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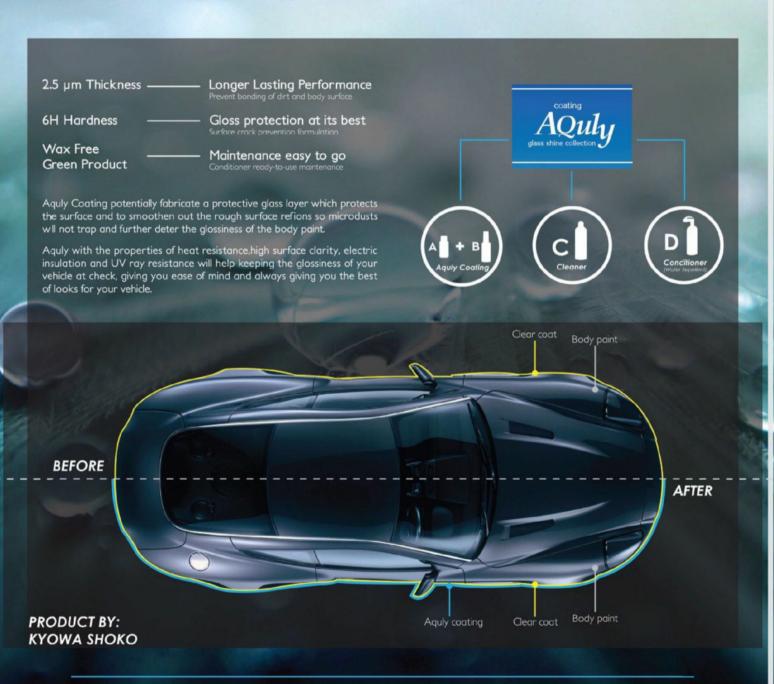
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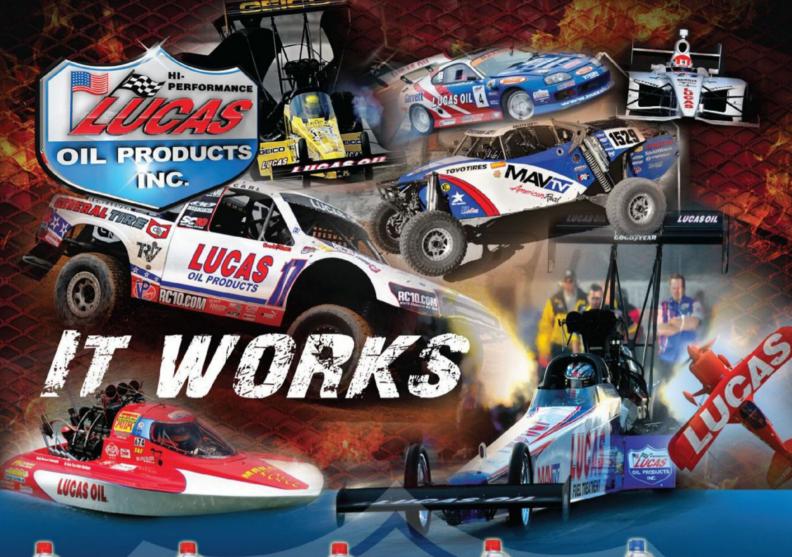
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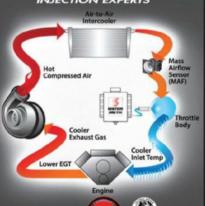






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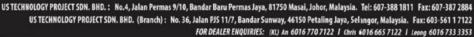


















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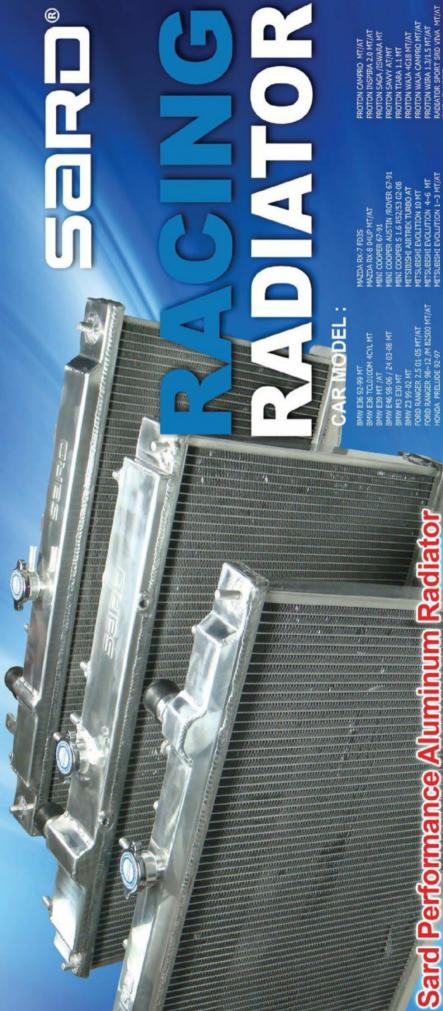
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FAZZY LOGIC



Where do we go from here???

You know with the impending arrival of hybrids in its seemingly infinite concepts and derivatives, some new benchmarks need be put in place just so to ensure perpetuity - as in the longevity of the entire 'boundless' hybrid dominion; so that our sons and daughters, their children and their children's children shall enjoy the inherent benefits that is to come. Sure enough, if the present development of hybrids could be taken as a yardstick as per its future advancements inasmuch, then as the saying went "You ain't seen nothing yet"

Now fellas as interesting and as educational as understanding the merits of the many clever hybrid concepts already 'at play' right this minute may be, for those who've 're-endowed' their right foot with some fair measure of 'counterweights', the gist of the matter concerns something else entirely. Both you and I know all too well what inspired our curiosity in the first

monstrous measures of torque - a mind-altering, reality-bending and trajectory-catapulting tapable source of energy that has become the remedy for acceleration-deprived rides.

Okay, I am certain most of us are all too aware of those scintillating Rallycross racers particularly the Fords belonging to that crazy dude with the single syllable first and last names - yeah Ken Block's specially prepped Focus with what was it INXS of 650 ponies on tap? Coupled to its pretty minimal mass you'd imagine some truly unbelievable performance figures, not the least its naught to sixty: less than a tenth under two clicks! That'd be one Jessica Alba two Jessica

Of course such intense and relentless power feed aren't exactly docile or tame. To extract the most from such mindboggling power-to-weight

place do we not? Of course it revolves around the speed machines requires more than just being a bonafide car enthusiast. You need to be quite a bit more than just 'skilled and knowledgeable', you need also possess big heavy brass balls well and truly planted which gives quite a major benefit - lower your center of gravity.

> All kidding and teasing aside, when all is said and just about everything has been done, seeing as hybrids is the current buzz word in the international automobile industry, and the way it has insinuated itself into such prominence amidst the most premium makes as it were, meant that we had better embrace it.

> Since Hybrids in all its iterations and variations are to stay and looks well set to be the power plant of choice in the not too distant future.

Stay Chillin & always listen to your mother

















Ventus V2 concept 2











Sporting success or silver screen spectacle?

The Americans call it the "Big Game" but it's something that wouldn't raise any eyebrows or interest here. Deceptively containing the word 'football,' American football, which shockingly involves plenty of hand action, should be charged together with Aussie rules football; that other misleadingly named game, for clouding the word 'football' in ambiguity.

However, American football; which is basically a religion in America, commands a ridiculous amount of money for television ads aired during the breaks of the live telecast. A simple 30-second spot during the Super Bowl finals could punch a \$5 million dollar hole in your advertising budget, or over RM22 million.

Not only is it beyond comprehension to shell out that sort of coin for a half-minute slot but given the magnitude of the audience, it guarantees eyeballs if that's what you're after. Rather surprisingly too, car manufacturers have embraced the culture of taking up ad spots during the Super Bowl and many of them have gone on to achieve some remarkable traction.

Super Bowl 51 was held a couple of weeks ago and as has become the norm, the carmakers were out in full force with their finest ads fuelled by the biggest budgets for a shot at social media fame.

Kia has been on a roll previously with their Super

Bowl shows, roping in celebrities that were eventually outshined by singing hamsters but years down the road, people still remember it and that's pretty much target achieved.

Ford has managed to garner some attention for itself as well and so did Hyundai. You can start to see a pattern here can't you; every year one carmaker will stand out atop the pile of attempts with an ad that scored big.

This year, the biggest winner appears to be Alfa Romeo. Edmunds, one of the top vehicle shopping sites, tracked traffic for the specific brands and how it grew for each of them during the Super Bowl based on the ads they

Edmunds reported traffic for the brand shot up by almost 800 per cent during the finals with the new Giulia experiencing an equal amount of increase in attention

Alfa Romeo is targeting a North American revival with its Giulia sedan as well as the upcoming Stelvio, the marque's first-ever SUV. Marketing for the brand has been severely lacking in a market that is pretty much going to make or break that intended revival. The move for a Super Bowl spot is probably the best thing the marketing department could have done and they simply couldn't go wrong by dropping some shots of the

steroid-infused Giulia Quadrifoglio power sliding around (that's why it's the lead picture as well, just too damn cool).

Lexus has finally given us a proper competitor to the BMW 6 Series with the LC 500 and it even packs a rumbling V8 under the hood. Stretching the Lexus design language to the limits of its current interpretation, the origami-special LC enjoyed an increase of 1,710 per cent on Edmunds.

Kia has been a permanent fixture on the Super Bowl commercial list and this year chose to dropped the crooning hamsters but didn't entirely leave out fauna altogether. Showcasing the Niro hybrid, their ads this year took on a rather toned down feel that emphasised how said fuel-efficient car was the easiest way to be an eco-warrior.

Where exactly are we going with this? Well apart from pretty cool commercials, raising brand awareness is now a popularity game more than ever. Having the right ad at the right time; the latter being prime time minutes, can imprint your brand in the minds of consumers for years to come like Kia has or completely reignite interest similarly to what this year's spectacle achieved for Alfa Romeo.

Now if only we actually gave a damn about that faux football being peddled over in America.







WHERE TECHNOLOGY AND STYLE MEET

These fulsome designs differentiate themselves from the Advanti Racing mainline with signature aesthetics. Beyond their suave looks, Advanti DST is manufactured with Advanti's proprietary technology, Dynamic Spinning Tech (DST). Utilizing flow forming technology, wheels manufactured with DST have better tensile strength, which makes them more robust and lighter than the average cast wheels.

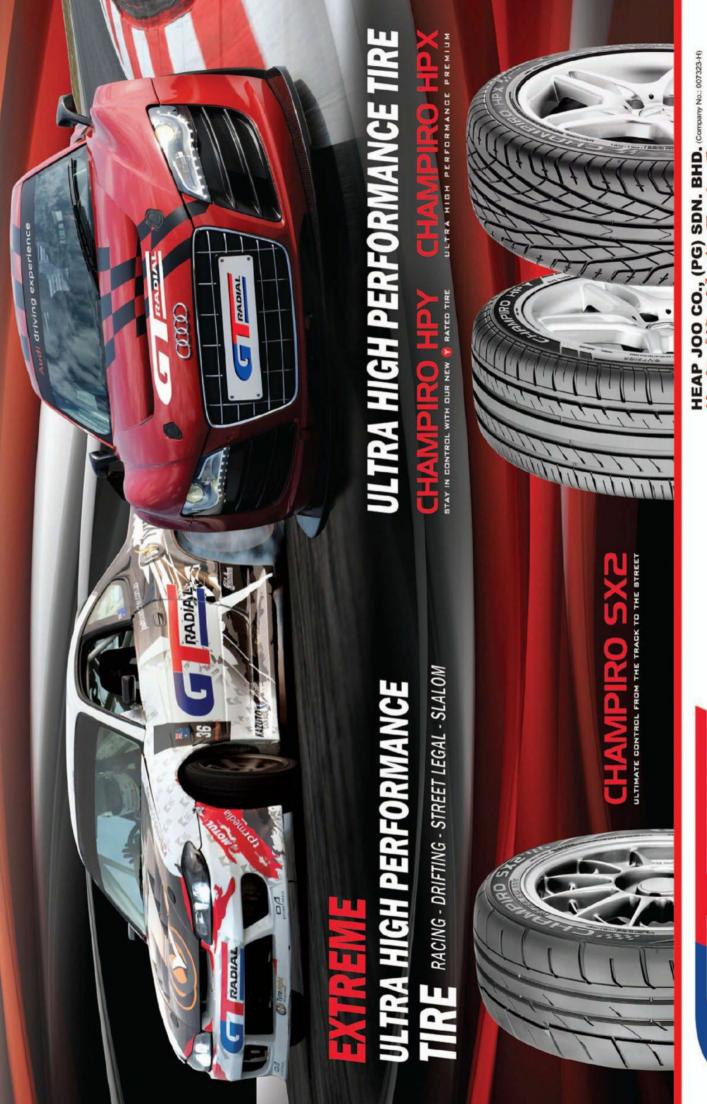














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HYPERBRIEFS Eurol 40th Anniversary:

Oil Brand becomes international world player



The founder of Eurol Johan Pfeiffer started his business exactly 40 years ago on 1 February 1977. Under his management, Eurol grew to become a major international oil brand now employees, customers and for Eurol fans. available in 75 countries. One thing has remained the same in these 40 vears and that is the sense of service to the customer, says Johan Pfeiffer. "It is important to always create added value for the customer. The market is moving all the time, which is why it's good for a customer to know that Eurol thinks of everything."

