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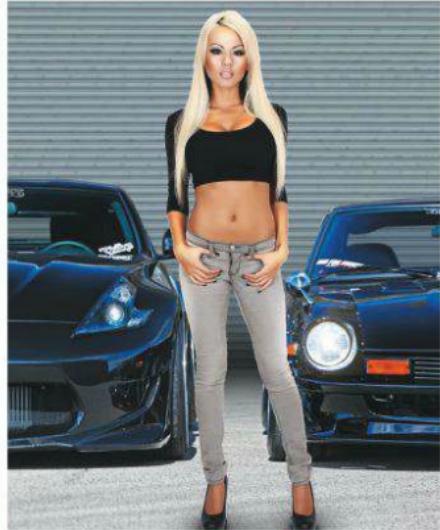
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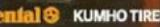
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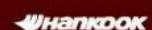
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Charles Trieu
EDITOR
charles.trieu@sorc.com

So last season's **Formula D Champion** Dai Yoshihara happens to be a good friend of ours. He actually lives really close to the office too, and us guys do lunch quite often. Yes, he always wants to eat Japanese food, but that's fine because it's one of the few things finicky-eater Scott can handle.

Some of you might not know this, but Dai has his own wheel line, Yoshihara Design. So on one of these great lunches that we do in the lovely city of Irvine, California, we convinced the champ to give one of our lucky readers a set of his new Champion wheels.

Right now the only size available is 18 inches, but they'll soon have them up to 20 inches. So, basically you old schoolers with Datsuns and hachis don't have to apply here. And for you unlucky readers who still want some DY wheels, you'll have to hit up a Discount Tire store to buy them, as they're the exclusive retailer right now.

I'm going to make this as simple as can be for you guys. Just go to his personal site (listed below) and find three career highlights. Email us your list at postal@importtuner.com. We'll verify your submission and randomly pick out a lucky winner.

Simply enough, right? We're just hooking up with our industry connections to try to reward some readers. Tune in next month for possibly more freebies!

*Sorry, Vanessa, no employees of *Import Tuner* can apply. Nor past employees, Luke!

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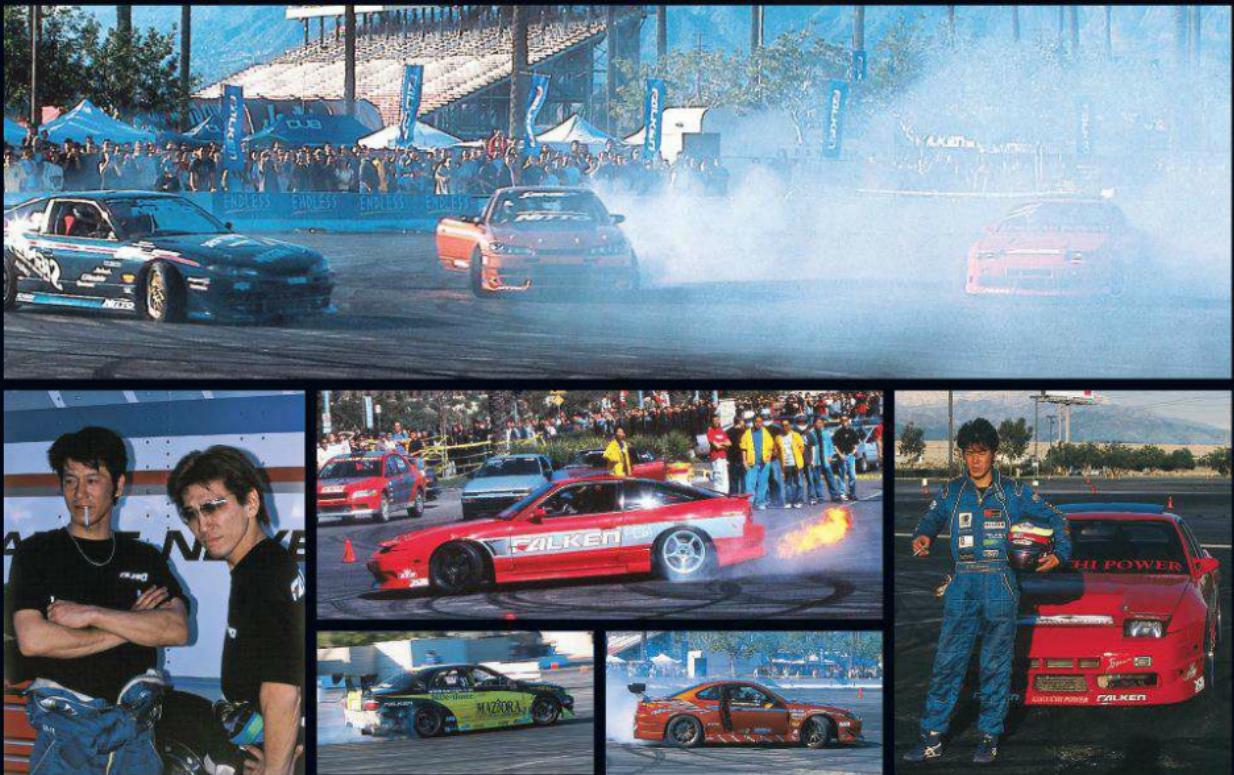
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DRIFTING: PAST AND PRESENT

BY SCOTT TSUNEISHI

It's amazing how fast time flies when you're having fun. Seems like it was just yesterday that Mainstream Productions, in association with *On the Scene Video Magazine* brought the first-ever professional Drift Showoff event to Irwindale Speedway, CA. The event set precedence on March 2, 2003, exposing an estimated 7,000 attendees to the world of professional drifting. Spectators lined up trackside to witness four D1 Grand Prix drifters from Japan perform exhibition runs. Feeding off the crowd's excitement, Seigou Yamamoto, Signal Auto's Fumiaki "Drifter X" Komatsu, Kazuya Bai, and Yoshinori Koguchi ("Koguchi Power") didn't disappoint, running in excess of 80 mph with Komatsu in the blue Signal Auto 180SX tagging the wall with his rear bumper, as it precariously dangled off his car while he continued to drift around the track. Seconds later, Bai in the orange Signal Auto S15 followed suit, tagging the same wall, mangling the same section of his car. Many fans cheered on while others cringed in horror as their picturesque dream cars were being demolished right in front of their eyes in the parking lot just adjacent to the infield oval. As crazy as it seems, previous to this event, the only professional drifting any of us witnessed was relegated to watching *Option* videos or reading magazines from Japan.

Not only was Drift Showoff an exhibition, it was also a competition, drawing in many of the top U.S. amateur drifters to battle it out amongst their peers. Before they competed drivers were given the opportunity to ask judges Koguchi and Yamamoto questions. It was interesting to look back and notice that most U.S. drifters were unfamiliar with the terms *competitive drifting*. Here's a quick rundown on some of their queries:

DRIFTERS: What type of engaging would you like to see? Clutch kicking or e-braking?

INSTRUCTORS: Doesn't really matter what type of techniques you use, as long as you can enter and exit the turns smoothly, maintaining your line.

DRIFTERS: Because cars like the AE86 are considered by some to be underpowered, will horsepower be a determining factor?

INSTRUCTORS: We'll look at certain situations, such as whether or not the car is turbocharged, and factor them into judging each competitor and vehicle.

DRIFTERS: What tire pressure do you prefer, and how important is it?

INSTRUCTORS: Tire pressure is a very important aspect in drifting. We prefer the tires to run about 34 psi in front and 30 psi in the rear. If the car is understeering you should raise the pressure in the rear. If you want more grip, you need to lower the tire pressure.

Time does indeed fly as drifting has taken the world by storm and prevailed as the fastest growing motorsport in the United States. It's been eight years since the first Japanese drivers lit up their tires on U.S. soil. During that time, Japan's D1 Grand Prix's popularity has declined and become a skeleton of its former glory, while Formula D has continued to expand, becoming the dominant series in spectator size and popularity. By the time you read this column, FD will have already crowned this year's champion. Our chips are down, betting that Daijiro Yoshihara in the Discount Tire/Falken Tire Nissan S13 will pull off another dramatic season ending run to defend his 2011 crown, but he needs to get past tough competitors like 2010 champion Vaughn Gittin Jr. in the Monster Energy/Falken Tire Ford Racing Mustang, who's determined to take his title back. But the one thing I will say is that it will be an interesting scenario to say the least. 

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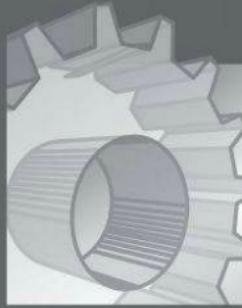
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Cleaning parts is easier, faster, and safer with the 5-gallon tabletop parts cleaner from Oil Eater. Measuring only 13x14x5.5 inches, the unit is small in stature but don't let looks alone fool you. The Oil Eater parts washer cleans parts and tools quickly and efficiently just like the big boys, even under heavy daily use, but compact enough to store on a shelf in your garage. This convenient-sized part cleaner is



Assembly of the unit is straightforward with all the necessary pieces to get your parts washer up and going in less than an hour. Here's a close-up of the heavy-duty pump. The gray chassis is constructed of high-impact industrial plastic.

OIL EATER 5-GALLON TABLETOP PARTS WASHER

TEXT AND PHOTOS BY SCOTT TSUNEISHI



ideal for mobile repair of vehicles, race trailers, and toy haulers as well. The tabletop washer can effectively clean a variety of items that range in shapes and sizes from nuts and bolts to larger-sized automotive parts like intake manifolds. Take into consideration that parts washers, using water and detergents, are much cheaper to operate and usually have a longer life cycle than other alternatives. Advantages to using water-soluble washer systems include a wash solution that remains cleaner and does not redeposit on the parts, operates with biodegradable detergents that eliminates the need for damaging solvents and aerosol cleaners that come with costly disposal costs, and water-based solution that saves you money in the long run. **It.**



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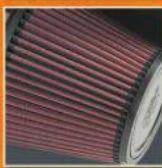
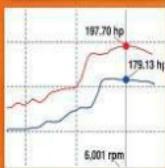
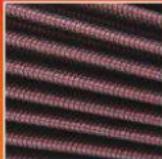
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Got a tech question? Send it to questionit@importtuner.com



TRANSMISSION FAILURE

I own a '07 Civic Si sedan with 78K miles on it. Since it started getting really hot this summer, I have noticed that my gears will lock up in higher rpm at around 7,000, and will not allow me to shift easily in pretty much every gear until the rpm is back down to around 5,000 to 5,500. When it is cooler at night, it seems to be a little easier to get into gears. I have done some research and found out that it could be my clutch master cylinder, which does click, pop, and creak a bit, or that I need to replace the manual transmission oil, which I know hasn't been replaced since I bought the car (about 30,000 miles ago). I have also read that all the previous suggestions are just Band-Aids for failing gear synchros, and I must drive like an idiot to even have this problem. Anyway, I was hoping you could shed some light on the issue and give me your thoughts before I go buy stuff I don't need.

Hugh Thompson, via importtuner.com

As with any problem, it's hard to diagnose via the Internet but it sounds like your transmission problems could be caused from several issues:

- The transmission fluid is old and broken down and needs to be replaced. The trans fluid is a scheduled maintenance item at 30,000 miles so you should probably change it anyway. Honda's manual transmission fluid is a really thin fluid with additives specifically meant to benefit synchro life. However, switching to a higher quality manual transmission fluid is a good idea, such as Royal Purple Synchromax MTF. Synthetic fluids maintain their viscosity better and do not thin out as much with temperature changes allowing the synchros the lubrication they need to function properly. If your syncros are already worn to crap, there isn't anything anybody can do for you except to rebuild the transmission with new syncros.

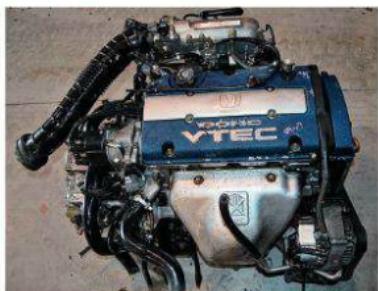
- The master or slave cylinder can also be worn or leaking, causing the clutch to not fully release. This problem will be even more apparent at higher rpm like you are experiencing. Typically slave cylinders fail before masters do, so I would check there first. A quick bleed of the slave cylinder is a good idea to eliminate this possibility first. If you find that bleeding makes the issue go away temporarily and the problem creeps back, then chances are you may have a bad slave or master cylinder. Any clicking, popping, or creaking also tells me the issue is probably at the slave cylinder since that is where the mechanical action is. If there is in fact a TSB, then having a friendly chat with a service writer at your local Honda dealership

might be able to get the problem fixed at no charge. It's easier if your car is still under warranty however.

- There could be an issue with the clutch itself or the fork assembly. Is this the factory clutch? Has it ever been changed? Do you drive like a maniac? Perhaps it isn't releasing all the way because of a broken rivet on the clutch disc or pressure plate. Unfortunately there's no easy way to diagnose this one unless the access window is fairly large. If so, you can take a peek in there with a bright flashlight and see if there are any obvious issues.

TURBOCHARGED AUTOMATIC

I own a '01 Honda Accord sedan with an automatic F23A SOHC VTEC engine. Over the summer I purchased a universal T3/T4 T04E turbocharger and all of the necessary hardware that I needed to complete the assembly (i.e. intercooler, wastegate, cast-iron manifold, and more). I contacted a local tuner shop and he said that automatic cars couldn't be turbocharged because automatic transmissions cannot handle the additional power. As a result I put this project on hold. Is it true that the automatic transmission in my Accord cannot handle the additional power from a turbocharger even if I change out the wastegate spring for a 5-psi spring? This was more of a learning project rather than a power gain project.



After putting the turbocharger project on hold I've thought about swapping out the engine for an automatic H23A Blue Top DOHC VTEC engine, but there seems to be conflicting information about the wiring harness in order to successfully complete the engine swap. Some people have been saying that it's basically plug-and-play in terms of the wiring harness since both engines are OBD-II. I doubt this claim since the engines are different.

ECU: I'm not sure which ECU I need to use. Some engines are sold with the H23A ECU, but other people claim that a certain ECU must be used with a certain modifications.

Motor Mounts: Some people on the forums have said that the existing motor mounts for the F23A can be used, but the driver-side mount must be replaced with a different one. Wouldn't all the mounts be different since the engine is different?

From what I read online it seems like all I would need from a donor car is the H23A engine with the auto transmission, H23A ECU, H23A intake manifold, H23A exhaust manifold, H23A cat converter, injectors/fuel rail, H23A A/C compressor, H23A alternator, H23A distributor, H23A throttle body, H23A torque converter, and custom motor mounts in addition to my F23A wiring harness. Is this all that I need or is there something that I'm missing?

Aaron Yi
Aurora, CO

It isn't impossible to turbocharge an automatic car, but your local tuner shop is generally correct in that the factory transmissions are pretty weak. They automatically break themselves between 100,000 and 140,000 miles anyway. Putting another 100-200 hp through them will simply accelerate that process if they even shift with that additional power. If they don't shift and you keep applying the power, they'll fail in 5,000 miles from the clutch packs wearing out.

As for your swap, you'll need everything from the H23A car as far as parts go. If you want it all to plug in, you'll need the H23A engine harness and ECU as well. Although there is more than likely some minor rewiring due to the length of the harness at the dash and other harnesses because they are from a righthand-drive car. The dash connector and power connections may be slightly different between USDM and JDM so I recommend you find yourself some service manuals before you dive into the swap. If you want to use the F23 harness and ECU, you probably can with some wire extending and shortening due to component location. There may be some connector differences too so you may have to change some of the connectors out as well. Then, of course, you'll have to find a way to reprogram the ECU to handle the fueling demands of the H23. But I recommend you contact the masterminds at Hondata and pick up their S300 ECU to get the H23 dialed in perfectly.

ENGINE MANAGEMENT SYSTEM

I have been thinking about ways of tuning my '04 WRX and need some advice. Your magazine and other sites mention COBB's AccessPort, but which engine management system

would you recommend: the AccessPort or AEM Series 2 EMS? Would I need an AccessPort even if get an aftermarket EMS?
Luke Sullivan, PA



That depends on what your ultimate goal is. For a street/race car that doesn't have the need for extensive data logging, the COBB AccessPort is plenty capable of handling almost anything you can throw at a Subaru EJ engine. They have just released speed density software, which allows you to remove the airflow meter and tune the engine on a MAP sensor and charge air temperature sensor. The nice thing about the AccessPort is that most of the factory parameters in place provide tuners with excellent starting and driveability under most conditions. With a stand-alone ECU, you'll have to tune the starting and driveability from absolute scratch. Starting with base maps are fine, but whoever created the base map sure as hell didn't go through four seasons testing like the Subaru calibration engineers did. On the other hand, the AEM EMS provides more data logging capability, which makes it better suited for a race car. There are pros and cons to each platform, but to generalize I'd say COBB AccessPort is better suited for street and track day cars while the AEM EMS for a race car.

BECAUSE RACE CAR DRIVER

I am 16 years old and interested in becoming a race car driver like Michael Schumacher status, but I have no clue where to start. I live on the East Coast so race and kart tracks are few and far between. Where should I start?

Jordan, via importtuner.com

Becoming a race car driver requires a combination of attributes like dedication, marketability, social skills, luck (being at the right place at the right time), wealth, and, of course, the absolute most important, the innate ability to drive. I think the easiest place to try your skills first will be at the go-kart track. You could hop behind the wheel of any old car and start blasting on country roads like Mario Andretti did when he was 15, but today's society is much different than it was in the '50s. Andy Griffith (Editor's note: Eric showing his age with his '60s TV show example) isn't going to come to the scene of the accident, pull you out of the car and send you home with a lecture. It'll be more like an episode of Cops when they find you. Also it'll be much easier to injure/kill yourself with the performance of modern-day cars compared to Andretti's cars from the '50s. Go-kart tracks are somewhat safer and designed around potential collisions. So go and find yourself a track where you can rent a kart. Even if it's your semi-local K1, you can still hone your driving skills there before moving on to real cars since the same stuff applies to both go-karts and real cars.

Race car drivers are like rock stars in that the road to stardom is sometimes a hard and long one, so you better be prepared to be a broke ass for years to come. Or if you're good looking, get yourself a sugar momma to support your ass while you drive your way to stardom. Now if you don't have the will or passion to go and find yourself a kart track, you're basically screwed. You're going to have to try a whole lot harder to become a legit race car driver than sending me three sentences by email. I'd start first by changing your fundamental attitude because people and sponsors sure as hell aren't going to hand you opportunities from the start.

HOMELESS RACER

I'm obtaining my racing permit next spring for road racing and began peaking interest into import cars. Unfortunately, I have the budget of a homeless guy. What import car would you choose for road racing? There are so many to choose from, so I thought I would ask the experts before purchasing one.

Jeremy, MI

Homeless budgets and racing definitely do not mix, no matter what the platform, but if you have to do it, then I'd probably recommend a '92-95 Honda Civic because of its price versus performance advantage. It's cheap to buy, cheap to race, cheap to modify with a gazillion parts off the shelf, cheap to maintain, and it's fairly fast for what it is. I love watching Civics run circles around Porsches on occasion at track days. Granted this is probably because the driver behind the wheel of the Porsche can't drive, but it's still fun to watch.



