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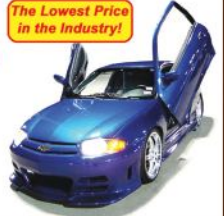
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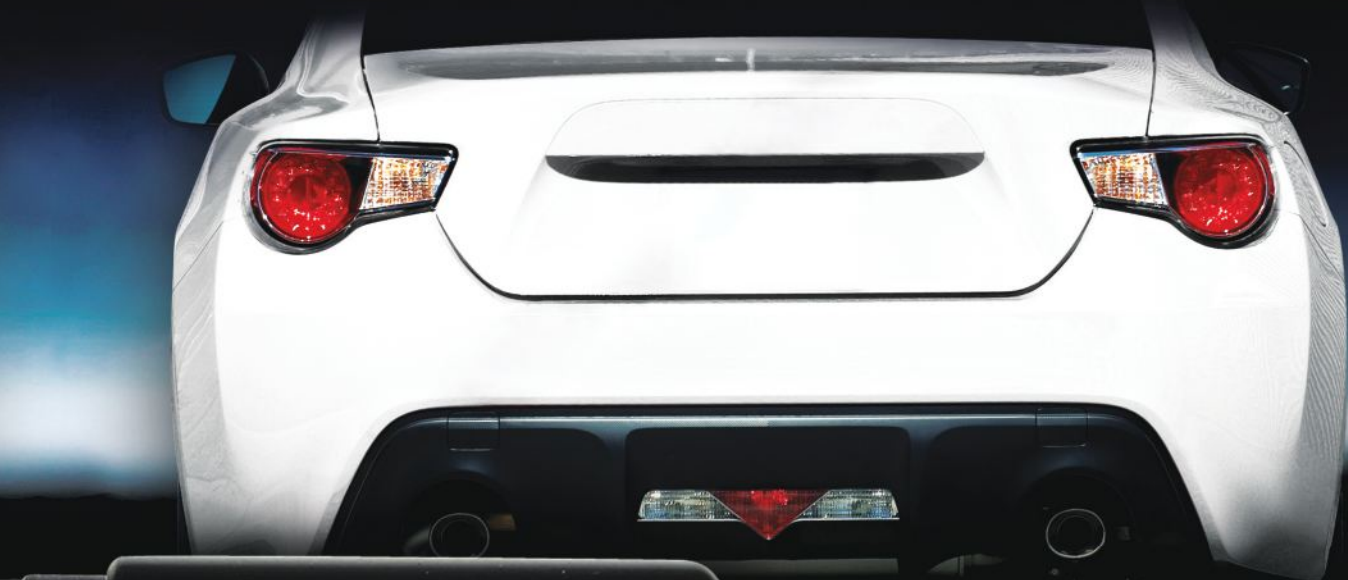


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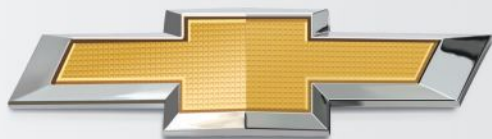
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november 2013

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WANTED: YOUR CARS (ACT NOW!)

No matter how many forums, Facebook pages or Instagram feeds I follow, I have to think that beyond the realm of what can usually be found through these usual mediums are even more untapped resources of cars that are not being thrust into the public eye.

Perhaps you are the owner of such a gem, know of a friend who has one or just spotted something while driving/parked while doing your daily thing. More often than not, there are projects that are completely deserving of the limelight, yet never reach it because the owner just isn't the type, isn't aware or just prefers to remain silent. These are going to be the cars that I won't have easy access to and that I am asking for you to submit to us.

Consider this an open invitation from me to find all types of cars that apply to the *Super Street* world—but flip through these pages to get a clear understanding of what we do. This isn't a shout out for Readers' Rides, if that's what you're thinking (but we'll still welcome submissions for that any time). No, the car doesn't need to be a full-blown JDM catalog car, yet at the same time, it shouldn't be stock with an intake, lowering springs and a shift knob. Japanese? Euro? American? We'll look at them all.

We know this game might work best if you spread the word, so pass this magazine around, tweet the world and let's see if we can make magic happen. As always, you can reach us easily by emailing superstreet247@gmail.com—make sure contact info is provided, along with a few photos and a brief spec sheet. If it's something we're into, you'll be hearing from us.



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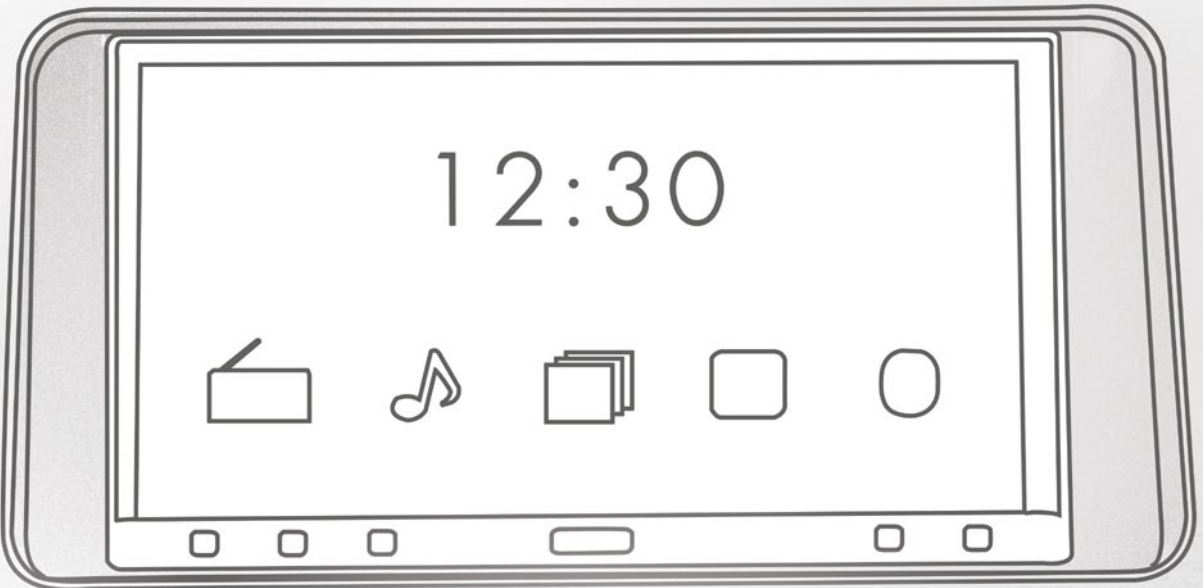
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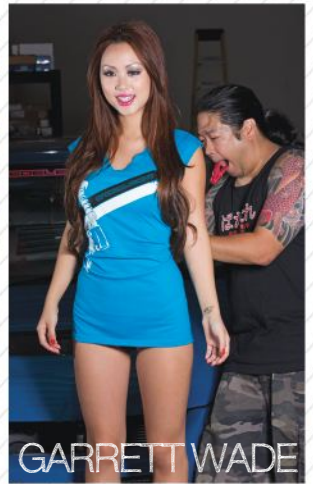
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THE



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BANDS WILL MAKE HER DANCE—AND SO WILL THIS BIG BODY MR2

WORDS & PHOTOS **Matthew Jones**

Stance is an odd topic, especially for me. I'm no hater, but I'm not entirely in love with the craze either. In my opinion, stance is almost one of those debates that could be as relatable as chocolate vs. vanilla. The folks with "hella stance" believe their method is entirely radical, and the folks flaunting form and function feel anything with "hella" in it is a complete travesty. Yet what blows my mind even more than hanging out with Sam Du for a weekend, is that even though we are all under the same umbrella of car enthusiasts, our world is almost completely divided between something as simple as ride height and camber settings, or in the case of choc vs. vanil—"flavor." But hey, to each his own right? And rather than trying to come up with some fancy story of what flavor wins the ultimate contest, I'm going to tell you why pure enthusiasts build our community, and why ice cream itself is so damn good.

For many of you, no matter what spectrum you're on, this probably isn't the first time you've seen Armand's slammed widebody MR2. Though the wheels have recently been updated, the build has graced the pages of many popular stance sites and has been whored throughout your Facebook feed time and time again. Either you've looked up to it and drooled over how perfect the fitment is, or you've been one of the horrible Internet haters commenting about how he's completely ruined his MR2. In my case, I have no opinion or statement other than the fact that Armand Pranadi is a full blown enthusiast through and through with nothing but straight octane running through his veins.

Truth be told, my location ended up being the opposite of what I had expected. The canyon road was janky, filled with potholes and barely had a single pull off for proper shooting time. Immediately, I knew this wasn't going to be the best situation for a stancey car (my fault), but Armand remained more positive than I ever could've been, and didn't give a single F as we winded through the narrow blinding turns. See, one of the great things about this widebody MR2 is that it's static, entirely static and daily driven on a set of custom fabricated coilovers. And I truly believe it takes a lot of love to risk a flawless body for a single photoshoot.

DD'ing a car like this in the LA area is also pretty ballsy on its own with the amount of theft that goes on around here. The body is an authentic TRD GT2000 widebody kit, the engine has an upgraded turbo along with a bunch of other goodies, the interior has certainly been upgraded to fit the bill and those new Blitz wheels are fully custom barreled. Needless to say, it would be a massive inconvenience if any of these parts were ever snatched. Through cracked bumpers and split fenders, the wing on this car is actually the clearest example of how much life it really sees. See what happened was, after a night on the town, an intoxicated friend actually decided to lean on the wing (doh!) causing it to snap in half (doh!!). And because it's an extremely rare piece only available in Japan, Armand has found himself struggling for a replacement.

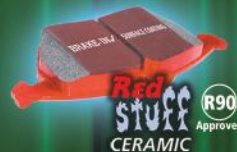


[TUNING MENU]
1993 TOYOTA MR2

OWNER ARMAND PRANADI
HOMETOWN LOS ANGELES, CA
OCCUPATION IT CONSULTANT/SYSTEM ADMIN
POWER 366whp/321 lb-ft @ 6,895RPM
ENGINE 3rd gen 3S-GTE CT20b turbo; 3rd gen camshafts; RMR intake manifold; K&N intake; metal headgasket with ARP head studs; 540cc injectors; HKS SSQV BOV; A'PEXI GT exhaust; Berk 3" downpipe; dual SPAL fans with shroud; Alcohol Injection Systems water injection
DRIVETRAIN ACT six-puck unsprung clutch; Fidanza flywheel
ENGINE MANAGEMENT JDM '93 ECU, HKS EVC IV boost controller; S7 boost, oil pressure, water temp & volt meter gauges
FOOTWORK & CHASSIS custom coilovers by Steven Pan w/ Koni Yellow shocks; Eibach front springs; TEIN rear springs; modified Cusco camber plates; OBX camber bolts; Tanabe 22mm anti-sway bars; High & Tight end links; TRD strut bars
WHEELS & TIRES 18x10" -5 front, 19x12.5" -15 rear custom Blitz TechnoSpeed Z1 wheels; 235/30R18 Toyo T1R front tires, 265/30R19 Archillies rear tires; Project Kics lug nuts
EXTERIOR Ferrari Corso Rossa paint; TRD 2000GT widebody; Shine Auto carbon-fiber rear grille; '94 Kouki tails; wiper delete
INTERIOR Sparco Torino seats; MOMO steering wheel; NRG quick release hub
THANKS YOU Steven Pan, Tee Giang, Jeevy Bathan from ETL Garage, ABC Bodyshop and to all my friends who have supported me along the way

With all said and done, I apologize if I lost y'all in my opening ice cream analogy. What I'm really trying to say is that though this car may not have originally been my exact cup of tea, I ended up falling in love with it solely by how much of a true enthusiast the owner was. By how much love he had for all things automotive and how much respect and patience was given. You may have a monster trucked-out S13 and Armand's still going to be excited about what you're doing—and that's how it should be. The majority of us are all enthusiasts and we all love ice cream. Stance is just his current flavor of choice. 🍦

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UNDER THE INFLUENCE

AFTER A TRIP TO JAPAN, JAMES KENT
CREATES HIS OWN JDM DRIFTER





WORDS & PHOTOS **Sam Du**

You wouldn't think this Nissan 240SX is daily-driven, let alone thrown sideways on the weekends. But despite a few door dings and battle scars, the overall appearance of this S14 is stunning with a hardcore Japanese style that's dope as f*ck. Big deep dish wheels, mega wide over-fenders along with an SR20DET motor swap, owner James Kent wanted to create something that you'd see drifting around the mountains in Japan and he's accomplished just that.

James calls Canada home but he's moved around quite a bit in his lifetime. He grew up in Toronto and was ready to dive into the car world when he turned 16. But everything was put on hold when he suddenly relocated to Hong Kong. You can imagine he was a bit disappointed having dreamt about his own project car only to move to a country where he couldn't own or even drive a car. But his enthusiasm didn't stop. When he moved back to Canada in his early 20s, he was ready to make up for lost time in his new hometown of Vancouver. Originally thinking about an Audi, all



UNDER THE INFLUENCE

» S14 looks straight outta Japan with its massive over-fenders, Vertex front and 270R sides and rear.



that changed when James found himself eating dinner next to several members of the local 240 community. He admired the close friendship involved with everyone and it was clear to him that he wanted to be a part of that.

A little over-eager at first, he picked up his first car in a hurry, which was a '95 Zenki slammed on cut springs and outfitted with "the worst camber possible" he told us. While it might have looked cool to some, he learned an important lesson when he lost traction on a rainy day and wrecked the car. He realized he had to build a car from the ground up and do it the right way, especially after making a few trips to Japan himself (see sidebar). So he picked up this '97 240SX and the "Yokosuka Nights" S14 project began.