Commemorating its 40th anniversary. a special anniversary logo has been developed, which will be visible throughout the year, at trade fairs, on the website, in campaigns and on social media. There will also be an anniversary campaign with various activities for

Looking towards the future Martijn Pfeiffer said, "We are at the beginning of a new phase in our existence. We go for growth but in combination with increased awareness for sustainability. In 2017, we will be making a start with the new building in Almelo. "Answering the need for high-quality lubricants. Martiin said "If electric vehicles increase in popularity, the demand for engine oil will of course decline in time. But everything that moves must be lubricated and this applies to both vehicles and machines. Finally, there will always be a need for high-quality lubricants."

Bosch: Shaping the transformation of the powertrain



Bosch estimates that nearly 20 million hybrids and electric vehicles will be produced in 2025. Bosch regards electromobility as an area of future importance. For this reason, the supplier of technology and services is now setting up an operating unit specifically for electromobility. The unit will be part of the new Powertrain Solutions division. From the start of 2018, this will include the company's electromobility activities as well as today's Gasoline Systems and Diesel Systems divisions. spends several billion euros on further 2018.

In the future, therefore, Bosch will supply existing and new customers with all powertrain technologies from a single source. As well as expanding electromobility, Bosch will work intensively on further improving combustion-engine technology. addition to the 20 million new hybrids and electric vehicles on the world's roads in 2025, there will be some 85 million new gasoline and dieselpowered vehicles. Each year, Bosch

improving powertrain solutions. In the quest to achieve a breakthrough in electromobility alone, the company invests €400 million annually.

With its new Powertrain Solutions division, Bosch wants to be able to offer its customers powertrain-related support from a single source, and to increasingly offer complete systems solutions in addition to individual components. Strategically speaking, Powertrain Solutions will focus on three core segments: passenger cars and trucks with combustion engines and hybrid powertrains, and electric vehicles. The details of the future organization will be worked out in close consultation with the employee representatives. The plan is for the new division and its three units to start operations at the beginning of

Motul announced its supporting activities in the 2017 MFJ Superbike Championship Series.



Being synonym with motor racing the world over Motul has announced that it shall be supporting a number of the front running teams in the 2017 MFJ(Japan) Superbike Championship

YAMAHA FACTORY RACING TEAM, fighting Road Race of the World Endurance for an unprecedented six consecutive Championship Series, the Suzuki GSXchampionship title in the MFJ Superbike 1000 race bike is currently being Championship Series. With Motul as developed by a strong Yoshimura & its partner the Yamaha factory team Motul collaboration to be the lightest has already achieved an historic five and the most powerful thus far. consecutive 1000cc Championships - the top category in the series, with 7 in total.

For the first time since 1986 Motul's world famous logo will be back on its return to the Suzuka 8 Hours after a the machines developed by Yoshimura the mighty Yoshimura Motul team clearly aiming to regain the team fighting for the podium with Moriwaki Series. crown in the one-liter class. Set to Engineering.

First up Motul is to be the partner of the contest the grueling Suzuka 8 Hours

By the same token the Moriwaki-Motul Racing Team and their new Moriwakituned Honda CBR 1000RR shall make nine year hiatus. Renewing its contract as technical partner, Motul is again

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Penang man wins a Bezza for Perodua Test Drive and Win Contest



A casual test drive turned into a lucky corner for Mr Law Soon Hee, YBhg Tan Sri Asmat Kamaludin and attended Perodua President and Chief and Win" short message service (SMS) contest which ran from October sponsors for the event are AmGeneral Insurance Bhd and Bank Rakyat. to December last year. Mr Law received the new Perodua Bezza 1.3L Advance Variant at the MYPerodua Nation carnival, Perodua's first and The contest required a potential Perodua buyer to test drive any Perodua January.

The MYPerodua Nation carnival was officiated by Perodua Chairman, awaits 30 other lucky winners.

26, when we was chosen to be the winner of Perodua's "Test Drive Executive Officer, YBhg Datuk (Dr) Aminar Rashid Salleh; while diamond

biggest outdoor carnival, held here between 20th January and 22nd model; answer a simple question and SMS the answer for a chance to win spectacular prizes. The grand winner is a Perodua Bezza 1.3L Advance Variant (complete with GearUp accessories) while a 5-day, 5-night trip

ISUZU MARKS RECORD YEAR WITH IMPROVED RANKING IN MALAYSIA



Isuzu celebrates another milestone as it marks a record year of both D-Max and mu-X are now the top truck brands in the market. clinching 6thplacing in overall sales as the most popular vehicle figures released by the Malaysian Automotive Association (MAA), Isuzu

the Isuzu D-Max in the pick-up segment increased by 10% despite the decline in total industry volume (TIV) in this segment by 19%, which For more details on Isuzu's range of vehicles, please call 1-300-88directly improved its market share from 11% to 15%. At a glance, 1133 or visitwww.isuzu.net.my.

brand in Malaysia, from 7th last year. According to the overall sales Last year, Isuzu remained the No. 1 commercial vehicle (CV) operator in Malaysia, although sales for the overall automotive Malaysia remains the best selling ELF light-duty truck for seventh industry performance plunged by 13%. MAA, CEO Kenji Matsouka consecutive years, and Forward medium-duty truck for the third time. attributed the successful performance in retaining its position and improvement in market share, to the outstanding quality Isuzu also continued its domination of the Malaysian truck market, of their vehicles and its priority to customer satisfaction by taking a commanding 38.9% share of the market. Sales volume for conforming to its 3S concept of Sales, Service and Spare Parts.

ABDUL RASHID MUSA APPOINTED AS CHIEF EXECUTIVE OFFICER OF PROTON EDAR



Automotive Distribution and Manufacturing & companies for within DRB-HICOM Group. Engineering Division reporting to Dato' Abdul Engineering, DRB-HICOM.

field, with involvement in various automotive sales services to customers.

PROTON Holdings Berhad announced the projects and organisations. Graduated with a Bachelor Degree in appointment of Encik Abdul Rashid Musa as the Mechanical Engineering from the University of Malaya in 1989, he Chief Executive Officer of PROTON Edar Sdn Bhd was the Chief Technical Officer of PROTON where he held several ("PESB"), effective 1 February 2017, replacing portfolios, including being instrumental in the development of Encik Rohime Shafie who has been assigned to the four new models in 2016. He sits on the Board of several DRB-HICOM as the Head of Automotive in the PROTON subsidiaries and was previously the head of several

Harith Abdullah, Chief Operating Officer, PROTON Chief Executive Officer, Dato' Ahmad Fuaad Kenali is Automotive Distribution and Manufacturing & pleased to welcome Rashid as the new head of PESB and thanked Rohime for his dedication and commitment while serving PROTON and PESB since his secondment to PROTON on 20 August 2014. Not a stranger to the automotive industry, Rashid PESB is a wholly owned subsidiary of PROTON, which is involved has over 27 years experience in the automotive in the distribution of Proton cars and providing sales and after





















IONIQ continues to charge ahead — **Awarded UK Car of the Year Awards 2017 Best Small Hatch**

The IONIQ has been awarded Best Small Hatch at the UK Car of the and Nissan Leaf (EV only) and arguably offers greater attributes and MINI Clubman. The IONIO received praise from all the COTY judges for its green powertrains, combined with a chassis that Tony Whitehorn, President and CEO, Hyundai Motor UK said "IONIQ has

options, the IONIQ takes on the Toyota Prius (hybrid & plug-in) 2017.

Year Awards 2017, beating competition from the Renault Megane than both - from lower prices to better driving and visual appeal.

delivers a good driving experience and its stylish body design. only been available since October yet has already received praise for its eco credentials and also its more mainstream capabilities. The award for Among the more noteworthy comments from the UK COTY judges: Best Small Hatch from the UK COTY judges once again proves that Hyundai Paul Hudson said "IONIQ scores for its choice of three good eco is offering exactly what the market wants" loniq - along with 11 other drivetrains and is also decent to drive, with a good ride and winning cars - will now go forward to a final category to decide the overall refinement." Guy Bird - With hybrid, plug-in hybrid and full electric UK Car of the Year 2017. The winner will be announced on 24th February

2016: A YEAR OF RECORDS FOR FERRARI ON THE WAY TO ITS 70TH **ANNIVERSARY IN 2017**



recently announced its consolidated preliminary results for the fourth quarter and twelve months ended December 31, 2016.

Shipments totaled 8,014 units in FY 2016, up 350 units or +4.6% vs. prior year. This achievement was driven by a 5% increase in sales of our 8 cylinder models (V8), led by the success of both the 488 GTB and the 488 Spider. Shipments of the 12 cylinder models (V12) were up 4% thanks to the newly launched GTC4Lusso and LaFerrari Aperta, which are ramping up, as well as the strong performance of the F12tdf. All regions positively contributed.

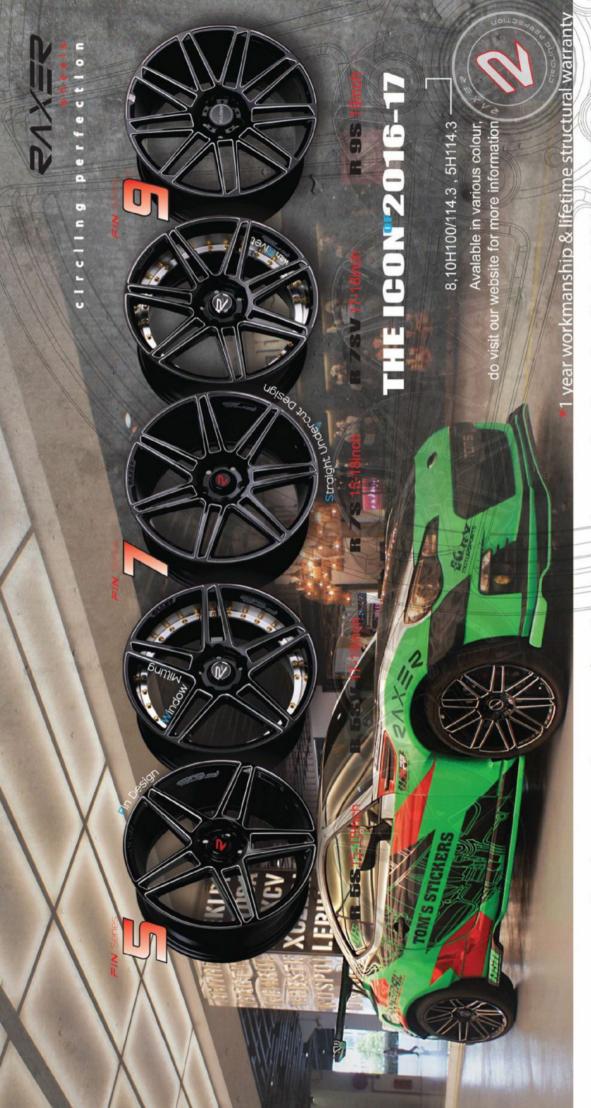
Net revenues for FY 2016 were Euro 3,105 million, up by Euro 251 million or +8.8% (+9.4% at constant currencies) from FY 2015. Revenues in Cars and spare parts up 5% (Euro 2,180 million) led by higher volumes of the 488 GTB, the 488 Spider, the F12tdf, the newly launched models GTC4Lusso and LaFerrari Aperta, the non-registered car FXX K, the higher contribution from our personalization

programs and pricing increase from the fourth guarter of 2016.