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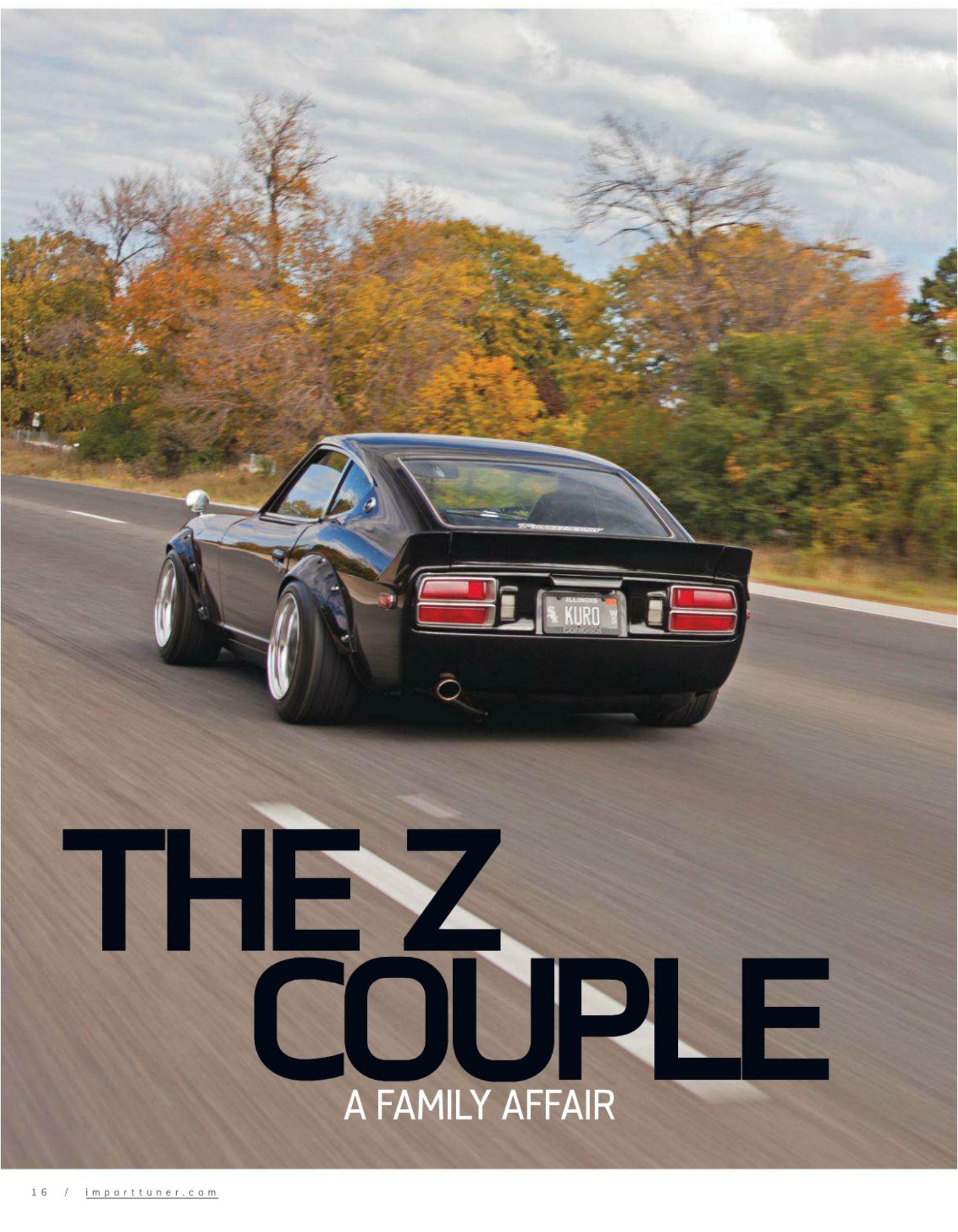
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THE Z COUPLE

A FAMILY AFFAIR



OK, gentlemen, how many of you wish you had a woman in your life who cared about cars the way you do? I mean truly care, not tolerate. How many of you have been in a relationship with someone who never really understood the late nights working in the garage and the prepping for a meet, show, or track day, or the need to modify virtually every single part of a car? How many of us have been in a relationship with someone who really made it difficult for us to do what we, as automotive enthusiasts, love? I know a whole lot of men are nodding their heads because they know exactly what I am talking about. If any female enthusiasts are reading this I mean no offense. I know there are exceptions to the rule. The point is, having your partner, your significant other, the person who you love and want to spend time with just as much as you do with cars (hopefully more) love cars and want to work on them just as much you do would be incredible and a dream come true. Well, gentleman (and ladies), dreams really do come true. Gene and Christine Siepka of Chicago are living examples.

The two met while working together in 2001 and found that they had a lot in common. Yet, interestingly enough, cars were not one of them. "At the time we met we really weren't car people. While we were dating we would do everything together and really became best friends and got into cars together," Gene says. "It wasn't until many years later, after we got married and bought a house that we got into doing any modifications to a car," Christine says. "At that point, it was to our second Maxima, a sixth-gen. We decided to mod the Maxima a bit, mostly bolt-ons, but it was fun working together. After that we picked out our own cars to work on and went from there. Ultimately, we both ended up with Zs." So here we have two individuals with two separate journeys that end up intertwining quite nicely. Let's start by taking a look at Gene's.

On a whim one day in early 2008, Gene attended a local Chicago Z meet. He loved how all the modded 350Zs looked and right then his mind was made up to own one of his own. "I was set on picking up a 350Z, but once the 370Z was released I thought it was an improvement over the 350Z in every way, and I had to have one." Owning a vehicle is one thing, but building and modding one is another. As all true car heads know, though, it really is only a matter of time before we start making changes to the vehicle. Even for those who may have somehow convinced themselves that they were just going to buy the car to drive it, in the end we all give in. We can't help it. Owning a great car but fighting the urge to modify it is like fighting off the Borg—resistance is futile—so if Gene had ever thought about just leaving the sporty 370Z stock, that idea went right out the window after he attended

a couple of events. "Seeing other badass builds at local shows made me want to have something like that of my own." Gene clearly has developed good taste and a style all his own. Authentic Powerhouse Amuse Vestito aero adorns the exterior of the chassis as it sits on rarely utilized Work HS203 wheels with a 20-inch diameter. The resulting look is elegant yet aggressive. The aesthetics of the car are complemented by a GTM supercharger kit that Gene and Christine installed together in their garage. "It was done over the course of a three-day weekend. We were a little nervous doing it, but got through it and at the end of it we started up the car and everything worked!" Speaking of Christine, let's take a look at her journey.

The decision to build a first-gen Z hit Christine like a bolt of lightning one day when she happened to be on Speedhunters.com. It was late 2009, and they had just done a feature on Yuta Akaishi's 240Z. All it took was one glance and Christine was hooked. "My jaw literally dropped when I saw Yuta's feature and that first picture of his 240Z." She said right then and there she was going to purchase an S30 chassis,

ALL IT TOOK WAS ONE GLANCE AND CHRISTINE WAS HOOKED.

and she set out to do just that. Once she found the chassis she wanted, she began to address some very major issues. "When I got the car, it didn't have brakes. The brake lines were broken and not a drop of fluid could be found! The brake master cylinder's seals were bad, so it was pushing fluid into the booster. At that point all three had to be fixed or replaced." With that fixed, the couple turned to the motor. It is quite common for people to swap in RB26s in these chassis, but it appears that won't happen in this case. "I love the L28—maybe because I am partially a traditionalist," Christine says. So the pair is going to keep the L28 powerplant, but they have plans for that, as well. "Our next major task is doing a motor swap in the 280Z. We've never torn apart an engine before but are pretty confident we can figure it







I WAS SET ON PICKING UP A 350Z, BUT ONCE THE 370Z WAS RELEASED I THOUGHT IT WAS AN IMPROVEMENT OVER THE 350Z IN EVERY WAY, AND I HAD TO HAVE ONE.

out," Gene says. In the meantime, the gorgeous factory lines of the body have been complemented wonderfully with simple yet beautiful accents like the Xenon front air dam, IMSA rear spoiler, and, of course, the fender flares that house beautiful Work CR01 wheels with a -53mm offset.

Here you have a couple who own two black Zs on Work wheels, yet each vehicle stands its ground, and holds its own in style and beauty. The vehicles also speak volumes about Gene and Christine, as individuals and as a couple, by being physical manifestations of their similar yet immensely different tastes as people and builders. They say a picture is worth a thousand words, and the photo you see of these two sleek, black, beautiful Zs driving side-by-side says more than I ever could. **It**



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BEHIND THE BUILD

NAME

GENE SIEPKA

AGE

36

LOCATION

CHICAGO, ILLINOIS

OCCUPATION

UNIX/LINUX SYSTEMS ADMIN

HOBBIES

MODDING CARS AND LEARNING EVERYTHING I CAN ABOUT THEM, ATTENDING CAR SHOWS, AND ENJOYING TIME WITH FRIENDS AND FAMILY

BUILD TIME

3 YEARS

FEEDBACK

GRSIEPKA@GMAIL.COM

MOTIVATION

"I'VE ALWAYS LOVED THE Z CARS, AND I WANTED TO PUT MY OWN SPIN ON WHAT A Z COULD LOOK AND PERFORM LIKE."

BEHIND THE BUILD

NAME

CHRISTINE SIEPKA

LOCATION

CHICAGO, ILLINOIS

HOBBIES

SURFING THE WEB FOR PARTS AND TRYING TO TRANSLATE JAPANESE; HANGING OUT WITH FRIENDS AND FAMILY

BUILD TIME

1½ YEARS

FEEDBACK

CSIEPKA@GMAIL.COM

MOTIVATION

"I FELL IN LOVE WITH THE STYLING OF THE FIRST-GEN Z BUT I WANTED TO BUILD AND STYLE MY OWN, BASED ON WHAT I LIKE."

2009 NISSAN 370Z

ENGINE GTM supercharger kit; intercooler, piping; Setrab engine oil and supercharger oil coolers; Walbro 255-lph fuel pump; Denso 600cc injectors; MXP True Dual exhaust; Fast Intentions resonated test pipes; Password:JDM carbon engine compartment covers, cooling plate; custom hood dampers; ARC radiator cap

SUSPENSION KW V3 coilovers; Tanabe Sustec front sway bar, rear sway bar, chassis underbrace; SPC rear camber arms; OEM front strut bar finished in black chrome

WHEELS/TIRES Work HS203 wheels (20x9.5 +6mm front; 20x10.5 -12mm rear); Falken FK452 tires (225/35-20 front; 255/35-20 rear); Project KICS R40 lug nuts

BRAKES Racing Brake two-piece floating rotors, front and rear; ET500 brake pads, front and rear; GT Motoring Challenge SS brake lines

EXTERIOR Powerhouse Amuse Vestito front bumper, side skirts, rear bumper, wing; front fenders rolled/pulled/bumper tabs shaved; headlight interior housing blacked out with LED light strip

INTERIOR Nardi Challenge 350mm steering wheel; Works Bell hub, Rapfix quick release; Tommy Kaira Hebi Bebi shift knob

ELECTRONICS HKS CAMP2; Kenwood DNX7160 head unit; JL Audio XR650-CSi component speakers, 13TW5 subwoofer, HD900/5 amplifier; KnuKonceptz.com wires; Wicked C.A.S. spare tire sub enclosure; Beltronics RX65 with BlendMount and Invisicord setup

GRATITUDE "Shouts and thanks to the Four Star Society Crew in Chicago, thanks to the local Chicago area shops, Touge Factory, Project X, Fizz Autosports, A&L Autobody. Big thanks to Ben at Bulletproof Automotive and Sam at GTM Motorsports."

HOTBOX

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GTM MOTORSPORTS

WWW.GTMPOWER.COM

1978 DATSUN 280Z

ENGINE L28; MSA air intake, 3-2 TBC header, exhaust; Pallnet fuel rail; Datsun Spirit spark plug wires

SUSPENSION Stance GR+ coilovers; Z Car Customs front and rear camber plates; Techno Toy Tuning front and rear lower control arms, front camber control arms, front toe control arms

WHEELS/TIRES Work Meister CRO1 wheels (15x9 -53mm front; 15x10 -53mm rear); Toyo Proxes TLR tires (205/50-15 front; 225/50-15 rear); McGard spline drive lug nuts

BRAKES 280ZX OEM 15/16 master cylinder, OEM 10-inch brake booster, rear disc conversion

EXTERIOR Xenon front air dam; IMSA three-piece spoiler; custom fender flares; antenna, side molding, and side mirrors deleted; added fender mirrors

INTERIOR OEM re-covered 240Z front seats; MSA carpet

GRATITUDE "Great Lakes Auto Body, Corwell Customs, Touge Factory, Four Star Society, JDMChicago.com, ChicagoZ.com, ClassicZcars.com, HybridZ.org, all of my buddies who hang out to all hours of the night, my family for being so supportive, and last but definitely not least, Gene."

HOTBOX

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300V

The Perpetual Revolution



Photo: Mark Weber, Pirelli World Challenge



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POWER



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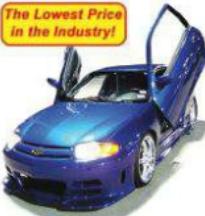
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A6		RX	Vibe
TT			
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5 Series	Metro	626	Fiero
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M3	Storm	Mazda 6	G6
Mini Cooper	Honda	Grand Am	Grand Prix
Z3	Accord	Millenia	GTO
Z4	Civic	MX-3	Sunbird
Buick	Civic Si	MX-6	Sunfire
Regal	CRX	Protege	Trans AM
Riviera	Del Sol	Protege 5	Vibe
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Cavalier	Q45	300zx	Echo
Cobalt	Jaguar	350Z	Matrix
Corsica	S-Type	Altima	MR2
Corvette		Maxima	Paseo
Impala		NX	Solara
Lumina	Kia	Sentra	Supra
Malibu	Sephia		Tercel
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A6			GS	Nissan Sentra	IS	VW
TT			SC	Mazda 6	Scion xA	Bettle
BMW				3000GT	Scion xB	Cougar
3 Series				3000GT	Scion xB	Golf
5 Series				3000GT	Scion xB	Jetta
M3				3000GT	Scion xB	Passat
Mini Cooper				3000GT	Scion xB	
Z3				3000GT	Scion xB	
Z4				3000GT	Scion xB	

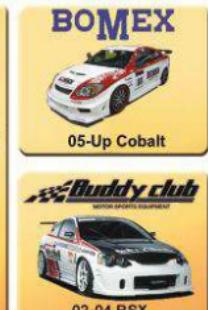
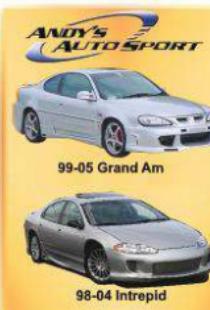
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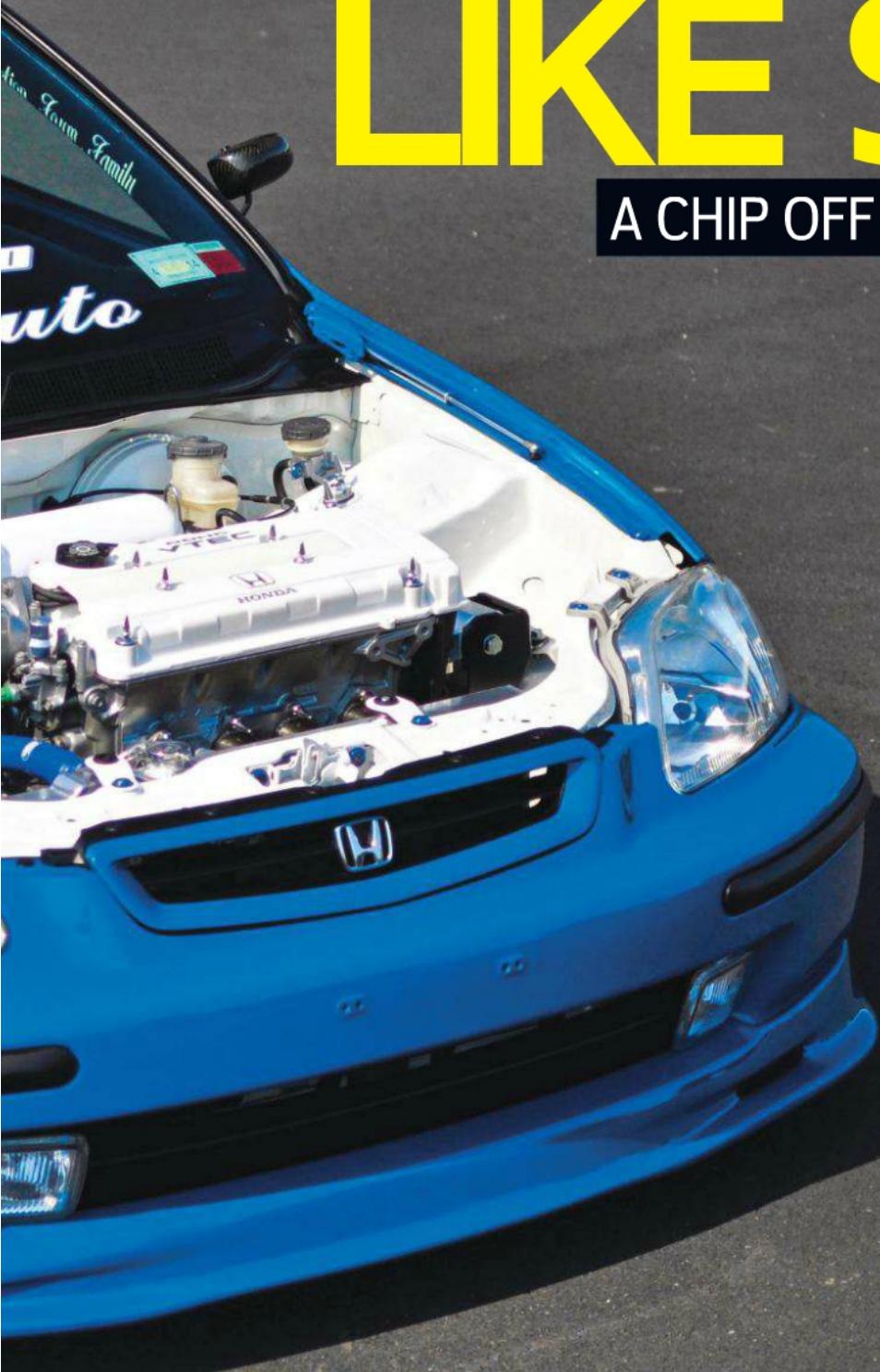
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1996 HONDA CIVIC



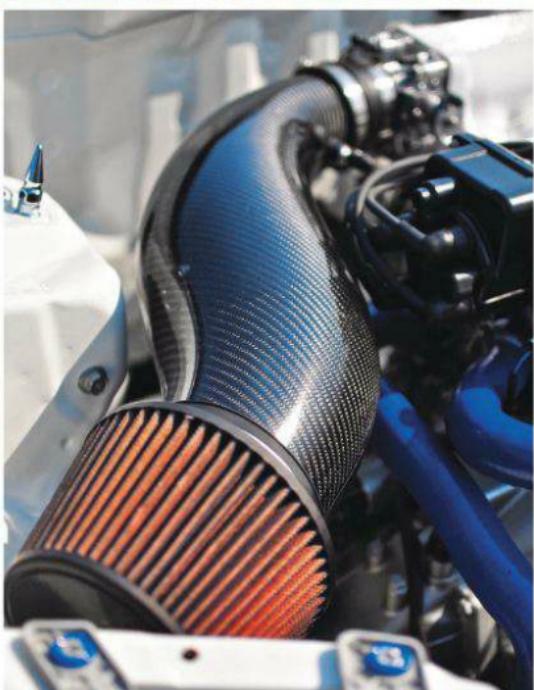
LIKE FATHER, LIKE SON

A CHIP OFF THE OLD BLOCK



When Kevin Iglesias of Port Chester, NY, was growing up, his father owned an automotive shop, and Kevin would go there after school to answer the phone calls. He was exposed to all kinds of cars from a very young age. "I fell in love with just being at the shop and took every opportunity that I had to be there. Dad would stay late to work on his cars, and I would just admire the transformation from stock to the end result. He is the main reason why I have a passion for cars." With that upbringing, it really isn't hard to understand why Kevin is now also a mechanic, owner of an automotive repair shop, and all-around car enthusiast. That enthusiasm led him to decide to put together a car of his own, and so the process began.

