busy working on the car still at 4 a.m.; lastly, all my friends who never told me to swap my motor, but instead encouraged me to keep pushing."

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ADIOS

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Kevin Liew was always an automobile enthusiast, even in his younger years. He recalls driving his Mitsubishi Montero while his friends all drove Subaru WRXs. It may seem like an odd car, but what he did with that particular car is what removed all doubt in our minds that he was, in fact, a diehard enthusiast. For most people, simply driving such an “unmodifiable” car would be enough reason to leave it alone, to limit its duties to what it was designed for and nothing more. But this isn’t an article about a car built by just anybody, even when Kevin’s ride was a Montero, he sourced a good chunk of the Jaos catalog and even installed an ARC intake box, making the car *his* in a much more meaningful way than simply having his name on the title. When Mitsubishi finally released the Lancer Evolution to North America in 2005, Kevin witnessed all his friends sell their WRXs and buy Evos—from the same dealership at that, making for one ecstatic general manager. Kevin was the last of his friends to make the jump into ownership, but at last he was a proud owner of the famed Lancer Evolution.





When living in New York, Kevin was more interested in exterior modifications than making big power—understandable considering that the streets are littered with massive potholes that limit speed much more effectively than any law or sign. This car has been fortified with enough carbon fiber to build a small suspension bridge. Starting at the nose end of the car, a Seibon lip is mounted directly underneath Varis canards and oil cooling guides, as your eyes make their way rearward you will surely notice the (mostly) painted Seibon fenders, Fiber Images hood, and Rexspeed mirror covers, all made of carbon fiber. Rexspeed side skirt extensions, side spats, and door pillar covers make sure there is enough carbon fiber visible regardless of your vantage point when admiring this car. A Voltex 1,500mm wing is mounted to a Fiber Images trunk above the Voltex diffuser and exhaust shield made of—you guessed it—carbon fiber. A Japanese model rear bumper and taillights, although subtle, round out the exterior modifications and make for a very well-balanced overall look.

When Kevin decided to move to Georgia, he drove the Evo to his new home, with the engine still in stock form. The car made the 14-hour journey with no issues. It was there that he met the owner of a tuning shop conveniently located across the street from his home at a Formula D event. They soon became friends, and one day when Kevin was hanging out at the shop, he let him take a drive in his car. After making it clear that he meant no offense, the shop owner told Kevin that his car was the slowest Evo he had ever driven. This inspired Kevin to look into modifying the engine. The smooth highways of Georgia were a world of difference to the limiting roads of New York, which would allow him to make use of some more power. An HKS turbo upgrade

kit soon called the Evo's engine bay home; it dyno'd at 457 hp on E85, more than doubling the output when compared to stock. This was a huge upgrade and more than enough for the time being.

Soon, due to incessant invitations from his friends, Kevin made his way to an open track event. The instructor asked him to stow all loose items in his glovebox, which was also where the toggle switch for his ECU tunes was located. In a twist of fate, the action of cramming his glovebox full flipped the toggle switch causing his car to run dangerously rich for a few laps. Upon recognizing that there was something definitely wrong with his car, Kevin drove back to the pits where he found that he had been running on his high boost map with pump gas. He switched the maps and was able to drive home, but the damage had been done. A compression and leakdown test confirmed his fears; his engine was in need of a rebuild. Kevin shared with us that he preferred his cars one of two ways—completely untouched or built to its absolute potential. The engine had to be opened up, so the choice was clear. What followed was a period of nonstop research, reading up on forums, and speaking to as many people as he could. Slowly and deliberately he formulated a plan of attack for his engine build. Kevin enlisted the services of Justin at Batlground to put his engine together. Although a very young mechanic, Justin had some serious experience under his belt having built engines in many of the big power cars around Atlanta. Despite the fact that this would be his first 4G64 build, when Kevin asked if he was confident he could pull it off, Justin answered with a definite “yes”. A month later, Kevin received the call that he had been waiting for, his engine was complete, a 2.4L monster with seemingly endless potential for power.

Kevin shared with us that much of the inspiration for this build came from his close friend and fellow Evo owner, Hurell Lyons. Kevin had heard of Scott of TTP Engineering and his competence as a tuner, so when Hurell personally recommended Scott's services, Kevin was absolutely set on having Scott tune the car. As soon as the engine was completed, Scott drove up from Orlando and got right to work on the tune using Batlground's all-wheel-drive chassis dyno. Both Scott and Kevin had their priorities set on a safe tune, with reliability being the first concern and breaking 800 hp a close second. Initially they limited the pulls



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to 8,000 rpm keeping with the conservative nature of the tuning process—putting down a very impressive 791 hp at 38.9 psi on E85. After considering their options for breaking the goal of 800, they concluded that the internals were more than qualified to safely spin at 8,500 rpm. Setting the rev limiter to allow for 500 more revolutions per minute, the car made its pull. When all was said and done their hard work was rewarded with 803 horses reliable enough to drive daily.

There is no doubt that the Lancer Evolution comes equipped from the factory with a more than competent suspension. Even in stock form, it is responsive, predictable, and designed to favor track days over dropping kids off at school. When you have over 800 hp on tap, however, all that changes. What was once a solid planted car becomes an untamed animal with a mind of its own. Harnessing the ridiculous amount of power becomes an impossible task for the stock suspension and 235 width tires. Kevin addressed this issue as if his life depended on it because, well, it does. Tein Monoflex coilovers were installed in place of the original shocks and springs, stiffening the ride considerably but allowing for the suspension to move at a rate necessary to soak up bumps most efficiently, especially important when these bumps are passing under the car at over 150 mph. A Perrin sway bar in the rear and a Whiteline unit up front assisted by a Perrin Zero Lift kit keeps as much of the 265/35-18 Advan Neovas on the ground as possible and body roll at a minimum.

With a build of this magnitude it is literally impossible for everything to go as planned, and Kevin's case is no exception to that rule. The first aftermarket wheels to grace this machine were a set of Volk Racing CE28s that Kevin purchased brand new, the finish on one was damaged when tires were being mounted on them—and being a limited edition set, finding a replacement was virtually impossible. Although surely distraught, Kevin accepted the tire shop's offer to pay for one wheel of his choice. Deciding to go with a set of Advan Racing RG-Ds he purchased a set and sent the bill for one wheel to the shop at fault. When the wheels finally arrived four months later he was understandably weary of where to have tires mounted. After asking around he was referred to a smaller tire shop. In a horrible demonstration of Murphy's Law, the finish on the RG-Ds was damaged. Discouraged but unwilling to give up on having perfect wheels on his car, Kevin contacted Mackin Industries about a replacement set. Proving that there is a silver lining to every cloud and that it always pays off to buy authentic parts, Mackin offered to send him a brand-new set and go after the tire shop for payment—you really don't get this kind of customer service from anybody else. The CE28s were later powdercoated a bright orange and are now used as spare and track wheels.

Seven years into ownership of his car, Kevin is happy to say that he is finally content with what his Lancer Evolution has become: a car that can (and is) driven every day while being more than capable of holding its own at the circuit or dragstrip (although Kevin is quick to point out that he has nothing to prove, this is a car that he built for himself to enjoy). The 36-year-old Malaysian native who now calls Suwanee his home confided in us that a custom widebody project and repaint *may* be in the works for the near future but he definitely plans to enjoy the car as it is for the time being. The long and arduous journey of creating such a monster surely feels like a good memory now as he rolls onto the throttle and unleashes the ungodly amount of power upon the unsuspecting Georgia pavement. **IT**



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17x8	17.1	17.95
17x9	17.95	19.2
18x7.5	18	18.35
18x8	18.85	18.6
18x8.5	19.45	19.5
18x9	18.3	19.4
18x9.5	19.9	21.05
18x10.5	21.05	21.25
19x8	20.9	20.55
19x8.5	21.15	21.4
19x9	21.45	21.9
19x9.5	22.55	22.5
19x10.5	23.9	22.4
20x8.5	22.25	23
20x9	23.85	23.3
20x9.5	23.6	24.7
20x10	24.65	24.45
20x10.5	26.45	24.45
22x9	32.25	31.25
22x10	32.7	32.65
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2005 MITSUBISHI LANCER EVOLUTION MR

803 AWHP/559 LB-FT OF TORQUE AT 38.9 PSI

BEHIND THE BUILD

OWNER:
KEVIN LIEW

AGE:
36

LOCATION:
SUWANEE, GA

OCCUPATION:
FOOD DISTRIBUTOR

BUILD TIME:
ONE MONTH

FEEDBACK:
K3VOMRVIII@GMAIL.COM

MOTIVATION:
"MY BUDDY HURELL LYONS'
BLUE EVO THAT MADE 777
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ENGINE 4G64; Torque Solution four-piece engine mounts; bored .20 over; notched block for long rod setup; Wiseco HD 1400 pistons; Manley Turbo Tuff I-beam connecting rods; ARP 625 AGE plus rod bolts; MAP Strap 25-row oil cooler; CBRD radiator; Killerglass.com upper radiator pipe; Tomei 280 Pro Cams, titanium test pipe; Cosworth CNC head, CNC porting, valves, valvesprings, retainers, keepers; GSC Zero Tick lifters; Kiggly Racing HLA pressure regulator; dual Walbro 255-lph fuel pumps; Injector Dynamic 2,000cc fuel injectors; AMS billet fuel rail; -8 stainless steel feed fuel line, -6 stainless steel return line; Fuel Lab E85 fuel filter; anodized purple Full Blown double pumper hanger for E85; Precision dual ball bearing 6466 1.15 A/R turbocharger; 4-inch custom intake pipe; ARC induction box; AMS VSR intake manifold; Boomba 75mm throttle body; ETS 4-inch intercooler; Tial 50mm blow-off valve, twin MVS 38mm wastegates; Jet-coated JDL design T4 divided housing twin scroll V-band exhaust manifold, Jet-coated V-band downpipe; Trust Ti-R titanium cat-back exhaust; NGK spark plugs; Sparktech plug wires, coils; AEM boost solenoid

DRIVETRAIN Shep six-speed to five-speed conversion with ultimate ratio, Stage 2 transfer case, 12-plate rear differential; Torque Solutions base shifter bushing; Exedy Stage 5 triple carbon clutch, flywheel

SUSPENSION Tein Monoflex coilovers, EDFC; Perrin rear sway bar, Zero lift kit; Whiteline front sway bar

WHEELS/TIRES 18x10 +35 Advan RG-D wheels; 265/35/18 Advan Neova tires; 18x9.5 +28 Volk Racing CE28 wheels; 265/35/18 Dunlop Direzza Z1 Star Spec tires

BRAKES Project Mu SCR Pro four-piston four-pad front calipers, SCR Pro 345mm front rotors, SCR Pro pads; Stoptech fluid; braided stainless steel lines

EXTERIOR Voltex carbon-fiber 1,500mm wing, carbon-fiber rear diffuser, carbon-fiber exhaust shield; Fiber Images carbon-fiber hood, carbon-fiber trunk; painted headlights, roof, JDM taillights, rear bumper; Seibon carbon-fiber fenders, carbon-fiber lip; Varis carbon-fiber canards, carbon-fiber oil cooling guides; REXspeed carbon-fiber side skirt extensions, carbon-fiber mirror covers, side spats, carbon-fiber door pillar cover; Benen front and rear towhooks

INTERIOR REXspeed carbon-fiber steering wheel cover; rewrapped Bride Ergo II seats; Sparco pedals, shift knob; MB Quarts component speakers; Orion HCCS 800/4 amplifier; JL Audio 500/1 mono amplifier, 13W5 subwoofer; Blinder M27 laser jammer; Valentine One radar detector; Defi Advance CR boost gauge, Advance CR oil pressure gauge, Advance CR fuel pressure gauge; AEM 52mm water temperature gauge, oil temperature gauge, wideband; Shift Innovation shift light

GRATITUDE "My wife for putting up with my toy. Props to Justin M at Batlground for pulling this badass build off. As always, Scott at TTP Engineering, the best Evo tuner I've ever met; Ball machine for the machine work; JDL Design for a kick-ass turbo kit; Miller's Powder Coating for my valve cover and wheels; Wagen Works for painting my roof; Andy Peters for painting my headlights, calipers, valve cover, and rotor hats; Killerglass.com for the sponsorship; JPM Coachworks for the awesome reupholstered interior; and Zen motors for the gauge and audio installation."