FY 2016 adjusted EBIT was Euro 632 million, up Euro 159 million (+34%) vs. prior year as a result of higher volume (Euro 69 million), thanks to the 488 family, the F12tdf and the newly launched GTC4Lusso together with positive contribution from their personalization programs.

The adjusted net profit for the FY 2016 was Euro 425 million, up Euro 115 million (+37%). Industrial free cash flow(1) for the twelve months ended December 31, 2016 was Euro 280 million, primarily driven by a strong increase in cash flow from operating activities.

The Group is expecting the following performance in 2017, assuming FX consistent with current market conditions: including supercars as per total shipment, €3.3 billion net revenues, > €950 million adjusted EBITDA and net industrial debt ~ €500 million (including a cash distribution to strictly limited edition F60 America, along with the holders of common shares and excluding potential share repurchases).



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ATS HKS GT1000 R35 TURBO KIT

ATS Automobile now brings you the HKS GT1000 turbo kit for the fabulous R35. This kit, as the name implies delivers a cool 1000 horses for the mighty Nissan. It features twin GT II 7867 turbochargers, reliable heat resistant exhaust manifold castings, HKS GT II 50mm wastegates, SUS 304 front pipe, polished 70mm suction pipes, with the requisite ancillaries therein. The new GT1000 provides effective boost control and prevents from exhaust loss. For effective intake and exhaust flow, HKS has newly redesigned original suction pipe and chamber pipe for the new GT1000. Our proven technology "heat-resistance cast" was employed in exhaust manifold which provides high resistance in the heat and vibration. GT II is adopted for wastegate of GT1000 which is very small and light and still has secure boost control. Call ATS Automobile at 019-688 8865 / 03-5636 4355 or visit their website at http://atsautomobile.blogspot.com/





AD3 Wheels

Wheel industry is by far one of the oldest in automotive industry as all cars come with 4 wheels. We all know that changing your wheels will literally change the way your car looks. AD WHEELS was founded by Andy Liew more than 20 years ago. Being one of the veterans in Malaysia wheels industry, his unique knowledge and vast experience in the wheel industry is second to none and has one of the widest coverage of wheels resellers in Malaysia. With the vast range of brands and designs, AD WHEELS is able to meet all kinds of requirements even the trendy designs that have emerged in the last few years. The variety has spawned from the simple 5, 6 or 10 spoke to the current trend of deep dish or flared out designs with cool funky bright colors. Like the new AD3 Motorsport wheels manufactured via Flow Forming Technology - which involves the application of pressure to the inner barrel of the wheel while it is spinning and after it has been casted. In other words the AD3 Motorsport wheels are lighter and stronger over regular cast wheels. Call AMG Auto Supply at +603-7845 2144 for more info

HKS R35 Stroker Kit

HKS has developed upgrade kit for the mighty R35 GT-R for some more power! People who are not satisfied with 800+ and want more power on R35, this is the kit you need. This top-notched, high-ended, made in Japan stroker kit consists of pistons, conrod and crankshaft and each and every one of the components are made by billet method. The billet method formed, forged piston's perfect shape of very short height low friction type gives lightweight and strength. They are 80g lighter compared to the stock and STEP1/ STEP2 piston. Similarly, the kit's conrods are completely original in-house design. Only HKS can provide the high quality total setup package kit. This kit gives further power upgrade from 800++ hp. It includes Surge tank, injector kit, intercooler and etc. It is offered separately for a total tuning solution. HKS have tested its products over and over in the bench and Japan's world renowned racing circuits, using the very best machinery and most skilled and most experienced personnel for the best attainable performance as well as safety. For further info call ATS Automobile at 019-688 8865 / 03-5636 4355 or check out their website at http://atsautomobile.blogspot.com/





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The Easycar PedalBox is installed between the accelerator pedal sensor and the control module and works by capturing the accelerator pedal signal and transforming it. This is a fantastic option to enhance driving pleasure on normal aspirated and turbo vehicles, and does not affect the vehicle warrantee as it does not alter the engine in any way. Once installed the Easycar PowerPedal Box which is also compatible with all engine types be it petrol, diesel or even LPG can produce up to 27% more power and 27% more torque and as a wholesome added bonus also reduces fuel consumption by up to 15%. Brilliantly convenient the PowerPedal Box utilizes Easytronic plug & play and can be installed on both automatic and manual transmission. For more information visit www.carpro.com.my

Redline DCTF

With eight different combinations of viscosity, slipperiness, and OE-recommended additives packages, Red Line offers the widest selection of ATF, plus the widest selection of fully-synthetic ATF on the market today. Each and every Redline ATF fluids offer improved thermal stability, maintain viscosity levels, and feature lower volatility while providing the required frictional characteristics of each fluid's OEM-style replacement. It also reduced oxidation and lower volatility at high temperature. Allows high-temp operation without varnishing valves and clutches. Also it is designed to provide extreme protection in many wet and -dry-style dual clutch transmissions. Redline oils have always been popular for Euro makes such as VW/AUDI, BMW, Porsche PDK, Ferrari, apart from being compatible with other lubricants designed for dual clutch transmissions. Redline synthetic oils are exclusively available from Cybertech Enterprise, the number to call is Howard Goh 012-3722505.









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Advanti Racing limited edition 20th Anniversary Wheel

Advanti Racing has been Malaysia's foremost alloy wheel brand for the past twenty years, producing wheels of outstanding quality and design. To celebrate this milestone, Advanti Racing released the 20th Anniversary Wheel (F1525). The F1525 is a unique 10 spoke design, featuring milled spokes and lettering. What separate this wheel from the rest, is the detailed craftsmanship and milling on every single spoke. The limited edition 20th Anniversary Wheel is available in 17x7.5 and 18x8. For more information, please contact YHI (Malaysia) Sdn Bhd at 03-78049880.







ESTREMO NANO CATALYTIC CONVERTER CLEANER

Inside an engine a blocked catalytic converter can be looked upon as if it's just like you're breathing with a blocked nose. Having such restricted air passage inside an engine also hampers the real power your engine is producing, and also equally crucial is the unhealthy effect that affects the fuel efficiency of your car. The remedy to this rather major 'little' problem that brings about major disadvantage to your car is none other than the Estremo Nano Catalytic Converter Cleaner: a cleaner specially formulated to detoxify and clean the internal components of the catalytic converter, thus improving the overall performance of your vehicle. This unique formula rapidly dissolves resin, gum, carbon and similar deposits in the catalytic converter and oxygen sensor. The Estremo Nano Catalytic Converter Cleaner can also: remove harmful carbon and similar deposits, help clean oxygen sensor and catalytic converter, and also maintain high thermal stability. Further benefits: rejuvenate and refresh the catalytic converter, make the engine more powerful as well as more responsive, saves fuel while being environmental friendly. For more information call Estremo (M) Sdn. Bhd. at 03-2116 5912 or visit www.estremointernational.

GTRADIAL CHAMPIRO SX2

The Champiro SX2 is an Extreme Performance Summer tire developed for enthusiasts who want higher levels of traction, response and driving control in dry and wet conditions. With an extremely aggressive tread design and highgrip compound, the Champiro SX2 is suitable for both track and street use. The Champiro SX2 also carry some top notched competition credentials: GT Radial's 2014 beginning in North America's professional drifting competition saw GT Radial finishing in second place in the tire manufacturer standings. The Champiro SX2 was developed for driving enthusiasts who want higher levels of traction, response and driving control in dry and wet conditions. An outstanding performer on the street and the track, the Champiro SX2 has already experienced considerable success in Formula DRIFT Asia. Other key features includes: dual block design to give Extra wide shoulder blocks increase cornering stability and grip, wide center grip to improve grip, traction and braking performance and so much more. Call Heap Joo Company (Penang) 04-262 5006 for more details.





HELLA Horns

With over 100 years of expertise working with leading German luxury brands, you can absolutely cpunt on HELLA to know what defines performance. You can be rest assured of satisfaction as each HELLA horn is individually tuned to deliver optimal sound performance. With such renowned international repo it goes without saying that HELLA horns are considered as among the finest in the market. Choose from a wide selection of HELLA horns, each offers a different tone to suit your needs. This ranges from the harmonious tone of the trumpet horns, the power blast of the super tone horns, to the rich tone of the disc horns. Should you have yet to experience the superlative performance and inherent benefits, not to mention safety concerns inasmuch, do not wait any longer - HELLA horns is exclusively available here in Malaysia from HMT Marketing S/B. Visit their homepage at www.hmt. com.my for more details.

SARD induction air box

Few brand names originating from Japan rekindles as much passion and as much respect as SARD. Their performance products are second to none and this induction air box is a perfect example. The SARD induction air box is designed to improve high-speed engine response at any rpm level. When air is sucked through the intake, the denser air provides a better burn to the air and fuel mixture, and a better burn means better performance from the gasoline delivered into the combustion chamber. Since more complete burn occurs, less gasoline is wasted. No Modifications are required for all specific vehicle models. This kit is a direct bolt-on unit. For more details SMS 019-9192832 or email sardracing@outlook.com







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- 1. PROBLEM ENGAGING GEAR IN THE MORNING 2. GEAR DOES NOT SHIFT SMOOTHLY 3. GEAR SLIPPAGE
- 4. GEAR CAN FORWARD BUT CANNOT REVERSE



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EUROL ATF 7300 Low Viscosity Full Synthetic Automatic Transmission Oil

Eurol ATF 7300 is a fully synthetic automatic transmission oil specially developed and has been acknowledged as mandatory for Mercedes Benz 7-speed NAG2FE+ automatic transmissions which was provided for production Mercedes automatic models as from June 2010 requiring low viscosity ATF. Eurol ATF 7300 is formulated with high quality synthetic base oils and with the latest additives, made thus in order to guarantee constantly high level of its unique shifting properties during use. Thanks to tailor-made formulae and also its low viscosity the Eurol ATF 7300 offers a significant reduction of fuel consumption and CO2 emission. The ATF 7300 has a stable and high viscosity index and a low pour point; its carefully adjusted lubricating properties and friction characteristics can obtain comfortable shifting and fuel reduction, and also offers excellent resistance against oxidation, corrosion and foam formation. For detailed information please call Octo Galaxy S/B at 607-861 9691





MICROTECH LT-16C ECU

The LT-16c is MicroTech's flagship model ECU. The LT-16c has the capabilities and several features seen on its competitors more expensive units and yet it still retains MicroTech's ease of installation and tunability, all at an affordable price. The LT-16c comes standard with 8 injector and 8 ignition outputs and is capable of working with most common engines up to 16 cylinders and 4 rotors and will support most factory ignition systems such as multi coil and distributor as well as aftermarket ignition systems such as CDl's or MSD. A new feature for the LT-16c ECU is the addition of a CAN output which will allow the MicroTech ECU to connect directly to most common aftermarket dash loggers such as Racepak, PCS or MoTec. The MicroTech transmits data via the CAN bus at 1 Mbit/second. The LT-16c is capable of controlling sequential injection on 4, 6 and 8 cylinder engines as well as 2, 3 and 4 rotor Mazda rotary engines and direct fire ignition for engines up to 8 cylinders or 4 rotors, or wasted spark ignition on engines up to 16 cylinders. More info can be obtained from Millennium Motorsports at +6012-320 5454



RAXER WHEELS FIN Series 5 & FIN Series 7

Having been in the aftermarket wheel industry for a considerable length of time Raxer Wheels have grown into a pretty popular name in the local scene as it progresses along its corporate mission to create the most innovative and highest quality wheels in the Malaysian aftermarket wheel industry. And now they bring the Raxer FIN Series 5 and FIN Series 7 - an aesthetically eye-pleasing collection featuring Raxer's trademark split spoke designs. As you'd already gather the 5 and the 7 denotes the number of spokes, and there are two models each in the two series, namely R 5S and R 5SV, plus R 7S and R 7SV. Available in various colors, the former models - R 5S and R 7S are available in sizes ranging from 15 inches to 18 inches, shown here in the timeless black polish finish. The latter models the R 5SV and R 7SV are available in sizes ranging from 17 inches and 18 inches. For more details and information call MH Racing Marketing at +6012 315 6221.