Kevin immediately started searching for a chassis to begin the project. Using the Internet to peruse various sites and forums, Kevin ended up on B20vtec.com, where he saw an ad for a '96 hatchback shell. Many young people start off building a car that was handed down to them or given as a gift, or perhaps was purchased initially as a daily driver. In instances such as these, the stock motor ends up sitting off to the side of the garage when a swap is done, the perfectly good interior gets pulled out and collects dust or gets sold off, and surprisingly clean paint gets scuffed up and covered over with newer, fresher coats. But when the person decides from the very beginning that they are going to change out and/or modify many varying facets of the car, it can prove to be more logical relative to time and money to begin with a shell rather than a whole car. That is exactly what Kevin did, and when he saw the ad for a shell local to him that fit the description of what he had in mind, he immediately messaged the seller and made arrangements to head out the very next day to check out the car. It really isn't an issue for those of us out here on the West Coast, but on the other side of the country the weather



conditions make the existence of rust a common issue. Kevin immediately looked the car over for signs of rust and the damage it causes, but he was pleased to find none. Apparently the seller had purchased the car from a friend who bought it in California. Satisfied with what he saw, Kevin made the purchase.

Kevin came up with the look he wanted for his car after seeing what others in his area had done with their cars. "I wanted to stand out and build something different than what I had seen at local meets," he says. The car clearly attracts attention with the bright two-tone paint scheme, a combination of a fully painted BMW Laguna Seca Blue chassis and Honda Taffeta White engine bay. Kevin continued the color scheme by taking a set of BBS RS wheels and having the faces and lips powdercoated in white to starkly contrast against the bright blue body and blue Status buckets in the interior, but tie in the engine bay and white Auto Power roll-bar. He also had an AEBS intake manifold and Honda valve cover powdercoated white before bolting them to the B16 engine sitting in the bay. Kevin didn't just utilize forums to find the car, but also to purchase many of the parts he used during its progression. Sites such as NWP4life.com proved helpful for used parts, and when

I WANTED TO STAND OUT AND BUILD SOMETHING DIFFERENT THAN WHAT I HAD SEEN AT LOCAL MEETS.

new parts were needed Kevin contacted local VraceWorks. All of what you see before you took him less than five months, a fairly short period of time for a project such as this. Once again, Kevin can thank his dad for the positive influence. "If it wasn't for him pushing me those late nights I don't think the car would have gotten done in the time that it did," he says. "He always said it's better to do it all in one shot before you start having doubts or lose interest in it and leave it halfway done." Additionally, his upbringing put him a position to learn how to work on cars at an early age, and he did all of the labor himself.

The build wasn't all smooth sailing, though. One typical workday early morning, Kevin arrived at his shop and proceeded to get the day going. This started with him moving his hatch out of the way so that he could put customers' cars in. So he got into his hatch, fired it up, and parked it by a USPS truck that just happened to be there. Sounds normal, but Kevin forgot just one small thing when he was getting out of the car . . . to turn the car off before he let off the clutch pedal! Yea, that's right, the car lurched forward and hit the truck, damaging the hatch's front. "I was in



a coma for like 10 minutes wishing it was only a dream," he says. You see, the car had just come out of the paint shop and the newly painted hood was damaged, not to mention that his SiR headlights were in pieces. That initial period of shock was about the only downtime that Kevin allowed for, as he immediately set out to correct his mistake. He quickly purchased a new hood, but the search for '96-98 SiR headlights proved to be a little less easy. Eventually, he was able to find a clean set. "I had to pay a little extra for them just to have the guy hold them for me," he says.

Each and every one of us has a source of inspiration for the things that we say and do in this world. Having a role model is very important and that person's influence is a powerful one. Kevin was lucky because his role model and positive influence over the years has been his father, who worked on cars for a living and instilled in Kevin from a young age that determination and hard work are important. His father was a mechanic with a shop, and now so is Kevin. He truly is a chip off the old block. **it**





1996 HONDA CIVIC

BEHIND THE BUILD

NAME
KEVIN IGLESIAS

AGE
22

LOCATION
PORT CHESTER, NEW YORK

OCCUPATION
MECHANIC, OWNER OF AN AUTOMOTIVE REPAIR SHOP

HOBBIES
CARS, RACQUETBALL, BASKETBALL

BUILD TIME
4-5 MONTHS

FEEDBACK
AJUVENTUS21@AOL.COM

MOTIVATION
"TO SHOW I'M CAPABLE OF DOING WHAT I SET MY MIND TO."

HOTBOX

ROOK INDUSTRIES
WWW.ROOKIND.COM

ENGINE B16A; Hasport motor mounts; AEBS intake manifold; Password:JDM Power Chamber intake; radiator stays; Hytech header; Skunk2 Mega R exhaust; Samco radiator hoses; Blox radiator fan; Weapon-R coolant overflow tank; Benen fuel rail; CTR crank pulley; Odyssey battery; NGK spark plugs; Wireworx engine harness; Downstar spiked bolts; Bolt Boys V1 hardware

DRIVETRAIN Competition Clutch Stage 2 clutch, 11lb flywheel

SUSPENSION D2 Racing coilovers; Auto Power four-point rollbar; Rook M-Brace; Blackworks rear camber kit, rear control arms

WHEELS/TIRES BBS RS wheels powdercoated white faces and lips with polished bolts (16x7.5 +14mm front; 16x8.5 +14mm rear); 195/45-16 Sunny tires; Downstar spike valves

BRAKES Custom brake lines

EXTERIOR Laguna Seca Blue paint; Spoon front lip; Zeal rear wing; CTR rear diffuser, taillights; SIR front bumper, rear bumper, headlights; APR carbon side mirrors; antenna block-off plate

INTERIOR Status front seats; Crow harnesses; Personal steering wheel; NRG short hub, Gen 2 quick release; CTR gauge cluster; radio block-off; custom-stitched pillars; panoramic rearview mirror; interior segments redone in suede; Pioneer DEH-3400UB head unit, front speakers

GRATITUDE "I would like to thank my dad who helped me throughout the whole build—he was with me those long nights at the shop—as well as my brother for putting up with me working on the car while we had customers' cars that had to get done."



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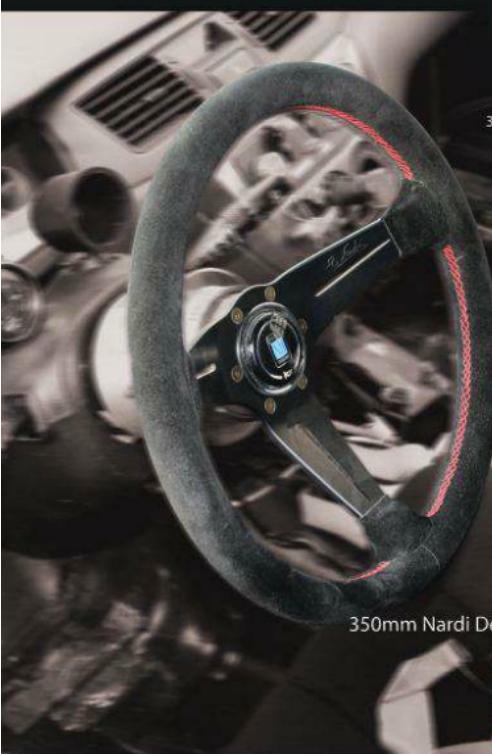
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TEXT BY JOEY LEE
PHOTOS BY ANTHONY MAIR

1972 NISSAN SKYLINE 2000 GT



GANG RELATED

THE UNTOLD TALE
OF AN AMERICAN
ENTHUSIAST'S
UNFORGETTABLE
FIRST-TIME
ENCOUNTER
WITH A
HAKOSUKA SKYLINE

The Hakosuka Skyline is one of those special types of cars that holds a place in all of our hearts. Many of us, unfortunately, will never own one, but we can all dream. These Skylines aren't exactly easy to come by and those who are lucky enough to acquire one aren't likely to ever let them go. Roy De Guzman, the owner of this '72 2000 GT, searched tirelessly for his over six years ago. He first developed an infatuation with the Hakosuka because of its unique styling, racing pedigree, and storied history in Nissan's family lineage. If you were to ask him what he loves the most about his Skyline, he'd tell you that it was the subtle nuances about the car that only a Hakosuka owner would understand—like the smell of the aged interior. Any enthusiast who has developed a loving relationship with their automobile can go on for days about their car and what went into putting it together. Roy, however, has a



story that most wouldn't be able to relate to. In fact, we aren't even sure how many Hakosuka owners could relate to his situation. It doesn't have anything to do with how the car runs, looks, or smells, nor does it have any sort of crazy swap that no one has ever heard of. It looks and drives like any other Skyline from that era. The special circumstance surrounding his Skyline is how he came to acquire it.

"I've owned another [Nissan] Skyline before this one," Roy says. "I purchased a GTS-T model back when I first moved to Japan in 2004. I remember always being very fond of Skylines after first seeing one at an old Battle of the Imports event, but it wasn't until 2005 when I was first introduced to a vintage Hakosuka model. I guess you can say that it was love at first sight, because I made it a personal goal of mine to try to get one after that day."

Finding a Hakosuka Skyline is a bit of a task, but not totally impossible. A chance of finding one in really good condition, however, is another story. The ones that are usually on sale require some work, because they aren't in the greatest of conditions. The ones that are pretty mint aren't typically sold off as the owners tend to hold onto them. Roy happened to find one after he spotted a really clean '72 model in a sale ad. Not being very familiar with the Japanese language, he had his friend call the number listed and a date was setup for him to go check it out. The Skyline was located in a rural area three hours away but it wasn't a big



deal for him. He had found the car he always wanted so he grabbed another friend and set off to Mount Haruna, Tochigi, to see if it was the real deal.

"We got lost for a while but eventually found the spot where the Skyline was being kept," Roy says. "It was this huge, gated compound with dozens of cars in different states of completion. Some were Boso-styled, vintage VIP, Kei-class—you name it, they probably had it there. I ring the doorbell by a small gate and an elderly Japanese man comes to greet us. Neither me nor my friend was fluent in Japanese so we simply uttered the word *Hakosuka*, and he instantly knew what I meant."

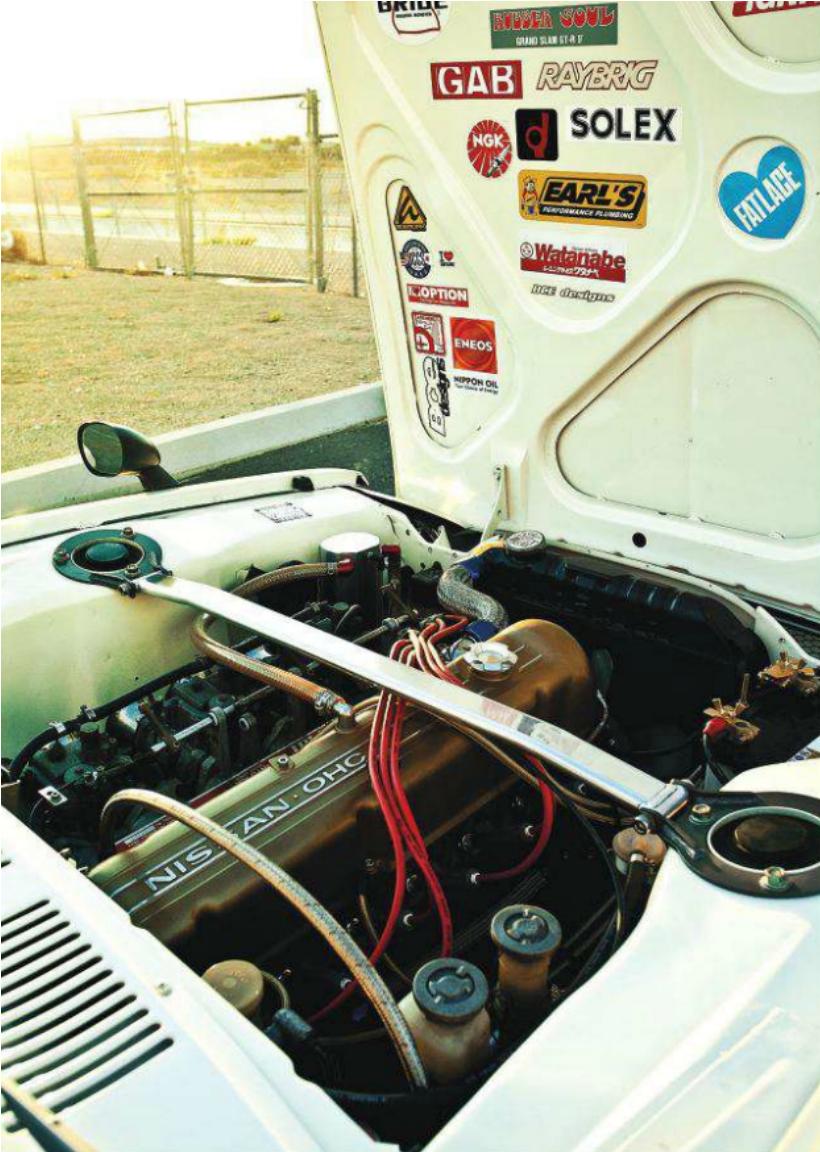
The elderly gentleman walks them into the facility, and Roy soon realizes that there is more than meets the eye with this place. Everywhere they looked were more cars and more garages to hold them. He spots a *Hakosuka*, but of the four-door variety, red with a race-bred motor parked alongside some Boso-themed bikes and several trophies. Tea is offered to them by the man while they waited in an office filled with old-school racing magazines and collectables. Meanwhile, the white 2000 GT Skyline they had driven three hours to see

could be seen in the distance, albeit with different wheels than shown in the advertisement. The interior had obvious wear and tear but the paint was otherwise fresh. It was as good as a four-decade-old classic was going to look, so he was sold. The sizing of the building and the contents within may have been a little peculiar to Roy, but he didn't really think anything of it. Whoever owned it was probably just a collector with deep pockets—nothing to be alarmed about at all.

Or so he thought, anyway ...

Roy explains, "The elderly man receives a phone call and suddenly hurries us out of the room. He rushes to an electronic gate in the back and bows steeply as it opens. Then a fleet of black cars enters quickly and stops abruptly, creating a large cloud of dust. It looked like something straight out of a movie!" The head of the three-car armada was a VIP Y50 Nissan Cima (U.S. Q45). Four guys step out and one heads to the second vehicle to open the door of a black Cadillac Escalade EXT, which has been lowered on large chrome rollers. Behind the Caddie SUV is a VIP-styled Nissan Cedric filled with four more husky characters. Roy and his friend didn't want to assume, but they had a good idea of who these men might be.

"I had heard the rumors, but I never thought anything of them," Roy says. "Rumor has it that the Japanese aren't too keen on the idea of their precious *Hakosuka* leaving their country. I never believed them because the Japanese are such friendly, polite people. I wasn't sure if these guys were friendly or not, but I wasn't about to test them."



/ GANG RELATED

Roy says, each man was dressed in similar clothing and all had outrageous hairstyles. The one who walked over to open the door of the Escalade spoke English and told them that he would translate whatever his boss asked. A guy decked out in a brown-orange leather jacket with Ray-Ban Aviator glasses and a silk leopard-print shirt steps out of the car, donning what Roy claims to be "the most perfect pompadour ever". He turns to his translator, with a menthol cigarette hanging from the corner of his mouth, and mutters a question in Japanese. The translator then proceeds to ask Roy, "Why do you want to buy this car?" The boss then lets off a mild snort and looks over with his glasses pulled down.

"Hakosuka *ichiban, neh?*" (Hakosuka is number one, isn't it?) Roy responds. An awkward silence then ensues while the boss turns to his crew and confers. They follow up with a few more questions before jumping back into their modified vehicles and taking off. One man stays behind to take Roy for a testdrive and to figure out a deal on the price of the Skyline. They agree to meet again a couple of days later when the paperwork and car are ready. Strange as it may seem, these are the type of stories you just can't make up.

Days go by before he returned to pick up his Skyline. A completely different individual comes to the gate to meet him and they carefully go over all the paperwork. They complete all the documents necessary for transport to the United States, and no men in alligator-skin pants arrive to stir any drama. Roy walks out to see his freshly detailed Skyline and is pleasantly surprised to see that the gold 15-inch RS Watanabe wheels from the original ad are back on the car.

"Five years and a ton of importation paperwork later, I can wholeheartedly say that I have no regrets about buying this Hakosuka. The craziness that surrounded that day only helps to add to the legendary status of this car. I'm not going to lie; I still wonder what those guys were thinking that day and what they were discussing; it's a day I'll never forget." ■





BEHIND THE BUILD

NAME
ROY DE GUZMAN

AGE
39

LOCATION
LAS VEGAS, NV

OCCUPATION
WEAPONS INSTRUCTOR

HOBBIES
TUNING CARS, FIXING GUNS, ART
DESIGN

BUILD TIME
6 YEARS

FEEDBACK
VEGASMR2@YAHOO.COM

MOTIVATION
"TO FULFILL THE DREAM OF
OWNING A DIFFERENT CAR."