The 240 started life red, automatic and with 100,000 km on the odometer. James threw on some imitation wheels and kept the drivetrain and chassis lightly modified for a couple years, but it wasn't long before he wanted to take his Kouki to the next level.

Remembering back to his first accident, while the car was declared totaled, the shell was salvaged and in good condition. So after sourcing a new aero package, he used the shell as payment for the midnight purple paint job—not a bad trade!

Under the hood, the stock KA wasn't going to cut it anymore so James pieced together everything for the ideal



» Daily-driven 240SX shows some wear and tear inside, but more or less clean with a Personal steering wheel, Status driver seat and necessary gauges.

SR20DET swap. He upgraded the fueling components and bolted himself but when it came to transplanting the motor and tranny, local shop GarageFive helped with the labor.

Suspension was next. He worked with Fortune Auto to determine the best specifications for him—a balance between street and drift. So the coilovers were built to order using custom-valved shocks with stiffer springs.

The car was finished up last year with Weds wheels, fenders and a ZMAX hood. Originally, James ran the staggered wheels on the stock body pulling the shit out of the fenders just so



>> Standard SR20DET swap pushing 250whp—we also dig the gold accents and UniQlo sticker.



WHAT IS YOKOSUKA NIGHTS?




Sounds legit, right? Like something straight outta Japan. But this little catch phrase is something James made up. The name comes from the city of Yokosuka located in the Greater Tokyo region. We wouldn't say it's in the deep country but it's about an hour and half train ride from central Tokyo. James has visited the city three times because it's where his girlfriend's family is from. And like a sign from the tuning gods, on a casual snack run to 7-11 one night he found himself smack dab in the middle of the local drift scene. Yokosuka ended up being a hot bed for grassroots drifting and it was James' first taste of real Japanese drift cars—a taste that was stamped in his memory forever. From there, he knew he wanted to stay away from the USDM/stance look and build a car like it was teleported straight from Yokosuka.

UNDER THE INFLUENCE



he could drive. But with the new over-fenders riveted on, he was able to adjust the camber, tire stretch and ride height just right for his driving style.

Over the last five years, James has become an active member in the tight-knit local S-chassis community and he's also now a member of

Circuit Soul, one of the top car crews in the Northwest. He uses his car every day, having to avoid speed bumps and endure the police hassling him just like the rest of us. But even then, he's kept true to the Japanese drifter theme of the car and isn't afraid to drive it every day to work or get it sideways in the canyons. 

[TUNING MENU] 1997 NISSAN 240SX

OWNER JAMES KENT

HOMETOWN VANCOUVER, BRITISH COLUMBIA

OCCUPATION COMMERCIAL AIRLINE INDUSTRY

ENGINE Black Top Type-X SR20DET motor with Wiring Specialties conversion harness; PBM intake and downpipe; A'PEXi air filter and exhaust control valve; TiAL blow-off valve; GReddy catch can; gold -AN lines and fittings; Mishimoto coolant overflow reservoir; Koyo N-Flow radiator; Samco hoses; Touge Factory pulleys; Circuit Sports oil filter relocation kit, fuel pressure regulator and fuel rail; Walbro 255lph fuel pump; battery relocated; Garage Defend carbon cooling panel; Isis test pipe and 4" blast pipes; dual 4" burnt titanium exhaust tips

DRIVETRAIN Spec stage 2+ clutch; Agency Power clutch line; Driveshaftshop one-piece aluminum driveshaft

FOOTWORK & CHASSIS Fortune Auto 500 Series coilovers with 12k front, 10k rear Swift and roller bearings; Megan Racing rear upper control arms, toe arms, traction rods and front tension arms; front strut bar; PBM skid plate

BRAKES Z32 front brake conversion; PDM stainless conversion lines; Hawk HP+ pads

WHEELS & TIRES 18x10.5" -21 front, 19x11.5" -16 rear Weds Kranze

LXZ wheels; 235/35R18 front Falken ZIEX ZE-921 tires; 265/30R19 rear Achilles ATR Sport tires; Muteki SR48 limited-edition lugs

EXTERIOR Vertex front bumper; Nismo 270R side skirts and rear bumper; DMAX vented hood; Aerocatch hood latches; BN Sports 30mm front fenders; Chargespeed 50mm rear over-fenders; JDM Silvia headlights and front grille; shaved trunk lid; Password:JDM quick-release bumper fasteners; deep midnight purple paint with metallic flake

INTERIOR LE-spec leather interior swap; NRG hub adapter and quick-release; Personal Grinta 330mm suede steering wheel; Circuit Soul shift knob; Status Ring GT carbon-kevlar seat; Nagisa Auto Super Low seat rail; ProSport Halo Series gauges; AEM wideband UEGO; HKS Type-O turbo timer; JVC head unit; Alpine speakers

THANKS YOU GarageFive for the swap; Nick Shtyrin at Nickel Automotive for all the short notice fixes; Steven Thompson from OZdesigns for the paint; Alex Adsit from Circuit Soul for really bringing the personality of the car to life; "The Faku Shoppe" crew for always pushing me; my girlfriend Mari for translating Japanese for me and just putting up with my obsession with cars!

LOS ANGELES

SEATTLE

PASCO

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STOCKTON

LAS VEGAS

STR

Racing



601 SILVER

601 GOLD

605 MB



606 SILVER

606 GOLD

606 GM

607 MB



609 MB

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612 BMF



WORDS & PHOTOS **Matt Jones**

FIST PUMPS AND FABREEZE


SCENE: FORMULA D IN THE DIRTY JERSEY

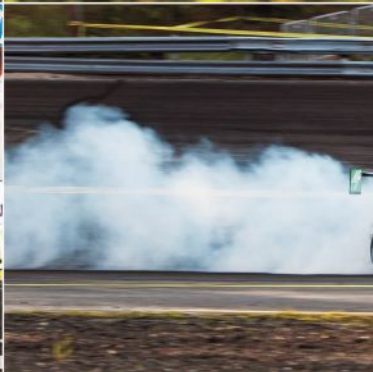
“I went to Formula D in Jersey and all I got was this lousy tan, right?!” Hell no! (But partially yes, LOL.) Round 4 at the Wall Stadium Speedway was an F’n blast! And not only did the event provide epic battle after battle as the top 32 dwindled down, but from a photographer’s standpoint and as a first time visitor to the venue, I truly could not comprehend how luscious the shooting conditions were, and how much excitement was actually blasting past my face.

See, the Wall Stadium Speedway is really nothing more than an extremely tight, banked, oval track—probably no more than a 100 yards long, or the size of your local 70’s banked cyclorama (for a better comparison). Though previous years have routed drivers in a compressed figure eight with a center crossover, the big boys over at Formula Drift decided to change the game and alter the course to a two-lap, five-turn agenda for the first time in 9 years—allowing drivers the opportunity for a more solid transition between turns. Yet, even with the course change, many competitors still found themselves struggling to avoid annihilation on the first banked wall of death, while I as a photographer, stood no more than 36 inches away in effort to capture the tread-shreddin’ glory of the infamous Gauntlet.

Beginning with the amp’ing preliminaries, fan boy favorite, Danny George finally temporarily progressed into the top tier while ladies man Ken “The Gush” Gushi viciously battled it out with Vaughn Gittin Jr. in the top 32 for another questionable elimination. Keeping the event sideways, Round 2 champion Daigo Saito seemed to remain calm and precise under pressure throughout more than a few close battles



between the top 16 and final 4 rounds, allowing himself to slide away with another victorious win... With four rounds down and three to go, the favor is more than in Daigo’s hands as 2013 champion—though only time will tell who will remain atop the ladder. See you in Seattle for Round 5, folks! 





>> One sexy Toyota Crown.



CALLIFORNI

SCENE: SPOCOM; ANAHEIM CONVENTION CENTER—ANAHEIM, CA

WORDS **Sam Du** PHOTOS **Sam Du, Matthew Jones, Sean Russell**

In the heart of Anaheim, California is Disneyland, where millions of kids and their parents go to make their dreams come true. But if you're hardcore car guys like us, we dream of something a little different. Instead of Splash Mountain and "it's a small world," we're dreaming of widebody GT-Rs and big boobies. And just like that... on this fine Saturday in July across the street from Disneyland at the Anaheim Convention Center, our dreams came true at the 7th annual SpoCom Consumer and Tradeshow.

Walking into the convention center halls, we were overwhelmed with the positive feel of SpoCom starting with the people. Thousands of car and model hungry spectators made for a good flow of foot traffic—a good sign to see as the lack of attendance has hurt the SoCal show scene in the past.

The main draw of SpoCom was none other than the car show field. Over 300 rides adorned the convention center that included everything from Japanese, Euro, domestic, VIP, truck and even a large motorcycle class.

The vendor presence was more noticeable this year as well giving a tradeshow feel back to SpoCom. If you were an enthusiast or someone who worked in the industry, you had the chance to meet with 30 different companies and check out their latest products. There was also a strong lifestyle presence. You could find anything from the latest kicks, threads, vapes, stickers and more from a number of companies who support our industry.

Lastly, we gotta hand it to the ladies. There were more than 100 girls in the house! Not just the usual faces either; there were plenty of models that flew in from all around the nation to look all pretty at SpoCom. We'll be featuring some of our favorites in the coming issues.

This year's SpoCom was definitely unforgettable and the biggest one yet. If next year's anything like this one, better make plans to go. It was a dream come true for us but if cars and girls aren't your thing, Disneyland's across the street. 🍷



>> Supercharged Mustang with blue chrome paint!



>> That's despicable.





LA DREAMS



>> Row after row, SpoCom brought out SoCal's finest, including Rywire's E-AT project car.

>> Australian model, Rosie Ly.

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THIS FD IS
ALL SORTS
OF GOOD
AND EVIL—
JUST TAKE A
CLOSER LOOK

WORDS **Aaron Bonk**
PHOTOS **Garrett Wade**



FD3X



WORLD'S

Westly Yacinthe isn't looking for a fight when he says that the Toyota Supra's 2JZ-GTE engine is superior in every way to Mazda's 13B-REW rotary. "[The 2JZ] is everything I want and need it to be: powerful, aggressive, and, most importantly, reliable," he says. "[You] can't always put those three requirements in the same sentence as the word rotary."

Oh. Snap.

Westly isn't looking to cause trouble, but that doesn't mean that at least one rotary die-hard wouldn't mind popping him in the chin for the sort of automotive sacrilege he's seemingly committed. Criticism he hasn't escaped following swapping the imposing Supra engine into his 1993 RX-7—a transplant that is every bit as complicated as it sounds and every bit as rewarding as you think it is. The engine conversion transcends a simplified box-full o' mounts, brackets, and hardware and instead requires a re-fabricated subframe and relocated steering system that, according to Yacinthe, had to be carefully modified so as not to disrupt Mazda's thoughtful weight distribution. As such, the engine was positioned low and rearward in an effort to retain the car's 50/50 weight balance so that, despite the 1,038hp it turns out, it still handles like Mazda wanted it to.

The quadruple-digit power figures start with a single-turbo conversion based upon a Borg Warner S475 that's strapped to the inline-six by a custom exhaust manifold and feeds it through four-inch intercooler piping. Making power is the easy part, though. Since the six-cylinder 2JZ-GTE's introduction in 1991, engine builders and tuners have pushed its limits, even eclipsing the 2,000hp mark. The RX-7's rear differential all of that torque is transferred through, though, is an entirely different story. Yacinthe annihilated three of them as it turns out, along with a pair of axles and a driveshaft before converting to a Ford Mustang Cobra layout. He isn't the only one who knows how strong Ford's 8.8-inch differential is, which made sourcing one a challenge. Retrofitting it to the FD chassis is nowhere near as difficult as you'd expect it to be thanks to Samberg Performance Fabrication, who specializes in the conversion. Samberg, whose primary line of work focuses on Chevrolet LSX engine swaps for the third-generation RX-7—an altogether different form of RX-7 blasphemy—was called upon for its bolt-up Cobra conversion kit that allows Mazda heretics like Yacinthe to take advantage of the tougher rear end and put a stop to driveline failures once and for all. To ensure that the Supra's gearbox didn't meet the same fate, he reached out to off-roading Toyota transmission specialists Marlin Crawler to disassemble and rebuild the R154 box to how they saw fit.