Venttec door visors

Venttec are staking a claim on the window visor market by taking customization and quality to new levels. They offer OEM levels of quality and fit. Window visors allow fresh air to enter while keeping out rain and sun glare. The visors are made from custom moulded premium-grade acrylic material that is scratch resistant. Furthermore, installation is a snap-in install with no drilling required, only 3M acrylic foam tape. Contact Venttec at 03-8723 9950 or 016-224 5554. You can email them at bernard@venttec.com.my or visit their website at www.venttec.com.my.





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Liqui-Moly Cera Tec Ceramic Wear Protection (300ml)

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The Kumho ECSTA PS31 is the Korean tire company's Ultra High Performance All-Season tire developed for drivers of mid-level sports cars, sporty coupes and high-performance sedans looking to combine everyday street performance with long term practicality. The PS31's tire's internal structure features Kumho's ESCOT Technology to enhance steering response and increase treadlife by optimizing cord tension distribution in the sidewall. Designed to take any driver to the next level, the ECSTA PS31 proves that a perfect balance of high-speed stability, low road noise and safety can be achieved in a tyre of its speed rating, rubber compound and of course price range. The PS31's primary design characteristics among others: Solid Rib Design and Brand Logo: block stiffness and improves wet braking; with the ECSTA brand logo featured on the center rib; Wide Lateral Grooves, Wide Four-Channel Circumferential Groove (improved hydroplaning resistance), 3D Dimple Design (minimizes heat build up on tread blocks and enhances high-speed durability). For info on Kumho tires call: Etasia Marketing / Kit Loong Group +603-7782 2030



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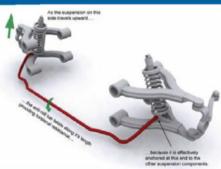
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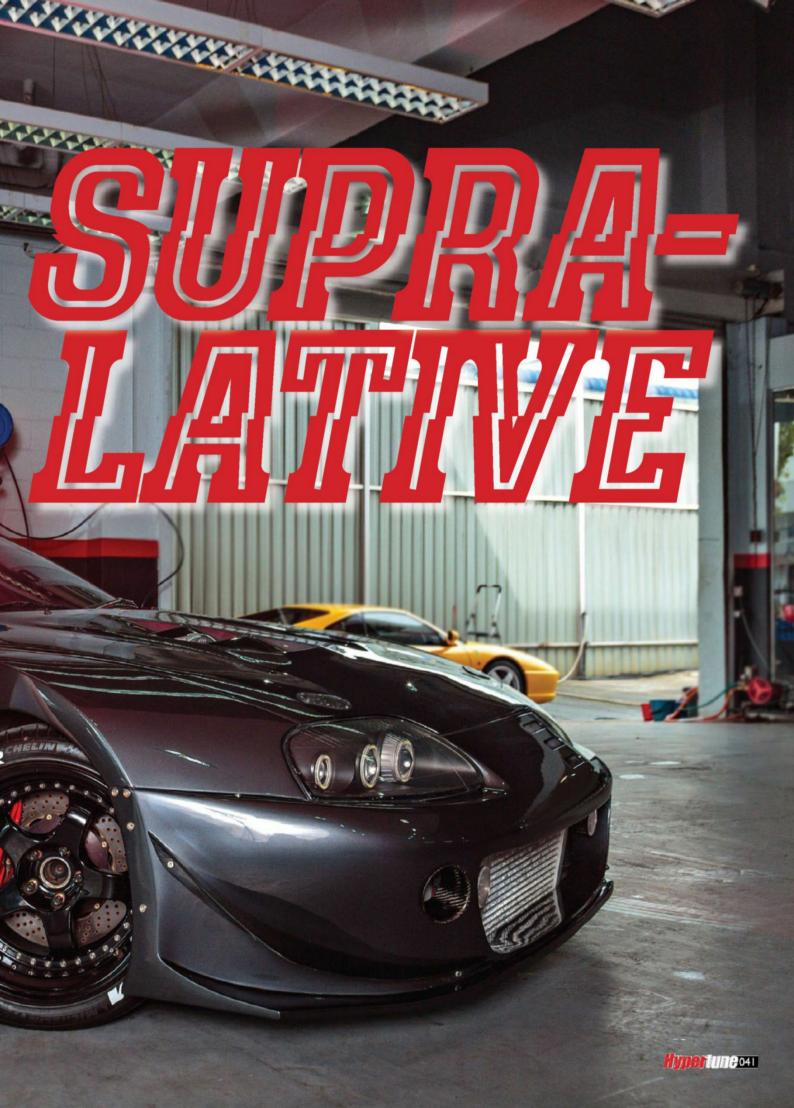
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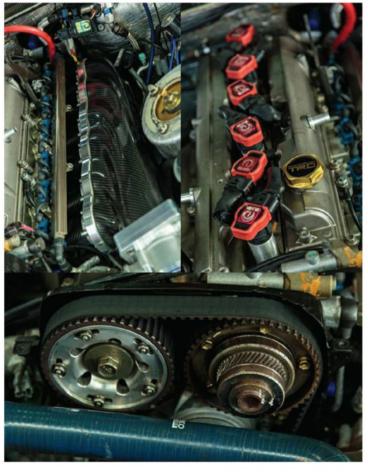




Now the cutting edge feature of the 2JZGTE engine had, was in its twin turbos operating in sequential mode, not the more favorite opted parallel mode. Initially, all of the exhaust is routed to the first turbine for reduced lag. This resulted in boost and enhanced torque as early as 1800 rpm, where it already produced 300 lb·ft (410 N·m) of torque. At 3500 rpm, some of the exhaust is routed to the second turbine for a "pre-boost" mode, although none of the compressor output is used by the engine at this point. At 4000 rpm, the second turbo's output is used to augment the first turbo's output. Compared to the parallel mode, sequential mode turbos provide quicker low RPM response and increased high RPM boost. This high RPM boost was also aided with technology originally present in the 7M-GE in the form of the Acoustic Control Induction System (ACIS) which is a way of managing the air compression pulses within the intake piping as to increase power.

Looking at all of the highly specific performance endowment you'd be forgiven for mistaking the Supra for the current cream of the performance car crop. Most if not all of its design premise goes along the current convention, emphasizing on weight saving, the pragmatism of having dual shift mode as per its gearing, the efficient design of the twin turbo system - all the rage nowadays, its curvy and purposeful looks, all are key aspects that most manufacturers are focusing on at the moment.

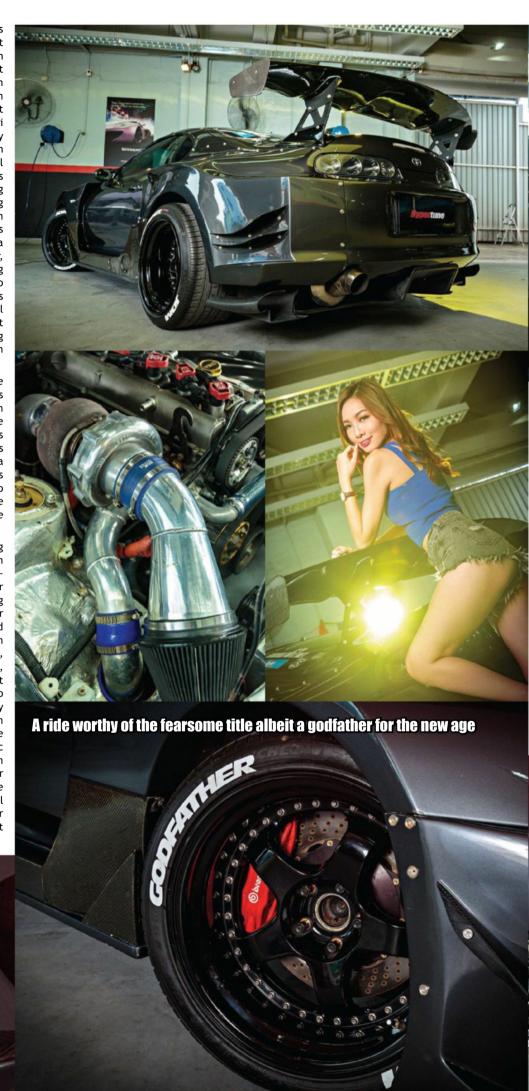
Now moving right along, as car enthusiast, we all know of what dignified mettle the last in line A80 Supra is made off and how its many talents have led its European contemporaries to develop a whole new breed of performance thoroughbreds. Let us hear about the classy example that gets a multiple dose of mega performance enhancing steroids that is nothing like the illegal steroids athletes take to impress the world with. For one thing, it is in no way illegal, it is not injected into the body of the Supra rather it is accumulated in small measures until it becomes one mighty wallop of Super-Supra with oodles of stylized personalization inside and out. Like this mean "dark" example with a huge widebody treatment that guarantees a hectic bit of commotion whenever and wherever it appears.



Now for starters you got to check out its spectacular aerodynamic program which all but transforms this particular A80 Supra from an evergreen JDM sports car with all the curves that made Ferrari fire its designers, to a full blown Japan GT car slash Manga Hero slash Ultraman style that reinvigorate the Supra gene pool. It re-emphasized the curves and convinced Ferrari to rehire those designers back. From every angle, this aero Supra carbon fiber behemoth drips with visual drama, the high gloss gun metal paint radiating panache (of course, this car has been coated by its owner's own auto detailing product - the HoGo Coating) and commanding your immediate attention instead of hiding in utter discretion behind the shadows. I've always felt that if a car is worthy of being considered a genuine beauty, the paintjob does not matter, whether it'd be bright red or dark and brooding black. This magnificent example on attention to detail and the 'wild factor' of the looks seals the deal as far as that is concern. As we recall correctly, when this car was featured here at hypertune in the yesteryears, it was shouting out in blazing Orange instead of this toned down gun metal suit.

The "aura" is further enhanced the fearsome 'Godfather JDM' plastered on the walls of its wheels, which wraps around a set of 18inch Workmeister S1 rims also, in black. Yet more hints as to what 'go' nestled within this superlative 'show' Supra - the Brembo brakes in that awesome red calipers. Now there's a host of juicy goodies to be laid out here fellas so you need to maybe tell your hot date to go powder her nose or push up her brassiere while you indulge in your Supra fetish right this minute yes?

So yup from the Brembo GT stoppers moving inward, you have a set of Final Konnexion coilovers with a pair of Cusco components - antiroll bar and rear tower bar, plus TRD tower bar up front. Sure enough seeing as the handling essentials were all appropriately catered for the power department wasn't left unattended let me assure you. In fact along with its posh aftermarket components such as Kelford cams, Ross pistons and Molnar Technologies conrods, not forgetting its Garrett GT42R turbo on that ELIXIR Billet Twin Chamber Exhaust Manifold (no more cracking Turbo manifolds!). This widebody Supra also feature that unique ELIXIR dry carbon fiber intake, a fully converted drive-by-wire setup and also its fuel rail consisting of 1350cc x 12 elixir injectors which is fed by two 500lph Elixir fuel pumps delivering through twin Elixir swirl surge tanks hooked up through an entire set of Elixir triple layered e85r fuel lines. All these mechanical hardware was put together by Slipsteam Technologies, under the strict supervision and management of Mr. Yujin Yeo.



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W W W . C Y B E N T . C O M . M Y



Now, what good is a car if it's just tuned for full throttle right? Day to day running is also smooth and possible. All thanks to the superior technical wizardry of Haltech's state-of-the-art Elite 2500 ECU tuned by Liena Racing Malaysia. With the considerable surplus horsepower on tap the standard clutch had to give way for a sturdier unit from Clutchmasters. Drive train is the v160 6 speed gearbox hooked up to the massive 335/30/18 wheels and is coupled to a TRD 1.5 way differential.