HOTBOX

RUBBER SOUL
RUBBER-SOUL.NET

JAPANESE CLASSIC CAR SHOW
JAPANESECLASSICCARSHOW.COM

TOYO TIRES
TOYTIRESCOM

1972 NISSAN SKYLINE 2000 GT

ENGINE 2.8L Nissan L28; N24 engine block; Solex 40mm triple side-draft carburetors; SK Sports induction kit; OEM GT-R-spec fuel pump; NGK 8.5mm Super Conductor spark plug wires, spark plugs; MSD 6AL ignition box, Blaster 2 High-Vibration coil; Motul engine oil; Earl's hoses and fittings; Rubber Soul carb heat shield; Earth-grounding kit; Greddy oil catch can; polished velocity stacks; gold powdercoated valve cover

DRIVETRAIN OEM

SUSPENSION GAB Sports 60mm HELP springs, anti-roll bar, tension rod urethane bushings; Rubber Soul front strut bar

BRAKES OEM

WHEELS & TIRES 15x8 +3 RS Watanabe R Type, front; 195/55-15 Toyo Proxes T1R; 15x10 -25 RS Watanabe R Type, rear; 255/50-15 Toyo Proxes T1R; RS Watanabe steel lug nuts; Electron wheel locks

EXTERIOR Rubber Soul GT-R-spec front lip, rear spoiler, fenders; Almond White paint; Raybrig headlights, HID kit; Sport Corn R decals; NOS GT-R emblems; OEM GT-R taillight housing, grille, mirrors

INTERIOR OEM Skyline GT-R steering wheel, shift knob; Razo Grip Sport pedals; HELP Dead Pedal; repainted 2000 GT center console badge to GT-R-spec; Broadway 300mm rearview mirror

ELECTRONICS Omori voltmeter gauge; Alpine CDM-9801 head unit; Kenwood KFC 1080IE front speakers, KFC-1690IE rear speakers

GRATITUDE "Garage Kutsumi and 'friends' for handling all the details of the purchase; Chris Connely from Gaijin Smash for getting me there; Paul Castillo from the HyRev Crew for getting me back; Kawasaki-San from Rubber Soul/HELP for parts, tuning, and advice; Thanh, Freddie, Norm, and Brian from CCR for letting me use the shop; Brian from BCE Designs for all my sticker needs; Import Tuner and Anthony Mai Photography for this opportunity; Kitty at Autolink for letting me use her bay super last minute; Koji and Terri from JCCS; Toyo Tires for their great tires; my crew SquadOne for all their support, especially Jon Jon for helping out at SEMA; my Vegas VIP homies; and, of course, my wife, Linley, for all of her love and undying support."



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THE PHOENIX

FROM THE FIRE OF STRIFE RISES THE GOLDEN
BEAUTY YOU SEE BEFORE YOU.



Jeff Ritucci of Bellmawr, NJ, started getting into cars when he was in junior high. "I wanted a hooked-up car so I got a '90 Honda CRX and started building," he says. Starting off with that car turned the urge to modify into a full-blown disease, as he calls it, and it didn't take long before he became bored with that car and wanted to start something different. The FD RX-7 is a timeless chassis whose body lines and rotary motor have developed a cultlike following over the years, so it comes as no surprise that Jeff was attracted to it and decided that it was his dream car. "I already had the disease from my Honda, and it was time for me to step my game up," he says.

When people think of commonly stolen cars, Hondas come to mind. Hondas are some of the most stolen vehicles in the country every year, and I'm sure that Jeff worried about it a bit when he was driving his CRX, but he probably allowed

that concern to trickle out of his mind when he picked up his first Mazda RX-7. Jeff found a red with black interior '93 and picked it up with no hesitation. But somebody wanted it more than he did. "I had the car for only 22 days before it was stolen out of my driveway one night," Jeff says. To add insult to injury, the vehicle was never recovered, so it wasn't like he could even start the build over with his dream car. Jeff was forced to look for another vehicle that fit the description of what he wanted. "I searched high and low for another one, but could not find one like the one that had gotten stolen," he says. So Jeff opened his mind to other less than ideal options.





In the South Jersey area where Jeff resides, no mechanics wanted to touch the infamous Mazda rotary. Jim Phillips of JPR Imports wasn't one of them. "He was the only one in the area who worked on the tricky rotary engine," Jeff says. It was only natural that the two would become acquainted. Phillips happened to have an RX-7 that he was willing to sell Jeff, but this wasn't just some random chassis—Jeff knew all about this car and its rough past, to put it lightly. Under normal circumstances he wouldn't touch it with a stick, but he had grown desperate and decided to go for it, regardless of what it had been through.

The chassis that you see before you has one hell of a background. Jeff actually knows the majority of its history, and to make the car what it is now from what it was before is quite a feat. Jeff's good friend Kevin bought the car "sometime in the late '90s", but only owned it for a couple of months before deciding to sell it to a younger guy named Bill. Well, Bill didn't exactly get to enjoy the car for very long. "Bill had the car for only six hours and decided to take it to some club in Philly to show it off that night," he says. "Well, Bill must have gone to the wrong club because when he came back outside the car had vanished. It was recovered two weeks later on the side of a street." The vehicle was stripped of essentially every single part that could be unbolted. It had no dash, no seats, no carpet, and a steering wheel with a blown airbag. The engine and transmission were missing. The fenders, rear hatch, and even the doors were gone too. "The only parts of the car left were the chassis, rear quarter-panels, roof, and frame of the car. And a bunch of wires. That's it." At that point the car was towed to JPR Imports where Phillips bought the now salvaged vehicle from the insurance company and proceeded to take parts off of a totaled FD chassis he had on his lot and transfer and piece together the recovered vehicle. Eventually, the chassis resembled a car again. "The car was done, not the clean-

est car ever, but it was driveable," Jeff says. "A couple of different paintjobs and a couple of years went by, and that's when I purchased the car from Jim." And here is where the build actually began.

Jeff had his work cut out for him, and he wasted no time in getting to it. Well, he didn't really have a choice. "I first replaced the motor because the other only lasted for two months," he says. He then decided that driving around with a steering wheel that had a hole in it from a blown airbag wasn't classy, so he picked up the MOMO Millennium to replace it. He then addressed the exterior, picking up a Veilside body kit and C-West carbon headlight conversion. With the aggressive aero in place, he directed his attention to what was underhood and made some changes, like having two turbos in parallel rather than the factory sequential designation. He made some other mods here and there and then took the car to some shows and started win-

I ALREADY HAD THE DISEASE FROM MY HONDA, AND IT WAS TIME FOR ME TO STEP MY GAME UP.

ning some trophies. The taste of victory and the sight of trophies in his house lit a fire under Jeff, and he decided to take his vehicle to the next level.

Between 2003 and 2004, Jeff poured his time and money into the car and had a vast array of modifications and custom work done to the car. Starting with the powerplant and related aspects, he went with a single turbo setup by Greddy. Fuel upgrades such as 1,600cc secondary injectors and custom rail were added, and drivetrain modifications such as the Kaaz LSD and a different final gear ratio were installed. The vehicle was then equipped with Tein HA coilovers to place it at the height that Jeff desired. He basically began to change over the entire car and go all out. The vehicle was delivered to Jason Barraka at Audio Originals in Bloomsburg, PA, to have extensive interior work done. Anything that was still tan in the interior was dyed black, and the rear half of the interior was fiberglassed and customized to house a TV monitor and various audio components from Polk/MOMO. The car was then taken to Custom Auto Repair in Glassboro, NJ, where he had the entire car, including select interior pieces stripped, prepped, and painted in the custom three-stage blend you see in these photos. He spent many months moving the vehicle



back and forth between shops to get more motor, paint, body, and interior work done to his satisfaction. And all that you see before you cost him a pretty penny. Jeff estimates that he's spent between \$100,000 and \$125,000 to get the car to be what it is today!

Jeff took a chassis that most people wouldn't even look at—much less purchase—and used it to create his own per-

sonal masterpiece. It is quite clear that he has unique taste and is willing to do what needs to be done and spend whatever it takes to achieve his vision. Looking at what he created out of a chassis that was essentially scraps, it makes you wonder what he would do with a more complete platform. Well, it just so happens that he already has another build in the works. It isn't a bare-bones, early '90s, theft-recovery chassis. It just so happens that Jeff is building a '08 Lexus IS-F. Yea . . . we want to see it when it's done too. We're waiting, Jeff.

BEHIND THE BUILD

NAME
JEFF RITUCCI

AGE
31

LOCATION
BELLMAWR, NJ

OCCUPATION
BUSINESS OWNER

HOBBIES
BUILDING CARS

BUILD TIME
8 YEARS AND COUNTING

FEEDBACK
SPOOLEDSILVER@YAHOO.COM

MOTIVATION
TO BUILD THE BADDEST CAR.

HOTBOX

AUDIORIGINALS
WWW.AUDIORIGINALS.COM

GREDDY
WWW.GREDDY.COM

JPR IMPORTS
WWW.JPRIMPORTS.COM

1993 MAZDA RX-7

ENGINE 13B-REW; street port and polish; 2mm Atkins Apex seals, race bearings; Greddy T78 single turbo kit, front-mount intercooler kit, polished elbow, downpipe, high-flow cat, Type-S blow-off valve, air separator tank, oil catch can, motor torque shock, 1.3-bar radiator cap; Aeromotive fuel pressure regulator; RP Competition fuel pump; 550cc primary injectors; 1,600cc secondary injectors; custom secondary fuel rail; RX-7 Store block-off plate kit; Unorthodox Racing Ultra SS Underdrive Pulley set; 3-bar map sensor; Koyo radiator; Signal radiator plate; NX wet setup, 10-pound bottle, intercooler kit; RP chromoly racing axles; HKS carbon titanium cat-back exhaust; Twin Power ignition; Jacobs spark plug wires; NGK platinum spark plugs; polyurethane solid motor mounts; Tein hood dampers; completely polished motor

DRIVETRAIN Japanese five-speed RX-7 transmission; ACT six-puck Extreme clutch, pressure plate; 4:30 final gear with ring-and-pinion set; Kaaz 1.5 LSD; B&M short shifter; Royal Purple synthetic tranny fluid

SUSPENSION Tein HA with adjustable pillow-ball mounts; T&R torque brace; Mazdaspeed front and rear sway bars; M2 front strut bar; Super Now front adjustable tie-rod ends, rear trailing arms, rear toe links; reinforced powerplant frame and differential housing

WHEELS/TIRES Volk GT-C wheels (18x9 +45 front, 18x10.5 +22 rear); Falken FK452 (245/40-18 front, 275/35-18 rear); Rays lug nuts

BRAKES Endless 6-pot Mini Inch up front brake kit; carbon-fiber brake lines; Power Slot rear brake rotors; EBC Green Stuff brake pads (rear)

EXTERIOR Custom Slime Green/Gold over silver paint; Vertex front bumper, side skirts, rear bumper, front carbon canards, side skirt carbon canards, C-West carbon headlight conversion; RE-Amemiya hood; 8000K HID headlight kit; JDM circle taillights; '99-spec JDM turn lamps; carbon overlay door handles

INTERIOR Bride Lo Max carbon Kevlar front seats; Takata five-point harnesses, memory foam seatbelt pads; Kirk Racing 6-point rollcage; MOMO Millennium steering wheel, quick release steering hub; Project Mu pedals; ARC shift knob; carbon-fiber dash kit; custom carbon-fiber center console, driver A-pillar triple gauge pod, passenger A-pillar; custom fiberglass trunk; stainless steel door sills; black carpet; JDM gauge cluster with black bezels, floor mats; full tan to black interior conversion

ELECTRONICS A'pexi Power FC, AVC-R Boost Controller, Rev/Speed Meter; Blitz FATT Turbo Timer, oil pressure gauge; DEFI BF Link controller, 60mm boost, EGT, oil temp, water temp, fuel pressure, and oil pressure gauges; NGK Powerdex AFX; Pioneer AVIC-N1, Premier PQ Processor; Zapco amplifiers (3); Polk MOMO 6.5-inch front speakers (2), tweeters (2), 5.25-inch rear coaxial speakers (2), 8-inch subwoofers (4); Icon 7-inch monitor and DVD player

GRATITUDE "I would like to thank God for all that he has blessed me with; my mom and dad for all of their continued support; friends, family, and fans for always being there; and, of course, my dog, Max!"



STR
Racing



ITALIA LA RAGIONE

PHOTOS BY MICHAEL BELL





**Favorite car.**

Lexus ISF—white with black rims . . . gangster.

Nicknames.

Tallyman, Tay Tay, and Bambi.

First kiss.

My mom paid me \$20 to kiss my boyfriend at the time because I was such a wuss.

Hidden talents.

Not trying to brag, but I'm a pretty good freestyle rapper.

Biggest turn-on.

A sense of humor.

Biggest turn-off.

Arrogance.

Worst date.

The guy started massaging my shoulders while I was trying to eat. Can you say "awkward"? Can a girl just eat her food in peace?!

Favorite food.

Filipino food!

TV.

Taboo on National Geographic, *Hoarders*, *Lockup Raw*, and *Intervention*.

Celebrity crush.

Mark Wahlberg!

Worst habit.

Being on my phone too much.

Guilty pleasure.

Oh my gosh, my love for food. I'm hungry every five minutes.

Childhood.

I was a geek. I was an ugly duckling with a unibrow growing up.

Tattoos and piercings

I have my lip, nose, and belly button pierced. I have a surface piercing on the back of my neck as well as two piercings in each ear. I have three tattoos; my grandma's name on my wrist, "faith" on the back of my neck, and a bow right above my butt crack.

Speak any other languages?

I can understand Tagalog.

Your weirdest phobia.

Bugs! Not that weird, but I spaz out and flail around like a crazy person.

Sports.

I was never a real tomboy, so does dance and ballet count as a sport?

I'm totally addicted to:

Reading and music.

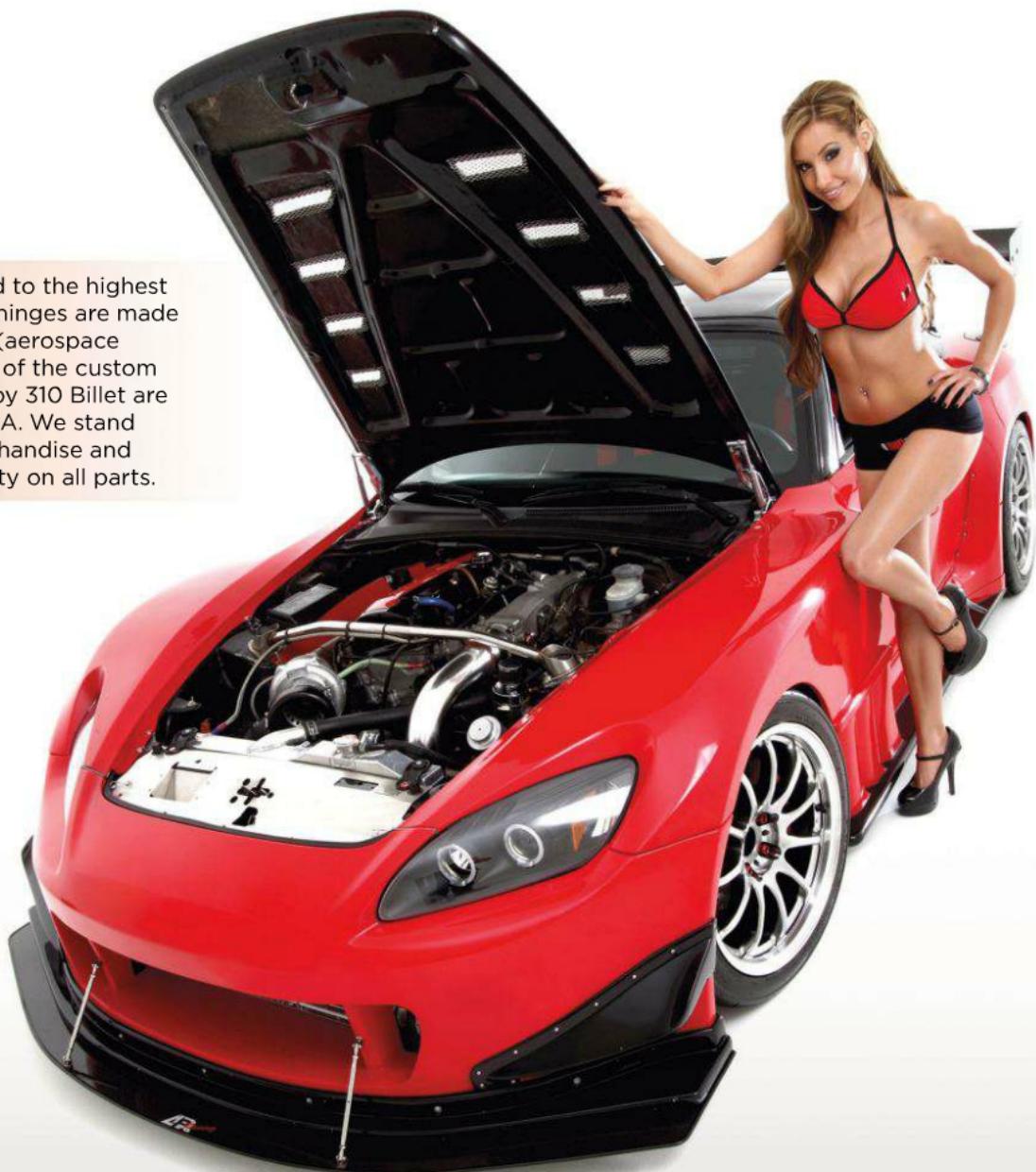
My favorite body part on myself is:

My clavicle.

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Sign: Leo

Age: 23

Hometown: San Diego, CA

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Instagram: @italiafaith

Thank you: God and my amazing boyfriend.



Photo by Kyle Lewis

Tony Angelo
Garrett GTX3576R Turbo
603whp

RESPONSE

Garrett GTx Turbochargers: The Replacement For Displacement

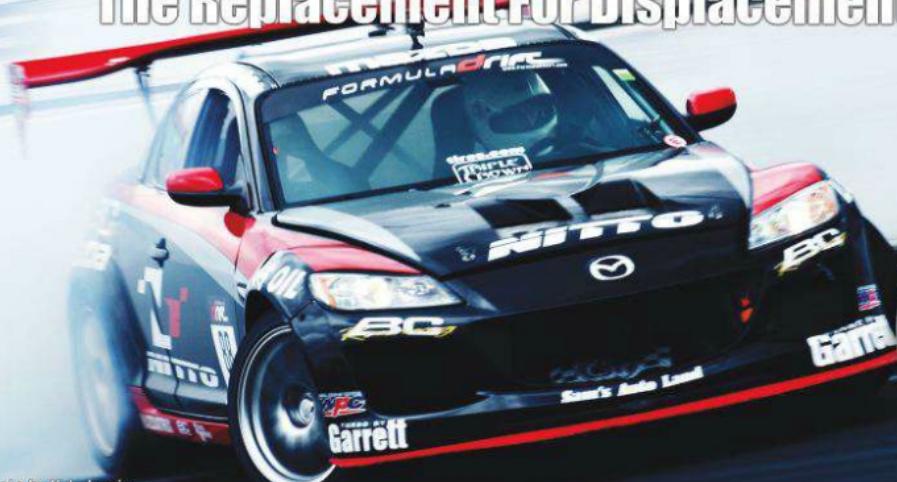


Photo by Kyle Lewis

Chelsea Denofa
Garrett GTX4294R Turbo
850whp

POWER



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Kenny Moen
Garrett GTX3582R Turbo
730whp

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2012 FORMULA DRIFT CHAMPIONSHIP ROUND 5

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THROWDOWN

TEXT BY SCOTT TSUNEISHI
PHOTOS BY HENRY Z. DEKUYPER AND
DAX RODRIGUEZ

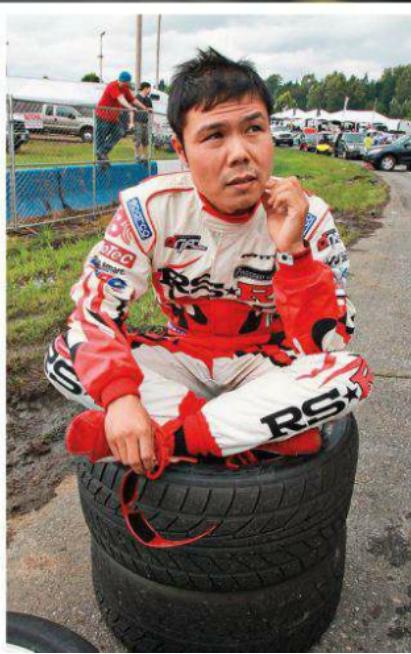
Formula D Championship returned to Evergreen Speedway in Monroe, WA, the oldest track on the circuit that was originally built as a horse racing track back in 1954. Round 5 was another high-intensity event as a capacity crowd—estimated at over 25,000—witnessed a nail-biting event with drivers jockeying for position in a close points chase for the championship. Over the past few events, the typically wet and gloomy Evergreen Speedway track was surprisingly hot and dry, a good combination for lots of smoke and speed around the five-eighth bank, a good thing for both drivers and spectators alike.