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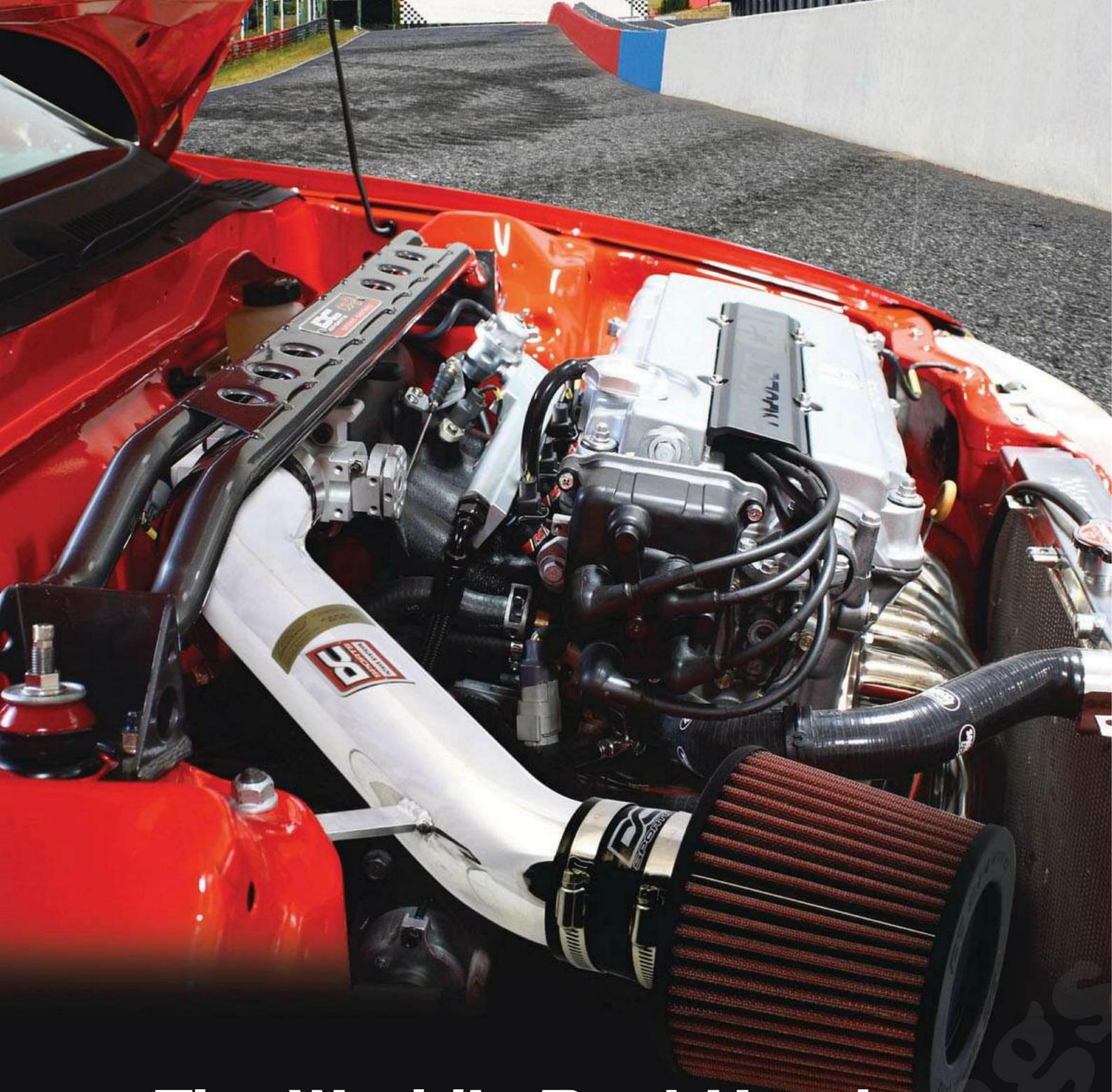
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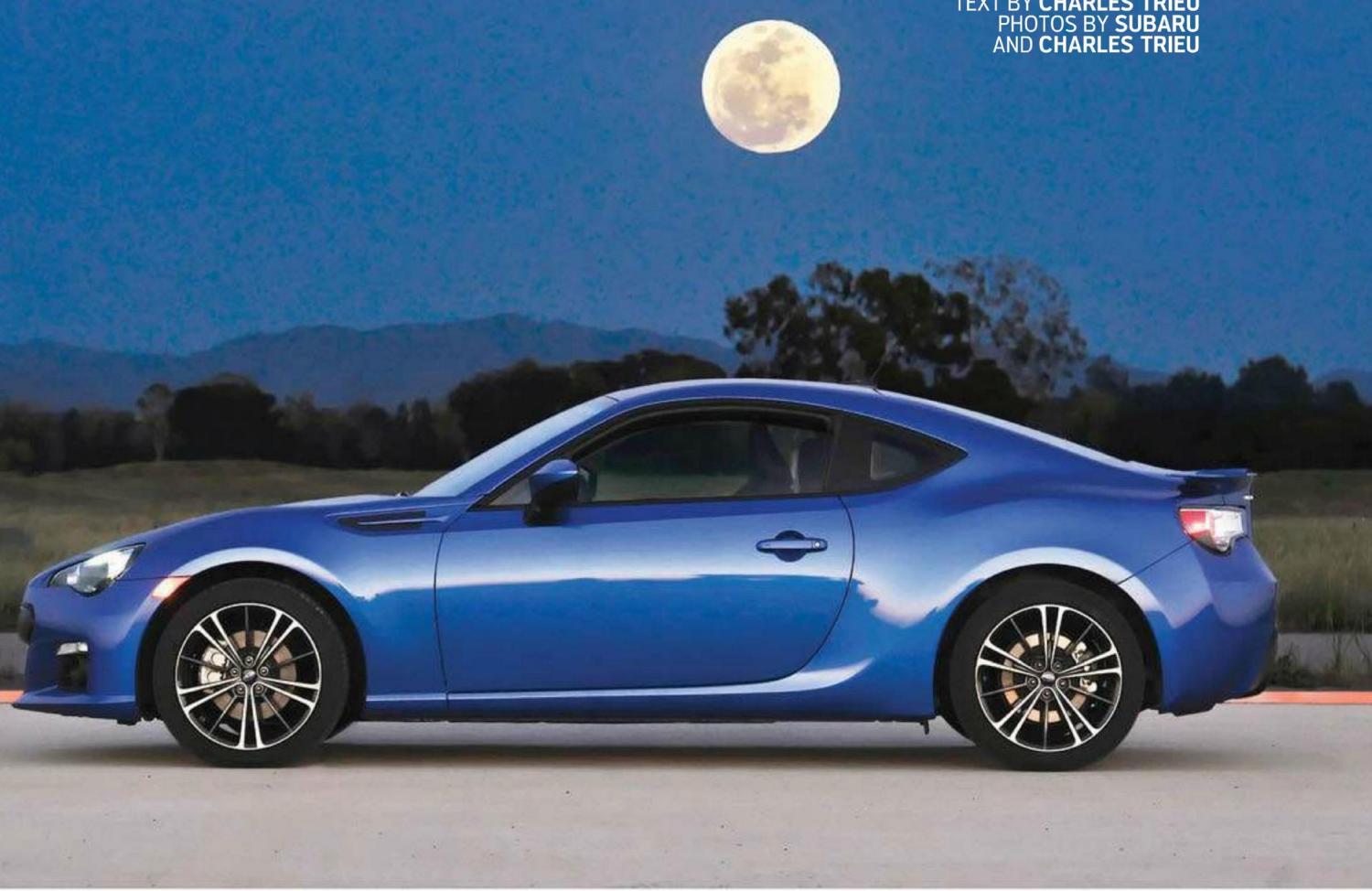
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2013 SUBARU BRZ DRIVE

CANNES, FRANCE

TEXT BY CHARLES TRIEU
PHOTOS BY SUBARU
AND CHARLES TRIEU



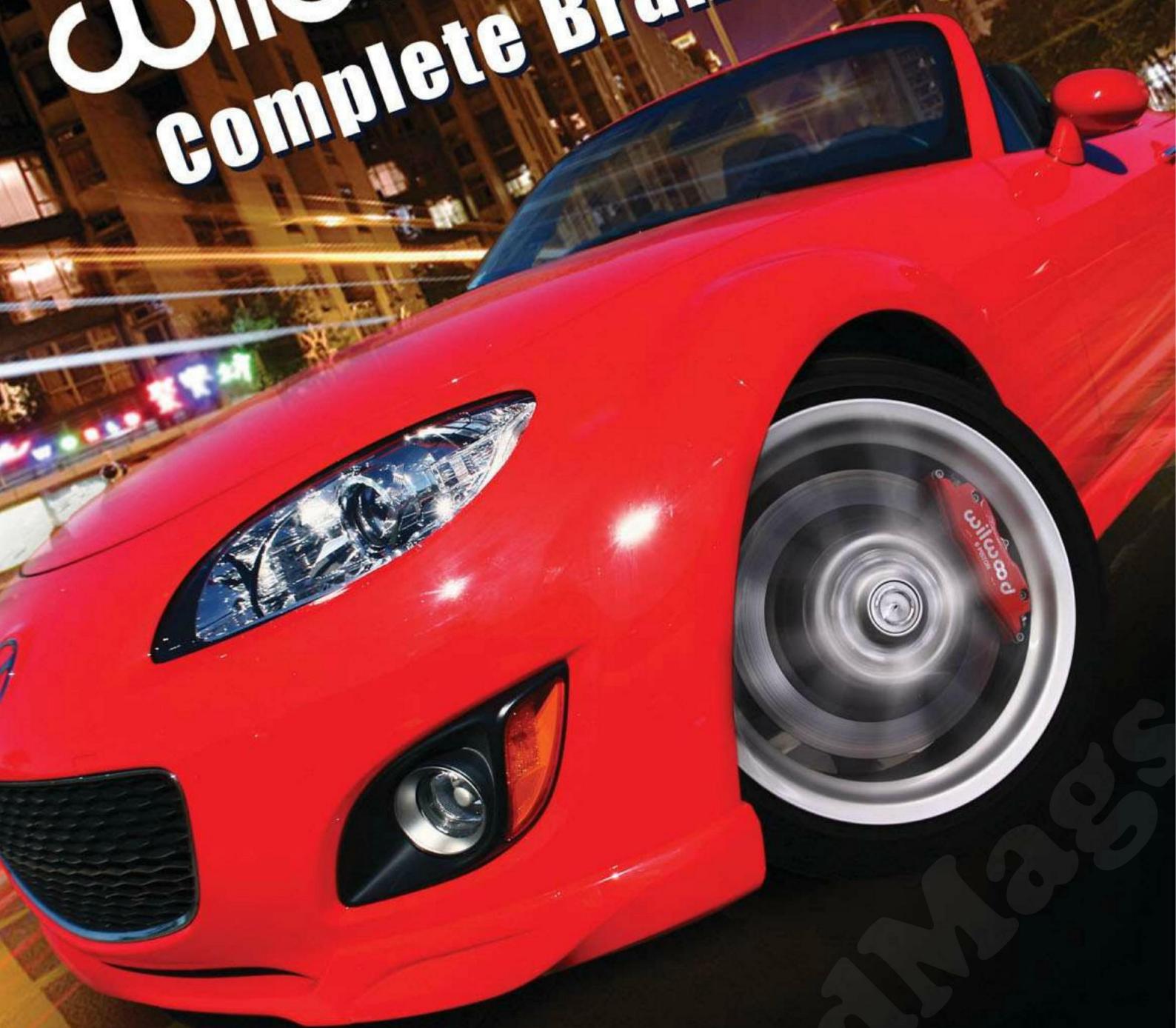
Not only was I fortunate enough to drive the new Subaru BRZ before it went on sale here, but I also got to fly out to the South of France to drive it. The backroads in this part of the country are amazing. Yes, we took the same roads that the car chase scene from the movie *Ronin* was filmed. Very cool.

There's no fine line of what part of this car is Subaru and what part is Toyota. But from looking at both companies past cars you can see that the body styling is very much Toyota while the engine and suspension is much more like Subaru. No matter who was more responsible for the BRZ/FR-S it's us, the consumer, who benefits. In the end this will mean more cars produced, competitive prices, and a butt load of after-market parts for guys like us.