Westly calls his RX-7 his everyday car and, despite the 1,000-plus-hp, he isn't joking. "I wanted something that I could daily drive, drift, drag and even hard park," he says. "To build a car that was capable of whatever I felt like doing on any given day—car shows, track days and the occasional whooping of supercars' asses on the highway." But this FD isn't just about breaking off \$200K pieces of Italian machinery. The Southeast Florida native and decades-old Japanese sports car fan admits that the mid-1990s is where his soft spot lies—a sentiment that led to the car's almost ostentatious VeilSide tome. Pursuing what he calls an "old-school JDM theme," Yacinthe hand-picked what he could from the VeilSide catalog, including its gauge cluster, steering wheel, now-discontinued Andrews Racing V wheels and the company's duly archetypal Combat II aero kit. All that's stopping the VeilSide pattern





[TUNING MENU] 1993 MAZDA RX-7

OWNER WESTLY YACINTHE

HOMETOWN GREENACRES, FL

ENGINE 2JZ-GTE engine; JE pistons; BC connecting rods; ARP main studs and head studs; HKS 280° camshafts; BC dual valve springs and titanium valve retainers; ported and polished cylinder head; Titan Motorsports adjustable camshaft gears and billet timing belt tensioner; MagnaFuel 750 fuel pump and fuel pressure regulator; custom rear fuel sump; Aeromotive fuel filters; custom fuel rail; Bosch 1,600 cc/min. fuel injectors; Borg Warner S475 turbocharger; custom exhaust manifold; custom exhaust system; GReddy Ti-C exhaust tip; TiAL MV-R wastegate; Race Parts Solutions front-mount intercooler and four-inch intercooler piping; Nitrous Pro-Flow nitrous bottle; ZEX bottle warmer; NOS purge and nitrous solenoids; Auto Meter nitrous gauge; custom purge/intercooler spray bar system

DRIVETRAIN Marlin Crawler-built R154 Supra transmission; custom shifter extension; Driftmotion short shifter; Competition Clutch twin-disc clutch; Ford Cobra 8.8-inch rear differential; Samberg Performance differential mounting kit; Driveshaft Shop axles

ENGINE MANAGEMENT A'PEXi AVC-R boost controller; AEM Series 2 engine management and digital wideband controller; custom relay board, switch panel and power distribution

FOOTWORK & CHASSIS TEIN Super Street coilovers; Pettit Racing rear launch suspension kit

BRAKES StopTech big-brake kit (front); Racing Brake brake kit (rear); Hawk HP+ pads (rear); StopTech STR 660 fluid; steel-braided lines; ASD Motorsports hydraulic emergency brake; Wilwood master cylinder; deleted ABS system

WHEELS & TIRES 18x9.5" +6 offset (front) and 18x10.5" +22 offset (rear) VeilSide Andrew Racing V wheels; 225/40R18 (front) and 265/35R18 (rear) Achilles ATR Sport tires

EXTERIOR VeilSide Combat II aero kit; RE Amemiya sleek headlight kit and Carbon GT spoiler; custom black/midnight-purple paint

INTERIOR Race Shop roll bar and harness bar; Corbeau Forza seats; Takata harnesses; VeilSide carbon-fiber steering wheel and gauge cluster; NRG quick-release steering wheel hub; Prosport gauge pods; Seibon carbon-fiber door panels; Pioneer DVD navigation system; DB 10-inch subwoofer; Whelen rear amber light

THANKS YOU First and foremost, a big thank you and props to Andrew "GRANDMASTER" Gibbs at Steady Performance and Repair. Without the long nights, early mornings, McDonalds sweet tea, and your extraordinary fabrication skills, none of this would have been possible. I've learned more from you than I can verbally express in words. There is always a method behind your madness. Thank you to Daryl and the guys at Lincoln Auto Body and NP AUTO CARE for their awesome bodywork and paint. Thank you to the guys at Race Parts Solutions and Pettit Racing for your support and assistance. Last but not least, shout out and thank you goes to Mark Snellman, Aaron Messmer and Ben Bradner of Bradner High Performance in Gainesville, Florida, and Anthony "The Tire Guy." Thank you guys so much for your support, advice and help in making this dream become a reality, and a special thanks to the *Super Street* team for giving me this opportunity.

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from being complete are a pair of seats of which he's diligently on the hunt for.

Patience—that and what he calls a do-it-right-or-don't-do-it-at-all attitude are both convictions that Yacinthe says are more marked within himself now than they were before beginning the build just a year and a half ago. Of learning to wait, he says: "I saved up for the parts that I wanted. With some of them being [rarer] than others, I had to either wait for them to pop up or do some serious sweet-talking to someone who had [them]." But perhaps more than anything, Yacinthe's learned to deal with his detractors—those who, for reasons unknown, aren't terribly happy seeing a Toyota mill crammed into the front end of a Mazda. "The hardest lesson I learned is that people will always have their own opinions—that the vision that you put together doesn't match what they wanted you to do," he says. "I lost faith in the rotary. I went through three [of them] in six months. I'm sick of justifying why I decided to go with the 2JZ to rotary heads. Can't we all just get along?"

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WORDS **Sam Du** PHOTOS **Jofel Tolosa**

THE RETURN OF ELISSA ALVA—MORE BEAUTIFUL AND ACCOMPLISHED THAN EVER!

It is with great honor we welcome back **Elissa Alva** in *Super Street*! We introduced her in 2011; today, she's looking as stunning as ever. We also have so much respect for this girl—she's basically a real world Superwoman being a single parent, workaholic and a full-time student! Now, she's a recent graduate of CSU Sacramento and continues to work hard to make a better life for her family. Much props, Elissa!

What do you do for a living?

As of right now I just model and work as a server at a Japanese steak house. Yeah I know... I'm really putting that Bachelor's Degree to use, huh?

What's your ethnicity and do you speak any languages?

Mexican and Chinese. I can speak Spanish at an elementary level. Haha! And Chinese, I can understand but I sound like an idiot speaking so I just pretend I don't understand. However, after a drink I somehow become fluent in both!

Any nicknames?

Growing up my family called me Bee, Precious and Leesy.

Tell us one interesting hobby about yourself.

When I get really stressed out, I like to get into Chinese watercolor.

What are some of your biggest pet peeves?

Bad tippers, people who don't use their turn signals while driving, cabinets and drawers that are just left open.

Guilty pleasures?

S'mores, instant noodles and In & Out.

What do you do if you're bored?

Oh goodness... I kill way too much time watching marathons of TV series. The worst is when I really have nothing to do and I will get so hooked I pretty much watch an entire season in a sitting. Should this be filed under guilty pleasure?

What drink would you order at the bar?

Either a Patron lemonade or Henn and Coke—never on the same night, of course!

How much do you know about cars?

I worked at a body shop for over two and a half years. I would say I know a decent amount about cars more specifically the body and structure rather than the mechanical side.

What cars have you owned?

Started with an '88 Toyota pick up truck to learn how to drive manual, then an '88 Accord. From there a '96 manual Civic Coupe, mind you this was around the release of the first *Fast and Furious* so I was feeling pretty awesome! I remember racing the boys off our school campus. Then I had another Accord, this time a '98 sedan to accommodate my baby on the way. In addition to my mommy mobile I bought a manual Scion tC to make me feel a little less...domesticated? Haha!

What are some of your biggest achievements?

Juggling being a single mom, going to school full time, working to provide fully for my son and myself, traveling as the official spokesmodel for the Wekfest Tour and somehow maintaining a long distance relationship all at the same time. I guess out of that my biggest achievement was just graduating from college despite the madness!

ELISSA ALVA

Birthday December 3

Location Sacramento, CA

Instagram @elissaalva

Web elissa-alva.com





301 So WEBSTER

31

wek 50s

numma

TOYO

TYPE R

WORDS & PHOTOS Joey Lee

FIRST LOVE

YOU NEVER FORGET YOUR FAVORITE HONDA



The "track car" motif has sure become popular over the last couple of years. It seems to be that these days, you either fully "stance" out your ride or go with the race look. Gone are the days of simple modifications. Purists still appreciate the clean and classic Japanese-inspired builds but if you want to be recognized by the masses, it seems that going to the extreme is where you need to be if you aren't there already. Everything seems to be done in a really avant-garde manner in 2013 so it may be hard for the current generation of tuners to understand that things were very different just

a few years ago. Track cars (or race-styled) are the new Honda "street" cars and with the stance craze oversaturating our community, people are going for a more functional theme. What is interesting to note is that many of these cars never see the light of day on the track; they just want the look.

Back in the mid-2000s, you wouldn't find many of these builds on the streets because the Japanese OEM-era reigned supreme just as we left the wild body kit stuff behind. Anything you added to your car that wasn't a factory JDM part or modest in appearance was considered "rice."



The faux track cars you see today would most certainly be shunned because it would appear as if parts were added that served absolutely no function. As with all aspects of life, there are guys like Rainier Deleon who cares very little for what people think and just does what he wants. Rainier, known to his friends simply as "Toto," is the owner of this 2000 Honda Civic DX. What appears as a very modern Honda build is in reality quite the opposite; it's actually kind of dated. As you're reading this, his Honda is probably deep in the processes of a complete rebuild. Other than some aero components that have been taken off and various sets of wheels being swapped, this Civic build has stood almost exactly this way since 2006. To say that it was ahead of its time would be a gross understatement. It's just remarkable how relevant it remains in the Honda community as we're approaching 2014. That's an eight-year span of time in which a plethora of trends have come and gone. Some would have already been on their third or fourth builds within that time, not their first like Deleon.

"This is my very first car, I am the only owner of this Civic, and I have been with it since day one," Toto explains. "I built my car this way because I've always loved the aggressive nature of Japanese time attack vehicles. At that time (around 2005-2006), I knew that it was a style that people would be afraid to dive into because it was considered 'rickey.' It was what I liked so I built it that way. Acceptance with my peers didn't really matter. I believed that it was possible to build a car that not only looked aggressive, but was still fun to drive on the streets."

In the years that Toto has had this Civic, it had not only seen a ton of fun on the streets, it also spent a chunk of time doing what its aggressive appearance suggests. He would save up to continue to add quality products on his build and then take it on a road course and beat on it. Though it isn't anywhere in the realm of being a true time attack champion by today's standards, it was quite capable on the track. When it wasn't exiting turns at high speed, the Civic spent its time as a daily cruiser. Toto has done a lot of growing up over the years, including starting a family, so he now has other cars to commute in. Priorities helped to put things into perspective for Toto but his Civic has and continues to remain by his side.

A man who has embarked on this long of a journey with one project car probably has more stories to tell than most have parts on their cars. We could easily sit here and detail every component that attributed to the final product you see today



but it is more important to understand the mindset of a guy who continues to tinker with his first car 13 years later. It's much easier to let go of a car that has been built by a shop or by multiple people because you lack that real connection from wrenching on your own car. With Toto, he's done everything on his own; from the bare essentials to the K20A swap, all the way down to the paint and body itself.

"This was the car that I learned to paint on so it has been repainted about two times prior to what you see in the photos. It was all trial and error. The original color was a mistake, as the paint shop mixed the wrong hue of gray but I didn't realize it until the entire interior had already been sprayed along with the base coat on the outside. Then I had to come out of pocket even more for the right color and who knows how much more time was spent redoing everything. It was just a nightmare," Toto says.

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Being self-taught in paint and body also helped when it came time to figuring out his current wheel set-up. The 16-inch, front-staggered Volk Racing CE28Ns look ultra form-fitting on the body of the hatchback but it didn't start out that way. He wanted to squeeze a meaty Toyo R888 on the Volk wheel so he massaged the fenders, rolled them flat and flared them so he would have adequate turning clearance. The problem that followed was getting the wheel to mount onto the hub. Reason for that was his custom-fitted Project Mu brake kit, which was also a trial/error affair. The teal-coated brakes were originally meant for a DC5 Integra/RX chassis so the center bore is slightly smaller than that of his Civic, so a Dremel was used to bore out the centers by hand until everything seated correctly on the hubs.

Toto's willingness to experiment is the reason why he's a source of inspiration for so many other Honda enthusiasts. It is also the reason why he's been able to build a Honda that was so far ahead of its time. Some of the top-tier, more recognized builds in our community today still pale in comparison to this level of quality and detail. It doesn't hurt to just "try" either, as Toto tells us, "Anything is possible. Some of the wildest ideas that I had came to life just based on making mistakes and doing research. I think the biggest misconception about our community is that we need to worry about what people think. You should do what you like, not what other people like. It sounds cliché but you can't build a car for other people. Sometimes you just have to dive off the deep end and swim."

With an ever-changing import community comes a lot of new technology and products, so it makes sense that he's gearing up for a major overhaul. We're not really sure what direction he's taking with his rebuild but Toto has always been more of a doer than a guy that likes to talk. His track record has been good and we're overjoyed to see that he's moving forward with the same chassis he started out with back in 2000. Relationships can get stale after a couple of years, but Deleon's relationship with his first love is strong. He keeps it fresh by experimenting and constantly trying new things. 📧



[TUNING MENU] 2000 HONDA CIVIC DX

OWNER RAINIER "TOTO" DELEON

HOMETOWN BELLEVUE, WA

OCCUPATION PILL PUSHER

ENGINE JDM 2002 HONDA 2.0L K20A; Hasport EKK2 engine mount kit, hose adapter; Hybrid Racing PnP engine harness; Canton Racing remote fuel filter; Magnafuel fuel pressure regulator; Marshall fuel pressure gauge; Earl's Ano-Tuff fittings, Prolite 350 braided hoses; Jiffy-Tite quick disconnect fittings; Top Fuel Power Neo; AEM fuel rail; Golden Eagle oil block adapter plate; Honda RBC intake manifold; Karcepts throttle body adapter, shift box mount kit; Visteon/C&R radiator; Samco Sport hoses; Carbing coolant expansion tank, radiator cooling plate; GREddy PCV oil catch can; custom stainless cold-air intake w/K&N air filter; DTR/SSR stainless 4-2-1 exhaust manifold; adjustable stainless test pipe; Fujitsu RMA-01A exhaust; Spoon Sports radiator stays, titanium bolt; T-bolt radiator and intake pipe clamps; SHG oil dipstick retainer spring
DRIVETRAIN DC5 ITR 6-speed transmission w/LSD, OEM clutch and flywheel

FOOTWORK & CHASSIS TEIN RE coilovers; Comptech rear lower tie bar; ARP extended studs; SRR rear lower control arms; OEM '98-spec ITR 5-lug conversion, front subframe, steering rack, sway bar; Carbing Type II aluminum front tower bar; Aeroquip fittings for power rack delete; FEEL's master cylinder brace