With only two rounds left in the chase for the championship, the judges were more critical with focus on the “two tires off rule” as well as a record or lack of offering more than one OMT battle throughout the entire event. The action on the track showcased many close battles and upsets, including a strong run from Seattle’s own hometown favorite Walker Wilkerson in the Garage Autohero/Fatlace S13, who qualified in the Eighth spot. The Final Four was whittled away to a unique group of drivers and cars, which consisted of a V-6 turbo, four-cylinder turbo, Chevy V-8, and Ford V-8.

Ken Gushi in the Greddy Performance Scion FR-S was on his A game as he battled his way into the Final Four to eventually face Hankook teammate Rhys Millen in the RMR Hyundai Genesis coupe in a very close battle. Millen took the victory for Third Place, and his first podium appearance of the season. The Finals pitted Ryan Tuerck in the Retaks Nissan 240SX against Vaughn Gittin Jr. in the Monster Energy Drink '13 Ford Mustang. After a tightly fought battle Gittin took the win, his second consecutive victory and the lead in the Pro Championship Points Standing and the Tires.com Triple Crown, while Tuerck moved up to Fifth Place overall.

The chase for the championship heats up as Formula D heads into the final two events of the season with only 62 points separating the top five drivers. Next stop: Round 6 at Las Vegas Motor Speedway. For more information on upcoming dates and event coverage, be sure to check out www.formulad.com. **It**





HILLSBOROUGH, NEW JERSEY

ESR MEET

TEXT AND PHOTOS BY SOMYA SIVA

Eat Sleep Race marked their 10th anniversary since its founder Brian Mabutas designed their first logo that gave birth to the ESR lifestyle. On Sunday, June 24, ESR held their third annual BBQ Meet. The crew combined their celebration at Dynamic Performance Shop in Hillsborough, NJ, with free food, DJ, and tons of ESR gear. The turnout was huge and the event reached max capacity with attendees from the Tristate area and as far as California coming out to show support.



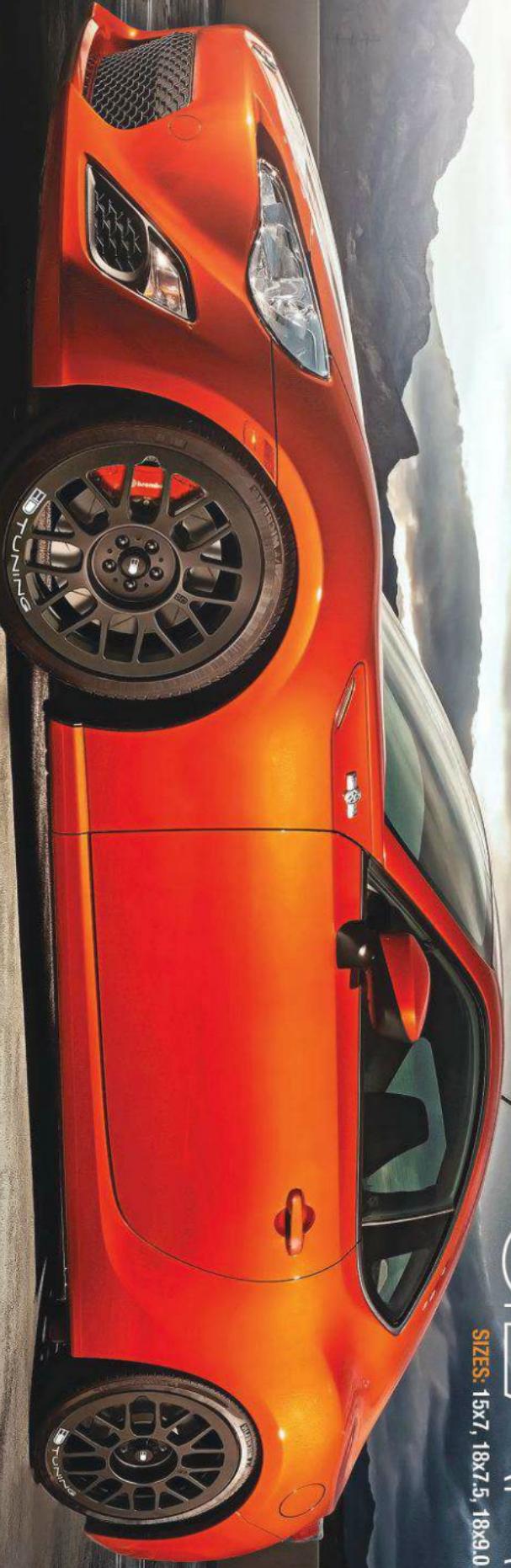
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Dynamic Performance shop showcased all of their fastest cars in the "ESR Horsepower Row" with their fully built Honda drag cars packing over 5,000 hp combined! The spotlight of the show went to the debut of the new ESR x Dynamic Performance 8-second sport front-wheel-drive Civic. **It**

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SYDNEY, AUSTRALIA

AUSTRALIA ATTACKS!

LOCAL TUNERS
DOMINATE AT THE
YOKOHAMA ADVAN 2012
WORLD TIME-ATTACK
CHALLENGE

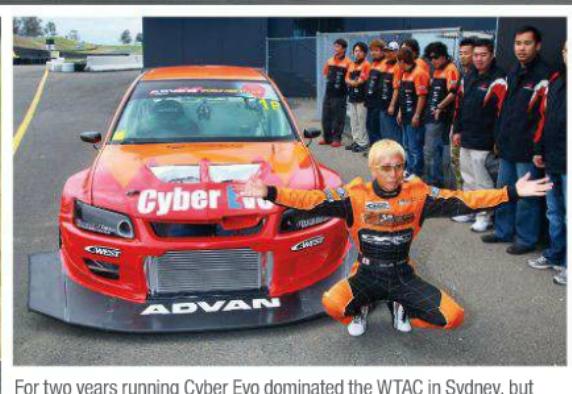
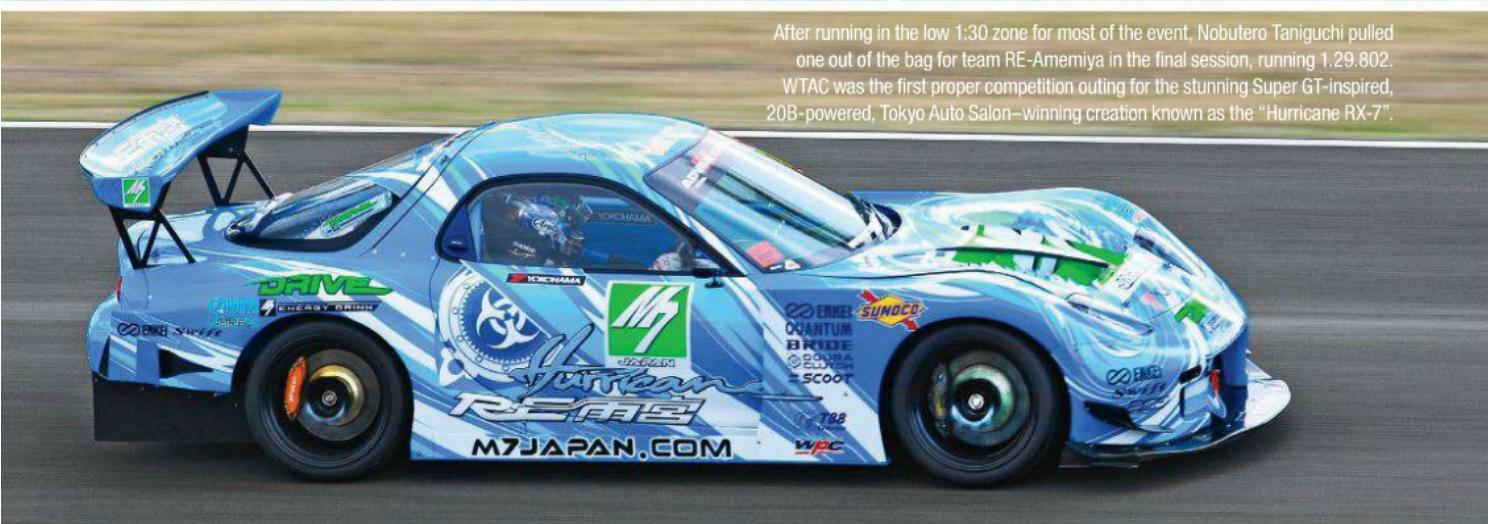
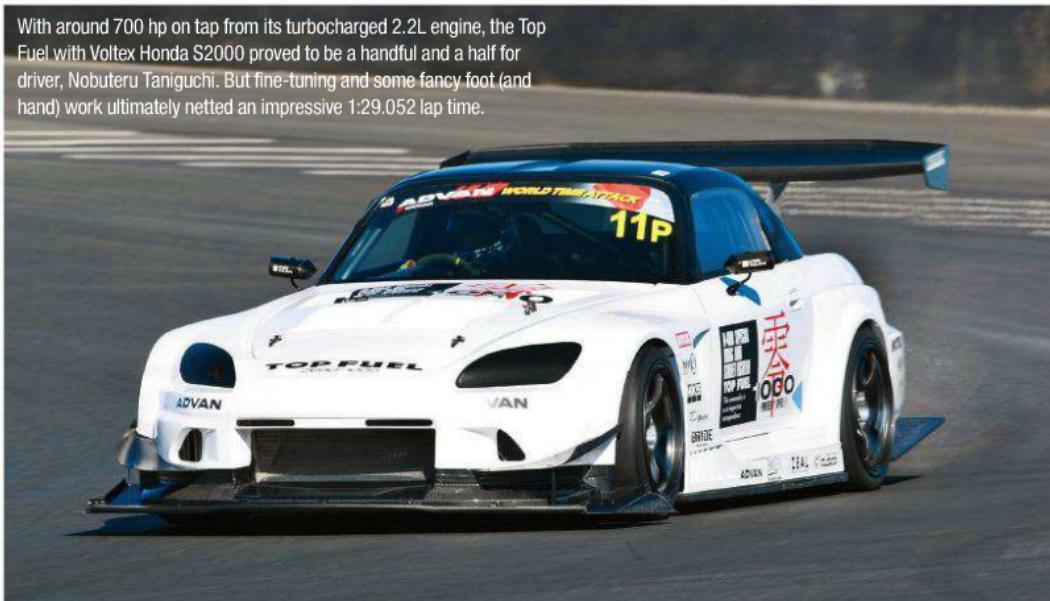
TEXT BY BRAD LORD
PHOTOS BY ALASTAIR RITCHIE

Geographically speaking Australia might be a world away, but for the third year running the land Down Under has managed to put on a truly international time-attack event complete with pro-level drifting and a huge car show component. Sydney Motorsport Park was once again the venue for the Yokohama Advan World Time-Attack Challenge (WTAC)—a two-day festival of speed held in August that attracted pro-level teams from as far as the United Kingdom as well as Japan, New Zealand, and the United States. Well, almost the United States...

With the disbandment of the Sierra-Sierra Enterprises team and retirement of their Evo, stateside representation at WTAC 2012 rested solely in the hands of ARK Design, which had entered Eric Hsu's freshly built VQ35-powered BNR32 Skyline GT-R. In what can only be described as an error of epic proportions though, the Nissan was wrongly shipped to China and therefore failed to even turn a wheel in anger on Australian terra firma.

A time-attack car too far? There's been plenty of post-event talk surrounding the all-conquering Nemo Racing Evo, but there's no questioning its world-beating abilities.





AUSTRALIA ATTACKS!

The same can't be said for the strong contingent from Japan, which included RE-Amemiya, Top Fuel (with Voltex), Scorch Racing, and Pan Speed. The most anticipated entry from the Land of the Rising Sun, however, was a re-appearance from Masimichi Takizawa's legendary Cyber Evo—the overall winner and lap record-setter at both the 2010 and 2011 WTAC events in the hands of Eiji "Tarzan" Yamada. After last year's win the world-beating Mitsubishi Lancer Evo IX had been unofficially retired from time-attack duties, but just six months out, Takizawa-san had a change of tune. Aero specialist C-West was brought onboard to take over from Voltex and the car was reengineered with a third outright WTAC win in mind. Of course, other teams had their sights set on victory too, and none more so than Australian newcomer, Nemo Racing.

Designed and built to dominate time-attack racing on a global level, Nemo might have started off life as a humble Lancer Evo IX road car too, but the carbon-fiber-cloaked creation is far from that now. And looking at it, it's not hard to see the sub-1,000kg post 950-whp machine is regarded by many as the most ambitious time-attack project ever undertaken.

On a slightly reworked circuit reputed to be 1.0 to 1.5 seconds quicker than that which the Cyber Evo laid down the 1:28.85 benchmark in 2011, Nemo set the early pace, blasting a 1:26.912 lap. Wheelman V-8 supercar driver Warren Luff quickly backed it up with an even faster 1:25.74, and ultimately bettered that with a new standing record of 1:25.020. The Australian-built Tilton Interiors Evo IX driven by Garth Walden owned Second outright with New Zealand driver Earl Bamber piloting the MCA Suspension Nissan Silvia S13 (another Australian entry) into Third Place after going quicker than Japanese driver "Under" Suzuki in his Scorch Racing Silvia S15 in the very last session of the event. As for the Cyber Evo, a string of bad luck that began with an engine swap that consumed the first day of competition and ended with a small fire underhood, destroyed any chances of a comeback. It was a disheartening moment for Takizawa-san and Tarzan Yamada.

Whether or not one of Japan's most revered time-attack returns to do battle again in 2013 remains to be seen (we hope so), but for now the World Time-Attack Challenge has a new king. **IC**

Japanese privateer "Under" Suzuki had a tough time trying to tame his carbon-bodied 700hp Silvia S15, but managed to prove its worth with a quick 1:28.329 lap.

The Tilton Interiors Evo IX was the quiet achiever at the 2012 World Time-Attack Challenge, running 1:27.182 to take Second Place overall.



The naturally aspirated and peripheral ported 20B-powered Pan Speed Mazda RX-8 might have been off the lead pace, but it sounded absolutely superb. Super GT driver and Best Motoring presenter Naoki Hattori did the wheelwork.





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CHARLOTTE, NORTH CAROLINA

IMPORT ALLIANCE 2012

TEXT AND PHOTOS BY FAIZ RAHMAN

Import Alliance is, without a doubt, one of the biggest and well-known car culture events in the nation. After many years of successful events, the remarkable Z-Max Dragway in Charlotte, NC, was a first-time location and still managed to attract thousands of people and cars from all over the United States. With organized staff, systematic layout, and efficient planning, the abundant population and traffic was very well supervised.

From morning until evening, cars were continuously rolling out and even more were rolling in to take those empty spots in the giant ground-level parking lot. You could make rounds every 20 minutes and be guaranteed to see dozens of new cars that make you do double, if not triple, takes every single time.





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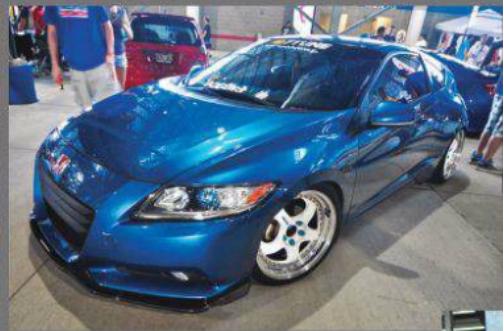


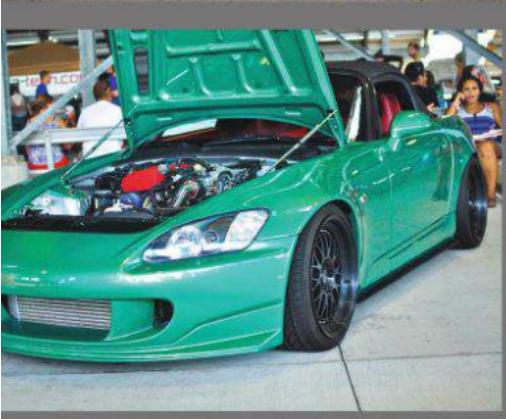
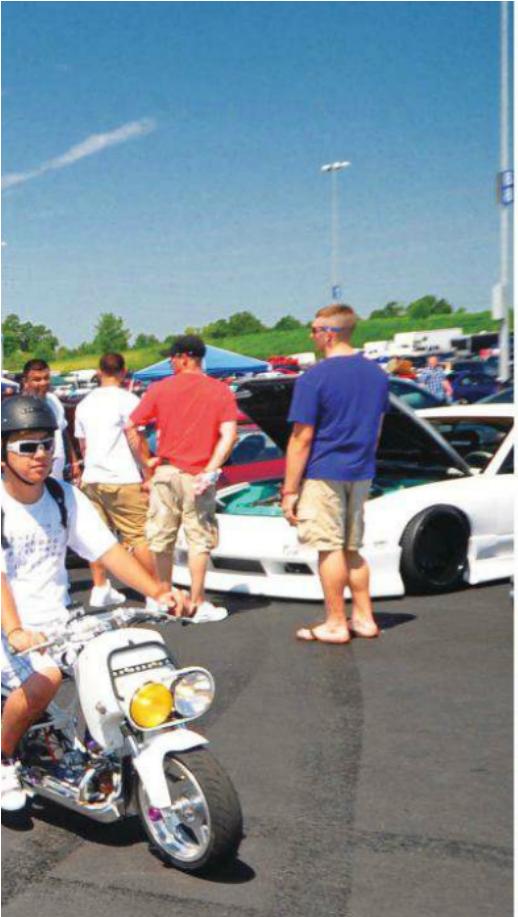
IMPORT ALLIANCE 2012

C8

The upper level lot was lined with hundreds of the country's best put together imports along with vendors and entertainment booths to make sure for a good time. You could see different inspirations and cultures everywhere, from drift junkies, VIP luxury, old-school classics, to literally anything you could imagine. In the end, everyone would agree that the main goal of this whole shebang could be concentrated into two words: pure enjoyment. **It.**