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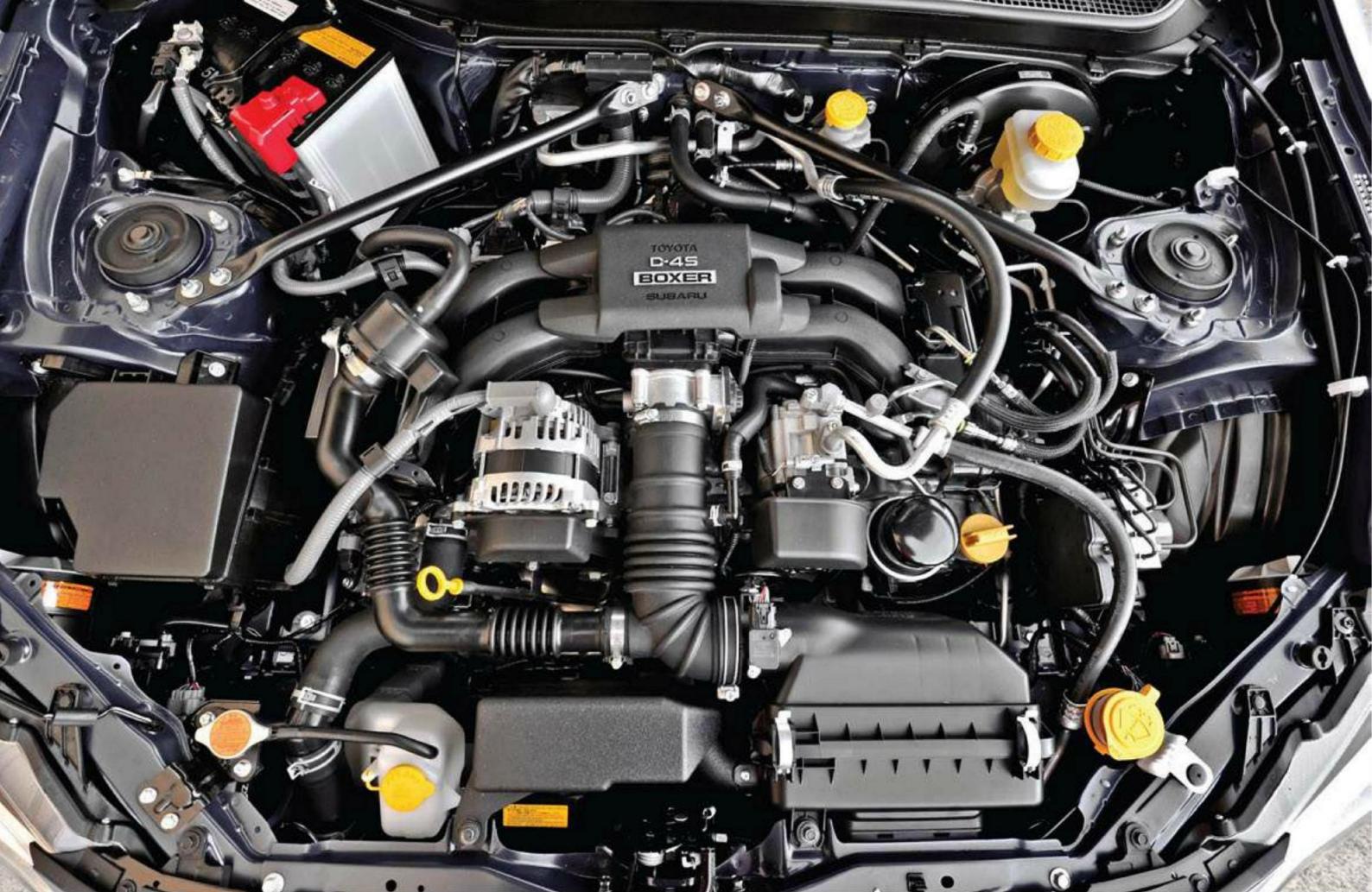
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2013 SUBARU BRZ DRIVE

I'm not going to lie, driving the car is a joy. With all the hype and talk about this car I had really high hopes on its performance. And after driving it, I've got to say it turns and handles better than I had hoped. The engineers did everything they could to get the motor to sit as far back and as low as possible. Every 0.5 inch was taken into account so they can lower the center of gravity and manipulate the weight distribution, and you can feel all of this with every turn of the car. Don't even sleep on the automatic either. If you're planning on getting one, please testdrive the automatic as well. With the paddle shifters and rev-matching, it's smoother and quicker than you'd expect. Call me a girl or an old man, but in some aspects, I'd prefer the automatic six-speed transmission.

So why not a turbo, many of you ask? Yes, it's true, Subaru has been known for turbochargers on their boxer engines. No, the BRZ does not come with a turbo nor do I think Subaru will offer a version with a turbo. If they did add a turbo, they'd have to raise the price of the car, and do any of us want to pay over \$30K for a BRZ? For guys like me, we'd never keep a factory turbo either. We want an equal-length manifold with a fat turbo and a ridiculous downpipe. I'd much rather save the



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2013 SUBARU BRZ DRIVE

money on the car and use the difference on aftermarket parts that will make the car faster. There's no doubt that there will be tons of after-market options for forced induction with this car. If you really feel like spending more money at the dealer, go for the optional push-button start, Alcantara seats, and rear wing. Although, at a higher price, those items plus the GPS and HID are what separate the BRZ from its twin.

I can't wait for this car to hit the tuning scene. The BRZ is destined to be badass. ■

BEHIND THE CAR

2013 SUBARU BRZ

OUTPUT: 200 HP AT 7,000 RPM, 151 LB-FT OF TORQUE AT 6,600 RPM

MPG: 22/30 (MANUAL), 25/34 (AUTOMATIC)

WEIGHT: 2,762 POUNDS (MANUAL), 2,809 POUNDS (AUTOMATIC)

WEIGHT RATIO: 53/47

ENGINE FA20 2.0L Subaru boxer four-cylinder engine; Toyota D-4S direct injection; 12.5:1 compression ratio

DRIVETRAIN RA62 six-speed manual or A960E six-speed automatic (with paddle shifters); Torsen LSD; traction control and VSC

SUSPENSION MacPherson front struts; double wishbone rear suspension

WHEELS/TIRES 5x100 bolt pattern, 17x7 wheels, 215/45-17 tires

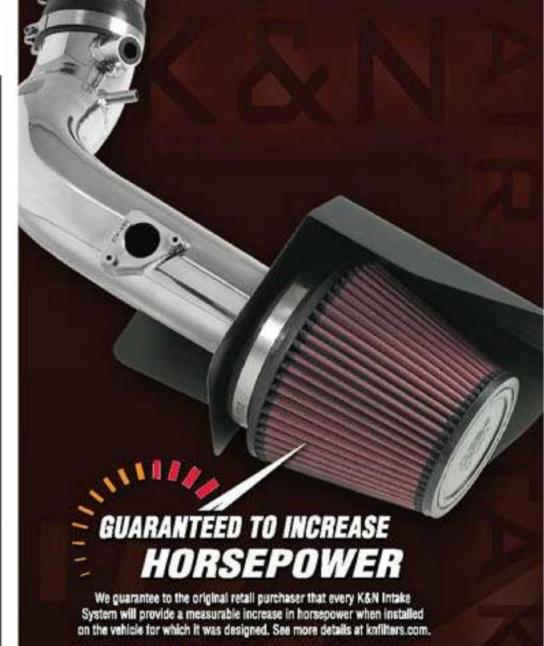
BRAKES ABS; 11.6-inch front rotors and 11.6-inch rear rotors

EXTERIOR HID front headlights; optional rear wing

INTERIOR Optional Alcantara inserts on seats and push-start keyless entry

AUDIO GPS navigational system with Bluetooth capabilities, 3.5mm aux-in and USB port

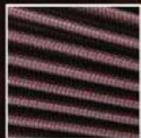




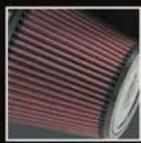
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2013 SCION

FR-S DRIVE

SPRING MOUNTAIN MOTOR RESORT
PAHRUMP, NV

TEXT BY CHARLES TRIEU
PHOTOS BY SCION
AND CHARLES TRIEU



By now you've probably read Scott's story about his trip to Japan to testdrive the Toyota 86 (known as the Scion FR-S stateside), but if you haven't you must have heard some of the FR-S buzz from the last year or so from us and everyone else. And if you still don't know what I'm talking about then you really must be sleeping under a rock, or maybe you don't have Internet access, or maybe you're just not really into cars and you stumbled upon this magazine for our scantily clad models (yes, it worked!). This is the one of the most anticipated cars to hit our scene since the R35 in 2009—possibly even more since the FR-S is within the grasp of many of us.

Why is this car so anticipated, you ask? Not since the 240SX has a rear-wheel-drive car under \$25K come out of Japan. And a less expensive car means that you have more money to put toward aftermarket upgrades. On top of all that, the FR-S derives its roots and design from the Toyota Corolla AE86 (hence the Japanese name), Japan's first supercar the Toyota 2000GT, and the Toyota Sports 800 (which also came with a boxer engine). Toyota hasn't released a

sports car in a long time (minus the LFA that no normal person can afford), let alone a compact sports car that is so very uncommon these days. Toyota has had a legacy with sports cars from the RA22 Celica to the JZA80 Supra, and it was just a matter of time until they gave us another rear-wheel-drive toy to play with.

Getting into the car for the first time, I've got to say all the hype is underplayed. It is a very fun car to drive. It's more than easy to toss around; the steering, track width, and wheelbase give it a delightful nimbleness. Luckily for us, we had over 10 FR-S cars to play with at Spring Mountain Motor Resort. Scion somehow thought it was a good idea to let me (don't tell them about my 10-plus car accidents) push the car on the road course, autocross, and even attempt to drift the car on the skidpad with Ken Gushi.





With only 200 hp, the FR-S isn't going to slam you into your seat. But honestly, isn't that what aftermarket tuning is for? And isn't that the fun of this hobby? The great thing about the FR-S is that it only weighs 2,700 pounds. With new cars getting bigger and bigger everyday (a Civic is now the size of an Accord, much like a Corolla is now the size of an older Camry), it's a marvel that the FR-S is only 2,700 pounds. Power-to-weight ratio on this car is superb, making the car incredibly agile. I can't think of another car that light with 200 hp from the factory.

Inside the car the front seats hold you like a baby—very

sporty and very comfortable. It's a great all-around seat for both the street and the occasional canyon carver. One thing I really liked was the BeSpoke Premium head unit; this allowed for aux input as well as streaming Pandora through the Bluetooth hookup from my iPhone—so much better than any live radio station. Rear seats are great for people with no legs, although they do fold down to nicely hold an extra set of wheels and tires for a weekend track day. One more thing I prefer about the Scion is that the center console controls are simple and clean.

In the future, I can easily see this car making it big in the aftermarket tuning world, most likely with drifting but also in road racing and drag racing as well. Even simply as a show car it would work, the styling is streamlined and classy. Get yours now or get one later, this car will be around for a long time. **It**





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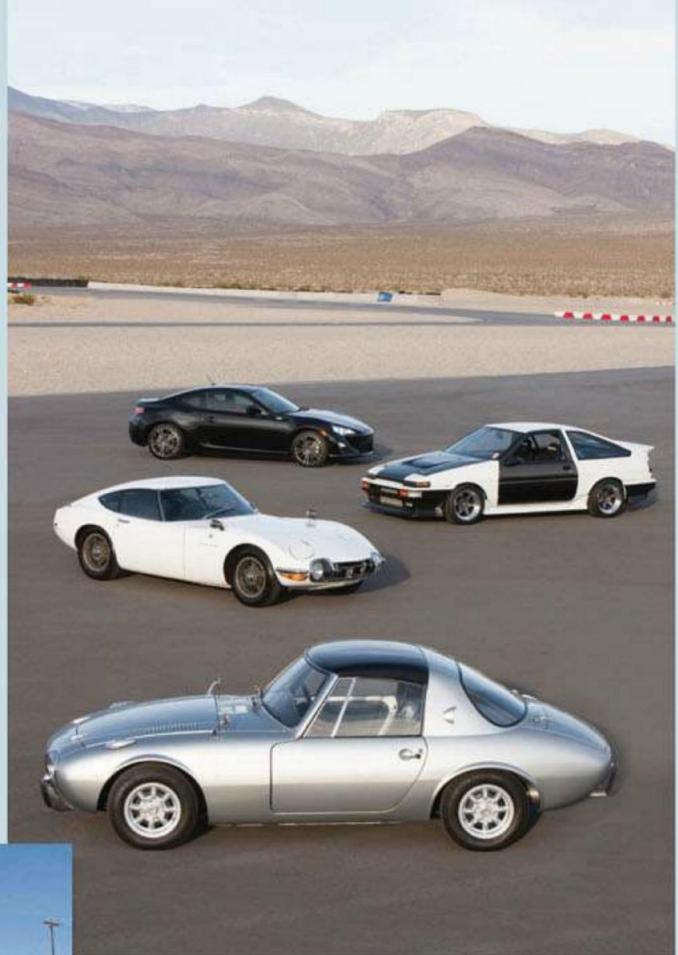
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BEHIND THE CAR

2013 SCION FR-S

OUTPUT: 200 HP AT 7,000 RPM, 151 LB-FT OF TORQUE AT 6,600 RPM

MPG: 22/30 (MANUAL), 25/34 (AUTOMATIC)

WEIGHT: 2,758 POUNDS (MANUAL), 2,806 POUNDS (AUTOMATIC)

WEIGHT RATIO: 53/47

ENGINE FA20 2.0L Subaru boxer four-cylinder engine; Toyota D-4S direct injection; 12.5:1 compression ratio

DRIVETRAIN RA62 six-speed manual or A960E six-speed automatic (with paddle shifters); Torsen LSD; traction control and VSC

SUSPENSION MacPherson front struts; double wishbone rear suspension

WHEELS/TIRES 5x100-bolt pattern, 17x7 wheels, 215/45-17 tires

BRAKES ABS; 11.65-inch front rotors and 11.46-inch rear rotors

EXTERIOR I personally prefer this front bumper opposed to the other counterparts. The foglights are a must.