BRAKES Project Mu forged 4-POT front brake calipers, SCR-Pro front rotors, B-Force brake pads, front brake lines, wheel lug nuts; Brembo rear slotted rotors; Goodridge rear stainless brake lines; AEM rear brake pads
WHEELS & TIRES 16x8.5" +30 /16x7.5" +46 Volk Racing CE28N; 225/45R16 Toyo R888

EXTERIOR Dolemite Gray paint; Honda EK9 CTR headlights w/carbon inserts, tail lights w/rear fog light, side moldings, smoked sidemarkers, grille, rear lip spoiler, VIN plate; Honda Access door visors; First Molding carbon front Flugel Plate; J's Racing rear carbon wing, front/rear tow hooks, Type-S carbon fiber hood; Spoon Sports rear carbon diffuser; Vision Type-MC side mirrors; C-West side skirts, Eyeline; Honda HOP antenna block-off plate; JDM inspection, registration, emissions decals; Type ONE maintenance sticker; Mugen gas cap

INTERIOR OEM EK9 CTR red carpet, manual door panels, armrest delete; JDM road flare; CDM airbag tray; Hondasport E-brake handle; K-Tuned Roboshifter; C's shift knob; Mugen battery kill switch, pedal set, seat rails, ECU stay, S1 bucket seats, heel adjustment plate; Takata 5-point safety harnesses; dead pedal riser; Honda Access roof console; SARD STACK ST8130 digital display

ELECTRONICS Hondata K-Pro

THANKS YOU My wife, Nikki, and daughter, Chloe, for putting up with the build that's going on right now; the entire Trikspeed family; OG Dennis Marino and DaTamas for leaving his spray gun at my house; Joey Lee; Terry aka Spriggan for always lending constructive criticism when needed; Tai, Darnell, Steve, Yee, Jeff, Josh, Nick, JD, EKfreebie, Pow, Gussimeng, the LCM family; all my buddies on NWP4Life; Debbie at Powdercoat INC; Mike Shin from Toyo; my parents for letting me dismantle and store my car in their garage; Nino and Stephen, my track buddies; Team:2T0

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TIME FOR SOME ACTION

WORDS & PHOTOS **Sam Du** MODEL **Noemii J**

FOUR OF TODAY'S BEST HD ACTION CAMS

You can't go to a drift or race event without seeing video cameras plastered on nearly every single car. While these cams may be tiny, the quality is good enough for big budget movies—even professional film crews use 'em! But these cameras aren't just intended for snooty directors, they're meant for enthusiasts like us. And since they've been around for almost ten years, these cams are getting increasingly better, easier to use and more affordable. So to help you get started, we've narrowed down four of the best cameras out there—all of which record 1080P high-def video, capture a wide angle perspective and feature Wi-Fi or Bluetooth that allows you to start/stop video from your phone or use your phone as a viewfinder. Also remember that all these cams have accessories like suction cup or roll-bar mounts designed for car guys. For a more in-depth review, we'll be testing all four cameras on the road and posting our results on our YouTube channel. We might even include more boobies for views!



SONY HDR-AS15

We all know the name, but bet you didn't know they had an action cam, too! Sony's HDR-AS15 is new to the market and a legit contender. Using a 170-degree wide-angle Carl Zeiss lens, it shoots 1080P video at 30fps. There's also a slow motion mode setting which records 720P video at 120fps. Sony's added an image stabilizer feature that works well but you lose the wide angle. Overall, it's a good entry-level cam and can be bought without the Wi-Fi option for under \$200.

WHAT WE LIKE: It's hard to lose with a name like Sony. The video quality is pretty good and it's a great camera if you're looking to get started. Plus your parents will like that fact that it's a Sony; they probably had an old Sony handycam back in the day.

PRICE: \$269.99

CONTACT: sony.com/actioncam



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WIN A GOPRO!

In addition to the Black Edition Hero3, GoPro also offers a Silver and White Edition. The Silver (\$299.99) is virtually the same camera as the Hero2 recording 1080P video at 30fps. But it doesn't come with all the bells and whistles of the Black Edition, like the remote. The White Edition (\$199.99) is one step down lacking the photo capabilities of both. But don't get us wrong... both are still great cameras. And since we believe we can find the next M. Night Shyamalan (the director of *The Village*), we'll be giving away one of each GoPro to three lucky readers. Just e-mail us at superstreet247@gmail.com and tell us your next great video idea!

GOPRO HERO3 BLACK EDITION

GoPro needs almost no introduction. They are the most popular action cam in the market and even the founder is heavily rooted in the auto industry supporting Formula D, Indy and more. The Hero3 Black Edition is their latest and greatest invention. It's smaller and lighter than their previous model and the video/image resolution and available frame rates are the best a regular consumer can get. Its f/2.8 170-degree wide-angle lens is super sharp and offers the least amount of distortion—the video is even clear in low light conditions. It captures full frame 1080P video at 60fps, but can be slowed down all the way to 240fps at 480P quality. The Hero3 Black Edition can also get quality crazy with the ability to record at 4K, 2.7K and 1440P. The still photos are possibly the best as well at 12-megapixel.

WHAT WE LIKE: There's a reason everyone and their mama uses a GoPro. While it might take a little longer to learn how to use, they have the best video and photo performance in the game.

PRICE: \$399.99

CONTACT: gopro.com



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LIQUID IMAGE EGO

Liquid Image is recognized more for their built-in goggle cams that are widely used by snowboarders and off-roaders. The EGO is their answer to a standalone sports cam. It's the smallest and lightest of the bunch, making it super easy to travel with and a breeze to mount. The 135-degree wide-angle, f/3.2 lens offers decently sharp 1080P video at 30fps. While it's not as advanced and clear as a GoPro or Contour, the EGO is an excellent beginner camera to get started with.

WHAT WE LIKE: So easy to use, you don't really need to read the manual. The HD video quality is good enough for the average YouTuber. Plus, your girlfriend will think it looks cute. You can even tell her it comes in five different colors.

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WORDS OF ADVICE

We asked Ben Abrams from eGarage.com to give us advice when using these action cameras. Since he uses his personal Contour cameras on the regular, he came up with ten tips to help you:

1. Vibration is the enemy of good footage. Make sure that you have a stable and tight mounting point.
2. Stay away from loose body panels and stay close to body seams.
3. Suction cup mounts don't stick to decals. Paint is better, glass is best.
4. When available, use the lasers or Wi-Fi/Bluetooth feed to frame your shot.
5. Move the camera around to get different perspectives. Get creative with placement.
6. Periodically check the lens for debris or moisture, especially in the rain.
7. Adjust settings on camera to turn off when not in use. Conserve battery.
8. Use pre-programmed switches or Wi-Fi/Bluetooth to adjust for lighting, changes in resolution or frame rate.
9. Dump files off camera often, if possible.
10. Don't film uninteresting perspectives. At least, not for too long!

WHOSE BOOBS?

Noemii J! We'll have more of this LA girl next month but for now, follow her on Instagram and Twitter @noemii_j




CONTOUR +2

One of the best in the biz, the Contour +2 captures super crisp video and is also surprisingly easy to use. It delivers 1080P HD at 30 frames per second (fps) with a 135-degree wide-angle view, but can also shoot 120fps in 480P for super slow motion footage. The Contour +2 uses Bluetooth to connect to your phone and unlike the other cams, records GPS location and speed data. Fancy! Lastly, on the tip of camera, you can actually rotate 270-degrees to get the angle you want—so even if you mount it poorly, you can correct the angle with ease.

WHAT WE LIKE: Quality is top notch. Its shape lends itself to less wind noise and is perfect for helmets. We also dig the rotating barrel that lets you align your videos better than the other cams.

PRICE: \$349.99

CONTACT: contour.com 



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THE SIMPLE THINGS IN LIFE



THINGS DON'T HAVE TO BE TURNT UP 24-7, SO DON'T BE AFRAID TO TURN THE DIAL DOWN EVERY ONCE IN A WHILE

WORDS Jonathan Wong PHOTOS Matt Jones

More often than not, the kind of cars that grab my attention don't come with flashy paint (or vinyl wrap in some cases), a list of modifications that'll drive me crazy just trying to read it or crazy stacks of cash to build a project of such high caliber. Simplicity pleases me and will stop me in a heartbeat. If executed right from that first glance, I may not need to know what else lies under the hood to know that I like the car for what it is, just the way it is. Some could categorize Michael Ednilao's Evo as being more the simple type, but there's a complexity that lies beneath the surface.

Believe it or not, Michael's car was more or less stock up until a month before we saw it at the BLOX party in the Bay Area this past summer. One night, while drinking with his buddy, Eric Tsoi, owner of a local shop called inspire_usa, Michael thought it'd be a good idea to display his car in that stock form—only thing was, Eric wasn't gonna






have any of that. "It looks like any regular Evo on the street," he said, so it got Michael's wheels turning. Literally. Right away, a set of brand new 18x10.5" CCW Classics were bolted on, instantly transforming his ride from stock to, well, less stock.

With only a few days left to the event, Michael grabbed a handful of friends and dedicated an entire week to transforming the body, using a complete track version from Voltex Japan. One day was test-fitting; the next day the car was sent to paint; a couple more days to wait for the bodywork to finish; and the last day (the day before BLOX) reserved to install everything. Sleep was not an option, sick days were used and Mimi, Michael's wife, didn't even see him because he was working to get the Evo finished in time.

But the next day at BLOX proved invaluable. It's one thing when people gather to take photos; it's an indescribable feeling to know that people appreciate what you've done to any project. "That made my day," Michael says, "Even though I didn't win an award that day, I felt like "WOW, this is tight!" Our online editor, Jofel, thought it was something worth seeing, and you know, he was right. We also learned that Michael is a bit of an ARC collector, traveling far and wide—including shipping parts in from around the world—just to complete a parts list that's either expensive or discontinued, making it all the more reason for him to stay addicted. However, it was the simplistic nature of the build and the grueling process he went through to get it done that brought it all home for us.

Now, who says simple isn't good enough? 





>>Don't worry dad, I would rather be working under the hood than laying on top of it.



[TUNING MENU] 2006 MITSUBISHI LANCER EVOLUTION MR

OWNER MICHAEL EDNILAO

HOMETOWN SAN FRANCISCO, CA

ENGINE ARC intercooler, radiator, radiator cap, heat shield, oil cap, cooling plate, intake box, sparkplug cover, radiator hose and oil catch tank; ETS polished intercooler piping

FOOTWORK & CHASSIS Stance coilovers; Sparco harness bar; Cusco 6-point roll cage

WHEELS & TIRES 18x10.5" CCW Classic wheels; 245/40R18 Falken tires

EXTERIOR Voltex track-version widebody kit and V-mount wing

INTERIOR Key's steering wheel; NRG quick release; Defi gauges; ATI gauge pod cluster; Bride Ergo seats; Takata seat belt harnesses; Pioneer double DIN conversion; Kicker 12" subs (x2)

THANKS YOU Eric Tsoi and the crew at inspire_usa; Bret Dionisio; Martin Topacio; my brother, Gernie Ednilao; my wife, Mimi Ednilao

WWW ccwheel.com, mackinindustries.com (ARC)



► Proper-fitting wheels don't just look good; they affect a car's unsprung weight, track width, suspension motion ratio and scrub radius—important considerations, all of them, if you care about going fast.

WORDS & PHOTOS **Aaron Bonk**

SUPER STREET'S FIELD GUIDE TO WHEEL FITMENT

The wheel dates back more than 6,000 years when artisans stuck wooden discs on top of shafts and spun them around, making fancy clay pots and all sorts of modern-day museum fodder. Mesopotamians later took a couple of wheel-shaped discs, slapped a log in between, and created the world's first axle. They were no TE37s, but those tenacious Mesopotamians have got to be given credit for predating whatever later sat underneath chariots, wheelbarrows or your Toyota. Despite the wheel's existence since 4,000 B.C., though, none of that's made figuring out what'll fit underneath your S2000 without banging up against important suspension members or body parts any less complicated.

As it turns out, there's more to you getting a set of rims to fit than besides whether or not they bolt up and don't perch your hatchback off the ground by its fenders. Easy stuff, like the wheel's overall width and diameter, as well as more complicated considerations, like its centerbore and offset have all got to be figured out before ordering and installing whatever it is you've been eyeballing.

BOLT PATTERNS

The bolt pattern is the most obvious consideration when determining whether or not a wheel will fit. Lucky for you, figuring yours out is easy. Picture an imaginary circle that passes through the center of each lug. Give yourself a hand; you've just located your car's bolt pattern. Bolt patterns are expressed



► Determining your car's bolt pattern is easy. Expressed as two figures, the first number represents the number of lugs present while the second the distance between any two non-adjacent ones.

using two figures: the number of lugs and the distance between them. For example, a 4x100 bolt pattern is made up of four lugs that are spaced 100mm apart, measured between any two non-adjacent lugs' center points. For five-lug wheels, measure the distance from the center of any hole to the farthest edge of the hole, two spots over.

CENTERBORES

If whatever it is you're driving is new enough to be sold with seatbelts and a cup-holder, chances are you've got hub-centric wheels. Hub-centric wheels feature machined holes on the rim's hub-mounting surface that slip over extruded sections located on the hubs. The design positions the wheel exactly where

it needs to be and eliminates vibrations and vertical stress that the mounting studs would otherwise be subjected to. Most aftermarket wheels are made with centerbores that are larger than what you need, though, to remain versatile with other makes and cost-effective. Here, ring adapters must be used to locate the wheel appropriately, and avoid vibrations and excess stress placed upon the studs. Whatever ring adapter you use has got to have an internal diameter that slips over the hub and an external diameter that fits inside of the wheel.