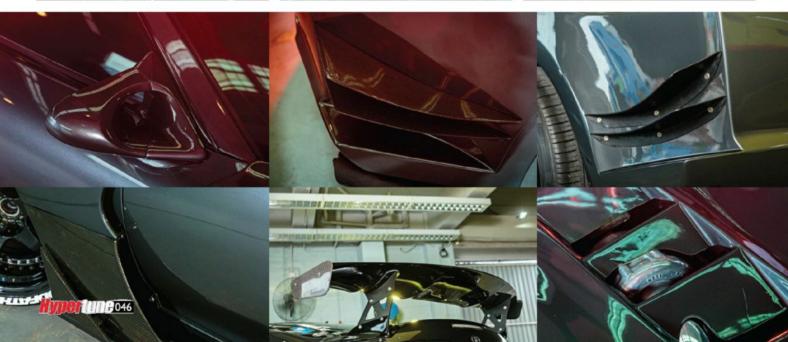
But that's not the final jigsaw piece in this here stellar Supra far from it. Open the doors and you'd be greeted by a fully rebuilt interior. The roof lining, seats, dashboard, door cards, panels to whatever the eyes can see is all wrapped in genuine Alcantara Leather expertly done at Hikaru Automotive.

We have been fed with numerous iterations of a genuine successor to the Supra, with the TF1 concept being the most spectacular and most worthy. Until that becomes a reality, we can certainly celebrate this incredible and unique improvement of the already splendid Toyota Super Car icon of the 90s in all its widebody glory.









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SRK-101H MITSUBISHI EVO 7, 8, 9.

SRK-101H MITSUBISHI EVO 7, 8, 9.

SRK-110H HONDA CIVIC 92, ACCORD SV4

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RAV-4, YARIS, PASEO & PICK UP.

SRK-130H HONDA COX, CIVIC EK, ACURA CL, CRV, SRK-121H TOYOTA SUPRA MKIII

JAZZ, RSX.

SRK-140H NISSAN S13-14, 300ZX, SENTRA, 200SX. SRK-170H CHEVROLET, JEEP CHEROL

SRK-1000G PROTON GEN 2, PERSONA & SATRIA NEO

GM, GMC.

SRK-141H NISSAN 350Z,370Z,G35

SRK-150H ACURA NSX SRK-160H KIA, HYUNDAI, MAZDA



LOCK HOLDER

RED LINE



CYBERTECH ENTERPRISE BENT.COM.MY Howard Goh 012-3722505







Hyperfacts!

Engine: 2JZ-GTE VVTi

Engine Modifications: Kelford Cams, Ross Pistons, ELIXIR Billet Twin Chamber Exhaust Manifold (rust proof + no more cracking turbo manifolds), Molnar Technologies connecting rods, ELIXIR Dry Carbon fiber intake, Elixir Drive by wire setup, Elixir fuel rail (1350cc x 12 injectors), Elixir Swirl Surge Tanks, Twin Elixir 500lph fuel pumps, Elixir Tri-Layer e85R Fuel Lines, Turbo by Garrett GT42R Twin ball bearing turbocharger, Trust 6 inch Intercooler, Setrab external oil cooler, TRD engine mounts, ATi Harmonic dampeners, Fluidyne Radiator, Race Coil Packs, aftermarket US 200amps Alternator, K&N Open Pod Filter, Twin electronic SPAL fans with full wiring harness,

Fuel types: FUEL RON100 & E85 Builder: Slipstream Technologies

Electronics: Haltech Elite 2500 Engine Management, Super B Batteries, TORQ Nitrous System, Full HID lamps with custom LED rings, Fully customized rear carbon fibre LED lamps, remote nitrous gas purge buttons (*evil grin*),

Oil and coolant: Neo Synthetic engine oil, Neo Synthetic ATF gear oil, Neo Synthetic ATF Steering fluid, Neo Synthetic Race Coolant, Neo Synthetic racing brake fluid.

Tuner: Liena Racing Malaysia

Transmission: 6 speed V160 gearbox, Clutchmasters Clutch, TRD Gearbox

Suspension: Final Konnexion coilovers, Cusco anti roll bar, Cusco rear tower bar

& TRD tower bar front

048

Wheels & Tires: Workmeister S1 18x10.5JJ F, 18x14JJ R, Michelin Pilot Sports

245/35/18 front, Pirelli PZERO 335/30/18 rear

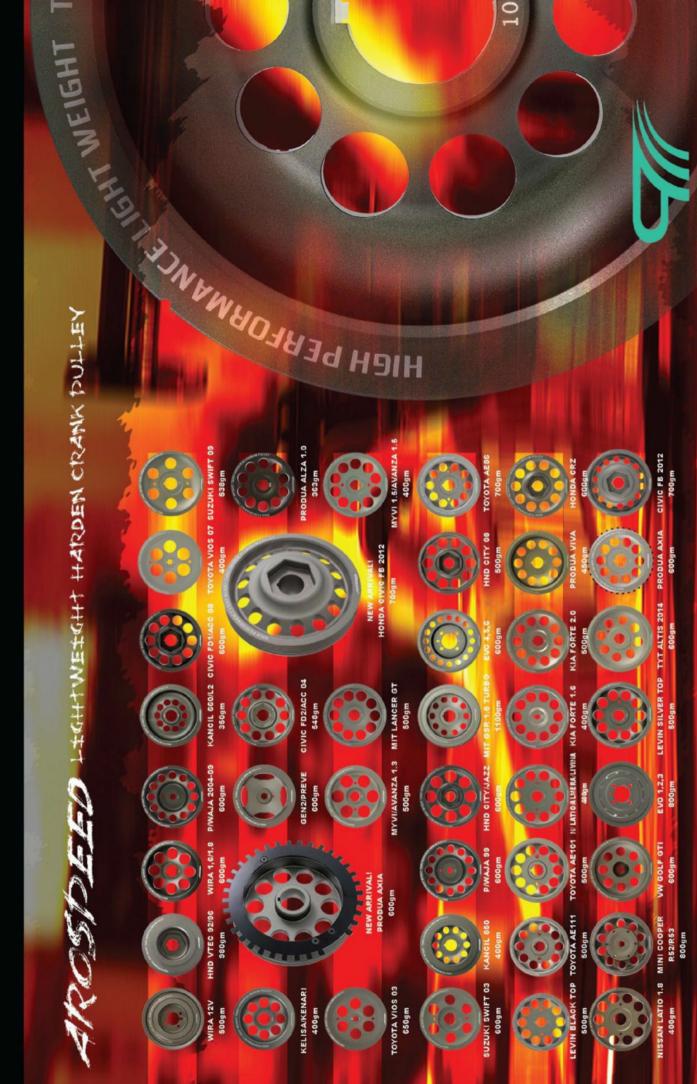
Interior: Full genuine Alcantara Leather re-wrap done at Hikaru Automotive,

MOMO Race Steering wheel, TRD Meters, Carbon fiber panels

Exterior: Super GT 500 series widebody kit - full lightweight steel kit, carbon fiber splitters and carnards, Mugen 500 series GT Wing, Top Secret rear diffuser, Full silica paint protective coating - HOGO Coating by Hikaru Automotive,



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INFINITI DIESEL RESTORES FUEL ECONOMY & FULL ENGINE POWER

Volkswagen Golf 1.4 TSI BLUEMOTION TECH



Hyperfacts!

Car: Volkswagen Golf 1.4 TSI

Engine: 1.4 TSI Direct Injection 4 cylinder Turbo
Transmission: DSG 7-speed direct shift gearbox

Max. Power: 150ps at 5000 - 6000rpm

Max. torque: 250Nm at 1500 - 3500rpm

Fuel tank capacity: 50 liters

Top speed: 216km/h

Fuel consumption: Urban: 6.2 liters/100km

Extra Urban: 4.4 liters/100km Combined: 5.0liters/100km

The Golf has been the one common thread between a number successive generation right from the very first Mark I Golf was introduced more than forty years ago. Succeeding the iconic Beetle (rear engine & rear wheel drive) the front engine and front wheel drive compact family hatch reached a rather large chunk of the global market right from the get go, including of course right here in Malaysia, for which yours truly could vividly recall the fond memories I've had of my own dad's light blue Mk I VW Golf, when I was a sprightly and lively 7 year old.

Without going all sentimental and episodic I am pretty sure quite a bit of us shares such fond memories of the timeless family hatch that has gone on to become Volkswagen's best selling model and the third best-selling car in history, reaching the 30 million cars benchmark in 2012 supplanting the Beetle in one classy swoop.

It's a given fact that such huge sales success could not have been even remotely possible without merits, and the Golf has had merits aplenty that appeals to a variety of market segments - from your basic family compacts to the more hard-toplease sort with a penchant for pure motoring experience.

Being a 'family compact hatch' albeit an unmistakably classy one at that and meeting the demands of those 'with a penchant for pure motoring experience' are exactly what the handsome white hatch you see sprawled over this issue's test car segment does with panache and effortless ease. The Golf 1.4 TSI meets

and unarguably exceeds the expectations of its target clientele with its many inherent talents and features. Visually a timeless evolution of the purest form of a compact hatch, it embodies the most elegant take on the universal hatchback design. Sheer class.

As the 'lesser' one of the two Mk 7 Golf variants offered by VW Cars Malaysia (the other being the one and only GTI) the 1.4 TSI mocks the 'less' hyperbole with its every being, as it trickles with bucket loads of the GTI's time honored DNA, rewarding you with straightforward driving satisfaction while also enveloping the driver and occupants in premium-mimicking comfort and surroundings.

Such surefootedness coupled to VW's trademark

occupants-first cabin features - its tech-laden designs, ergonomics, as well as its emotive and eye-pleasing surroundings have become so synonym with the Golf (and pretty much most if not all VW models) that you tend to wonder how any other combination could've worked all this while.

Climbing aboard and you're met with a timeless take on black and silver color combo - with almost minimalist proffering of the latter intertwined with the former across its fascia and center console. The silver on black finishing was especially pleasing as per the Golf 1.4 TSI's steering and gear knob, a clear statement of intent as to what, when all the fine prints and all the formalities have been sorted, it is and had always been about - the drive.





Urging that notion along is the EA211 1,395cc TSI Direct Injection Turbo. Being at the forefront of the current trend of having small displacement engine boosted up with force induction, VW has imbued the 1.4 TSI EA211 with a host of cutting edge tech - 22 kg lighter aluminum engine block with iron liners, lighter conrods et al, 20% improvement in fuel economy, belt-driven cams, air-to-water heat exchanger (in place of intercooler), active cylinder management (a tech normally for larger engines), among others.

Hooked up to VW's 7-speed DSG transmission, the Golf 1.4 TSI with 150ps on tap, plus a chunky 250Nm is capable of a respectable 216km/h max speed with an impressive 5 liters per 100km and 116g per km CO2 emission.

Let me say right off the bat that such emission standards had not and I reckon will not ever have any detrimental effect on the driving dynamics. If anything, having personally experience some occasional grin-inducing stints (okay substitute 'occasional' for frequent) going at it 'full tilt' so to speak, the tactful character of the Golf is quite a bit more rewarding knowing full well the comparatively paltry fuel consumption and the 'marginal' effect you unleash upon your godgiven greenery.

Available either in Comfortline (Golf 1.4 CL) or Highline (1.4 HL) the Golf has an OTR price minus insurance of RM153, 531.00 and RM163, 531.00 respectively. Go have a look-see over at your nearest VWCM showroom and be prepared to swoon.

Visit www.volkswagen.com.my for additional details.









INFINITI DIESEL RESTORES FUEL ECONOMY & FULL ENGINE POWER



The hybrid catchphrase have been buzzing along much louder off late and from that initially niche sub-industry the advent of hybrid in its many derivatives and concept have zoomed quickly in its progression as per its application, hitherto benefiting the world's motoring public in general.

Case in point we have the IONIQ from Hyundai, a stylized family hatch slash compact that appears to all intents and purposes as yet another eye-pleasing family hatch, with one huge and

inadvertently critical 'caveat' - its techno gem of a hybrid powertrain. Indeed the surge in hybrid technology for the automobile have been lightning quick and pervasive to such an extent that Hyundai have discovered the means to offer such state of the art fusion of the conventional and the cutting edge - a genuinely profound and impactful synergy of petrol engine and electric motor.

Let us do this review as a review ought to be done, meaning without any concessions made for the fact that the IONIQ belongs to an altogether new segment of compacts that offers contemporary levels of performance and refinements with a double whopper of an added bonus - its mind-blowing fuel efficiency; which of course owes much to the incredible synergized petrol & hybrid powertrain. On the former the IONIQ has at its disposal a Kappa 1.6 Atkinson GDI engine that delivers considerably better fuel efficiency with a max power of 105ps at 5700rpm and max torque of 147Nm at 4000rpm. Whereas the electric source is a 32kW (43.5ps) and 170Nm max torque.