INTERIOR black fabric bucket seats with red stitching on seats and door panels

AUDIO BeSpoke Premium audio system with Bluetooth capabilities, Pandora streaming, 3.5mm aux-in and USB port





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THE 17TH ANNUAL TOYOTAFEST

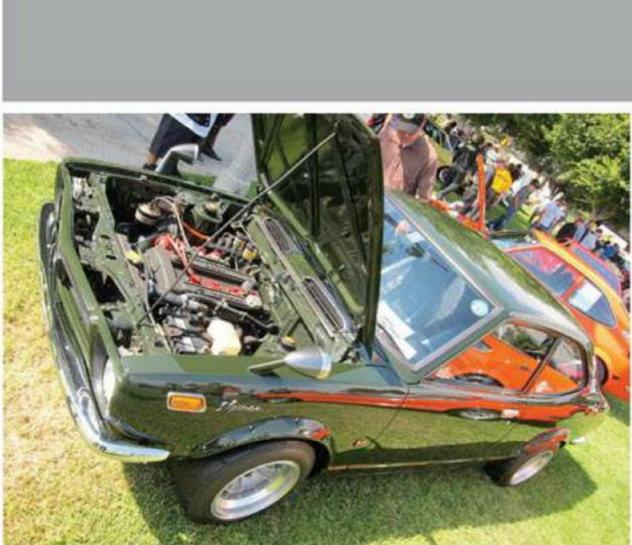
WHERE OLD SCHOOL MEETS NEW SCHOOL



TEXT AND PHOTOS BY
SCOTT TSUNEISHI

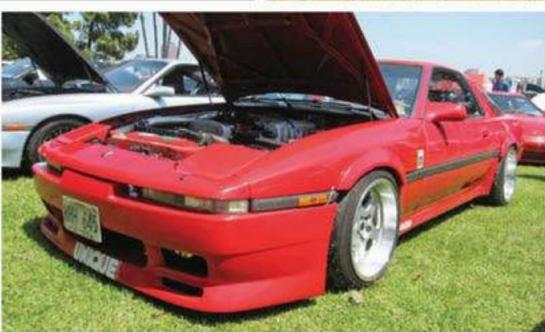
The 17th Annual All Toyotafest show was held at Long Beach Harbor, California, with the iconic Queen Mary serving as the show's vintage backdrop. Toyotafest, hosted by TORC (Toyota Owner's and Restorer's Club), is regarded as the largest West Coast gathering of Toyota cars ranging from old school, modified retro-rods, restorations-in-progress, and fully restored, to new-school cars. Are you craving super-rare or hard-to-find collectable vehicles? Toyotafest's got you covered. This year's event toasted the welcoming of the release of the Scion FR-S, a newcomer to the Toyota family that's rooted in the classic AE86 Corolla GTS heritage.

To say the turnout was huge was an understatement. Classic Toyotas like the 2000GT, S800, Celica, Trueno, Levin, MR2, and Supra, to the latest Scion FR-S and VIP Lexus models jam-packed the venue from the shoreline to the parking lot. Without surprise, the festival continues to grow in participation and spectators; TORC encourages all Toyota owners to bring both cars and family to celebrate over 75 years of automotive heritage. For more information on Toyotafest and their upcoming schedule, be sure to check out www.toyotaclub.org. 





THE 17TH ANNUAL TOYOTAFEST



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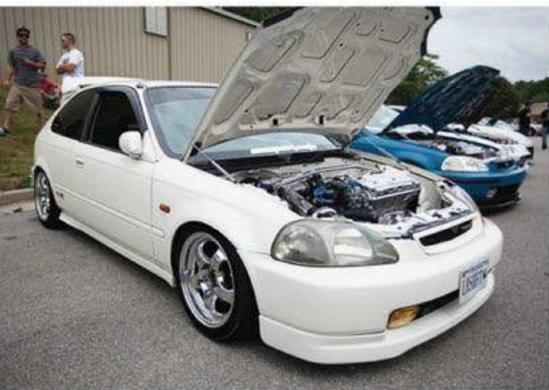


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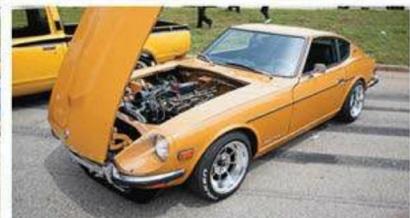


SOUTHRNFRESH: WELCOME TO ATLANTA

BY MATTHEW JONES

These days, it doesn't appear to require much at all to build an automotive-related blog.

In fact, it seems to usually only take a couple of hours for a post to circle around the web and become viral, despite its true content. While some blogs spend their best days racking up "likes" on Facebook and blasting rediscovered Flickr images, the folks at SouthrnFresh have decided to go a different direction and build a blog based around a following, a community, and a common passion: automobiles. Though SouthrnFresh.com may not be the biggest or most visited blog on the Internet, they are easily considered by many to be the bloodline to the Deep South by consistently uniting surrounding enthusiasts.



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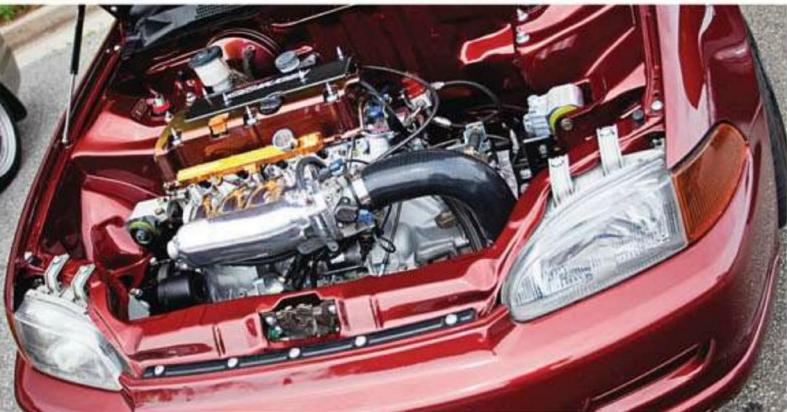


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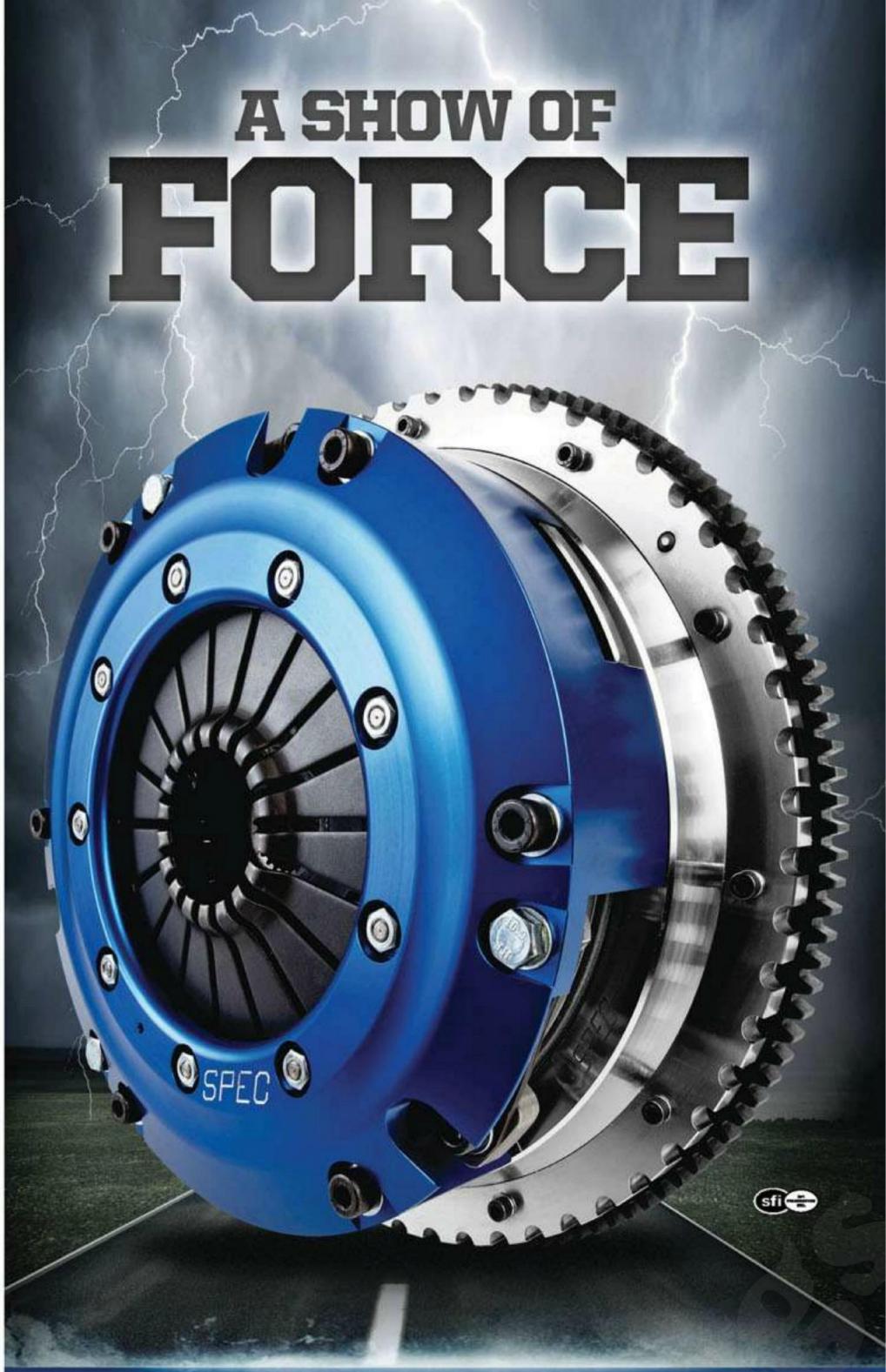
SOUTHRNFRESH: WELCOME TO ATLANTA

Planting their roots in Atlanta, SouthrnFresh has been continuously organizing tight-knit, energetic meets for over two years. Incorporating various local performance shops and food establishments, one is all but guaranteed a fun-filled afternoon checking out the latest builds, taking advantage of the dyno run discounts, and enjoying quality food with their closest friends.

With the highly anticipated Import Alliance: Atlanta drawing in crowds from all over the region, it was only proper etiquette to throw a welcoming "meet and greet" for the fellow enthusiasts from other cities and states, and allow a chance for everyone to see the weekend's gems without having to sift through an endless parking lot and push through the flocking crowds of attendees.

Upon entering the meet and greet, guests were instantly welcomed with an elegant row of import muscle, courtesy of the old-school folks at Garage Zero. After such a grand entry, you could head toward Mainstream Performance's dyno garage and free barbecue tent before you catch yourself drooling over some of the region's most immaculate engine bays, fresh sprays, and intricate engine swaps while cramming down a burger. And to finish it all off, the fellow out-of-town population provided a "new" variety that was nothing short of exceptional.