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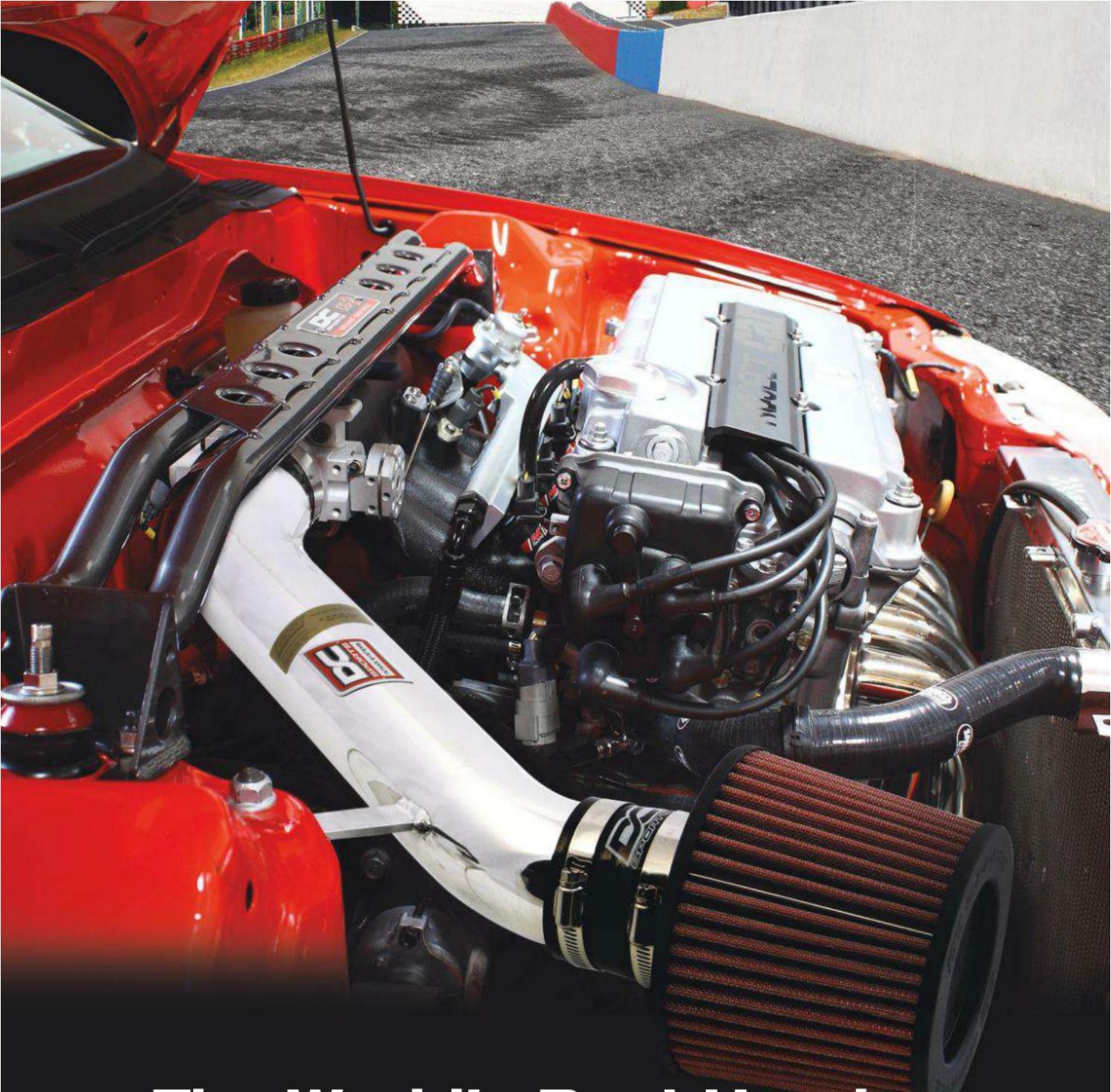
FAR FROM WEK

EDISON, NEW JERSEY

TEXT AND PHOTOS BY JONATHAN HWANG

It's not often that an auto show series comes around to the Northeast region as big and respected as Wekfest. Its usual venues are up and down the West Coast, but as of last year, they've been touring the United States—something many enthusiasts had been anticipating since the first Wekfest was birthed a couple of years back in California. Wekfest has a history of top-notch street and show cars, bringing in thousands of spectators, and providing an all-around well-organized car show environment to its attendees. This stop at Edison, NJ, was no different.





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FAR FROM WEK

SHOWTIME

The sun is rising, and it's almost 4 o'clock in the morning as cars exit the New Jersey turnpike and begin to roll in. Many, if not most, have been getting their cars ready in preparation for this end of the summer show since its announcement in the spring. The news traveled far and wide; car enthusiasts from Illinois, Massachusetts, the Tristate region, and as far as Florida and Ontario, Canada, have come to the event center to show their cars, their teams, and reconnect with friends.

As the cars finished rolling in around noon, the line of antsy and excited spectators grew rapidly. Hundreds of people stood outside the venue waiting to pass through the metal detectors in single file (odd to say the least).

Those who have been active in the show series circuit on the East Coast over the past decade and a half (HIN, NOPI, XDC/Remix) could surely recognize a good amount of faces





and their cars. Some moved on to new cars and some got new paintjobs or wheels, while some went all-out with bigger turbochargers, shaved/filled bays, wire-tucks, widebody kits, motor swaps, and more. Regardless, the mixture of cars from different regions of the eastern half of America and Canada was refreshing to see.

JDM Chicago, Auto Concept Elite - East, and Team Emotion definitely brought their A-game. JDM Chicago had a heavy fleet of tastefully modified cars, including a full Varis widebody-kitted blue Mitsubishi Evo X and a Root Beer second-gen Toyota MR2 amongst other builds. Auto Concept Elite - East brought some variety with a VIP-themed Lexus IS, track-ready Evo VIII and Honda S2000, Veilside Nissan 350Z, and others. However, the team who really had the crowds in awe, without a doubt, was Team Emotion. They featured a wide variety of builds from two jaw-dropping Subarus (Joy Abdalla - Best Subaru; Alex Witkin - Best of Show), a stunning Evo X on purple TE37's, to a completely insane race-inspired Acura NSX.

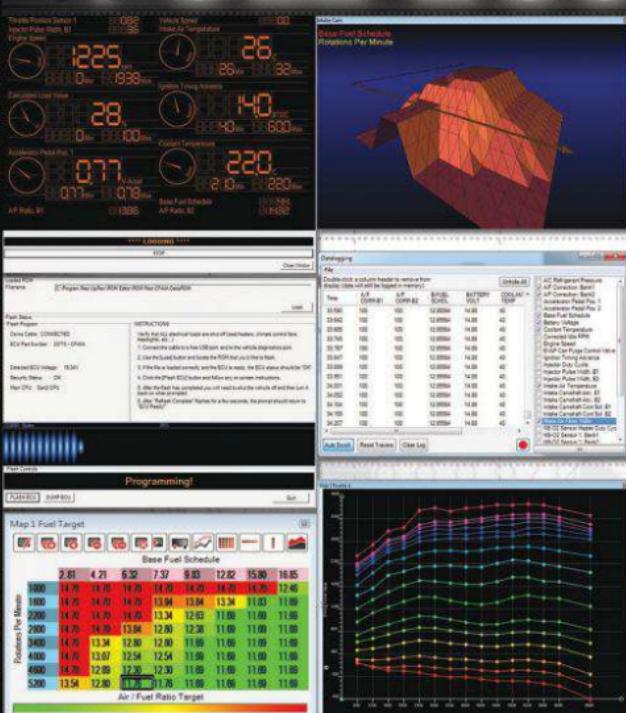
Surprisingly enough, there were also plenty of JDM/righthand-drive cars in attendance including a Midnight Purple Nissan Skyline R34, a few more Skylines, and two white Nissan Silvia S14s. Liberty VIP's beautiful gold Lexus SC430 on Weds Kranze Bazreias drew in crowds the whole day, and rightfully so. Other honorable mentions include TMW/Najeeb's White Evo VIII, Team Emotion's Pearl White fender-flared Lexus IS, and AMS Autowerkers' Gray Evo VIII.

Keep on the lookout for the next WekFest event near you by visiting www.wekfest.com. It surely lives up to the hype! 

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CYPRESS, CALIFORNIA

MOD 2012

MITSUBISHI OWNER'S DAY

TEXT AND PHOTOS BY JOFEL TOLOSA

Once a year Mitsubishi Motors of North America hosts one of the biggest Mitsubishi gatherings, the Mitsubishi Owner's Day. In the early hours of the morning, enthusiasts quickly filled the parking lots at Mitsubishi headquarters in Cypress, CA. An array of Mitsubishi models was displayed, from bone stock to full-blown race cars. The event is thrown as a special "thank you" to Mitsubishi fans and enthusiasts.



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WHOLESALE INQUIRIES WELCOME

MOD 2012

Festivities included dyno challenges, racing simulations, testdrives, and even BMX demonstrations. One lucky fan was able to take home a 92-inch television, one of the many prizes given away at the raffle. Amongst the dyno shootout was a Graphite Gray Lancer Evolution. While stock in appearance, it managed to shock the crowd with a 900-plus horsepower output. This is one event every Mitsubishi owner should attend. **ITL**





**ONE FOR THE
MONEY**



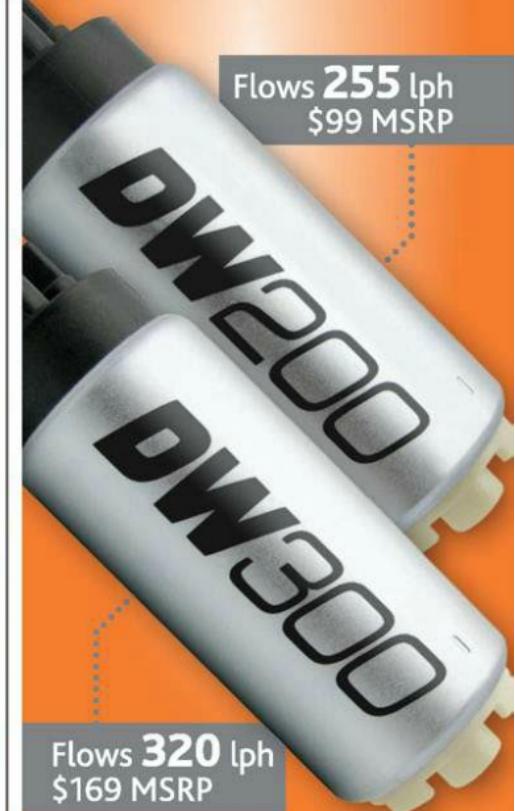
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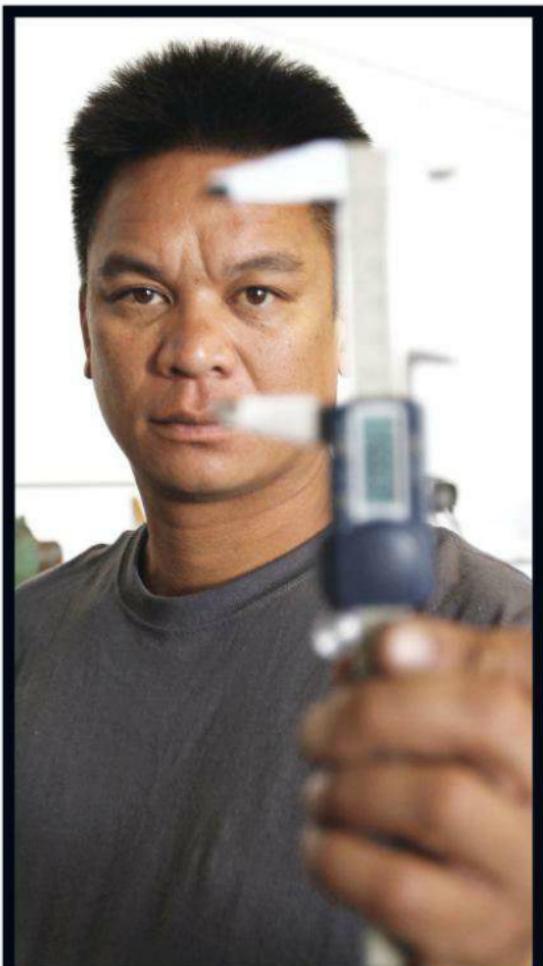


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TEXT AND PHOTOS BY SCOTT TSUNEISHI



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GARY CASTILLO:
BEHIND THE
SCENES WITH AN
AUTOMOTIVE ICON



Gary Castillo. If by some odd chance you're not familiar with the name, we don't blame you. Gary came to prominence in the early '90s as a mechanic at a renown tuner shop in Irvine, CA, eventually moving on to work at *Import Tuner* as the magazine's technical editor. By now most of you are asking yourselves, so what makes this guy so special? Before you pass judgment, peep the facts that this behind-the-scenes 30-something-year-old is credited with many "firsts" in the industry, including solving the first LS/VTEC oiling system, helping wrench/tune the first 10-second quarter-mile Honda, building the first '02 Subaru STI in the United States, sharing blood, sweat, and tears with the Scion xD rally team, and most recently, building a zombie-proof car for the AMC hit show *Walking Dead*. Yeah, we think he's a pretty big deal when it comes to the automotive industry.

We recently paid a visit to Gary and his shop facility, Design Craft in Garden Grove. Once there, we distracted him with a few questions and a photo shoot that dragged on well into the night. The interview came at a time when Gary himself was able to sum up his achievements and really give us a view of his perspective on past experiences. From his days of street racing to working on many of the industry's most memorable builds, Gary has kept it real by maintaining his character and increasing his automotive ingenuity. He is regarded by many as one of the most influential icons in the import tuner community.

The format was a quick Q&A of directed questions. But, with Gary, there is no direct line from point A to point B, and neither is he the type to shy away or evade questions. This man does what he wants and says what he feels. We ended up covering a lot of ground, talking about life, fabrication, the industry, future projects, and oh, yeah, a little bit of racing. Let's get started:





IT: Tell us how it all began?

GC: My passion for wrenching came at an early age. In the fifth grade I owned a minibike. I didn't know the first thing about engines but I would always take my bike apart and put it back together. If the engine blew (on more than one occasion), I simply went to garage sales, picked up lawn mowers, and replaced the blown motor. From there, things just escalated into high school, as friends kept hitting me up to work on their cars. I was fortunate enough to have friends who trusted me to tinker with their cars.

IT: So you've been blowing up engines since you were 5 years old? It all makes complete sense now. Were you more of a domestic or import car guy back then.

GC: Believe it or not I was pretty wrapped up in the domestic scene. I owned a '67 Mustang and was one of those V-8 guys who talked a lot of sh*t about import cars. I built that car from the ground up and thought I was a complete badass until one day a Honda Civic pulled up next to me and totally blew me away. From that point on, I had a new respect for import cars. Over time I quickly learned that it was more fun as well as challenging to develop horsepower out of the smaller displacement engines rather than the larger V-8 setups that already had a lot of power from the get-go.

IT: How long have you been in this industry?

GC: It was back in '91 when I started getting into modifying import cars. The scene was so small back then, but it was something I enjoyed doing as a hobby and envisioned one day of turning it into a career.

IT: You don't have an engineering degree yet you manage to outshine many engineers in our industry. Are you too smart for your own good?

GC: The people who know me know that I have a big gripe with engineers. I'm not talking about all engineers but the few who want to hide behind the math, yet refuse to get under the car to figure out what the math is doing. A lot of times their calculations don't always pan out. I believe in order to be a good engineer you need to really do two things. The first is the ability to be good at the math, and second is understanding how things work on the car. The most common engineer I love to hate is the type who doesn't know how to work on cars and usually likes to run his mouth, talking about how this or that part is wrong. I say stop hiding behind the math and get your ass under the car and figure it out.

Don't get me wrong, not all engineers are jerk-offs. Take Tyler Hara from AEM, for example. This guy looks like your typical garage mechanic, but he is a one smart engineer. Not only is he a nerd, but he's also a nerd who drove his Sport FWD class '98 Civic deep into the 9-second e.t., and is willing to get down and dirty under the car. I have the upmost respect for guys like that.

TECH KNOWLEDGE

IT: Interestingly enough, you like to refer to yourself as "the smartest dumb guy you'll ever know". That sounds a bit harsh coming from your own mouth.

GC: Anytime I design or fabricate a part it ends up being a one-off piece. I always have friends and colleagues in the industry telling me, "Dude, you should mass produce that part and sell it!" But that's where the reference to "dumb guy" comes into play, because I never end up following up on their advice when I know I could be making a ton of money.

IT: Many of our readers are oblivious to the fact that you used to work at *Turbo & High-Tech Performance* magazine. How did you go from wrench monkey to a desk jockey?

GC: I used to work at a performance shop in Irvine, CA. Coincidentally at the time, I knew a few guys who worked at *Turbo* magazine who stopped by the shop with parts for me to test or fabricate. My feedback on a lot of those products was a turning point in their decision to offer me a job at the magazine back in '95.

IT: You eventually transitioned over to *Import Tuner* magazine in '98?

GC: I was actually working on both magazines at the same time.

IT: You worked at the magazine for a number of years before you decided to open your own company, Design Craft Fabrication. Why the move?

GC: In '03 I left the magazine but wasn't worried about my finances since I had already been working late nights after the magazine, busy branding the Design Craft name by working on clients' cars. I was renting space from A'pexi to work out of their garage in exchange for doing fabrication work on their project cars, including D1 Champion Youichi Imamura's FD3S RX-7. The problem was I had clients that were in direct competition with A'pexi who prevented me from taking on those jobs. Based on that, I decided to open up my own shop.



IT: But, of course, you miss working for the magazines, right?

GC: [laughing] I have to give the magazine a lot of credit. Working at *IT* opened up a lot of doors. I wouldn't know half the people in the industry I know now if it wasn't for the magazine. Coincidentally, the people I met through the magazine are people I still have close ties with and work with. So yeah . . . thanks *Import Tuner*!



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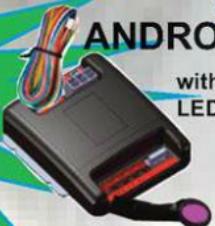
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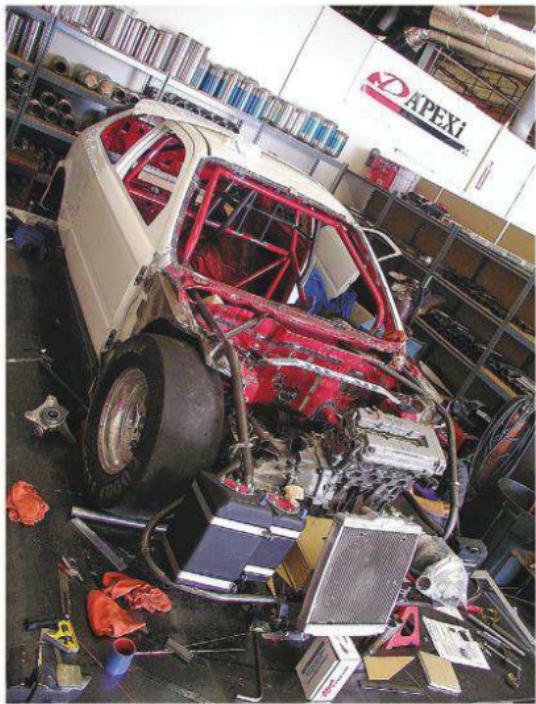
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TECH KNOWLEDGE



IT: Do you recall the first tech article you ever wrote for the magazine?