► Hub-centric wheels are manufactured with recessed centerbores that position the wheel squarely and firmly onto the car's hub. The result lessens the load on the wheel's mounting studs and helps reduce vibrations. Here you can see the ring adapter that's been added to the wheel's centerbore to fit snugly onto the hub.

SIZING

When it comes to wheel diameter, smaller is almost always better. Smaller diameter wheels are lighter, allow for better acceleration and handling, and can even improve ride quality. Generally, stick to an overall wheel diameter

that's close to whatever your car was originally equipped with and that allows you to clear whatever braking equipment you've got. Wheel width is a different story, though. Here, wider is better. Wider rims increase stability and handling and allow for more responsive steering. Wider is always better. More on wider rims in a bit.

WEIGHT

Wheel weight doesn't just affect the overall weight of the vehicle, which nobody has to tell you is a good thing in the case of lightweight wheels, but also the car's unsprung weight. Your car's unsprung weight is the weight of all its parts not supported by its springs, which includes its wheels, tires and brakes. Less unsprung weight means better handling and reduced rotational inertia. Just like reciprocating engine components, reduced rotational inertia leads to better acceleration but also better braking. The less rotational mass there is, the easier it is to stop. Before settling on any wheels, be sure to consider how heavy they are.

OFFSET: THE GOOD, THE BAD, THE UGLY

If there's anything the Internet's got muddled up about wheels, it's offset. Offset is nothing more than the distance between a wheel's centerline and its hub-mounting surface, and determines the wheel's lateral placement in relation to the car. Alter that distance and it can result in all sorts of goofy-looking scenarios, making an otherwise properly sized wheel fit and perform nothing at all like it should. A wheel's offset is generally expressed in millimeters and can be classified three ways: positive, negative or zero.

Positive-offset wheels, like you'll find on most FWD cars, mean the hub-mounting surface lies closer to the wheel's outboard side. Numerically increasing a wheel's offset transitions its mass toward the vehicle. Most manufacturers design their FWD platforms with positive offsets to allow for a negative scrub radius up front, which is the distance between the point where the steering axis intersects the ground and the center of the tire's contact patch. A negative scrub radius is what partially allows for traction variances between both front wheels. When a single wheel loses grip, the opposing wheel toes out, which helps retain the car's direction. You don't need to know what exactly the scrub radius is to know that you shouldn't go around messing with it. Upsetting it can lead to traction woes while accelerating and braking and an overall unstable feeling in your stomach while cornering. (For obvious reasons, the scrub radius only applies up front, but manufacturers typically apply the same offset in the rear to reduce costs.)

Negative-offset wheels mean the hub-mounting surface lies closer to the wheel's inboard side. Numerically decreasing a wheel's offset transitions its mass away from the vehicle. Most RWD applications are based upon low or negative-offset wheels since the scrub radius is less of a concern.



>> Measuring offset isn't hard and you need only a straight-edge and tape measure to do it. Start by measuring the wheel's backspacing, which is the distance between its hub-mounting surface and the edge of its backside. To determine offset, subtract the wheel's centerline (half its width) from this figure.

Finally, zero-offset wheels simply mean the hub-mounting surface aligns with the wheel's centerline.

Because offset affects a wheel's lateral position, it also determines your car's track width. Reducing offset increases track width while increasing it does the opposite. Increased track widths are good; the results can improve cornering speeds as well as loads placed on the outside of the tires. Besides adding spacers, fudging a wheel's offset is one of the easiest ways to alter track width. A wheel's width won't change it, which makes playing with low-offset wheels so tempting.

Offset also affects suspension stiffness by means of the system's motion ratio. As offset decreases, so does the effective wheel rate since the wheel's mass is moving outboard. This isn't entirely unfixable, though; stiffer springs can typically overcome all of this, but the leverage change can prematurely wear wheel bearings and the hubs themselves.

If you can use a tape measure and perform mundane mathematical feats like subtraction, then figuring out a wheel's offset isn't hard. Interpreting the results into something meaningful and then not bolting on a set of wheels that'll deliberately upset your car's handling requires exponentially more restraint, though.

CALCULATING OFFSET

By now you should know that offset matters. It determines whether or not there'll be enough room for struts, suspension members and brake calipers as well as how well your car will do important things, like go around corners. Whoever manufactured your car did their homework; altering its offset significantly more than however it was designed will almost always end in regret—affecting your car's scrub radius, increasing torque steer and making for all-around poor handling. Calculate it wrong and the consequences vary from rubbing up against a brake caliper to you landing in a ditch.

Most of the time though, minor changes have got to be made to account for wider wheels, which are almost always never a bad thing. Here, offset must be reduced, which means the hub-mounting surface must move inward, placing the bulk of the wheel farther outward. If offset were to remain the same, then half of the wheel's extra width would be shoved underneath the fender, most likely interfering with something it shouldn't. You can

plan for all of this ahead of time by performing some basic calculations using your existing rims.

You'll need to know your wheel's backspacing, centerline and width to calculate its offset. Start by placing the wheel face down on the ground. Lay a straight edge across its surface and measure the distance between the wheel's hub-mounting surface and the straight edge. The result is the wheel's backspace. The wheel's centerline is simply half its width. To arrive at the wheel's offset, subtract its centerline from its backspace. You can pat yourself on the back now because you've just determined your wheel's offset for yourself without having to speculate as to whether or not what Honda-Tech.com's VTakBoyyyye4lif tells you is indeed correct.



>> When determining whether a not a wheel will fit, be sure to allow space for suspension control arms, struts and shocks, as well as brake components.

Once you know your existing wheel's offset you can calculate what else might fit. Measure the distance between the inner sidewall of the tire and whatever it comes closest to, like an upper control arm or strut. Meanwhile, bear in mind that half of the new wheel's additional width has got to fill that space. If there isn't any extra space, offset must be reduced in order to position the wheel outward and away from, well, those struts and stuff. For example, if you've got one inch of clearance between the existing tire and the upper control arm, it'll take a two-inch-wider wheel to contact the control arm. To allow for enough clearance, either decrease the new wheel's width, decrease its offset or position spacers in between the hubs and the wheels. Also, keep in mind that not all tires are created equal, despite their sharing the same advertised size. Be sure to allow for at least an eighth-inch additional clearance to account for potential tire size irregularities.

Bolt patterns, offsets and widths are absolute, but figuring out what will and won't fit underneath your fenders is as much art as it is science. The variables are many and are every bit as dynamic as you think: camber, caster and toe changes as suspensions travel, which means clearances aren't fixed. Tire sidewalls can also flex and react differently depending on driving conditions. Your only hope is to measure properly, go with your gut and give yourself an extra quarter-inch for good measure. The rest is a crapshoot. 🚗



SUPER SONIC

INTRODUCING OUR 2013 SEMA PROJECT CAR!






SONIC-POWERED.COM

WORDS & PHOTOS Super Street staff

Ok, we get it: Chevy's little Sonic probably isn't for you and is far from being the first thing that pops into your mind when you think of *Super Street*. We felt the same way at first. But you know, this thing isn't half bad. So how do we make it better? Well, we could try to make this thing faster...but *Modified's* got that dialed. We could slam it, stance it out...but *Import Tuner* (go figure) is taking the lead there. If we can manage the typical route of building from three basic categories—wheels, bolt-on performance and lowering—is there any more we can do to up the cool level of the Sonic? We're about to find out...

For this year's SEMA Show, we've all partnered up with Chevy to take on their turbocharged Sonic to see what varying levels we can take the car to. But when it came to what it is we want to do with this car, we thought about: how can we make it just a little bit more exciting than just doing the usual? However, we can't tell you exactly what that is quite yet—you know, build up a little anticipation! We

opted for the top model from the Sonic lineup, the RS, which has more aggressive aero styling, rear disk brakes, leather seats, (optional) sunroof and a system that thumps pretty hard. For now, we've been breaking the car in and getting to know its high points and quirks, and we can already say that it's surprising us in more positive ways than we originally thought. The 1.4-liter engine, while turbocharged, is quick to run its paces up to sixth gear but just as fast loses steam so it will need some help in the power department. It's also roomy enough to carry our entire crew to lunch but you can expect that we'll eliminate comfort in some shape or form as this project comes to completion. All I can really say is that we're hoping to turn heads with this Sonic, so come to SEMA with an open mind and to see the finished project!

What do you think of the idea of us building a Chevy Sonic? Drop us a quick note on Twitter (@SuperStreetMag) and hashtag #SSSonic. You can also keep tabs on all three cars by visiting sonic-powered.com. 



>> Turbo LS-powered FD!




WORDS & PHOTOS **Jofel Tolosa**

SOURCE: bloxracing.com

BLOX ROCKIN' BEATS

SCENE: BLOX OPEN HOUSE, BLOX RACING—FREMONT, CA

If there's anybody that knows how to throw a party in NorCal, it's Blox Racing. The parts manufacturer changed it up this year and made the annual event more of a street fair. The city of Fremont allowed Blox to shut down the entire block on Westinghouse Dr. and Hammond Ave. just a block away from Blox headquarters. As expected, the designated event area was crowded with sexy cars and equally sexy models (Ahem, Ashley Vee). Plenty of dope vendors came out to support as well such as Speed Element, JHPUSA, Mackin Industries and Scion. And what's a car show without a few delicious food trucks? They go together like lamb and tuna fish or spam and rice. Indeed it was a fun day, but perhaps the most amazing thing is that the event gives back to charity—specifically the Meals On Wheels charity organization, which provides food at senior citizen centers. Throwing a sick car event and doing the town of Fremont a little good, it's no wonder the Blox Open House gets bigger and better every year. 



>> SS Cover girl Ashley Vee



DRIVE[®]
ENERGY DRINK



Full body photo by: Danny Nguyen & Douglas Chan-Wing
Helmet graphics by Gary Gamotisi



#DRIVEENERGY

ALL THE OTHER NEWS, EVENTS AND ADVENTURES WE COULDN'T FIND A PLACE FOR

HRE OPEN HOUSE

Every year, HRE opens the doors to its headquarters so that anyone who's a fan of their revered wheel line can go and see how their three-piece or one-piece forged aluminum wheels are made. At this specific event, we got to see the new P1 wheel, and saw cars of all types—from Nissan 240s to a Bugatti Veyron. Nearly 500 came out, which is a true testament to California's intrinsic car culture.

—Jofel Tolosa



>> Chrome-wrapped 993 with an RWB kit from eGarage.



>> Ferrari F40 built for Discovery Channel's *Fast N' Loud* show.



>> Clean Corolla rockin' Kouki bumpers and a set of custom HREs.

ILLEST INDUSTRY NIGHT



If you haven't heard of Fatlace or Illest by now, chances are you might have been beaten to death by a rock, due simply to living under it. Founder Mark Arcenal invited us to an exclusive pre-grand opening to the newest Illest store in Costa Mesa, California. The new retail space differentiates itself by integrating a design studio, showroom and art gallery. It was only proper that Mark's vintage 1972 Nissan Skyline 2000GT be the first car displayed in the showroom, and the art gallery consisted of Nike and Japanese nostalgic car art. If you're ever in the OC you might want to drop by, check out the fresh threads and whatever car that's being displayed: 2950 Randolph Ave, Costa Mesa, CA 92626. —JT



PIKES PEAK: THE COMPLETE LOW DOWN

UNLIMITED: SÉBASTIEN LOEB CRUSHES IT

The Pikes Peak International Hill Climb challenges drivers to race into the clouds over a unique 12.42 mile road course that features 156 corners, starts at an elevation of 9,390 feet and finishes at whopping 14,110 feet—nearly three miles above sea level. First run in 1916, this annual event is the second oldest motor race in America after the Indianapolis 500.

WRC phenom Sébastien Loeb absolutely crushed the record and the competition at the famed hill climb in Colorado's Rocky Mountains. The Frenchman destroyed Rhys Millen's 2012 record by an incredible 1:33. The second- and third-place finishers, Millen and Jean-Philippe Dayraut, also eclipsed the 2012 record but they were beaten to the top by 49 seconds and 1:32, respectively.

Loeb's weapon of choice was an 875-horsepower Peugeot 208 T16 Pikes Peak Special built by Peugeot Sport and backed by Total. "When I was on the start line waiting to go, I could actually see the clouds closing in at the top of the mountain," said Loeb. "I remember thinking that if

we didn't get going soon, it would be really difficult." As it was, Loeb blasted his 208 T16 Pikes Peak through the clouds in a time that was even quicker than Peugeot Sport's computer had thought was possible. The ideal theoretical time, calculated using data from Loeb's practice runs up the Colorado mountain, was 8m15s. The nine-time world rally champion somehow managed to shave two seconds off that. "I'm really happy as that was a very good run in the end," said Loeb. "I really didn't expect anything better than 8m15s, so to do 8m13s was fantastic. Before the start I didn't really know if I should push absolutely to the maximum or if I should just push to a comfortable pace, in order to make sure of the victory. In the end, I decided to push to the limit."