Focusing on friends, family, and real-life face time, it's undeniable that SouthrnFresh has been setting themselves above the rest and uniting communities all over the South. When will you experience the true, fresh comfort of the Dirty South?                                              



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HKS PREMIUM DAY

MOTORSPORTS AT FUJI SPEEDWAY

TEXT BY SCOTT TSUNEISHI
PHOTOS BY HKS



HKS recently hosted its fifth annual HKS Premium Day at Japan's famed Fuji International Speedway. The gates opened to an overcast morning as competitors, vendors, dealers, and spectators attended one of the most anticipated events of the year. This year's festivities once again consisted of a flood of activities, including circuit battles, drifting, and talk shows, with vendor booths showcasing their newest products, but the main attractions took place on Fuji's main circuit and drift course.

First on the agenda highlighted the main course and the Hyper Challenge event, offering HKS fans and customers an

opportunity to time-attack the famous Fuji Speedway in their personal vehicles. Both amateur and professional shops/drivers were among the mix attempting to log the fastest time of the day. Over 100 cars took to the track in three driver run groups, split up into two sessions that ran at 9 a.m. and another later in the day. The top five fastest times all belonged to an assortment of Nissan Skylines with Yukito Kobayashi clocking in a best time of 1:48.152 in his BCNR33.

Immediately following the Hyper Challenge was the Option Fuji Super Lap Time-Attack event. Japan's top tuners brought their street/race-prepped cars to try and clock their best times in front of the *Option Magazine* camera crew. Entrants included Yashio Factory, Auto Select, Top Secret, Garage G-Force, Ito Garage, Esprit, and Screen Racing, to name a few. Four out of the top five spots in the 2WD



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class were filled by Mazda FD3Ss, with the quickest lap belonging to the Screen Racing Rotary driven by Sasaki Masahiro, lapping the circuit in a mere 1:47.651, just in front of RE-Wings FC3S with a lap time of 1:48.217. The Auto Gallery Yokohama BNR32 Skyline took top honors in the 4WD class, with a time of 1:43.661 followed by a close Second Place finish of the Ito Garage BNR34 driven by Orido "Max" Manabu clocking in at 1:44.267.

As the day's festivities continued, heavy rain blanketed the track at the start of the R35 GT-R Speedmax Battle—a one-make race among HKS pro dealers Top Secret, Garage Yawata Street Special, Kansai Service, HKS Technical Factory, and Esprit. The quickest lap time of the day belonged to the HKS R35 driven by none other than Taniguchi "NOB" Nobuteru, lapping the circuit in 1:45.577, just in front of Top Secret's GT-R with a lap time of 1:46.688. HKS dealer and legendary tuner shop Esprit encountered electrical gremlins throughout the day, causing their R35 to run the slowest of the group with a disappointing time of 3:37.074.

With the release of the Toyota 86 and Subaru BRZ, HKS organized a "Tuner Collection" display area, where spectators were given a glimpse in aftermarket 86/BRZ tuner and soon-to-be-released products. On the circuit, a mash-up of Subaru and Toyota machines entertained the crowd with Original Run Deuce, Car Station Marche, Rasty, and the Supercharged HKS Racing Performer 86 pulled a few spirited runs to the enjoyment of the crowds.





The rain didn't seem to put a damper on the event; both media spectators kept themselves entertained throughout the day. HKS set up a pavilion showcasing their full lineup of products and historical cars, including prototype R35 and S2000 products along vendor row. HKS also offered a fleet of tuned street vehicles for media personnel to drive around the circuit. They ranged from a Honda S2000 equipped with a prototype HKS GT Supercharger kit, supercharged CR-Z, two Subaru STIs (GVF and GRB) tuned with the newest HKS Flash Editor system and GT2835 turbo kit, as well as a Nissan R35 GT-R sporting a GT600 Sport package delivering over 600 whp. Not too shabby for press cars!

Throughout the day sounds of tire screeching were heard echoing from the paddocks as a drift challenge was taking place just across the main course. The drift event not only offered privateer drivers a chance to floss their drifting skills but also compete for the grand prize of a private one-day drifting at the famous Fuji drift course. Nobuteru and a procession of professional drifters, including Manabu skillfully maneuvered around the wet course in the Toyota 86 and HKS Altezza.

HKS pulled out all the stops to make this a memorable event as a way of showing appreciation to all their supporters. It's a shame we weren't there to enjoy the festivities but who knows . . . maybe next year!

HKS
WWW.HKS-POWER.CO.JP/USA/





ROTH



LIFE

PHOTOS BY ARTURO TORRES

WorlImage

**Nickname(s).**

Kitty, Kitts, Bay, Ley, and whatever you'd like to call me

Favorite car.

White '12 Mercedes-Benz C63 AMG Black Series

First kiss.

A peck on the lips playing spin the bottle in sixth grade

Hidden talents.

They're hidden for a reason, LOL.

Biggest turn-on.

His big . . . cute smile! And a guy who can make me laugh and smile for days.

Biggest turn-off.

I get cringes when I hear a guy say "YOLO" way too much.

Worst date.

The guy who couldn't even pay for my 99-cent tacos at Jack in the Box! Cheap-o.

Favorite food.

Japanese, Korean barbecue, and bacon-wrapped everything!

Favorite TV show(s).

I can watch reruns of *Fresh Prince of Bel-Air* all damn day.

Celebrity crushes.

Never thought I'd every have a "fangirl" moment, but right when I sat beside Chris Brown . . . He literally took my breath away and then some.

Guilty pleasures.

Butt rubs

Childhood.

I was a geek who made honor roll and perfect attendance yearly. Then, I became a troublemaker when teachers would always send me straight to the principal's office for what I was wearing and call my parents.

Worst habit.

Sleeping with the lights on.

Tattoos and/or piercings.

Two ear piercings, a tattoo of an "A" on my right index finger and my son's name, Kaleb, on my right forearm. I'm still itching for more ink!

Speak any other languages?

I don't, but being in my homeland (Philippines) for quite a while made me appreciate and understand my culture a whole lot more. I want to learn and become more fluent with the language.

Where have you always wanted to live?

Sleeping Beauty Castle at Disneyland, pretty

please! LOL. More realistically, I'd love to live in Japan because I am in love with their style and culture, and their food is amazing.

What do you look for in a boyfriend?

I can write a scroll on what I look for in a boyfriend. LOL. I love a guy who can hold his own and has a good head on his shoulders. A guy who can show respect to his mother, because I believe that shows how much respect he'll have for his lady. I also love a guy who has as much humor as I do, because one who can make me laugh and smile everyday is the way to Ashley's heart! Take note guys!

The best pick-up line that worked on you was:

Hello

Sports.

I kicked ass in volleyball when I was in high school

I'm totally addicted to:

Hello Kitty, bows, and my special bacon-wrapped scallops that I make at home

My favorite body part on myself is:

My lips

My least favorite body part on myself is:

My stomach; it will be toned soon—just give me a few more months. LOL.

The best gift I've ever been given was:

My little monster, Kaleb—a true blessing in disguise.

Favorite music.

All I've been listening to lately is Ryan Leslie on Pandora.

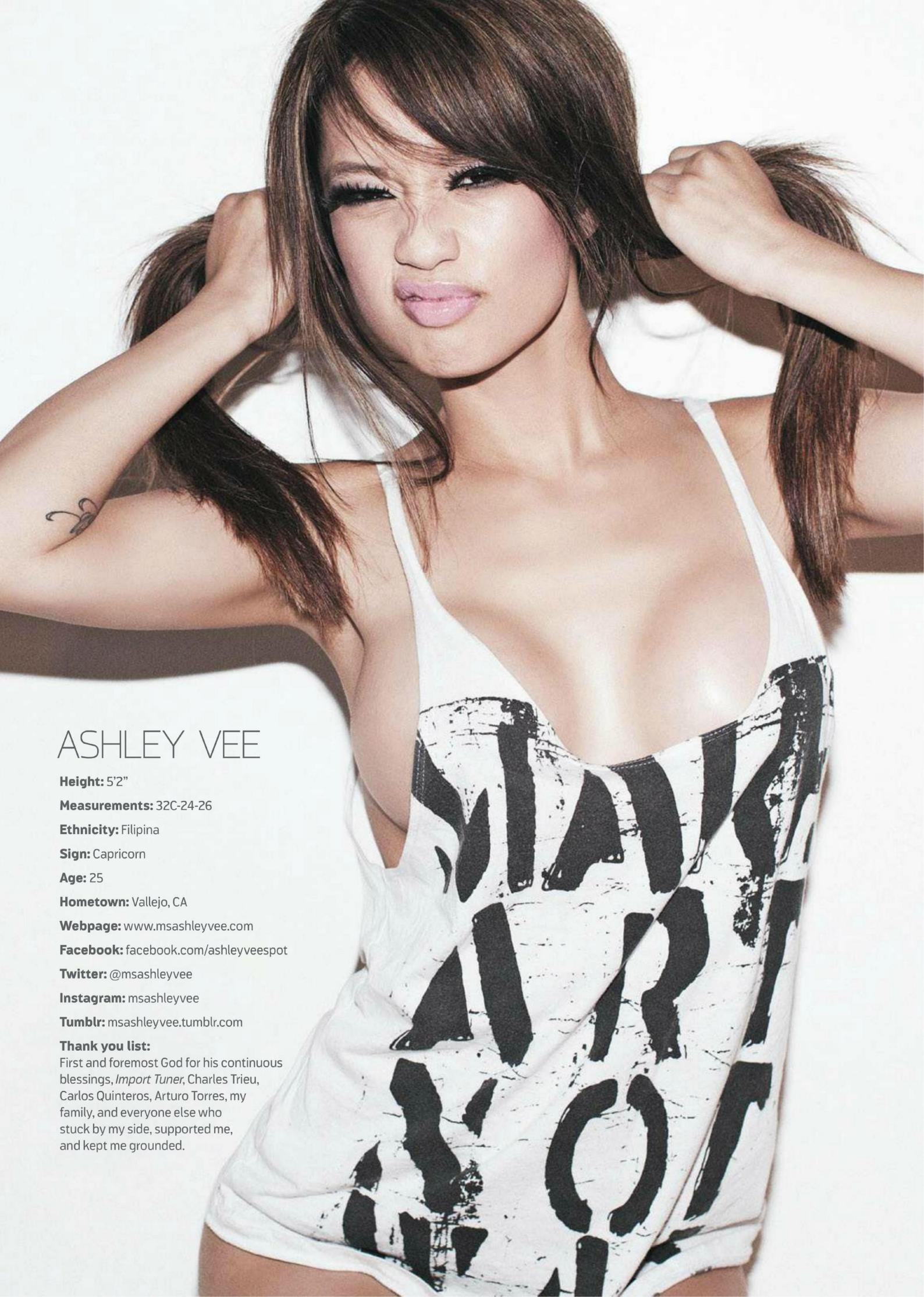
Name three artists on your playlist, iPod, or car now.

Ryan Leslie, Janet Jackson, and Tyga

Three words that best describe you.

Down-to-earth, loyal, and feisty





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Height: 5'2"

Measurements: 32C-24-26

Ethnicity: Filipina

Sign: Capricorn

Age: 25

Hometown: Vallejo, CA

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Thank you list:

First and foremost God for his continuous blessings, *Import Tuner*, Charles Trieu, Carlos Quinteros, Arturo Torres, my family, and everyone else who stuck by my side, supported me, and kept me grounded.