GC: That's funny you should ask because it was an in-depth tech story on a Frankenstein Honda engine known as the LS/VTEC. The story was groundbreaking and literally changed the Honda scene overnight.

IT: So are you telling me that you were one of the pioneers to develop the LS VTEC engines into existence?

GC: Steve Rothenbuiler (aka Omnimani) was the first to bolt up the B16 head on the B18 block and get it to run but couldn't figure out how to get the VTEC to turn on. I chimed in on his call from his shop in Colorado and was able to figure out how to bypass the oiling system from the back of the block, similar to a turbo oil feed line to get the VTEC to activate. Sure there will be people who claim to be the first but I don't really care. We accomplished what we set out to do, and I'm just happy we were able to contribute to the import scene.



IT: The late '90s were dominated by drag racing with cars already in the 11-second club, but the real goal was to enter the elusive 10-second club. Talk about your experiences and teaming up with the CRX dubbed "Silver Bullet", which was one of the first to set a world-record drag quarter-mile time.

GC: If you look at how import drag cars are built now compared to back then, there's been so much change. Back then it was all about speed, and it didn't matter how ugly your car looked as long as it was fast. The scene eventually evolved into going fast, but, at the same time, looking good was just as important. At the time, the Silver Bullet was still running the factory unibody and was fast as hell, but in terms of fabrication and looks, it was a complete sh*tbox.

IT: The CRX ran a 10.87 e.t. at 136 mph on June 1, 1996, making it the first Honda in the 10 seconds.

GC: I was part of Dave Shih's pit crew who helped build, maintain, and tune the CRX. This was even before I began working for the magazine. At the time, you had fast guys like Junior Asper, Miles Bautista, and Archie Medrano who gained celebrity status in the drag scene at Battle of Import IDRC events in Palmdale, CA. The CRX was making approximately 400 whp all turbo and 420 whp with a 60 shot of nitrous. It might not sound like a lot of power by today's standards but back then it was amazing.

IT: Were there any problems you encountered with the car?

GC: None that I can remember but one thing that was cool was that we made the jump to a 26-inch drag slick, which was unheard of at that time for a front-wheel-drive car, let alone an import car. Most cars were running either a 22.5- or 24-inch tire. The 26-inch slicks worked to perfection but there was so much rotating mass that we were snapping axles at every event. At the time nobody made custom axles that were strong enough to handle the power. I remember during one event I ran the CRX and somehow managed to snap both axles at the same time. That was pretty interesting to say the least.

For additional behind-the-scenes coverage and interview with DesignCraft, check out www.importtuner.com **IT**



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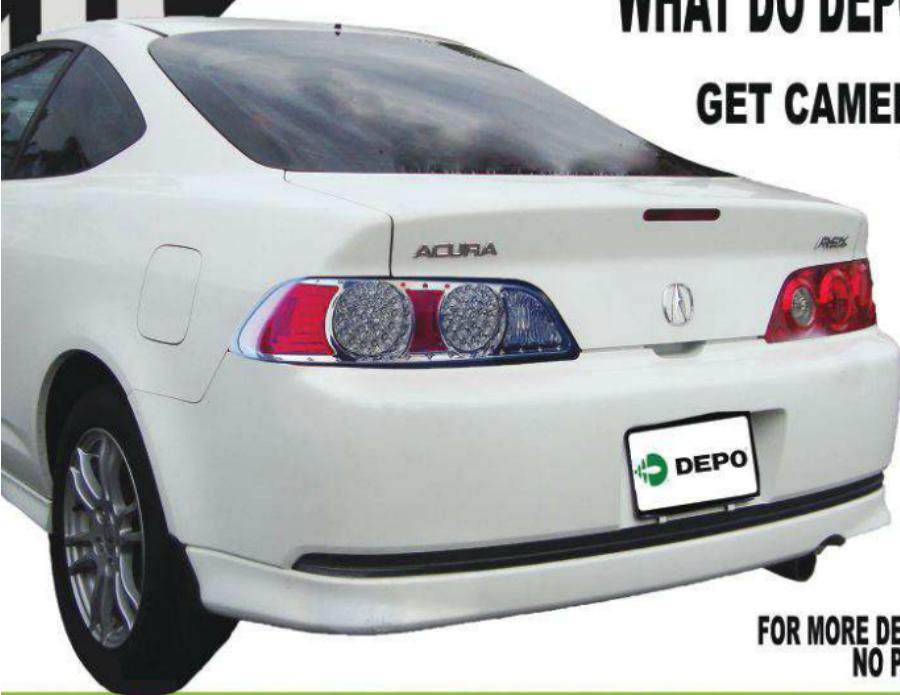
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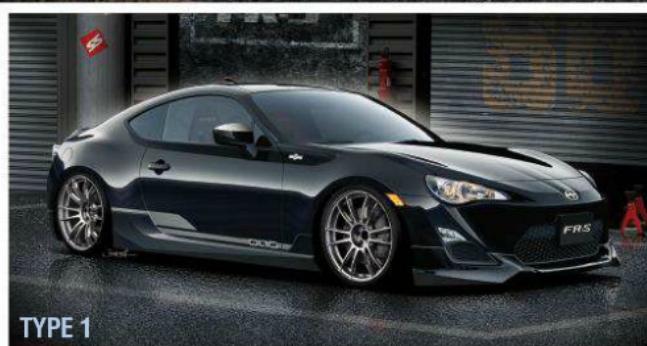
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TYPE 2

IMPORT
tuner X *SUPER*
STREET X *modified*



TYPE 1



TYPE 3

GARAGE FR-S

PART 1: SUSPENSION

For those of you who don't follow us on Facebook and Instagram, here's a quick recap. The *Import Tuner* staff along with our sister publications *Super Street* and *Modified* got together and demanded the executives here at Source Interlink buy us a new Scion FR-S to build as a joint project car. We're tired of driving old used cars, and, with the peanuts we get for a salary, we figured they should buy us a new car to toy with.

Announced on our Facebook, Instagram, and our own GarageFRS.com we let you fans pick from three different types of build. With the build details on the site, you guys voted Type 2 as your favorite.

The first thing you want to do to any car is suspension. Lowering the car will allow for better handling and an overall better appearance. Knowing we'll track test this car later on after *Modified* gets done with the engine upgrades, we chose the KW Variant 3 coilovers. These are two-way adjustable (rebound and compression) and will allow us to fine-tune the car for both the street and track.



KW Variant 3 coilovers with 14-level adjustable compression damping.



The Variant 3 line is two-way adjustable.



KW versus OEM suspension.



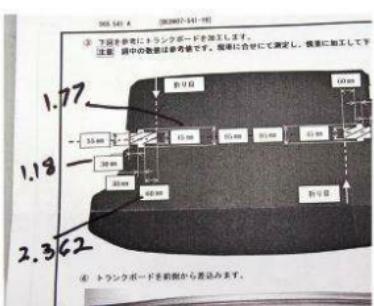
Installed with tons of room to go lower.



Wanting a bit more chassis tuning, we ordered the Cusco Type OS strut tower bars. The great thing about the Cusco unit is the optional BCS (brake cylinder stopper) that is incorporated into the end bracket. These bars will go on top of the KW coilovers to keep the suspension geometry and chassis from flexing too much.



Cusco Type OS strut bar with the BCS.



With the rear bar came instructions on exactly how much to cut the rear carpet for a perfect fit.

For a complete write-up installation of KW coilovers and the Cusco strut tower bars on our Scion FR-S, check out GarageFRS.com. We even have a video of the install of the suspension for lazy people like us. Who likes to read anymore anyway, right?

All three brands—*Import Tuner*, *Super Street*, and *Modified*—will be taking turns building different aspects of this car. You'll have to try and keep up with all three of us to get the full buildup. 

HOTBOX

GARAGE FR-S
WWW.GARAGEFRS.COM

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KW SUSPENSION
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YOUR FUTURE HAS ARRIVED

TEXT BY VANESSA LAM
PHOTOS BY VANESSA LAM AND THE MANUFACTURER

It's 6 p.m. on a Friday night, and you've finally left work. You were supposed to get off early today, but we all know how that goes. The phone in your pocket has been buzzing every 5 minutes for the past three hours. The hope of you making it on your anticipated Vegas trip has long been gone, and you can already hear the voices of your madly disappointed friends telling you "game over".

You prepare yourself to answer the call and try to come up with a good reason besides, "My boss sucks ass!" Nothing comes to mind so you answer anyway. Wait... what is that? They haven't left yet? The opportunity to rub up on some girls you'll never want to remember still awaits.

"But," your buddy says. "Only if you drive."

This is a common scenario for you, since you do have the sweetest in-car entertainment out of your flock of friends. The Sony XAV-601BT MirrorLink sitting in your ride is the answer to all road trip woes. It is the first of its kind; it seamlessly connects your smartphone device and mirrors it onto a 6.1-inch TFT touch-screen display via Bluetooth or cable.

As you head over to your pack, who patiently await your arrival, you connect your smartphone to the receiver and instantly pull up your Pandora app to stream your favorite pre-party station. While booty-popping in your seat, you turn on the synced navigation app to ensure you take the best beeline route to your friends in need.



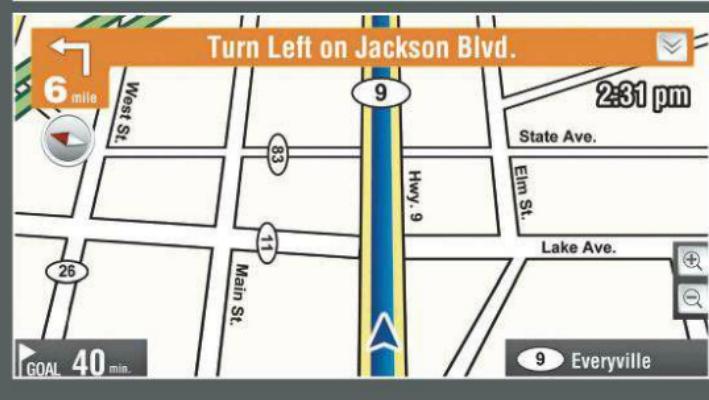
As you drive up to the house, you pull up your synced phone book and dial away to announce your arrival. To ensure that you're heard crystal clear, you use the included hands-free microphone equipped with the most advanced echo and noise-cancelling circuitry you've ever used. The music starts to drown into the background, and it starts to ring. They answer.

"Game on." ■



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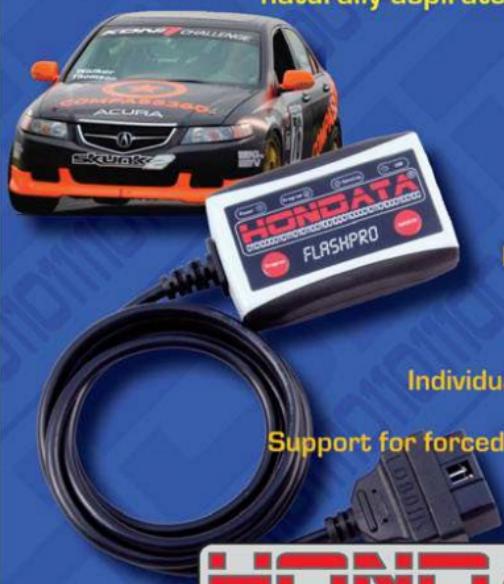
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01

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Boomba Racing introduces fuel rails specially designed for top-feed Subaru WRX motors. The fuel rails are made of CNC-machined aircraft-grade billet aluminum, feature 12.7mm internal bores and AN-6 threaded ports that can mate up to virtually any fuel system. The rail design guarantees even fuel distribution by redirecting the fuel to all cylinders, thus enhancing the performance and safety of the engine at any power level. The fuel rails are available in aluminum, blue, black, and red anodized finishes.

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02



03

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Jackson Racing introduces the highly anticipated supercharger system for the Honda CR-Z. The kit delivers an impressive 50hp increase and 40 lb-ft in torque gain through a highly efficient Rotrex C30-74 supercharger. The kit is designed to work in perfect balance with the Honda IMA hybrid system to provide a smooth, strong, and sporty power delivery while maintaining the excellent fuel economy expected from the CR-Z Hybrid. The CR-Z supercharger kit is currently awaiting exemption from the California Air Resources Board and is sold in three stages to suit your performance needs.

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04

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05



06

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The Pioneer FH-X700BT double-DIN CD receiver features Pioneer's MIXTRAX technology, built-in Bluetooth for hands-free calling and audio streaming, Pandora radio ready for iPhone, and direct control of an iPod/iPhone via USB. The multiline, multi-segmented LCD display with LED backlight is 35 percent larger than previous models and offers improved visibility and legibility. The FH-X700BT also allows you to customize your music with a five-band graphic equalizer, highpass and lowpass filter settings, and subwoofer control.

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2013 SCION FR-S

TEXT AND PHOTOS BY
SCOTT TSUNEISHI

DYNAMOMETER: SR MOTORCAR DYNOMETER

BASELINE

PROS

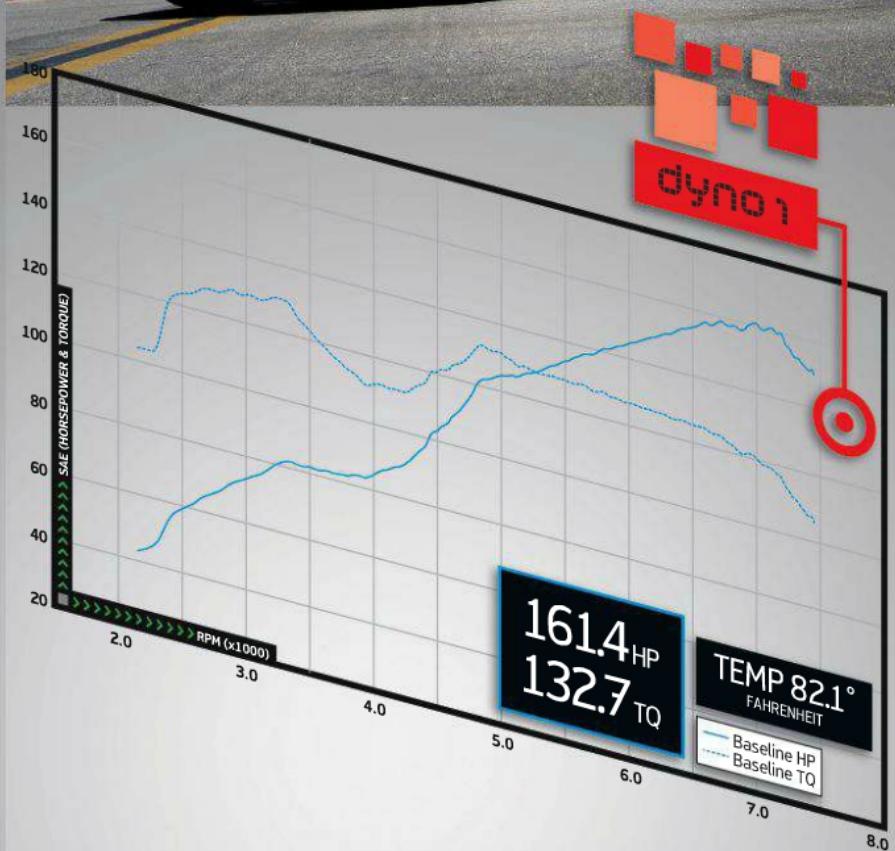
The masterminds behind the Scion FR-S developed a new vehicle platform that not only handled well, but also catered to performance enthusiasts with its lightweight chassis and rear-wheel-drive platform. Taking inspiration from three Toyota models: the Sports 800, 2000 GT, and the AE86 Hachiroku, Toyota brought back the return of its horizontally opposed engine that was first produced back in 1965 in the 0.8L 2U (45 bhp at 5,400 rpm) Yota-Hachi. The 4U-GSE was engineered with a 12.5:1 compression ratio engine. The direct injection D-4S technology donated from Toyota to Subaru boxer engines uses eight injectors. Four injectors fire separately for direct injection and the remaining are used for port injection—an intricate fuel delivery system that enables the engine to produce 200 hp and 151 lb-ft of torque. It's been less than four months since its U.S. debut and already tuner shops have begun tearing into the engine, including fabricating custom turbo kits, which have been rumored to push the horsepower level to the tune of 500 whp.

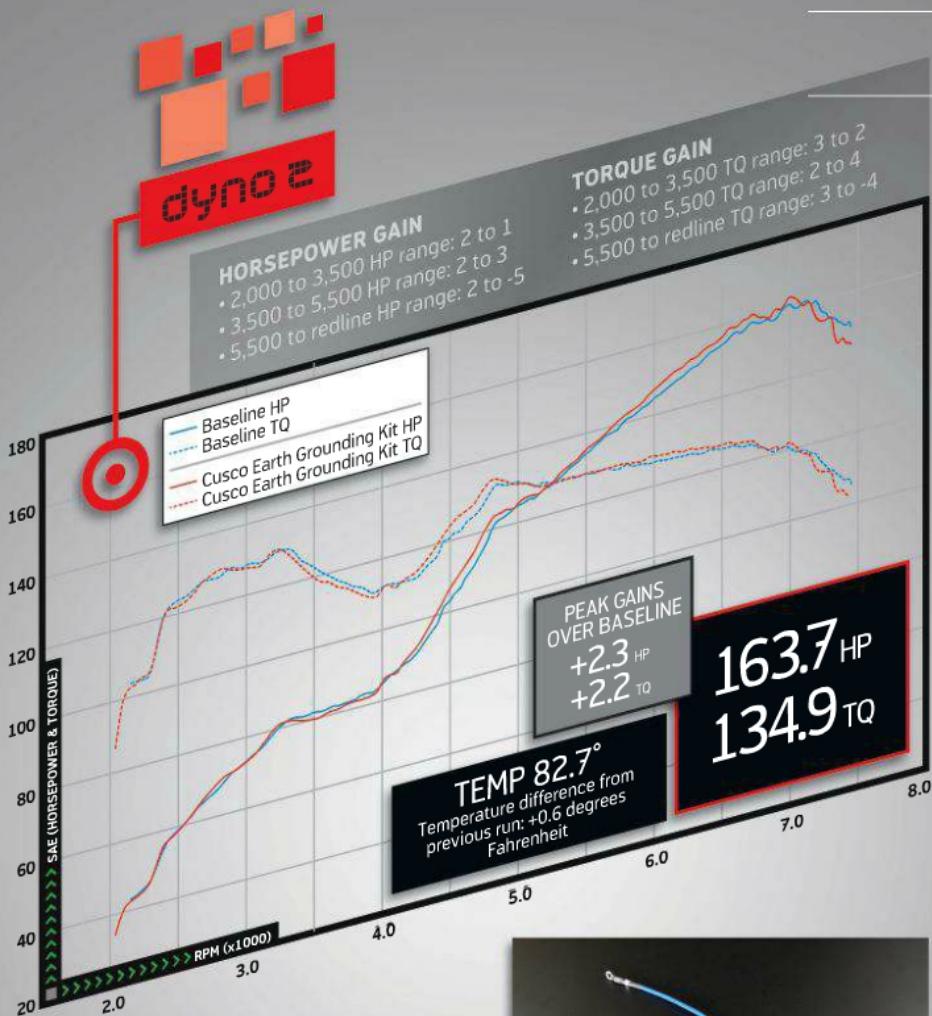
CONS

While turbocharging is the easiest way to make horsepower with the FR-S, we're still not convinced on the adverse affects of boosting the 4U-GSE engine and how it would hold up to the forced-induction punishment with the engine still in OE form until long-term testing has commenced. For those who are looking for a marginable increase in power but focus on maintaining vehicle/engine reliability, we found a number of bolt-on parts within the short time span the FR-S has been available that were readily on the market.