UNLIMITED CLASS RESULTS:

Sébastien Loeb—8:13.878, 1st overall
Rhys Millen—9:02.192, 2nd overall
Jean-Philippe Dayraut—9:42.740, 3rd overall



ELECTRIC: MONSTER TAJIMA TAMES THE MOUNTAIN AGAIN

Going into the race the Mitsubishi duo of MiEV Evolution II had 40 seconds on the field in practice, but it seems rain conditions nearly hindered their race effort. So it was a bit surprising, but not at all unfamiliar, to see Monster Tajima take the checkered flag at the top of the mountain. His Monster sports E-RUNNER Pikes Peak Special won the day and had substantial Mitsubishi signage on it as the automaker supplied the MLiX Lithium-ion battery packs that powered the one-off Tajima Motor Corporation built racer into the clouds.

The factory backed Mitsubishi cars both broke last year's second place time in the EV Division of 10 minutes, 30.850, achieved in 2012 by Hiroshi Masuoka piloting the Mitsubishi i-MiEV Evolution on a dry road in optimal conditions. "Just before the start, since the road became completely wet, we had to swap the tires from slicks to grooved. Even

with the grooved tires, the pavement was really wet and the car was sliding around quite a bit. It really was treacherous conditions to drive in, but both cars were able to make it to the top safely. Since we were aiming for the win, the result is quite disappointing. While due to this rain, it is easy to blame the result on our luck, we must also realize our weakness and continue to make improvements for the future."

ELECTRIC CLASS RESULTS:

Nobuhiro Tajima—9:46.530, 5th overall
Hiroshi Masuoka—10:21.866, 13th overall
Greg Tracy—10:23.649, 14th overall
Rod Millen—10:24.301, 16th overall

JAM ON IT

If Toyotas have Toyotafest and Bimmers have MFest, it was only a matter of time before an all-Nissan/Datsun event would turn up. The production team that puts on the Japanese Classic Car Show came up with Nissan Jam to celebrate the company's much loved heritage and racing pedigree. Held at Connel Nissan in Costa Mesa, CA, all types of Nissans showed up from older Hakosukas to brand new, track-edition GT-Rs. There were also a lot of Zs (240 up to 370) and the always-popular S-chassis. Don't miss this next year if you're a true Nissan junkie. —JT



etc.



TETSU'S TALES

STRAIGHT OUTTA J-PAN. ENGLISH FROM OUR MAN IN JAPAN. READ IF YOU DARE.

In 1962, Honda started to sell the motorcycle "Honda 50" (50cc motor) in USA. But the image of motorcycle for American people was outlaw. Honda wanted to change the image of motorcycle and made good catch phrase for selling, which was "You meet the nicest people on a Honda". Honda 50's sales was good because of this catch phrase. President Kennedy said to the Japanese Prime Minister, "Honda's mini motorcycle make new life-style for American young people." In Japan and USA, Honda Zoomer (Ruckus) is very popular. Many Japanese Zoomer owners swap the motor from original 50cc motor to over 100cc scooter motor. One of reason for swapping motor is Japanese traffic regulation. Japanese traffic regulation for 50cc motorcycle says Limited speed is 30km/h (must follow speed limit if the sign board say under 30km/h). The 30km/h speed limit regulation started in 1947. I guess 30km/h speed limit is too slow and the regulation is too old but Japanese government will not change the regulation. Japanese media say the motorcycle from 100cc to 250cc is becoming popular in Japan (not 50cc motorcycle because of traffic regulation) because riding cost is not expensive. 250cc+ motorcycle or cars make expensive cost for owners. For example: government inspection is every two years; under 250cc motorcycle is fuel saver and the owner don't need to take inspection. 50 is very important number for Honda this year and Honda cars get 50th anniversary in 2013. In 1963, Honda started to sell Sports 500 (Honda's first sport car) and Honda T360 (Honda's first car). Both cars have DOHC motor. Basically, T360's DOHC 360cc motor would have Honda Sports 360. The Honda Sport 360 project was cancelled but dropping 360cc DOHC motor would be a waste so



that's why Honda put S360's motor for T360 truck. It is hard to find Honda S500 and T360. You can see the both cars at Honda Collection Hall at Twin Ring Motegi. There will be 50th anniversary event where we can see many old Honda Sports cars and racing cars because all of old Honda Sports owners in Japan are interested in the event. Honda imported some Honda Sports 600 and 800 in the '60s. I want to know how many Honda S are alive in USA now.

TETSU
<http://on.fb.me/tetsus-tales>

NEW PRODUCTS

>TITAN MOTORSPORTS

WHAT: DRY SUMP KIT
RIDES: TOYOTA 2JZ-GTE
WHERE: titanmotorsports.com
Titan's dry sump kit for the 2JZ-GTE engine is the result of years of R&D on the famed Toyota engine, and typically what was only possible for 2JZ full chassis cars can now be used on a factory MKIV Supra subframe. It fits with very little modifications and has been tested to 10K+ rpm on race engines.



>CENTERFORCE

WHAT: DUAL FRICTION CLUTCH
RIDES: 2013+ SCION FR-S/SUBARU BRZ
WHERE: centerforce.com
Owners of the FR-S and BRZ can upgrade their stock clutch with this single-disc street clutch from Centerforce. The kit comes with a lighter billet steel flywheel and Dual Friction pressure plate/disc for added durability. You'll experience greater holding power and performance without wearing out your clutch foot.



>RACELAND

WHAT: ULTIMO COILOVERS
RIDES: '02-06 ACURA RSX
WHERE: raceland.com
Raceland is a big believer in offering coilovers that not only perform but can also go extra low on the drop, without sacrificing ride quality. The Ultimo kit uses stiffer spring rates and stronger shock valving to pull this off. Shock bodies are powdercoated and the spring perches have been anodized to protect against corrosion.



>TRUHART

WHAT: FRONT CAMBER KIT
RIDES: VARIOUS APPLICATIONS
WHERE: truhartusa.com
Whether your car is built for street or track, it's crucial to dial in your camber accordingly. But no matter which side you're on, it's in your best interest to use quality components, and TruHart's camber kits are such, featuring Hard Race bushings and ball joints. Its non-slip bottom mount design lets users adjust camber easily.

CHAIN SLAP

Q I'm looking to put some bigger cams in my Civic Si's K20 but keep hearing about chain slap. After reading the forums, now I'm starting to think I should just avoid doing cams altogether. What do you guys think? Does this problem only happen with certain cams or should I just keep what I've got?

Terrence
Chico, CA

A Some camshaft makers would have you believe otherwise, but timing chain slap is indicative of a poor camshaft profile. By design, K-series exhaust valves close rapidly—quicker than older B-series or D-series engines. Some higher-lift, longer-duration camshaft profiles that feature steeper and improperly designed closing ramps only accelerate all of this, causing the exhaust valves to slam shut against their respective seats. Each time they slam shut, the timing chain builds slack, and each time they slam shut, the timing chain tensioner's internal piston bashes against its ratcheting mechanism. All of this leads to premature tensioner wear, which can lead to excessive chain slack and some pretty serious engine damage. Worst of all, you'll never know any of this is happening until it's too late since you can't easily monitor the tensioner and, even if you could, all of this happens way too quickly. Despite all of this, though, there are several aftermarket K-series cams for you to choose

from that work exactly as Honda intended without muddling up your engine. We suggest having a look on your favorite Honda forum and see how your fellow K-series brethren have fared with what's currently available.

BOLTS VS. STUDS



Q I'll be assembling my 240's KA24DE turbo engine later this year and am trying to prepare myself ahead of time. First off, I know I need to use head studs instead of the factory bolts, but I don't know why. Second, how important is it that I use a stretch gauge on my rod bolts? I only have a torque wrench.

Clint
Raleigh, NC

A Depending on how much power you plan on making—and, in turn, how much cylinder pressure you'll end up with—head studs may not be necessary. In many cases, a set of new OEM head bolts is fine. But nobody's ever regretted upgrading to head studs, especially if you're dealing with forced induction. Aftermarket head studs, like those from ARP, are significantly stronger than whatever bolts Nissan supplied you with, which

were designed to do nothing more than fasten your stock cylinder head to your stock engine block without whatever cylinder pressure your turbocharger's about to add. But head studs do more, like provide more accurate and more consistent clamping loads. When tightening a bolt, it's got to be twisted into the block at the same time. Here, vertical and radial forces are being applied to the fastener simultaneously. Since studs are installed into the block in a relaxed state before tightening down whatever nuts they use, only vertical stress is applied to them during the tightening process, which yields more accurate results. As far as using a stretch gauge, it's a valuable tool to have if you plan on assembling engines for a living. If not, you can ask your machine shop to pre-stretch your rod bolts. You might not think so, but every single bolt and stud on your engine is elastic and was designed to stretch. Once it stretches to its predetermined amount, it can do its job. Generally, tightening a fastener based on a specified torque value is sufficient—like what most factory service manuals call for—but in cases where a higher level of precision is required, like with rod bolts, stretching is generally the preferred method.

VALVE SPRING Q&A

Q I'll get right to the point, guys: How important are stiffer valve springs and do I need them on my boosted B-series? I wasn't planning on getting into the valvetrain just yet, but I'm worried about valve float, so if it's something that I need to upgrade, then I just may do so.

Omar
Reno, NV

A It's the valve springs' job to close your engine's valves half the time and keep the camshafts' lobes in contact with their rocker arms the rest of the time. When executed properly, a positive seal is made against the cylinder head and bad things like valve float and valve bounce don't happen. As engine speeds increase and the camshafts spin faster, greater

amounts of force are applied to the valvetrain; all of this makes it more difficult for the valves to stop when you want them to. Once the valve springs are no longer able to withstand these forces, valve float occurs and the rocker arms briefly lose contact with their camshaft lobes. Meanwhile, the camshafts keep spinning while the valves have temporarily missed a beat. The results can hurt valve timing, resulting in major power losses, or worse, damaged camshaft lobes or rocker arms. Over-revving is a common cause of valve float but weak valve springs are also to blame. You've also got to be concerned with valve bounce, which isn't much better. Here, the valves hit their seats so hard they bounce right off of them. Like valve float, valve bounce happens when the acceleration of the camshafts' lobes exceed whatever the valve springs are capable of handling. Stiffer valve springs are the solution to all of this, but there's more than one way to go about increasing valve spring pressure. Common methods include using thicker or larger-diameter coils, multiple coils, or stronger materials. Before settling on any valve springs though, you've got to consider what sort of clearance you've got in order to avoid coil bind, which is every bit as bad as it sounds. A multiple valve spring where one or two additional springs are placed inside of a main spring, increasing overall stiffness without being made up of thicker, bulkier wire that's prone to binding, is the most common solution. Generally, the inner spring is inversely wound inside of its outer spring to avoid them tangling up with one another. Finally, it's important to mention that stiffer isn't always better. Too stiff of a valve spring will make your engine work harder, resulting in a potential power loss from increased resistance. Camshaft lobes and rocker arm pads may also wear faster from excessive loads so be sure to choose springs from a reputable manufacturer whose track record for not bungling up B-series engines is proven.

Send us your tech questions to:
superstreet247@gmail.com





WRX STI tS TYPE RA ON SALE... IN JAPAN

Subaru's special performance edition of its iconic WRX, dubbed WRX STI tS Type RA, hit showroom in Tokyo this summer. The focus of the tS Type RA is suspension tuning, with a sprinkling of exterior and interior designs based on the four-door WRX STI spec C thrown in for good measure. Major mods consist of a quick steering 11:1 ratio gearbox, six-piston Brembo front brakes with grooved disc rotors and enhanced suspension settings. A catchy Tangerine Orange Pearl paint scheme is joined by model-specific exterior cues and badging. Further a NBR Challenge Package that evokes the automakers involvement in the Nürburgring 24-Hour Race will be offered. The package features special STI-designed dry carbon rear spoiler, exclusive BBS designed 18-inch forged aluminum wheels and Alcantara-wrapped Recaro bucket seats.

TOYOTA GOING TURBO?

Automotive News gets the credit for thinking outside the box on this, taking a trademark, NX 200t, and extrapolating that Toyota may be developing a 2.0-liter turbocharged powerplant for use across its portfolio of car and trucks. Turbos are big: Ford, Hyundai, GM—heck who doesn't offer factory turbo engines? It's been said that the NX 200t moniker may be destined for a compact crossover that Lexus may be working on and that the engine could be used in future Camry, RAV4 or IS offerings. We'd like to see the engine dropped in the FR-S. Subaru has a 250-horse turbocharged variant of the FA20 motivating the Forester XT so there's a potential match made in heaven. Naturally, Toyota PR declined to comment in predictable tenor saying in an e-mail that "Turbocharged engines are something that we've sold in the past here in the U.S. and could consider in the future, but we don't have any pending plans to announce at this time." *Le sigh.*




NEW DATSUN REVEALS FIRST NEW DESIGN



Before you rev to redline remember that Nissan is re-introducing the Datsun name to emerging markets to get visions of 510s and 240Zs off your radarscope. The unofficial design sketches show a modest five-door hatch. Nissan reports its Datsun efforts will be focused on India initially then move on to locales such as Indonesia, South Africa and Russia.

MAZDA6/SPEEDSOURCE THRASH COMPETITION IN GRAND-AM GX



Grand-Am's GX Class for alternative fuel, alternative technology cars has proven quite contentious. After seven races, the SpeedSource Mazda team has now delivered four-straight race wins. Mazda is now just one point behind Porsche for the 2013 Grand-Am GX Manufacturers Championship with five races remaining. The car's win at the Sahlen's Six Hours at Watkins Glen was the longest distance race win to date for the all-new Mazda6. Quite a feat when you consider 51 percent of the parts in the engine are stone stock Mazda metal. Scoring the win was the #00 VISIT FLORIDA Racing Mazda6, driven by Joel Miller, Tristan Nunez and Yojiro Terada who took the checkered flag, setting up a thrill-packed stretch run in the new division. 