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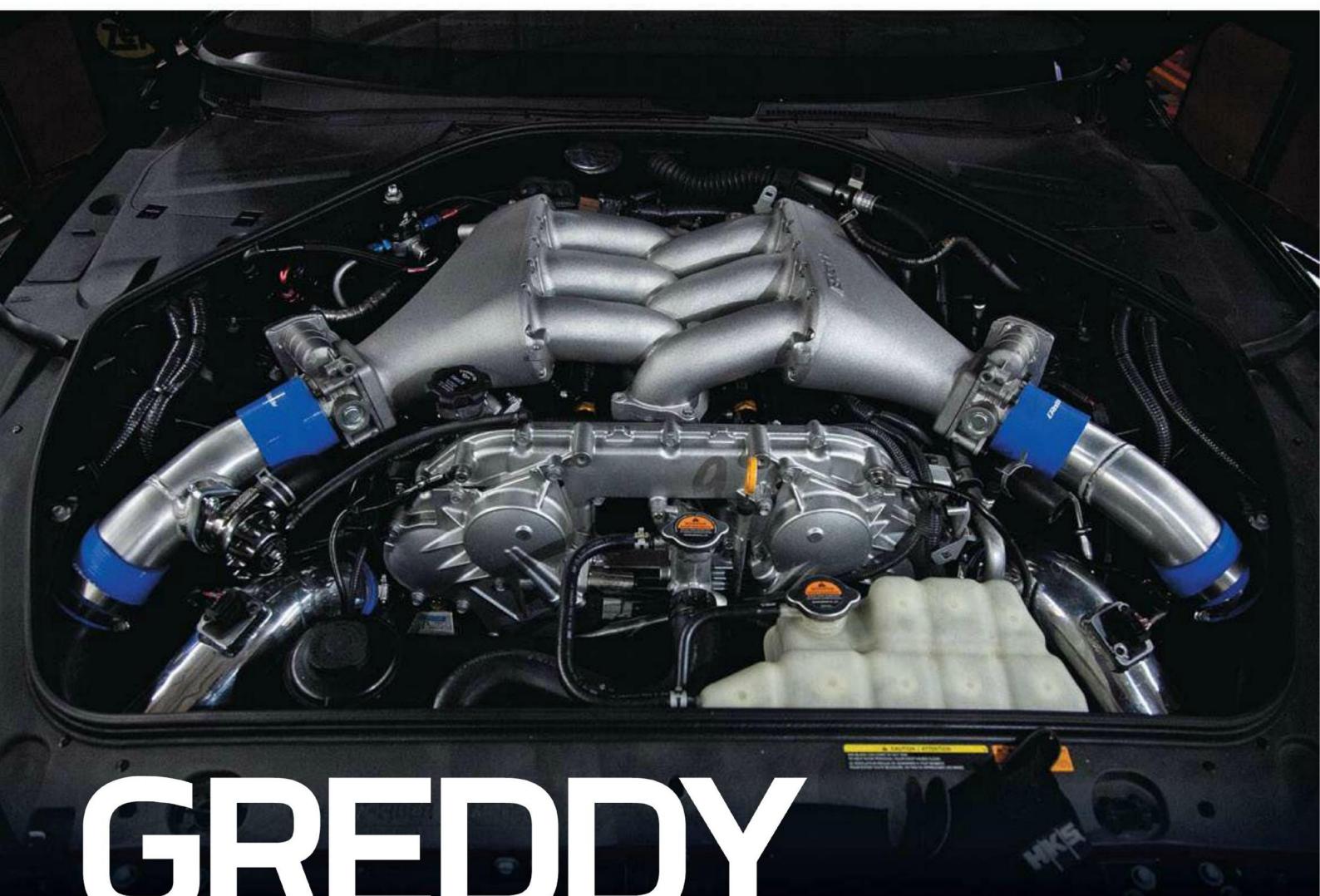
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GREDDY RX35 INTAKE MANIFOLD/ BILLET THROTTLE BODIES

BIG HORSEPOWER GAINS FOR YOUR R35 GT-R

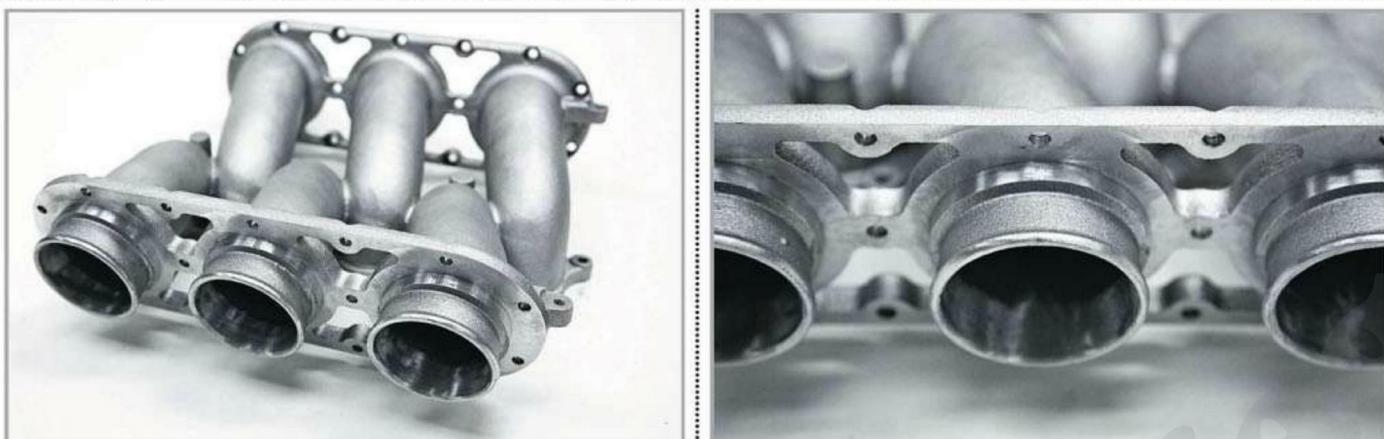
TEXT BY SCOTT TSUNEISHI
PHOTOS BY SP ENGINEERING, GREDDY
PERFORMANCE, AND SCOTT TSUNEISHI

How do you take something that's already good and make it even better? Just ask aftermarket tuning manufacturer Greddy and their newest intake manifold designed for the Nissan R35 GT-R. The R35 RX surge tank, otherwise known as an intake manifold, started off as a conceptual idea that eventually blossomed into a budding reality over a time span of a few years by Greddy engineers. The manifold design is unlike anything Nissan enthusiasts have witnessed for the R35. The cast-aluminum intake manifold was developed and manufactured in Japan using valuable data and track analysis with proven results upon extensive testing using the 200-plus-mph Greddy 35RX GT-R, as well as in the United States with the 8.79-second quarter-mile SP Engineering/HDM GT-R.



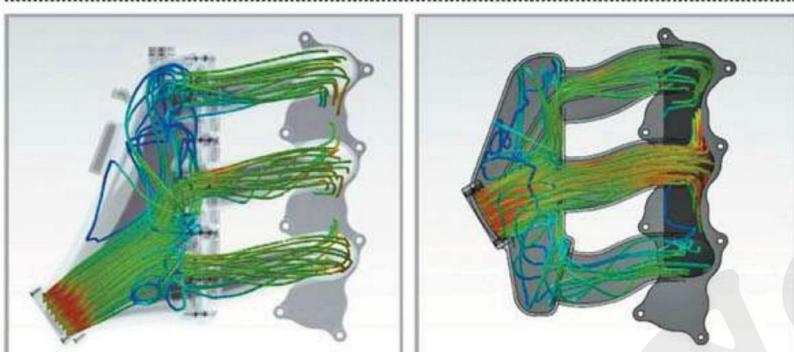


The RX intake manifold features a three-piece design with large 58mm diameter runners versus the OEM diameter of 56 mm. A close-up of the RX manifold's unique design shows symmetrical left and right surge tanks that are divided into three sections with a larger intake manifold.



The R35 RX cast-aluminum intake manifold delivers an increase in power throughout the mid- to high-rpm range. The secret is behind the manifold's unique design. Engineered to equalize inlet airflow more evenly to each cylinder for maximum efficiency and performance, it's an important feature when attempting to extract maximum power from any high-horsepower vehicle.

The manifold features internal velocity stacks built into the centersection. The "trumpet" style horns are engineered within the manifold on each runner to smooth the airflow going into the engine and maximize airflow rates entering the induction system.



The side-by-side comparison of flow simulation analysis between the Greddy versus OEM manifold shows how the RX35 unit enables air to be evenly distributed to each cylinder. Notice how the OEM manifold image to the right with its inefficient design passes an uneven amount of air through the ports.

TECH-KNOWLEDGE

The Greddy RX intake manifold is compatible with both the factory throttle bodies and the new big-bore billet Greddy RX throttle body kit. Although the manifold throttle inlet is manufactured for factory throttle bodies, it can easily be enlarged to accommodate the bigger RX throttle bodies. We should note that larger-sized Greddy throttle bodies will move the throttle bodies farther out from the factory location, which requires some minor modifications to the inlet charge pipes.



GREDDY RX BILLET THROTTLE BODIES

Until now, tuners were forced to rely on boring their OEM throttle bodies, allowing for only minimal airflow improvements. The RX throttle bodies are precision CNC engineered from billet aluminum and designed specifically to work with the factory drive-by-wire VR-series engines.

Greddy RX throttle bodies feature a large 75mm bore, which aids in delivering additional air for significant horsepower gains throughout the powerband. The throttle body specifications include an inlet diameter of 75 mm, butterfly valve of 68 mm, and an inlet to intake manifold diameter measuring 70 mm.



We tested the RX manifold with a pair of big-bore, billet Greddy RX throttle bodies on the SP Engineering/HDM GT-R and were rewarded with big gains. The manifold and throttle body combination was dyno proven in producing additional power throughout the powerband on the Nissan R35's 3.8L VR38DETT twin-turbo V-6 with gains as much as 75 hp and 63 lb-ft of torque over the OEM components. **It**



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KICKER COMP DVC SUBWOOFER

06

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2003 INFINITI G35

TEXT AND PHOTOS BY
SCOTT TSUNEISHI

DYNAMOMETER: RACELINE 224X DYNOMETER

BASELINE

PROS

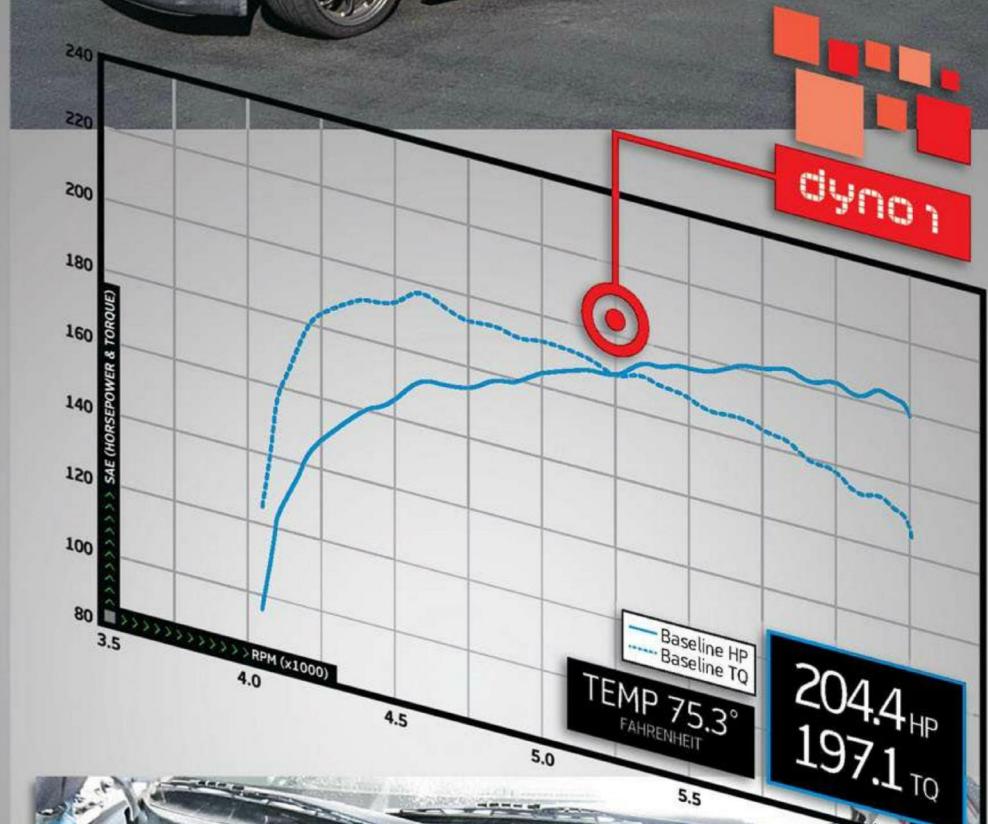
The Infiniti G35 sedan is a capable performance car that willingly offers both sport and luxury rolled into one package. The G sports a front-midship layout that puts the engine over the front axle for better weight distribution (52/48 front/rear weight bias) and a 3.5L V-6 powerplant that produces a factory rated 260 hp and 260 lb-ft of torque. The VQ35DE has built a reputation as a true "workhorse" that has been praised by both previous and current owners to run reliably over 200K miles and simple to modify with aftermarket parts. With a current resale value for a '03 sedan ranging from \$5,000 to \$7,000, the G35 has remained among one of the more popular used cars on the market.