Drivetrain is a dual clutch 6-speed - accessible whence you select the S Sport mode on the shifter. Now before we delve into its drive, let's dispense with the IONIQ's dossier as per its design premise: At the core of IONIO Hybrid's design focus is class-leading safety and stability engineered to take any road with comfort and ease. Structure designs include ultra-highstrength passenger compartment structure, improved connection between the side sill and the dash, 7 airbags (driver's airbag, passenger's airbag, 2-side airbags and curtain airbags), straightened body connections and installation of load paths improvements, all within an ENCAP 5 star rating advanced high-strength steel bodyshell.

Drive assist features includes VSM (Vehicle Stability Management), LKAS (Lane keeping assist system), BSD (Blind spot detection), autonomous emergency brakes (AEB), Smart Cruise Control, front & rear parking assist system, among others. Now all of the above features on the IONIQ, as much as we expect and appreciate having such design traits for a compact family hatch are somewhat put to the shade when the hybrid tech is put forth. Really folks, forget the fact that its sleek bio organic bodywork has a 0.24 Cd, its premium-esque innards sports a neat and simple arrangement, or that it is packed with convenient occupants-first accessories; as welcomed an as appreciated as all of the above undoubtedly are, the focal point for the IONIQ is forever more its hybrid powerplant.

Utilizing what Hyundai's engineers termed as predictive energy management the system invariably adopts a multi-variable supply of

electric, petrol engine, or a combination of the two. With such superbly seamless correlation between these two energy sources, the end result

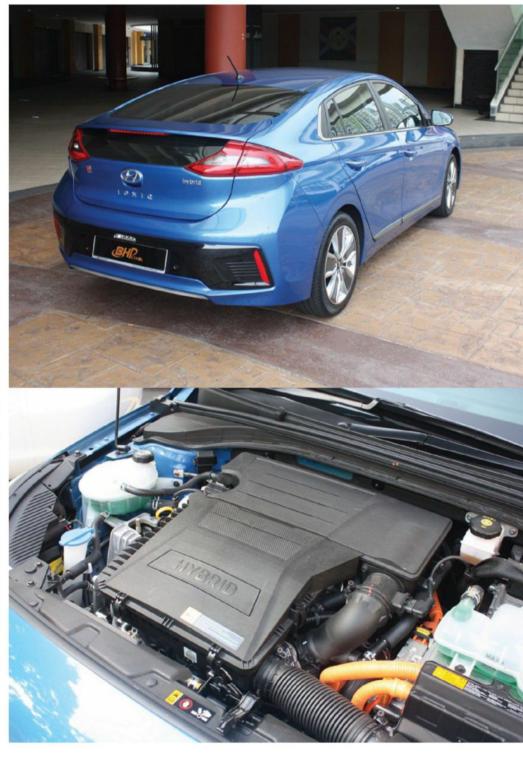
is an impressively immersive driving experience that is in no way artificial or detached.

At the beginning it was somewhat beguiling when your ear couldn't detect even the faintest of 'purring' soon as the engine start button is pushed. During idling the petrol engine is put on standby as the IONIQ goes 100% electric. Getting right up to speed the engine gets fed in as the IONIQ's predictive energy management regulates the two power source corresponding to your driving style. It even displays (selectively) three essential driving modes - economy, normal and aggressive, providing percentages across the three aspects.

Such intelligent quasi AI features make for an intriguing behind the wheel experience in the IONIQ, to say the least. But not in any way the least was the moment whence you opted for the 'S' Sport mode. Suddenly the dash transforms into a rev counter (becoming tangerine instead of green), the soft steering stiffens improving feel and connectivity, and the engine note growled instead of murmurs.

The driving dynamics takes a dollop of inspiration from the superlative i20 WRC works car that have become a major contender for the 2017 title; indelibly transmogrifying the IONIQ into a more serious and more capable road car. Indeed the IONIQ's demeanor charms its way into my collective consciousness so much so that I'd all but forgotten its 'other' plus - the incredible mileage. Indeed the Hyundai IONIQ rewrites the nomenclature that hybrids are boring.

The IONIQ is anything but, and so much more. Pricing for the Hyundai IONIQ HEV Plus is RM117, 428.55 (on the road with insurance). Obtain more information by clicking on www.hyundai.





Stamford Tyres Malaysia Tokyo Auto Salon 2017 Dealer Incentive Trip

To kick-start the brand new year of 2017 Stamford Tyres Malaysia gave their Falken dealers a 5 Days 3 Nights incentive trip to Tokyo Japan, the highlight of course being the chance to visit the 2017 Tokyo Auto Salon, and to savor the happening sights and marvelous sounds that make the Tokyo Auto Salon hugely popular the world over.

For the 2017 Tokyo Auto Salon, Sumitomo Rubber Industries, Ltd. had its FALKEN Booth set up, with "GROOOOVE - Have your tires got personality?-" as the display theme. The highlights of the Falken TAS booth include among others, an interactive display corner, a display of the FALKEN Motorsports Porsche 991 GT3 R that competed in the Nurburgring 24 Hours 2016, as well as a scale model of Yoshihide Muroya' Falken sponsored race plane.

The STM dealer incentive trip to Tokyo for the 43 Falken dealers totaling 101 participants commenced on Tuesday January 10th when the group - the Falken Dealers together with the STM Sales Team namely Frankie Kong, Jackie Ong, Ku Seng Yeow, Ivan Chang, Koh Lee Ming, Chng Lee Lee - Finance Koh Lee Ming - Sales and Norma Ng - Marketing, departed for Tokyo Japan from KLIA, aboard two flights, the both of which duly arrived in Narita International Airport Tokyo around 7am local time (Wednesday 11th Jan). Also joining the Stamford Tyres Malaysia Sales Team for the Tokyo-bound flight was STM CEO himself Mr. Cham Soon Kian.

The STM Falken contingent wasted little time before they started their pre-arranged itinerary which consists of numerous visits to the many places of interest in and around the Greater Tokyo Metropolitan area. Their first destination was the Tsukiji Market, the biggest wholesale fish and seafood market in the world. The following couple of days consist of visits to the many places of interests in and around the vast Tokyo metropolis, including Odaiba Seaside Park, Statue of Liberty, the 18 meters tall 'life-sized' Gundam statue, whilst day 3 saw the Malaysian contingent visiting the renowned Kirin Beer factory.

Day 4 and the time were at hand for their visit to the Tokyo Auto Salon at its prestigious address - the Makuhari Messe International Convention Complex. The STM Falken Dealers received yet another handy benefit: Premium Tickets for the show giving unimpeded viewing of the seemingly endless selection of show cars, aftermarket components, racing kits, and last but by no means the least the lovely Tokyo Auto Salon Show Girls parading in all their glitz and glamour, and always friendly.

Stamford Tyres Malaysia is the distributor for Falken, Continental, Toyo Tires and Maxam tires, has also strengthened its development capabilities and introduced innovative products to grow its proprietary brands in international markets - SSW Performance wheels, Sumo Firenza & Sumo Tires, which are sold globally.







S295 15x7 COLOR | BKM



This Wheels of car : Model \$271

Size 15x7, 17x8 (FP/BK)



GS801 20x8.5/10 COLOR | BKM/SPL



S200 18x8 COLOR | ABDS/LPBR





S202 16x7 COLOR | ABDS/LPBR



S242 18x8 COLOR | BKM



S275 15x7 COLOR | GDN



S279 17x7, 20x8.5/10 COLOR | BKM



S289 15x7, 16x7 COLOR | FP/BK



S290 15x7 COLOR | FP/BK



\$292 18x8.5 COLOR | FP/GM



S293 20x8.5/10 COLOR | BKM





ENE ENE CONTOUR 2010
DISCOVER AUTO CARRIAGE

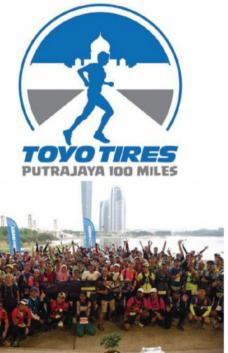
Of course, being an acknowledged industrial giant from Japan might well be the main reason for its success, but for the top management of JX Nippon Oil & Energy Asia the ENEOS parent company, they were also appreciative of the dedication and support from its large Malaysian network - major customers of ENEOS consisting of auto garages, part shops and retail outlets, who has tirelessly done their part. In light of this an ENEOS Appreciation Dinner was held on January 7th 2017 at the Connexion @VE Hotel located in the upscale Bangsar South vicinity.

The glittering gala event saw the high profile attendance of top level management big guns from JX Nippon Oil & Energy and its Malaysian partner Mayshowa. From JX Nippon Oil & Energy were the Deputy MD Imai Kazumasa and Manager Yohei Ishikawa, while Mayshowa had Jimmy Yeoh its General Manager along with Hoe Chin Wei its Managing Director.

The dinner itinerary started with welcoming speeches from first Mr Hoe of Mayshowa followed by Imai-san of JX Nippon Oil & Energy. The full course dinner followed after which a special presentation by ENEOS of its new products and tech was held. A humorous Ah Beng talk show has the guests in stitches for quite a bit before the evening's proceedings ended with the main highlight - the Top Customer Awards.

The ENEOS Appreciation Dinner saw a considerable attendance from its more than 300 ENEOS outlet customers. Of course they were there not simply to win rather they were there to participate and show their continued support for ENEOS. Awards were presented to fifty high achiever recipients as the 2017 ENEOS Appreciation Dinner drew to a close.





In order to promote a healthy lifestyle through sports here in our country, Toyo Tyre Sales & Marketing Malaysia's CSR (Corporate Social Responsibility) initiative had brought about the 'TOYO TIRES PUTRAJAYA 100 MILES' - a two-day marathon that saw the participation of about 360 ultra-distance runners from Malaysia, Brunei, Singapore and Germany.

The gruelling 100 miles ultra marathon; roughly equal to almost four fuel distance marathon (26 miles approx) with running routes covering Putrajaya and Cyberjaya, was organised by the PACAT Adventure Team. The 360 participants competed in a total of 4 Categories: 52km, 78km, 100km and of course the 100 Miles.

The event was attended by Toyo Tyre Sales and Marketing Malaysia (TSM) representatives, and more than 500 supporters, made up of friends and family members were present to cheer the runners. The race was flagged off at Taman Tasik Empangan Putrajaya by En. Zulkiflee Zainal, Race Director.

The race was intense and gruelling, as the competitors braved the elements and challenged

not only their fellow runners but also their resolve. The competition was tough but the friendly atmosphere, camaraderie and the cheers from the enthusiastic spectators drove the racers right to the finish line.

The winner of the flagship 100 mile event was Jeff Ooi Joo Wan from Taiping, who turned in an impressive time of 25 hours and 11 minutes, second was Yim Heng Fatt (27 hours 15 minutes) while third in 27 hours 20 minutes was Fedoh Ompiduk.

The prizes for the top 3 winners were given away by Mr. William Tan, Sr. Manager, Branding, Toyo Tyre Sales and Marketing Malaysia. The organising team led by Encik Zulkiflee Zainal and 80 of the Team PACAT crews did an exemplary job to make the event an unprecedented success.

"The response to the event was very encouraging, and Toyo Tyre Sales and Marketing Malaysiathanked and expressed their appreciation to the competitors, supporters and the organising team for their support. We look forward to meeting all the competitors again in future events" said Mr William Tan.

Toyo Tires Putrajaya 100 Miles





2017 MOTOGP WINTER TEST – SEPANG HOSTED FIRST OFFICIAL MOTOGP TEST OF 2017

Photo: Ain Johann & Valen Foong



A popular MotoGP World Championship fixture for a number of seasons, the 5.543km Sepang Circuit gave MotoGP fans a taste of what's to come from Jan 30th until February 1st. As the first Official Test of 2017, Sepang saw the first proper ontrack MotoGP action as the world motor racing fans begin to gear themselves up for the new season opening Qatar GP at the Losail circuit on March 26th.

Despite the focus of the world's media inevitably on the famed MotoGP superstars - defending champion Marc Marquez and the Repsol Honda Team, another Spaniard Jorge Lorenzo who joins the Ducati Factory Team, and finally *the* MotoGP Superstar Valentino Rossi who stays put at Yamaha; it was another Spaniard Maverick Vinales who topped the entire test.