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*Variant 3 and Clubsport models only

This is the section dedicated to you where we give props to our loyal readers and their project cars.

If you want to see your car on the pages of *Super Street*, it's super easy. Send a couple photos of your car to superstreet247@gmail.com—basic selections should include a front and rear 3/4 profile, engine and interior, just to be safe. And please make sure they are at least a few megabytes, plus leave the watermarks off. Include all the relevant info with your submission, including a brief mods list, full name, hometown and phone number (in the event a prize is given out). 



MODEL **Alessica Tee**
PHOTO **Jofel Tolosa**

SIMON LY
RIDE 1996 HONDA CIVIC

LOCATION BROOMFIELD, CO

MODS DONE K20A3 swap; Pfab intake and valve cover; Hybrid Racing fuel line, FPR, hoses, conversion harness, billet mounts, shifter box and linkage; custom 4-2-1 header; Blackworks Racing half-size radiator with slim fan; custom wire harness; 2.25" exhaust; RSX Type S crank pulley; brake line tuck; KSport coilovers; DC2 subframe; EG VX rack and lower control arms; Benen tie bar; Avid.1 AV-12 wheels; Falken tires; repainted with gold flakes; engine bay shaved and painted Audi R8 Daytona grey; Anzo headlights;

'00 front-end conversion; GReddy front lip; duckbill spoiler; NRG steering wheel and quick-release hub; EX gauge cluster; Type R climate control; JDM block-off trays; MemoryFab S68 race seat with Crow harness; Buddy Club shift knob

WHY WE LIKE IT K-swapped EK Civic with an engine bay so clean we could eat off of it.





MATTHEW REED
RIDE 2004 MITSUBISHI
LANCER EVOLUTION VIII

LOCATION MASSILLON, OH

MODS DONE Precision 680cc injectors; ported throttle body; Buschur Racing 3" exhaust; Injen intake and intercooler pipes; K&N filter; MAPerformance manifold shield; Turbo XS boost controller; Evolution IV blow-off valve; GReddy oil catch can; carbon-fiber radiator diffuser plate; HKS radiator cap; Tomei oil cap; Ralliart strut brace; Sustec chassis bracing; Tanabe springs; 18x8.75" XXR 527 wheels; Federal tires; carbon-fiber inlet covers and exhaust shield; Girodisc rotors

WHY WE LIKE IT Keeping an Evo VIII simple is a good way to go, especially all-black.



PAUL RAMIREZ
RIDE 2002 LEXUS IS300

LOCATION BREA, CA

MODS DONE Unorthodox Racing pulleys; Megan Racing headers and downpipe; TRD exhaust, sway bars and front grille; intake; upgraded ECU; NGK plugs and wires; ACT stage 1 clutch; Tein Super Street coilovers; Tanabe rear trunk bar; JIC Magic front tower bar; Brembo drilled/slotted rotors; 18x8/9" ESM 004 wheels; VIS carbon-fiber hood; TRD front lip; L-Tuned side skirts and rear lip; painted BMW Laguna Seca blue with matte black roof

WHY WE LIKE IT Diggin' the Laguna Seca Blue repaint. Go Smurfs!



RON KOENIG
RIDE 1971 DATSUN 510

LOCATION HERMISTON, OR

MODS DONE rebuilt 1.6-liter; Weber 32/36 carbs; Datsun Libre wheels; Testarossa-style body kit; custom paint

WHY WE LIKE IT We love 510s. Put the original body back together and we'll give it two thumbs up.



CORY BOWLES
RIDE 1988 TOYOTA SUPRA

LOCATION BLAINE, WA

MODS DONE 1JZ swap; Independent Speed Shop wiring harness; Mishimoto radiator; dual Flex-a-lite fans; custom intake and front-mount intercooler; GReddy blow-off valve; 3" downpipe; HKS Hi-Power muffler; Walbro 255lph fuel pump; KYB struts; Tokiko springs; Three Five tie rod ends; HID light conversion; Auto Meter gauges; Blitz turbo timer; Personal steering wheel; Pioneer, Hifonics and Phoenix Gold audio components

WHY WE LIKE IT MKIII Supras are the shiz! Can't wait to see Cory's more complete.



QUINCY YUEN
RIDE 2012 SUBARU WRX STI

LOCATION BRITISH COLUMBIA, CANADA

MODS DONE Cobb Accessport stage 2; Invidia cat-less downpipe; Powerhouse Amuse Extra Titan exhaust; RCE Yellow springs; GT Worx/Bilstein struts; Whiteline sway bars, end-links and camber bushings; 19x9.5" Volk Racing TE37 Tokyo Time Attack Edition wheels; Yokohama Advan Neova ADO8 tires; JDM STI R205 ornaments; Rally Armor UR mud flaps

WHY WE LIKE IT A daily-driven STI with the right set of wheels. Nice job, Quincy!

ORANGE CRUSH

WORDS AND PHOTOS **Matthew Jones**



A WEEK BEHIND THE WHEEL OF

Here at *Super Street*, every now and again we get the opportunity to test some of the most badass cars to hit the road... before they actually hit the road. For me, not only did I have the pleasure of testing the new Special Edition WRX for an entire week, I also had the pleasure of taking it on a road trip all the way from Los Angeles, California to Phoenix, Arizona to put it to the test and see how great of a car it actually is. Now, some of you may sit back and think that the idea of spending almost 800 miles in a car over three days would be a bit grueling, but in my case, I could not have been more excited.

For starters, what's so fancy about this new Special Edition WRX? It's orange! What else!? Well, in some ways the release is somewhat of an ode to the original WRX. As we all know, with 2014 around the corner, Subaru will be releasing an entirely remodeled WRX and STI. Though the older chassis will forever bounce around the used car market and aftermarket

enthusiast industry, this limited-edition bad boy will actually be the last to feature the matured body style. As far as aesthetics go, I'll admit, at first I was a little cautious as I was concerned my co-workers may have thought I picked up a sponsorship from Kraft Macaroni and Cheese, but the more I stared at the monstrous sedan, the more the vibrant color grew on me. If you're looking to turn heads, this is the car to do it in. And in the week that I had the car, I could not count the number of random strangers I had coming up and asking about the new vehicle, or the amount of broken necks I witnessed flying by fellow motorists on the highway to Arizona.

The WRX graciously flaunts its older brother's (the STI) aero and a wider wheelbase in comparison to its older predecessors. Not to mention the factory wheels are now black and significantly lighter than the previous years. The interior hasn't been "re-done" but has definitely been restyled to fit the Special Edition theme as orange accents have been added to the



[THAT NEW CAR SMELL]
**2013 SUBARU WRX
STI SPECIAL EDITION**

THE STICKER \$29,565

ENGINE 2.5L turbo DOHC 16-valve Flat-4

THE POWER 265hp/244lb-ft

LAYOUT Front-engine, all-wheel-drive

TRANSMISSION Five-speed manual

WHEELS & TIRES 17x8" Black Alloy

AT THE PUMP 19/25 mpg (city/hwy)

DEEP THOUGHTS STI? What STI? The Special Edition is plenty good to keep us satisfied until the next generation rolls through.


SUBARU'S SPECIAL EDITION WRX

seats and floor mats to bring the car together.

Though, rounding back to my experience; upon stepping in the vehicle to start the journey to Arizona I was instantly mesmerized as I turned the key for the first time hearing the low growl of the 265hp F-4 engine breathing through the exhaust and resonating in the back of my head. The car felt tight, even before leaving the parking lot, and I somehow quickly felt as if I was in a circuit-ready track car tuned for battle. Upon my first interstate launch, the asymmetrical AWD system quickly glued itself to the ground and sent me flying (It goes from 0-60 in just around 4.7 seconds, approximately 3 seconds faster than the last generation's STI). Aside from the impressive 0-60 time, the new release also puts down a quarter-mile time in only 13.5 seconds at 100mph.

One of the biggest things I could not get out of my mind throughout the trip was the fact of how solid the car felt upon acceleration and high-speed

cruising. The new WRX does not push you, it does not pull you, it literally takes you with it as it blasts down the road. It's as if every single nut, bolt and panel is precisely aligned and fine-tuned to provide the ultimate driving experience. In fact, probably one of the only complaints that I had with the vehicle, was that I couldn't tell the difference when I was going 45 or 90mph. Now, maybe all these emotions are tied into the fact that my usual daily driver is a bit of a poop box, but I truly believe the car is just that solid.

If you like what you see, you'll be happy to know that you'll be able to scoop up one of these orange screamers for around the same general price as any other premium WRX (with maybe a slight increase). Though finding one may end up to be a bit of a challenge as there will only be 200 or so of these floating around...Yep, you read that correctly. It's limited-edition, what would you expect? 



WELL PLAYED

WORDS **Sam Du**
PHOTOS **Matthew Jones**



ROTIFORM'S PORSCHE 911 ENDEAVORS ON AN EPIC JOURNEY TO PERFECTION

This minty green 911 Carrera embodies everything we love about the Euro scene.

It's not an all-out show car but is driven on the regular and breaks necks like a supermodel with its smooth body, ultra-plush interior and hardcore stance. Simply put, this 964 is what clean Euro styling is all about!

The mastermind behind the build is none other than Brian Henderson, one of the founders behind Rotiform. Four years ago

Rotiform was nothing but a business idea; however, Brian along with longtime friend Jason Whipple have shaped the brand as one of the coolest and well-known wheel companies in the scene. They've also been popular with the custom wheel crowd, rebuilding old wheels to pimp status—we speak from experience!

But back to this 964, this is Brian's baby. And unlike 99.9% of project cars in States, this Porsche is beyond this world—well, beyond

North America at least. While originally purchased and driven by Brian in California, the car endeavored on an epic journey to Europe. It was put on a shipping container and delivered to the UK where it was received by Porsche tuner Milestone71 who became the caretaker for the build. In a few weeks time, Milestone71 along with a few other partners would take the 911 from zero to hero. The goal was to debut the car at the annual Wörthersee Tour—an enormous European car

EURO FLAVOR



>>Porsche Design steering wheel by MOMO, hand-stitched to perfection.

festival in Austria 950-miles away from Great Britain. You can imagine everyone involved had their work cut out for them...

Milestone71 kicked things off by ensuring the aircooled 3.6-liter six would be able to survive the long journey. Virtually every part in the motor was refreshed, plus they added headers and an exhaust to give the car a little more growl.

But the exterior and interior are what really put Brian's car on a level we haven't seen in the Porsche world. It's got a new-school Euro look with a slammed static drop on H&R coilovers, plus custom-built mesh wheels—Rotiform's of course, duh! The fenders were pulled and smoothed while finer details like the license plate recess and tow hook holes were shaved. StyleHaus was responsible for the exceptional body work along with the car's respray in Peppermint green—an OEM Porsche color keeping the build OG.

The interior is just as juicy with everything from the dash, steering wheel, RUF shift knob, door panels and carpet retrimmed by Plush Automotive. The entire cockpit is a bed of leather and Alcantara—even the über-rare Recaro A8 seats and rollcage are reupholstered. We could just roll around naked in this car. Just kidding Brian, but you guys get the picture—this interior is flawless!

When the build was coming to an end,




>>This 911 screams attention to every detail—just look at the cage wrapped in leather.



>>Super-hard-to-find Recaro A8s redone with leather fronts and Alcantara backs. Plush!

Brian hopped on a flight to London and made history. In total, he drove the car 2,400 miles across England, France, Belgium, Netherlands, Germany and Austria before it was loaded on a container and delivered back to Southern California. Oh yeah, we also can't forget Brian pounded on the car on Europe's finest roads which included two laps around the legendary Nürburgring and pushing the car 165mph on Germany's autobahn.

How many of us can say we've done anything as cool or close to this? Slim to none. Well played, Brian. 

[TUNING MENU] 1990 PORSCHE 911 CARRERA 2

OWNER BRIAN HENDERSON
HOMETOWN ORANGE COUNTY, CA
OCCUPATION CO-FOUNDER
OF ROTIFORM

ENGINE Milestone71 cup headers, cup cat delete, cup primary muffler delete and exhaust tip; color-matched intake, valve covers and fan

DRIVETRAIN 964 RS clutch and flywheel

FOOTWORK & CHASSIS H&R

Motorsport coilovers and sway bars

WHEELS & TIRES 18x8.5" front, 18x10" rear Rotiform LHR wheels; 215/35R18 front and 255/30R18 rear Continental ContiSportContact2 tires

EXTERIOR shaved front license plate recess, tow hooks and mirrors; pulled and smoothed fenders; respray in Porsche Peppermint Green, AP Car Design carbon-fiber cup mirror (driver-side) and clear bumper lights; 964 RS dummy fog lights and clear rear windshield

INTERIOR Recaro A8 seats with leather fronts and Alcantara backs; AP Car Design half-cage leather-wrapped and stitched; retrimmed RUF shift knob; retrimmed MOMO X Porsche Design steering wheel and hub; retrimmed 964 RS door panels, rear carpet kit, dash and center console; Kenwood head unit & speakers

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SOURCE dragwheels.com

NOVEMBER 1-3

2013 Formula 1 Etihad Airways Abu Dhabi Grand Prix
Yas Marina Circuit; Abu Dhabi, United Arab Emirates
formula1.com

NOVEMBER 3

Import Face-Off
Montgomery Motorsports Park; Montgomery, AL
importfaceoff.net

NOVEMBER 5-8

SEMA Show
Las Vegas Convention Center; Las Vegas, NV
semashow.com

NOVEMBER 10

D1GP Japan: World Champions
Odaiba "Special Course"; Tokyo, Japan
d1gp.co.jp

NOVEMBER 10

Import Face-Off
Texas Motorplex; Ennis, TX
importfaceoff.net

NOVEMBER 10

Street Wars 2: Evo vs WRX-STI
Englishtown Raceway; Englishtown, NJ
etownraceway.com

NOVEMBER 13

Super Lap Battle Finals
Buttonwillow Raceway; Buttonwillow, CA
superlapbattle.com

NOVEMBER 15-17

2013 Formula 1 United States Grand Prix
Circuit of the Americas; Austin, TX
formula1.com

NOVEMBER 17

Import Face-Off
State Capitol Raceway; Baton Rouge, LA
importfaceoff.net

NOVEMBER 24

Import Face-Off
The Strip at Las Vegas Motor Speedway;
Las Vegas, NV
importfaceoff.net

DISCLAIMER

Double-check all dates before attempting to participate in any of these events. You can't believe everything you read online, but we sure can print it.