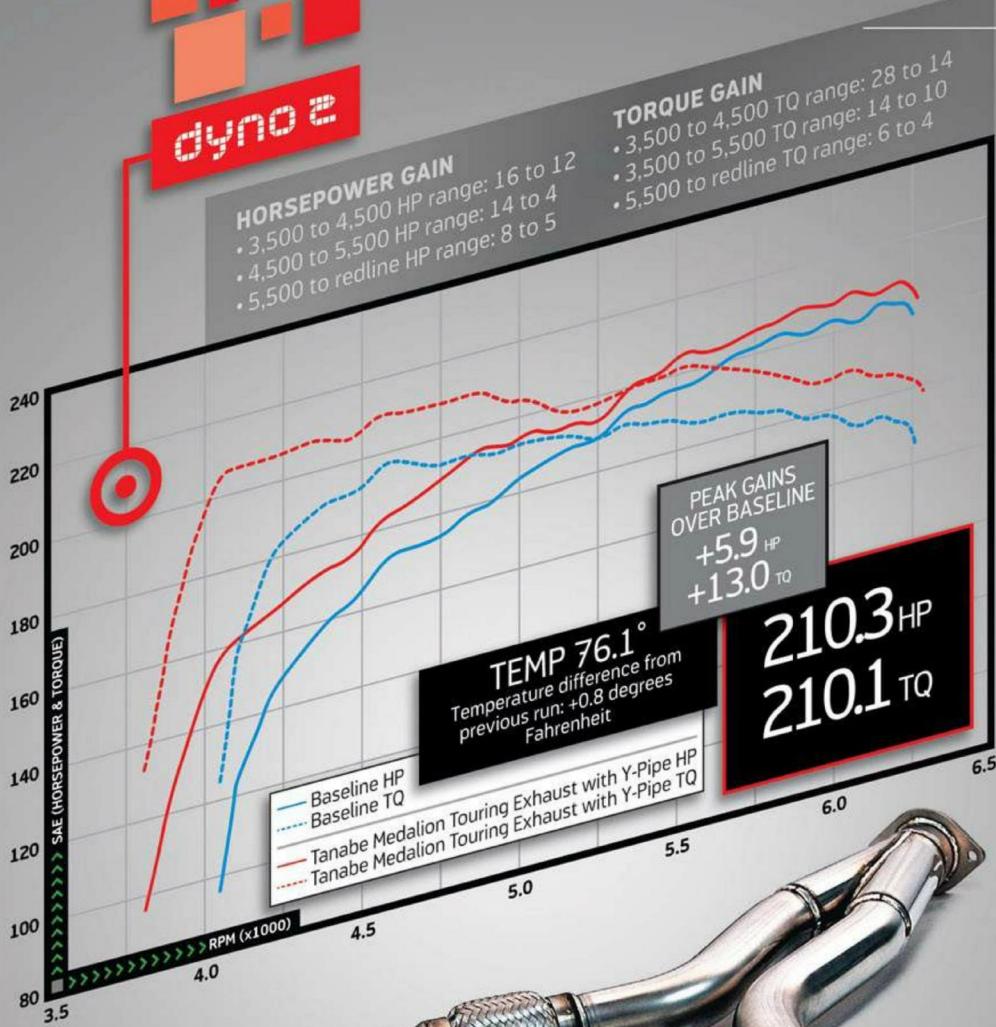
CONS

As with any older vehicle, periodic maintenance is crucial to keeping it in good running condition. With over 155K on the odometer, we had our G35 serviced with a routine inspection of all fluids, and replaced the spark plugs before we began our testing. Besides the usual problems you would find on a car that's over 9 years old, including oil consumption problems found on the earlier-model VQ35DE and a set of balding tires, the vehicle and engine was in good condition.

NOTES

With the car strapped to the dyno, we made a series of pulls only to discover peak numbers were a bit lower than the average G35. We attributed this loss in power due to the larger-than-factory-sized 19-inch wheels and 87-octane fuel the owner had graciously filled in the car prior to our test. We addressed the lower grade fuel issue with a bottle of high-octane additive prior to our baseline run, which helped to quell the low and high rpm detonations the car was previously experiencing with the low-grade fuel.





TANABE MEDALION TOURING EXHAUST WITH OPTIONAL Y-PIPE

PARTS

Exhaust, (optional) Y-pipe, mid-piping, gaskets, mounting hardware, and instructions

TOOLS

10, 12, and 14mm sockets; 10, 12, and 14mm open-end wrenches; ratchet; extension; crescent wrench; and WD-40

INSTALLATION TIME

70 minutes

PROS

The Tanabe Medalion Touring exhaust for the G35 sedan features large 70mm diameter stainless steel piping with a 115mm tip and a straight-through design with no "bottleneck" restrictions on the flanges to ensure a free-flowing design. The exhaust canister uses Advantex, the latest in packing material technology that enables it to achieve high efficiency while maintaining a streetable tone that's less than 93 dB. We added the optional Tanabe Y-pipe, which eliminates the most restrictive part of the exhaust system found on the factory Infiniti G35 exhaust system's piping. The Y-pipe's 70mm diameter pipe provides additional horsepower gains when used in conjunction with the Tanabe exhaust system to achieve a true cat-back exhaust system and is designed with flex piping to eliminate any shearing or cracking of the pipe due to engine torque.

CONS

Due to the Tanabe exhaust and Y-pipe's three-piece design, we suggest asking for assistance to help speed up the installation process.

NOTES

Dyno testing the exhaust revealed an increase in power and torque throughout the powerband, with gains of 22 hp and 16 lb-ft of torque at 4,200 rpm over our previous run, along with plenty of gains in the midrange to the top end. Consistent gains of 8 hp and 6 lb-ft of torque were seen from 5,300 to redline over our baseline run.

DC SPORTS SHORT RAM INTAKE

PARTS

Intake, filter, brackets, nuts and bolts, clamps, Allen and Torx-bit wrench, CARB sticker, and instructions

TOOLS

8, 10, and 12mm socket; 10mm open-end wrench; ratchet; extension; screwdriver; and pliers

INSTALLATION TIME

40 minutes

PROS

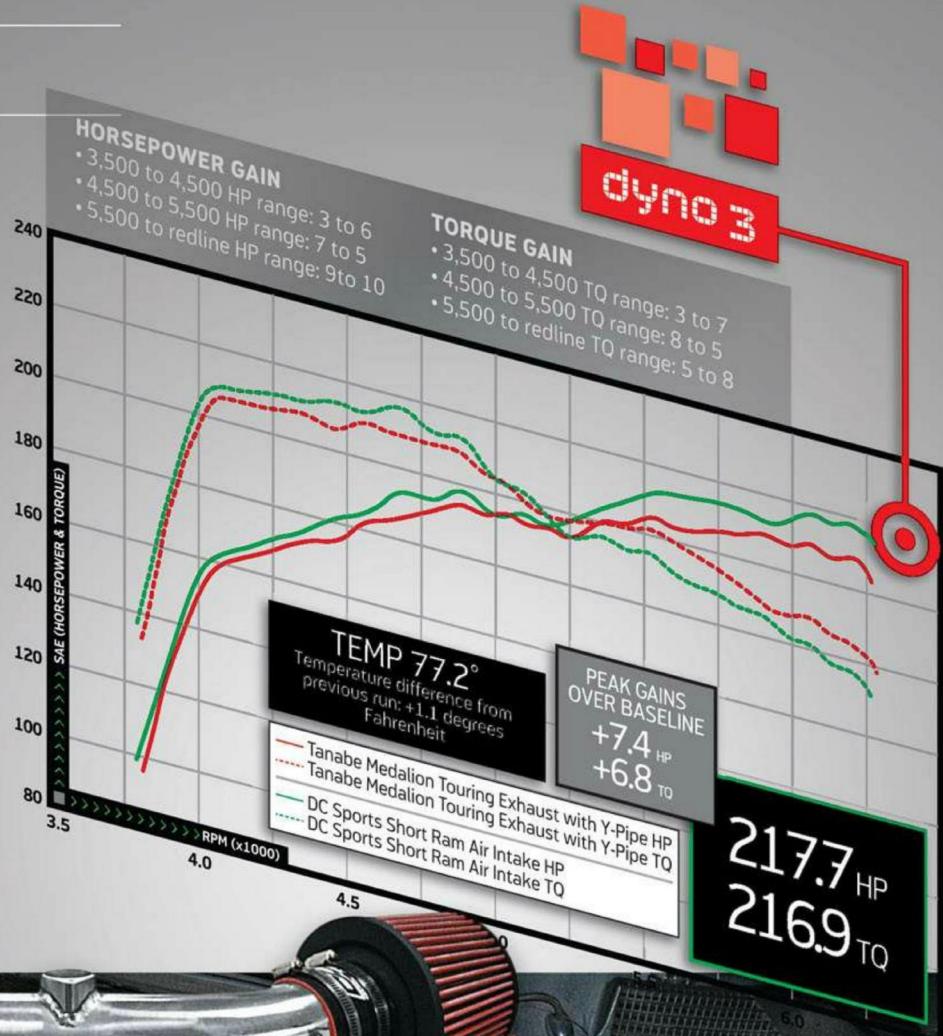
DC Sport Air Intake System features one-piece aluminum construction that's polished to a show-quality finish. The kit includes an air filter that requires no oil, therefore eliminating the chance of contaminating the mass airflow sensor, which can result in loss of power and higher fuel consumption. The washable and reusable oil-free air filter features a built-in velocity stack that increases airflow rates. The DC Sports G35 intake kit is 50-state legal and compatible with '03-06 model vehicles.