That man Maverick Vinales ended the Sepang test P1 overall, topping the time sheets with 1:59.368 on the final session (Day 3) to edge out reigning champ Marc who did a 1:59.506 to finish P2. As for the multiple world champions, the trio of superstars - Marc Marquez, Jorge Lorenzo and Valentino Rossi, only Marc showed some manner of pace being pretty much the closest to Vinales in terms of all out pace. Of course, with the season's opener still about a couple of months ahead, most if not all the competing teams are right in the midst of sorting out their MotoGP machines, troubleshooting, fine-tuning and ultimately perfecting every crucial aspects of their million dollar machinery.

There's still a couple of official tests in the months ahead (Philip Island Feb 15th & Qatar March 10th) during which perhaps the true potency and capability of these incredible MotoGP bikes shall be genuinely demonstrated, inasmuch the true challengers among the riders themselves could well be determined.

The countdown continues.









Hankook Kinergy Ex H308 OE for Perodua Axia

The small car champion from Perodua - the The choice of the Hankook Kinergy Ex H308 Perodua Axia has been given a shot in the arm with the Hankook Kinergy Ex H308 as its OE tires. The collaboration between Perodua and Hankook as Global Automotive Partners has allowed the Perodua Axia - the country's Number One EEV (Energy Efficient Vehicle) to benefit directly from Hankook's world leading tire technology, and maintain its number one EEV status.

As the Global Automotive Partner for Hankook Tires, Perodua have joined the ranks of many world renowned automobile manufacturers, many of which have entrusted Hankook to supply many of their production models. Hankook Tire pride themselves as a reliable contributor to the future advancement of the automobile industry, and are dedicated to a vision of delivering high quality tires to its partners and becoming the world's most reputable tire brand.

Since first partnering with a domestic automobile company in 1955, Hankook Tire has expanded its network of strategic partnerships around the world in key markets such as North America, Europe, China, and Japan. Through its advanced technology, Hankook Tire aspires to lead the automotive industry into the future, providing drivers around the world with the best driving experience.

We all know for a fact that the performance of an automobile is directly related to the performance of its tires, as the relatively thin strip of rubber is the vital component in driving which leads to complete driver satisfaction. This is the main reason global automobile companies use strict criteria when selecting a tire company.

for the Perodua Axia stemmed firstly from its manufacturer's specified characteristics - being long mileage long life tire that enhances fuel efficiency considerably. The Hankook Kinergy Ex H308's Silica compound also enhances outstanding dry & wet performance while also improves the quietness and comfort.

Manufactured in Indonesia the Hankook Kinergy Ex H308 has been developed specifically for the Malaysian market - with design pattern and structure optimized for Malaysia Market, such as wide tread width with center block (enhances driving stability), strong durability of tread & sidewall, wide 2 steel belt with belt folded reinforcement, strong bead wire (for improved durability) and 4 straight groove is excellent for water drainage.

Get more information from Hankook Tire Malaysia S/B contact number: +603 6206 1873









EXCITING ALL-NEW KIA CEE'D TCR TO DEBUT IN 2017









Things are spicing up real fast in the TCR Asia series with ever growing interests and participation from more and more manufacturers keen to make their mark on the highly competitive production based racing. From Korea comes the all new Kia cee'd TCR - set to debut in 2017.

Revealed during the closing stages of 2016, the allnew Kia cee'd TCR developed by Austria's STARD (Stohl Advanced Research and Development) has seen significant development in recent months, and just recently the operation released their 2017 plans, for which Asia and China will play a significant role.

Based on a road going Kia cee'd 5dr base car, equipped with the latest Hyundai/Kia 2.0 L Theta II turbocharged gasoline direct injection engine, a carbon fibre aerodynamic body kit, and top of the range 3rd party and in house developed motorsport systems the K:FORCE Kia cee'd TCR, is just the latest in a row of developments by STARD based on this particular platform of the Korean Motor Group processed within the last few years.

To start the season they have announced a new partnership with China's EJE Engineering, who will represent K: FORCE China with the Kia TCR and aftermarket products developed by STARD, into the Asian region. CEO Edmand Chan and CTO Eddie Hughes will operate the Chinese program for all K:FORCE activities including car sales and customer service for all TCR competition in Asia, from International events, all the way down to local club racing.

The TCR Asia Series enters its third season in 2017, with a 12-round program across Asia, whilst TCR Thailand will enter its second season of competition and TCR China will make it's debut, promising for a busy period for EJE Engineering.

"This is fantastic news for the Asian region, not the least because it carries the badge of one of Asia's most successful manufacturers," WSC Asia Limited's David Sonenscher admitted.

"The TCR project is exploding around the world, with growth in Asia a significant part of that growth, and with TCR China coming on board this year alongside Asia and Thailand, there will - I'm sure - be great interest in the STARD-developed Kia cee'd TCR, most especially as they have an operation based in Asia managing the project. We wish them all the best for the coming season, and look forward to seeing them as part of the TCR Asia Series in 2017."

For more information please visit the TCR Asia Series website - www.asia.tcr-series.com - social media; www.facebook.com/TCRAsiaSeries will also post news, video clips, images and updates, and you can also get involved in the conversation on www.twitter.com/TCRAsiaSeries



With the A-to-Z list of every conceivable brand in tuning readily accessible at a click of a mouse, it is now possible to turn your car regardless of makes and models into a complete performer with every aspect of its design enhanced, and depending on what you are willing to spend, maximized. In the ever critical aspect of handling, chassis strengthening have become more and more important as people have become more and more knowledgeable on the finer sides of a car's handling. And in the chassis strengthening market the name Hardrace is among the best that your money can buy. And now Hardrace reinforced chassis components are now available from RS One Auto Parts.

Hardrace was founded in 1998, specializing in designing, manufacturing and marketing reinforced chassis parts for racing and street car. Their enthusiasm for speed and precision control has led them to start engineering their trademark reinforced chassis parts. Their passion for innovation and quality, have in turned enabled them to provide the finest products with the latest materials and technology from performance bushings to anti-dust pillow ball suspension arms. With top professional drivers doing all the tests of Hardrace's new products at the track under the most extreme conditions, you can be sure that all Hardrace components are not only 100% safe and are of the finest quality, their products also provides truly exceptional and outstanding performance.

Over the years since it was founded, Hardrace have always adopted their company's credo of '80% Speed and 100% Accuracy' which is

something that they have in common with many seasoned and professional racecar drivers. Speed and power alone does not constitute a fast lap time, but a combination of a well setup, balanced vehicle. 100% accuracy, during cornering, braking & throttle control, will always bring a better lap time. Although they've started out as an automotive suspension bushing manufacturer, the increase in demand for an affordable, reliable, and precise performance aftermarket adjustable steering components naturally saw Hardrace adapt and extend its extensive suspension bush range to include principal vehicle suspension components. Using its background in bushing knowledge, Hardrace's 62A Harden Rubber, 150% Harder than OEM, is used throughout its High Performance Street Range. and Hardrace's Anti-dust Spherical bearings for dedicated race cars suspension components.

Their extensive product line consists of among

others: Hardrace Reinforced Adjustable Arms with four series - street, performance, racing and stance, each one collocation with harden rubber bushing or anti-dust pillow ball bushing, provide excellent stability and road response during high speed driving or hard cornering; Hardrace Suspension Bushings consists of Hyper rubber bushings, Pillow Ball bushings, Reinforced stabilizer bushings and Body reinforced bushings; Hardrace Engine Mounts - made with hardness rubber which creates more strength than OE rubber mounts: Hardrace RC (Roll Center) Tie Rod End and RC Ball Joints (with RC adjuster kit) that decreases body roll, improves tire contact patch with the road, increases steering wheel responsiveness and enables higher cornering force: Hardrace Super Angle Tie Rod which gives bigger steering angle; Hardrace Stabilizer Links; and Hardrace Sway Bar - made of hardness highquality alloy steel, that critically reduces the body roll during fast cornering.









For further information and inquiries on Hardrace products, you may contact RS One Auto Parts at 03 6250 2888

TECH TUNE:



VARIABLE LENGTH INTAKE MANIFOLD

The VLIM in LaFerrari Image From: falopnik.com

While variable geometry engine air intakes fuel, yielding more complete combustion improved flow to the cylinders. (another fancy terminology for variable length intake manifold, another is variablelength intake manifold and the more articulately coined variable resonance induction system) became illegal in Formula 1 back in 2006 (only to become legal again later on go figure), there is no such 'intake police' regulating road cars. As such, the tech has been pretty much a common theme amongst some of the most rapid performance-focused automobiles wrecking havoc just about everywhere throughout the four corners of the four-wheeled world.

The technology appears in Ferrari's most outrageously ambitious road car, the LaFerrari hypercar, alas a wee bit more elaborate than what you'll find among performance cars with a little bit more 'down to earth' sticker price.

Variable length intake manifold is a direct answer to the shortcoming of conventional tuned intake manifold. If a fixed length intake manifold is optimized for a very narrow rev band, why not give it 2 sets of intake manifold, one with short pipes to serve high rpm while another with long pipes to serve low rpm? By using simple butterfly valves, switching between the long and short pipes are easy.

The purpose of the system is to maximize both volumetric efficiency and to ensure proper air/fuel mixing. As Engineering Explained mentions, at low RPMs, funneling air through thin, long intake manifold creates turbulent airflow, which facilitates better mixing with and higher efficiency.

At higher RPMs, the engine needs lots of air, so the variable intake system reduces the length of the manifold , decreasing the pressure drop across them, and allowing for

ntake manifold flap Variable Intake Manifold of a Audi V8 Image From: Autozine.org

Variable Length Intake - The Engineering **Fundamentals**

The length of the intake manifold have certain affects on the engine operation. For example, longer intake manifolds are used to improve the bottom end torque (torque at low RPMs) while shorter intake manifold will improve top end power (horsepower at high RPMs). The lengths will vary from engine to engine as well as what the goals of each vehicle the engine will be powering.

You also have to take into account the diameter of each runner. Everything correlates to mass and velocity of airflow. Through the RPM range the velocity of airflow in the manifold increases, but at some point, it maxes out and cannot go any faster which will be limiting. As the velocity of the airflow increases, so does its inertia. At the bottom of the intake stroke, the inertia of the airflow will help push a little more air into the cylinder which will help power. But, if the runner isn't optimal, that can't happen.

For example, a long, smaller diameter runner will help low end torque because it will hit the velocity limit earlier, but it will hurt top end horsepower because it's too restrictive. A short, large diameter runner will help top end power because it will reach maximum velocity later, but it will not help low end torque because it cannot get enough velocity to build inertia.

Now that you know what the differences

between the runner lengths are, you can imagine why having a variable length runner manifold would be a good idea. You get the best of both worlds. With a normal manifold, you have to pick the exact manifold for whatever your goals are. If you plan to do a lot of drag racing, then probably a manifold with manifold to support top-end power would be best where as if you're doing autocross where you're down in the lowend RPM range most of the time, you might choose a manifold to best improve low end torque. It all varies and there is no right or wrong answer for all applications. But there is going to be a compromise.

For the regular daily driver though, you don't want to compromise because you need the low end torque for driving around stop light to stop light, but also you need that power on top for merging on the freeway or passing someone.

The variable length runner manifolds use a valve to switch back and forth between two manifolds depending on what the situation calls for. When the engine load is high (low RPM), the manifold will switch to use a longer, smaller runner to get the low end torque. When the engine load is low (high RPM), the manifold will switch to use a shorter, bigger



The image shows a shaft that controls a set of butterflys; the vacuum modulated (a bell-shaped modulator with a vacuum line attached to it) shaft's rotates and re-position the butterflys which in turn changes the manifold's properties. Current ones operates electronically.

Image From: Credits http://mechanics.stackexchange.com/



runner to help with power on top. The best of both worlds.

All of the above narrative is in fact a 'simplified explanation' of intake manifolds and manifold. There is a whole world of science out there between surge tanks, more airflow dynamics like turbulence, swirl, etc and of course when it comes to forced induction engines (turbo, super chargers), these rules change.