NOTES

Prior to performing a baseline run the vehicle was already equipped with an HKS Hi-Power Spec-L exhaust, yet still retained usage of the factory intake filter/system. We should note that the vehicle was also equipped with larger-than-factory-sized 18-inch Enkei wheels. The FR-S spun the rollers and registered in at 161.4 hp and 132.7 lb-ft of torque.





CUSCO EARTH GROUNDING KIT

PARTS

Grounding kit

TOOLS

10, 12, and 14mm sockets; 10, 12, and 14mm open-end wrenches; ratchet; extension; and screwdriver

INSTALLATION TIME

40 minutes

PROS

The Cusco Earth Grounding Kit is made from ultralow resistance wiring and thick vinyl composite shielding for protection from heat and elements, enabling improved electrical current distribution throughout the engine for improved idle and driveability. We liked the fact that each wire is individually labeled with mounting points for optimal performance.

CONS

All cars regardless of make or model, including the new FR-S, suffer from electrical resistance/impedance, an enemy of your car's electrical equipment and its ability to properly perform. Your spark plugs, lights, fans, stereo and air conditioner are interconnected from an elaborate electrical network that includes fuses, relays, and high-quality electrical cabling. These components all share a common ground; however, most OEM grounding systems consist of just a few skinny braided cables. Good electrical performance requires a proper grounding system that's prepared to take a lot of current with minimal resistance.

NOTES

Dyno testing the Cusco Ground kit revealed a peak gain of 2.3 hp and 2.2 lb-ft torque over our baseline numbers. The grounding kit increased both horsepower and torque throughout the powerband; the FR-S saw a consistent gain of 3 hp and 4 lb-ft torque from 4,500 rpm to 4,900 rpm.



CUSCO

IGNITION CAPACITOR WITH OPTIONAL HARNESS

PARTS

Cusco Ignition unit, zip ties, double-sided tape, mounting bracket, nuts and bolts, and instructions

TOOLS

8, 10, and 12mm sockets; 8, 10, and 12mm open-end wrenches; ratchet; extension; screwdriver; wires; and grounding connectors

INSTALLATION TIME

60 minutes

PROS

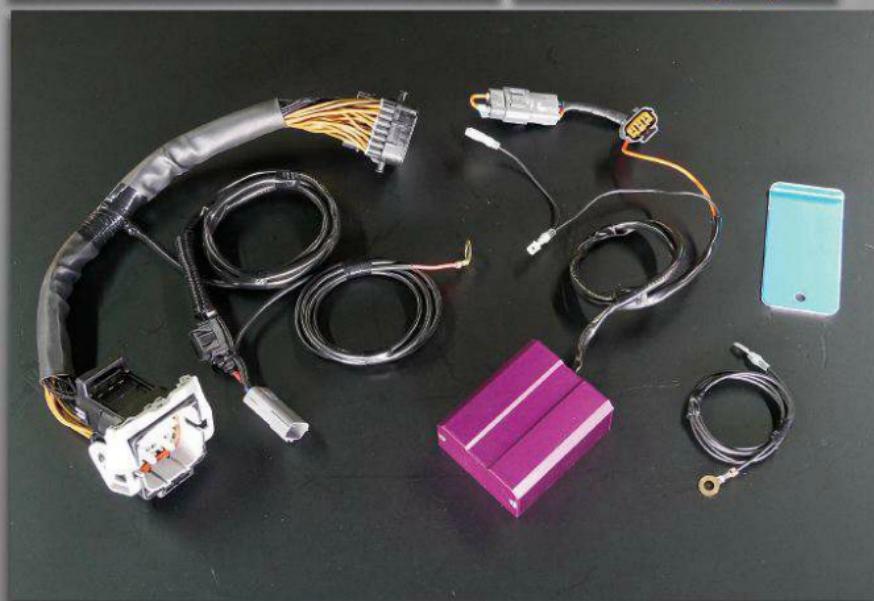
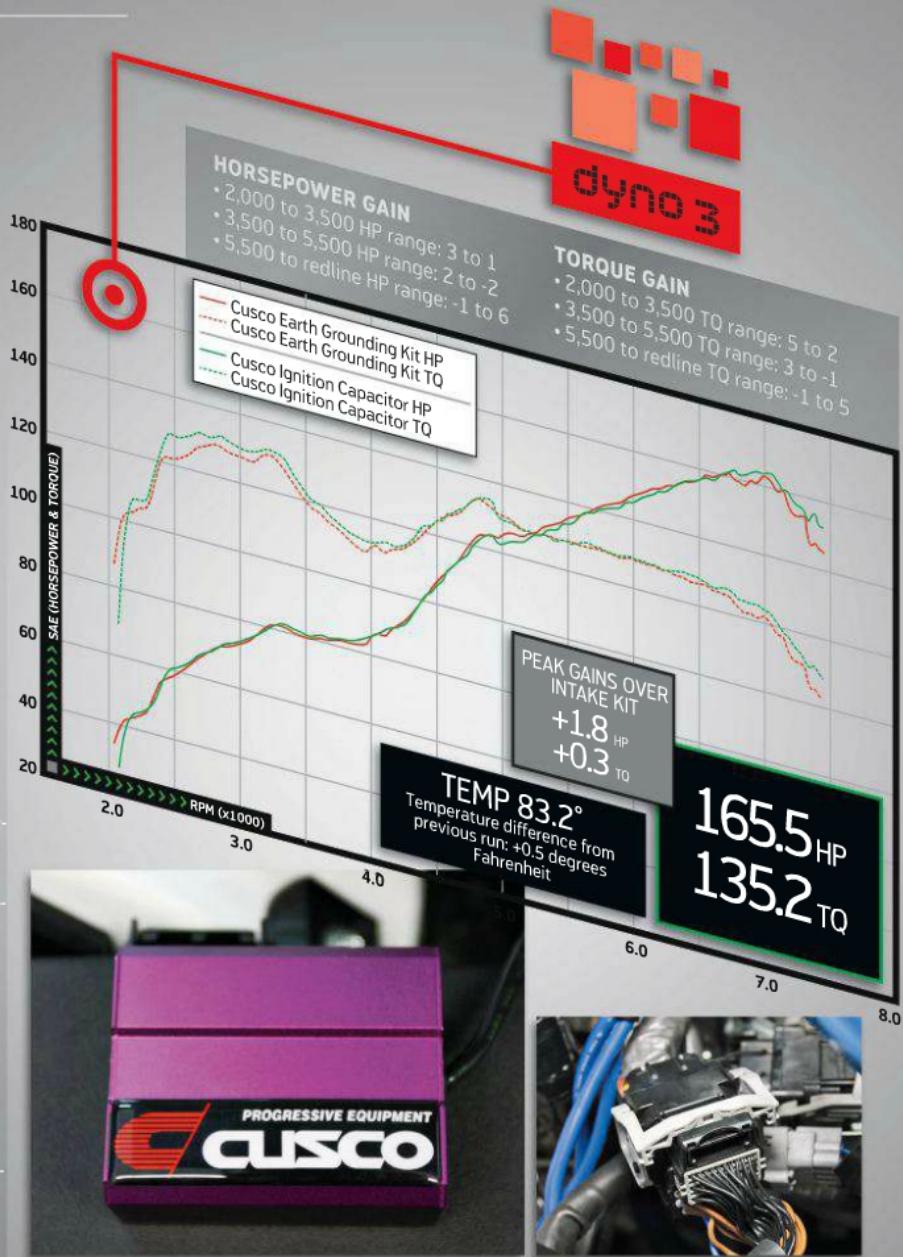
The Cusco Ignition Capacitor improves engine response from low to high rpm range by supplying the ignition coil with stable voltage for increased spark output. Cusco representatives state their ignition capacitor unit allows better acceleration response, a decrease in unburnt fuel, smoother engine revving, more responsive engine startup, and improved torque. The capacitor system reduces voltage resistance while maximizing efficiency both to and from the battery, and is ideal for vehicles equipped with additional aftermarket electronic components.

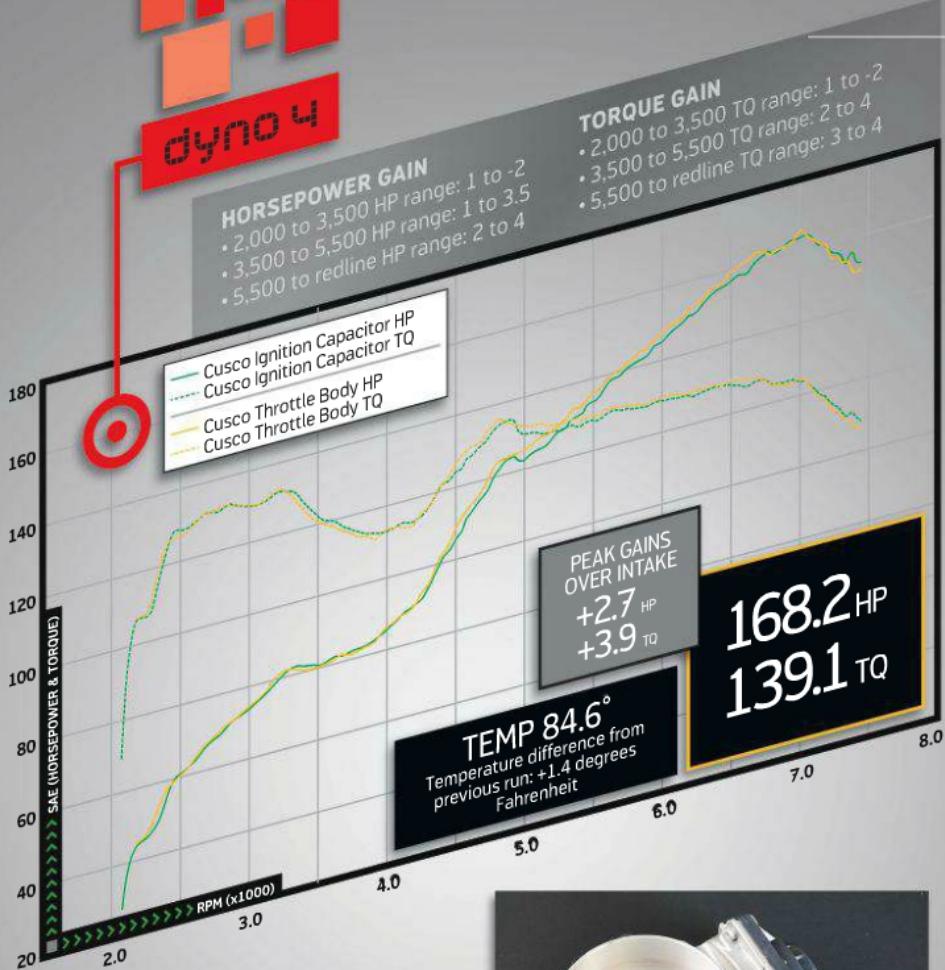
CONS

The Cusco Ignition system is a plug-and-play affair with the use of the optional vehicle specific harness. Unfortunately, the harness costs more than the unit, which poses a concern for those who are on a tight budget. Cusco reps state that the ignition system was designed to alternatively splice into the existing engine harness to cut down on costs but should not be attempted by novice electricians.

NOTES

We experienced quite a scare when our engine began misfiring along with an engine check light when attempting to fire up the car for the first time. A bad connection using the optional jumper harness was found to be the culprit before it was properly addressed. After troubleshooting for over an hour, we came to the realization that using an OBD-II scan tool failed to reset/erase the engine error codes. To remedy the problem, we followed the Japanese shop manual's directions and drove the car for more than 10 minutes on the street before the ECU automatically reset. The Cusco Ignition Capacitor System increased both horsepower and torque across the board, with peak gains of 2.5 hp and 3.9 lb-ft of torque over baseline. The FR-S recorded gains at 2,500 rpm with a gain of 2.5 hp and 5 lb-ft of torque, and the largest taking place at 7,490 rpm to redline with a gain of 6 hp and 5 lb-ft of torque.





CUSCO OVERBORED THROTTLE BODY

PARTS

Throttle body

TOOLS

10, 12, and 14mm sockets; 10, 12, and 14mm open-end wrenches; ratchet; extension; Vise-Grip wrench; hose clamps; coolant pinch tools; and screwdriver

INSTALLATION TIME

120 minutes

PROS

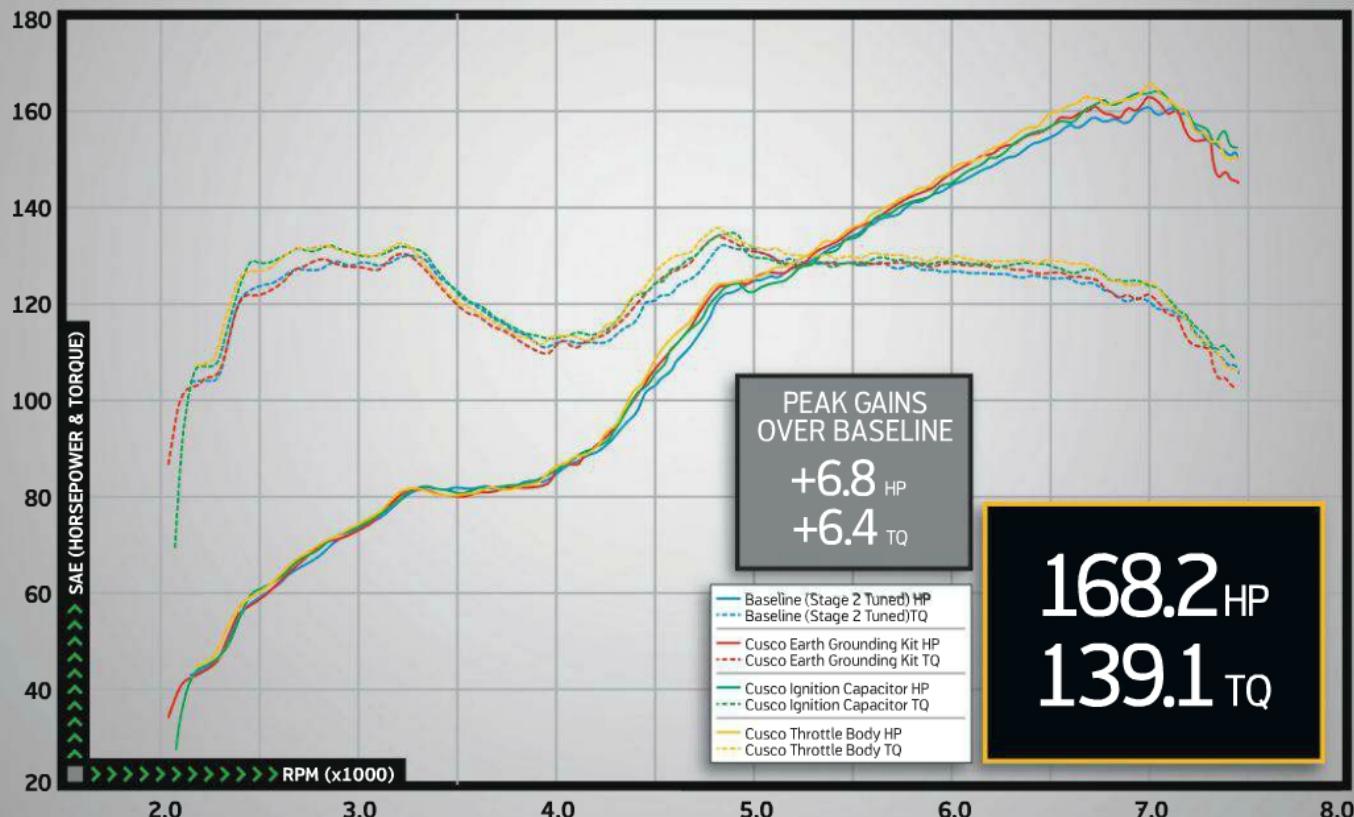
One popular method of improving engine performance is to increase airflow, through the use of a low-restriction air cleaner and an overbored throttle body. The Cusco throttle body is a direct bolt-on, plug-and-play unit for the 2.0L 4U-GSE powerplant. Offering OEM fitment and compatibility with the factory ECU, the throttle body is designed to improve the air intake efficiency as well as acceleration response. The 2mm overbored throttle body offers increased volumetric air intake efficiency, which delivers more torque and power output.

CONS

Although no factory core exchange is required upon purchase, this throttle body is anything but cheap. Cusco reps state that the inflated cost is due to sourcing and modifying a throttle body purchased directly from Subaru. Using an OEM unit was the logical solution for Cusco, as it offers both factory quality and reliability.

NOTES

When installing the new throttle body, take precaution in removing the factory unit and carefully set it aside to prevent any damage. We recommend replacing the factory intake gasket to ensure a leak-free seal. Use a pinch tool to clamp off the coolant hoses during the throttle body swap to minimize unnecessary bleed-off. The FR-S picked up a gain of 4 hp and 3 lb-ft torque over our previous run at 4,600 rpm. The dyno revealed the largest gains of 5 hp and 4 lb-ft of torque at 6,600 rpm.



CONCLUSION

	HP	+HP	TQ	+TQ
BASELINE	161.4		132.7	
CUSCO EARTH GROUNDING KIT	163.7	2.3	134.9	2.2
CUSCO IGNITION CAPACITOR	165.5	1.8	135.2	0.3
CUSCO THROTTLE BODY	168.2	2.7	139.1	3.9
FINAL	168.2	6.8	139.1	6.4



CONCLUSION

Testing our FR-S with three basic bolt-on products delivered a gain of 6.8 hp and 6.4 lb-ft torque over our baseline run. However, beyond just peak numbers you'll see a substantial increase in power output throughout the entire powerband. The 4U-GSE powerplant responded well to our modifications, and acceleration was noticeably improved on the street. Modifications completed to this point only served to increase our engine's efficiency—meaning we'll see increased reliability and fuel efficiency from our new FR-S, alongside more power... as long as we can keep from driving at full throttle! Stay tuned in our upcoming issue as we attempt to tackle the 4U-GSE ECU with an aftermarket engine management system for more horsepower. It

BANKROLL

CUSCO EARTH GROUNDING KIT	\$200
CUSCO IGNITION CAPACITOR	\$214
OPTIONAL IGNITION WIRE HARNESS	\$440
CUSCO THROTTLE BODY	\$1,707
TOTAL	\$2,561

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