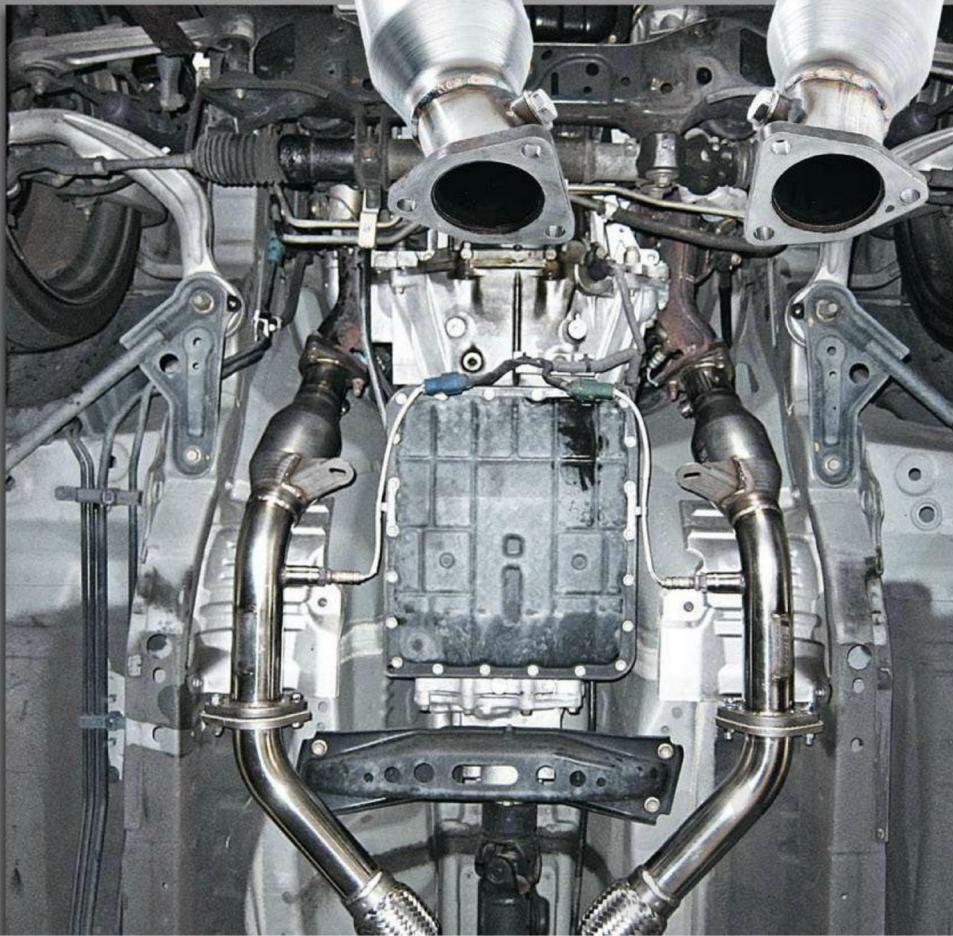
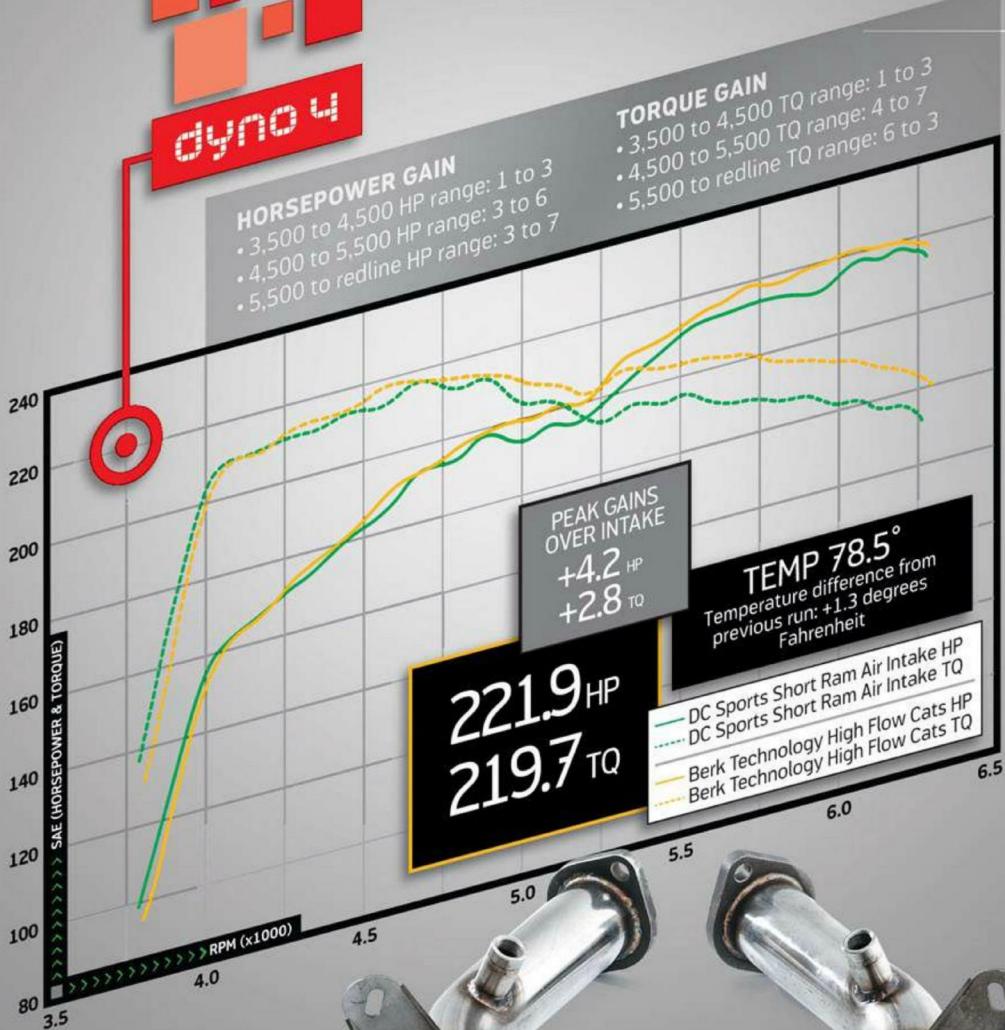
CONS

When installing the intake, pay close attention to the step-by-step instruction manual provided with the kit. An incorrect installation or a loose intake clamp will cause the vehicle's MAF sensor to activate "limp mode", causing the engine to lose power.

NOTES

The DC Sports intake system increased both horsepower and torque throughout the powerband. Our G35 recorded the largest gains in the top end from 5,500 rpm to redline with a gain of 10 hp and 8 lb-ft of torque.





BERK TECHNOLOGY HIGH FLOW CATS

PARTS

High flow catalytic converters, mounting hardware, and gaskets

TOOLS

10, 12, 14, and 17mm socket; swivel; ratchet; open-end wrenches; extensions; breaker bar; antiseize; and WD-40

INSTALLATION TIME

110 minutes

PROS

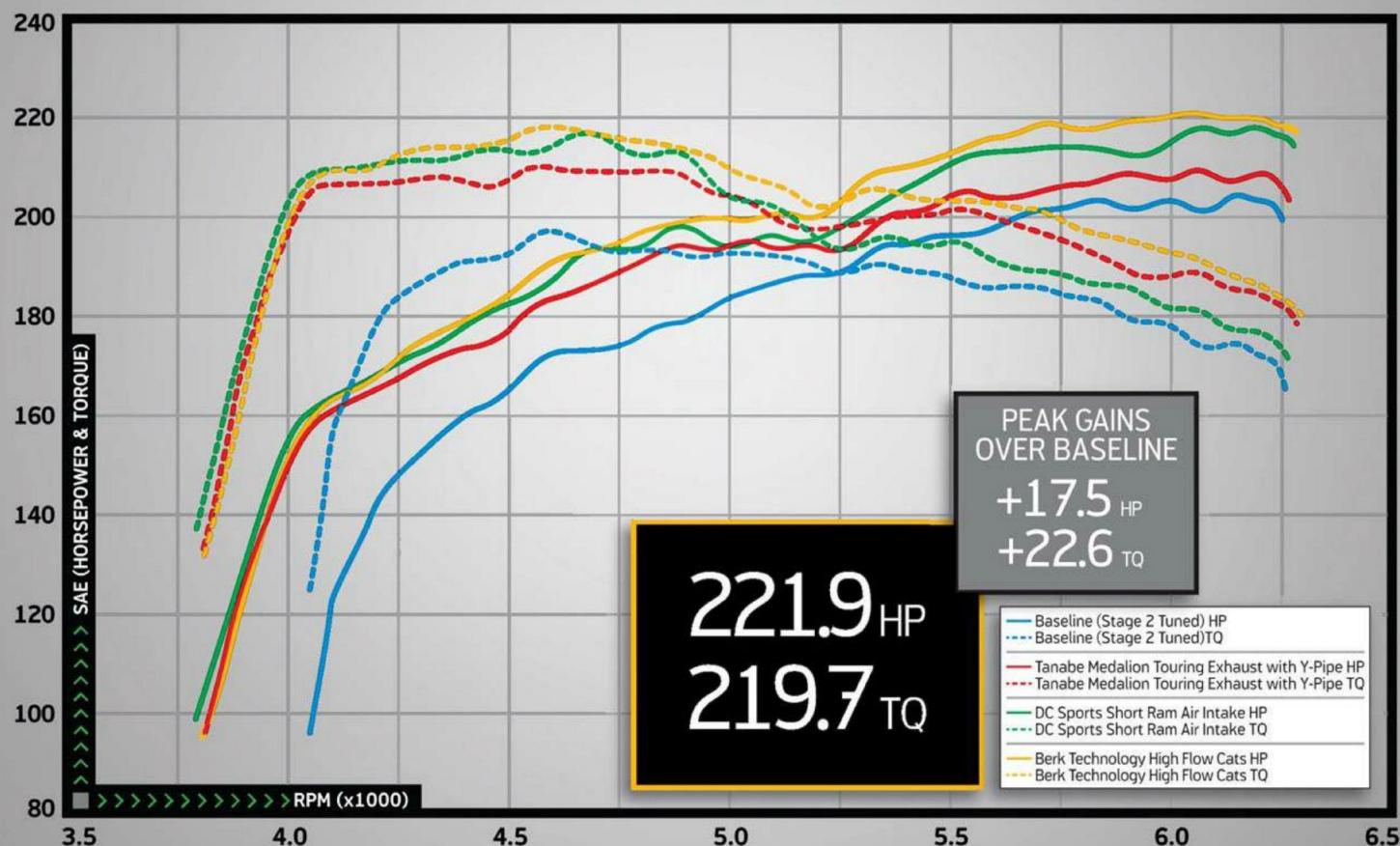
The Berk Technology High Flow Cats (HFCs) have free-flowing 200-cell metallic catalytic converters that feature TIG-welded construction, stainless steel flanges, and OEM-type gusseted support brackets for quality fitment. Berk Technology provides additional wideband O2 bungs for each exhaust bank for tuning and a built-in O2 simulator fix (primary O2 sensor) to prevent engine CEL's from triggering and are OBD-II and 49-state compliant. Upon installation we were glad that our G35 did not emit any telltale exhaust fumes that might alert law enforcement to take a closer look under the hood.

CONS

Removing the factory catalytic converters requires removing the plastic splatter shield and exhaust brace bar to obtain easier access to one of the three bolts from under the car. Be sure to equip yourself with an abundant supply of extensions, swivel sockets along with different sized ratchets and a breaker bar.

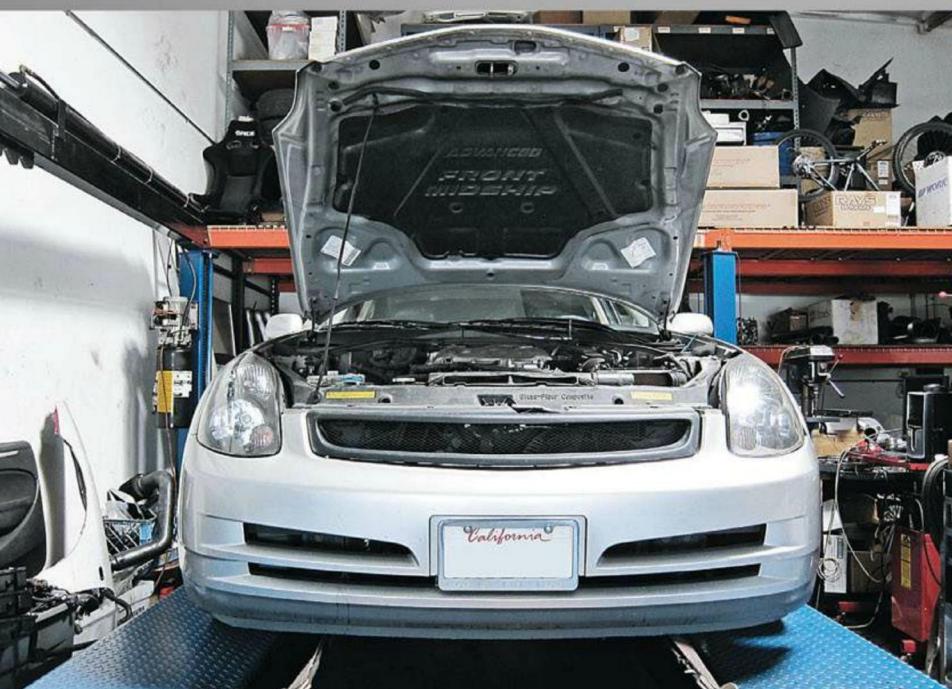
NOTES

Upon installation, the Berk HFCs gave our G35 a healthy bump in horsepower and torque, along with a slightly more aggressive exhaust tone. The Berk HFCs increased both horsepower and torque throughout the powerband. Our Z made gains of 6 hp and 6 lb-ft of torque at 4,900 rpm, while consistent gains of 7 hp and 6 lb-ft of torque were seen from 5,000 to 7,000 rpm.



CONCLUSION

	HP	+HP	TQ	+TQ
BASELINE	204.4		197.1	
TANABE MEDALION TOURING EXHAUST WITH Y-PIPE	210.3	5.9	210.1	13.0
DC SPORTS SHORT RAM AIR INTAKE	217.7	7.4	216.9	6.8
BERK TECHNOLOGY HIGH FLOW CATS	221.9	4.2	219.7	2.8
FINAL	221.9	17.5	219.7	22.6



CONCLUSION

What began with a baseline dyno run of 204.4 hp and 197.1 lb-ft of torque was quickly revamped with our final run of 221.9 hp and 219.7 lb-ft of torque. We gained a total of 17.5 hp and 22.6 lb-ft of torque using three bolt-on products. With additional modifications, including ECU tuning and intake manifold mods, we are confident our G35 is capable of eclipsing the 250-whp level in the near future. **IT**

BANKROLL

TANABE MEDALION TOURING EXHAUST	\$760.00
TANABE Y-PIPE	\$590.00
DC SPORTS SHORT RAM AIR INTAKE	\$271.28
BERK TECHNOLOGY HIGH FLOW CATS	\$499.99
TOTAL:	\$2,121.27

HOTBOX

RACELINE USA
 626.292.7030
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TANABE USA
 310.783.0200
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DC SPORTS
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BERK TECHNOLOGY
 949.387.9581
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