MODEL **Elissa Alva**
PHOTO **Jofel Tolosa**

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WORDS **BK Nakadashi** PHOTOS **Andrew Link**

UNNATURAL ASPIRATIONS

ALUMINUM, CARBON-FIBER, NITROUS OXIDE,
STEEL... AND WOOD? THIS EAST COAST-BASED '68
DATSUN ROADSTER ROCKS ALL THE ELEMENTS



“Nature that framed us of four elements, warring within our breasts for regiment,
doth teach us all to have aspiring minds,” quoth Italian philosopher/politician/
poet (amongst many other titles) Niccolo Machiavelli, who we suspect would
have really joned for a taste of this 350-horsepower Datsun Roadster seen on these pages.
Its aspiration, though great, is far from natural.

There is a reason why the old-school Japanese-car scene thrives around the West Coast: steel lives forever there. Even neglected machinery is generally clean; any rust you find is limited to surfaces where the sun ate through the primer. Their engines may chug oil and fart blue smoke, and the vinyl interior fittings may be more baked than a Snoop Dogg concert, but the basic bones are frequently intact.

Visit the Midwest or East Coast, where wintry roads are salted to melt snow into an icy grey porridge designed to promote cancer of the rockers, and the old-school scene gets a lot thinner. Their mechanicals, as ever, promised to last forever, and the interiors were often all right, but within a decade, the steel—the skin, the unit-body chassis—would first turn bubbly under the paint, then break out in oxide hives; soon there was more scabby rust and elemental creep than painted steel, followed closely by holes you could fist without scraping the skin on your hand.





Yet the East Coast was a hotbed of (largely European) sports car activity in the '50s and '60s. It seemed only natural and right that the Datsun Roadster should be at home in such company, and it's safe to say that what East Coast enthusiasm there was for the Japanese car in those days was nurtured by the success of Bob Sharp and his team of Datsun racers. Starting in 1964, and with factory backing from 1965, Connecticut-based Sharp raced Datsun Roadsters to great effect: in '65, Sharp was the SCCA Northeast Divisional champion (a first for both Datsun and Sharp) in a 1500 Roadster. For 1966 and '67 Sharp raced a 1600, winning a national SCCA title for Datsun in 1967. He went on to win the C/Production title in '68 and the D/Production title in '69 (with Jim Fitzgerald behind the wheel in the SCCA's Southeast division) before moving into 510s and Zs in the '70s. Racing improved the breed, and although 50,000 Roadsters in eight model years is hardly a smash-hit, Datsun's (and Sharp's) on-track activities sold cars. Today, four and a half decades worth of Northeastern winters later, the news is that any streetable examples still exist there.

So it was something of a surprise that William Izaguirre of Katonah, New York (located in the state's little prehensile tail that splits northeastern New Jersey and southern Connecticut) managed to find a complete, running 1969 Datsun Roadster in Buffalo, home of winters as bitter and cold as your ex-wife's mother-in-law, and as salty as stag night in Vegas. Of course the former owner of a turbocharged Toyota MR2, a twin-turbo Nissan 300ZX, a 2004 Subaru STI and a Nissan 350Z with an aftermarket turbo kit hung on the exhaust would have plans—plans that got as far as installing an S15 Silvia's SR20DET between the fenderwells. There was, however, an issue. "I twisted the frame," he says. As you might imagine he would when installing two and a half times the stock power through a pile of rot. "I bought another



car for the frame, but when I took the body off my '69, the whole thing was just destroyed—so I just ditched the whole car."

The replacement machine, a '68 model, was located via message board pals directing William's attention to the greater Baltimore area. "This one wasn't that bad," William suggests. "The motor wasn't good, and it wasn't in perfect shape, but it didn't have the rust issues that the other car had."

The chassis was far cleaner on the second go-round, but this time, he took precautions. "I gusseted all of the mounting points at the X in the frame. We ran an oval 3-inch exhaust through the frame; you have to go through the frame or else the pipe would be too low. But once everything was reinforced at the corners, we powdercoated it as well." Also, William is proud to tell us, "every single nut, bolt and washer on that car is brand new." It can now handle the dyno-registered 352 horsepower (at 7500rpm) and 333 foot-pounds of torque that Nissan's huffed, nitroused, all-aluminum four-pot wonder-nugget is pumping out. Front brakes to stop the madness come courtesy a twin-turbo 300ZX from the mid-1990s (more



than enough stopping power for a car that barely tops a ton) but the rear rotors were part and parcel with the Mazda rear axle, which also came with a limited-slip differential and 4.11 gears.

Style-wise, William left everything more or less alone; the most visible body mods are the air dam that replaced the front fascia and bumper, custom carbon-fiber fender flares and (occasionally) the one-off carbon-fiber hardtop. The color was a last-minute decision; work was progressing on another hue, but "I went to the New York Auto Show in April, and I saw the Mercedes SLS AMG McLaren sitting there ... it was painted this same color, Designo Allomite Grey Matte. I saw it there and I called the shop on the spot, told 'em to stop whatever they were doing, paint-wise, and told them that this was the color of the car now."

Another change was to ditch the foam-padded '68 dash, with its safety switches, and install an earlier unit featuring fun toggle switches. "I just wanted the classic look," William tells us. "The gauges with the chrome rings around it were mechanical, but now they're all digital, by GPS in Ohio. Also, I was able to get the guy who does my hydrographics to get the



back in
the day



wood-look on the dash."

Ah, yes, the wood look. The dash face, console, shift knob, steering wheel, all appearing to be made of wood and all part and parcel for the course of a '60s sports car. Seeing wood-look details on the nitrous bottle and the valve cover under the hood, however, was something of a surprise. "I've seen a lot of people do powdercoating, crazy paint, airbrushing and one day, I just thought, wood! The process is called hydrodipping; they do it with shotgun



stocks. They spray a film into water, a chemical melts the film, then dip what you want coated. It sticks to what you dip, they clearcoat it, and it looks like wood."

We caught up with William at the fourth round of the Formula Drift series, in Wall Township, New Jersey, in mid-June 2013; that was less than a month after it was completed. "I haven't had time for the track yet but it's gonna go eventually." In the meanwhile he's put more than a thousand miles on it since completion. "I drive my Roadster anywhere: Boston, Connecticut, New Jersey. People are shocked; they ask why don't I trailer it? I always tell them, what's the fun in having a car if you trailer it and don't drive it? If it breaks, just build it better next time." And if that's not an aspiring mind to make Machiavelli proud, what is? 📧



[TUNING MENU]

1968 DATSUN ROADSTER 2000

OWNER WILLIAM IZAGUIRRE

HOMETOWN KATONAH, NY

OCCUPATION ELECTRICIAN

ENGINE 2001 Nissan SR20DET by CIP Motorsports; AEM air intake; polished intake manifold; TODA 264° camshafts and 14760 valves; Tomei 12.5mm valve springs and rocker-arm stoppers; Crower titanium retainers; Power Enterprise Kevlar timing belt; custom header with 3-inch exhaust; Garrett GT2871R turbo with custom plumbing; GReddy Type S blowoff valve; HKS 740cc injectors, wastegate and turbine shield; custom Sparco intercooler; NSXpress CO2 intercooler chiller; Bosch Model O44 fuel pump; GReddy oil filter relocation kit and filter; Mishimoto radiator and fans with custom radiator cooling plate; custom tucked wiring harness; NGK Iridium H7 plugs; Optima Red Top battery

DRIVETRAIN S14 Silvia 5-speed; ACT Xtreme clutch; custom-length driveshaft; custom '84 Mazda RX-7 GSL-SE rear end with limited-slip differential and 4.11 gears; custom axles

FOOTWORK & CHASSIS Datsun Super Comp 860lb front coil springs; Datsun Competition 180lb lowering rear leaf springs; 23mm front sway bar; sandblasted, gusseted and powdercoated frame

BRAKES Complete Z32-spec Nissan 300ZX twin-turbo disc conversion with custom 2-piece front rotors; stock Mazda RX-7 GSL-SE rear rotors; Hawk HP Plus pads; SS stainless brake lines; StopTech brake fluid

WHEELS & TIRES 15x7.5" +11 front, 15x10.35" -37 rear SSR Longchamps; 205/50R15 front, 225/50R15 rear Falken Z1EX tires; custom 20mm wheel spacers

EXTERIOR custom carbon-fiber flares and a custom front lip; AMG Mercedes Designo Allomite Grey Matte paint; custom carbon-fiber hardtop; retrofit OEM 350Z HID headlights; emblems powdercoated matte black

INTERIOR 1967 dash conversion with GPS custom gauges; Stock OE bucket seats and door panels with Bride fabric; custom Takata Drift III harness; MOMO Indy wood wheel with NRG quick-release hub; Sparco pedals; custom woodgrain console; Apple iPod head unit with JL Audio 300/4 amps; custom Corona bottle shifter

THANKS YOU My wife Arely, my daughter Emily and son Anthony; Jeff Ricca at CIPmotorsports.com; Bobby Frost at One Motion Auto; Paul Chamberlain at Wise Concepts Hydrographics; Billy Hoang at needpowdercoating.com; Jeremy Zeitler at streetmasters.com; Tony Spitaleri at carbonfiberelement.com; Lisa Kubo and George Hsieh at AEMintakes.com; Fox Marketing Cars; Takata Racing USA



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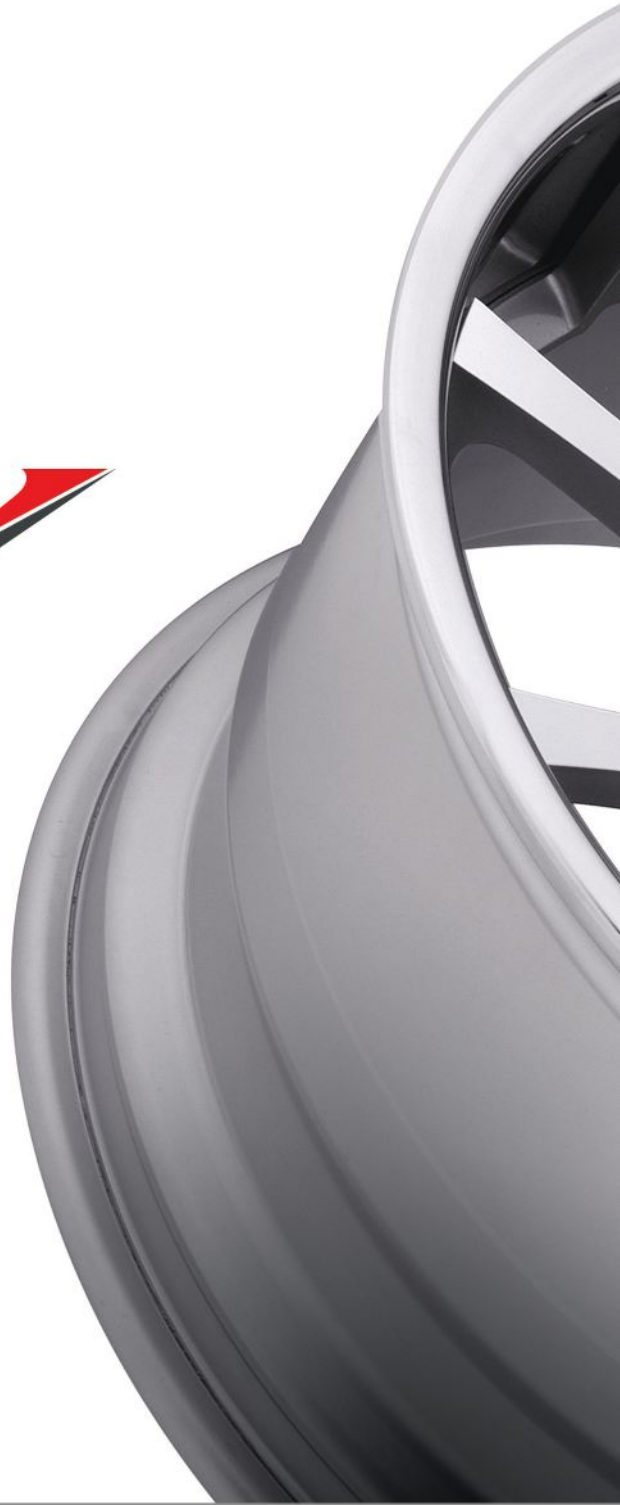


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Toyota UK showin' the world what's up with their TRD Griffon Project based on the GT86. Bloody awesome!
Photo: Courtesy of Toyota UK

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