Variable-length intakes increase the pressure of the air entering the intake manifold thanks to a physical phenomenon called **Helmholtz resonance**. It is also known as *dynamic supercharging* since it avoids the use of a mechanical device (compressor/blower) to boost intake air pressure.

Without getting too technical, any air intake geometry has a certain Helmholtz frequency associated with it, just like how blowing over the neck of an open bottle produces a certain note or pitch. At this frequency, the air molecules vibrate more with higher pressure being the end result.

So why does varying the effective intake geometry help?

Engine RPM will govern how often the intake valves open and shut. These valves generate pulses that translate to a frequency signature. The idea behind varying the effective geometry is to get the Helmholtz frequency of the air intake to sync up with the frequency demanded by the engine over *a range of RPMs*.

This causes intake air to enter the cylinders at a higher pressure.

LaFerrari's variation

You see variable intake manifold in all sorts of cars; BMW has a system called DISA, Toyota has TVIS and Fiat Chrysler has its own Active Intake Manifold found in big V8 Chargers, Challenger and Grand Cherokees. But these systems usually just contain a valve that diverts air from a short to a long intake runner. Ferrari's system is a bit different.

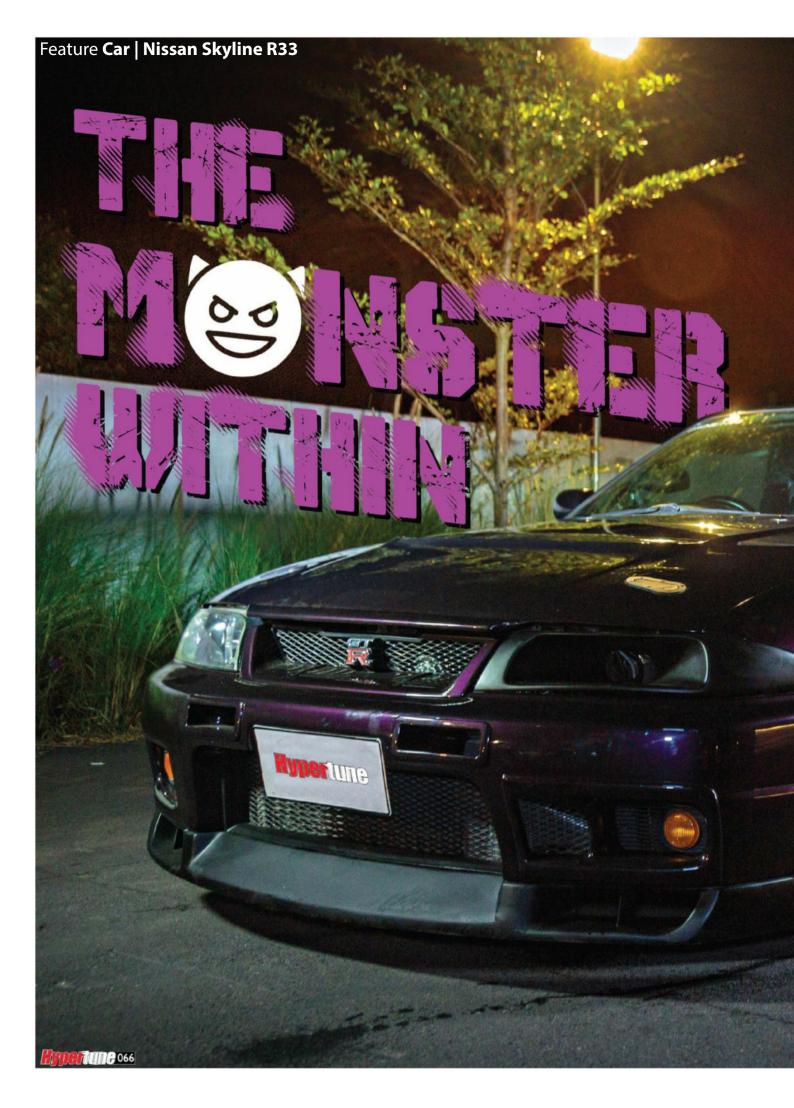
Its intake manifold' lengths are infinitely variable instead of restricted to just two sizes, and the manifold get longer by "telescoping" instead of using flaps or valves.

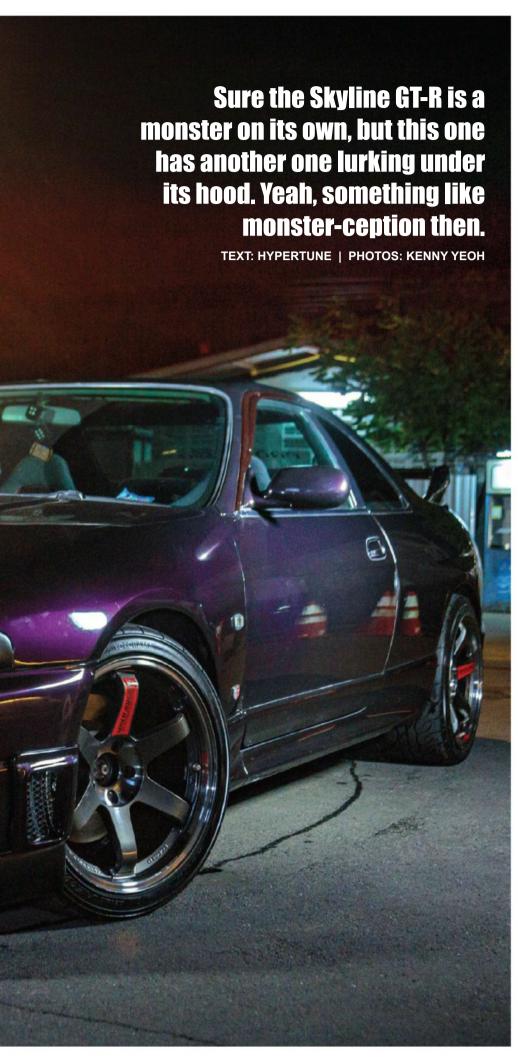
In the LaFerrari, instead of having two separate intake ports with a valve on each side, Maranello's top hyper Prancing Horse uses a single tube per cylinder bank that can change its length depending on the engine speed.

The benefits are pretty clear. A longer intake manifold creates more turbulence and acts as a low-pressure supercharger of sorts, while a shorter one lets the engine ingest more air under higher loads. To get the best of both worlds, the LaFerrari cuts the intake's length in half at 6000rpm, then lengthens it again as the revs rise, before dropping it to its minimum length above 8000rpm.

In an in-depth explanation by Jason Fenske of Engineering Explained there was a mention of the LaFerrari's "light supercharging effect," that can actually increase volumetric efficiency above 100 percent by regulating intake lengths to take advantage of pressure waves created by the intake air charge bouncing off the closed intake valve and inside the manifold.

It's a fascinating system that doesn't get nearly enough credit, an ingenious derivation of the variable intake runner concept that Ferrari's brilliant engineers have never really been truly acknowledged for.





Introductions are unnecessary for the Nissan Skyline GT-R. Its reputation precedes it and more than 15 years after production halted, aftermarket support as well as interest in the models shows no signs of waning.

Of the R32, R33 and R34, the middle one was branded the fat kid and subjected to some less than pleasant words. Sure, its physical appearance wasn't evoked a love-it or hate-it response and was the basis of its comparisons to a boat. However, underneath it was still a pure racer with the chops to take on all pretenders.

Plus, a Skyline GT-R will always be a Skyline GT-R. Sticks and stones might break its bones but words will never hurt it. In fact, this R33 GT-R is capable of hurting some rather large egos on the streets with the power it packs under that rather docile exterior.

Often referenced as Godzilla, the Skyline GT-R is a monster of its time and still continues to fuel the boy-racer dreams of those fortunate enough to grow up in the 90s.

Although having gained the Godzilla nickname, the R33 GT-R V-Spec here actually has another monster under its hood; like monster-ception. Of course, the RB26DETT engine itself is quite the monster but this one has been given a serious dose of steroids in the form of a HKS 2.8-litre stroker kit.

An increase in displacement is always good for torque but the main purpose of the kit is the strengthened internals, hence "the monster within."

The pistons are forged from a material specific to HKS' requirements for a component that is durable and light. The crown has a balanced and symmetrical concave section design which ensures higher engine response while the use of just two thin piston oil rings helps achieve a low piston height. Of course, the conrods are also high-pressure forged for strength.

However, the rear party piece is the flow-formed forged crankshaft that is fully counter-balanced to ensure loads are evenly distributed and frictions reduced. Lastly, the manufacturing is completed with a special hardening process to ensure increased reliability at high RPM loads as the engine speed can be increased above the factory limits now.

Now that the bottom end is beefed up, the head has also received some love in the form of HKS 272-degree camshafts as well as the supporting valvetrain upgrades. Feeding a 2.8-litre straight-six with twin turbos hanging off the side is serious work and for this, Fuel Injector Clinic 1,000cc injectors feeding off a HKS fuel rail were tasked to handle it. A Nismo fuel pressure regulator completes the fuelling side.

While the car comes from the factory with a twin-turbo setup, the number of turbos remains the same here but they're now much larger in size. A pair of Garrett GT3076R turbos now force a staggering amount of air into the engine for power figures nearing the 1,000hp mark.





Completing the engine's supporting mods are a Tial wastegate, custom 4.0-inch titanium exhaust piping, Koyorad aluminium radiator and oil catch tank.

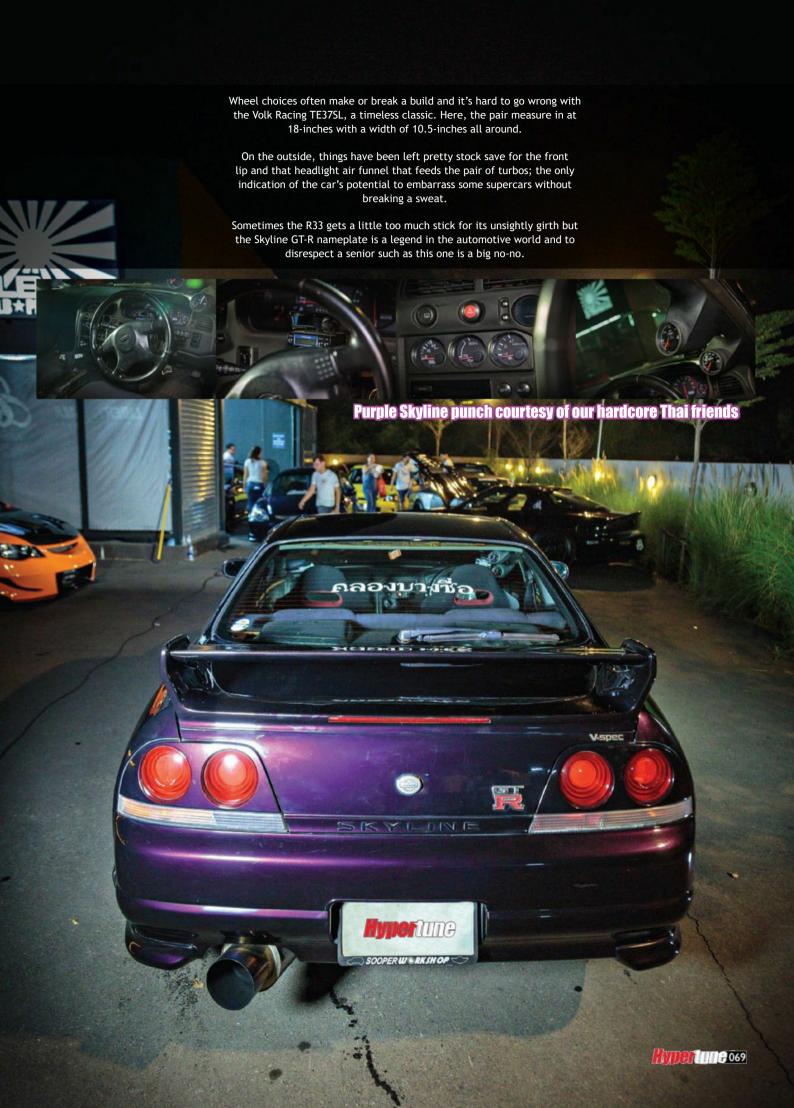
Preventing wheel spin and adding more bite to the transmission is a custom upgraded clutch. On the electronics side, MSD ignition coils give the plugs some extra juice to ignite the air-fuel mixture.

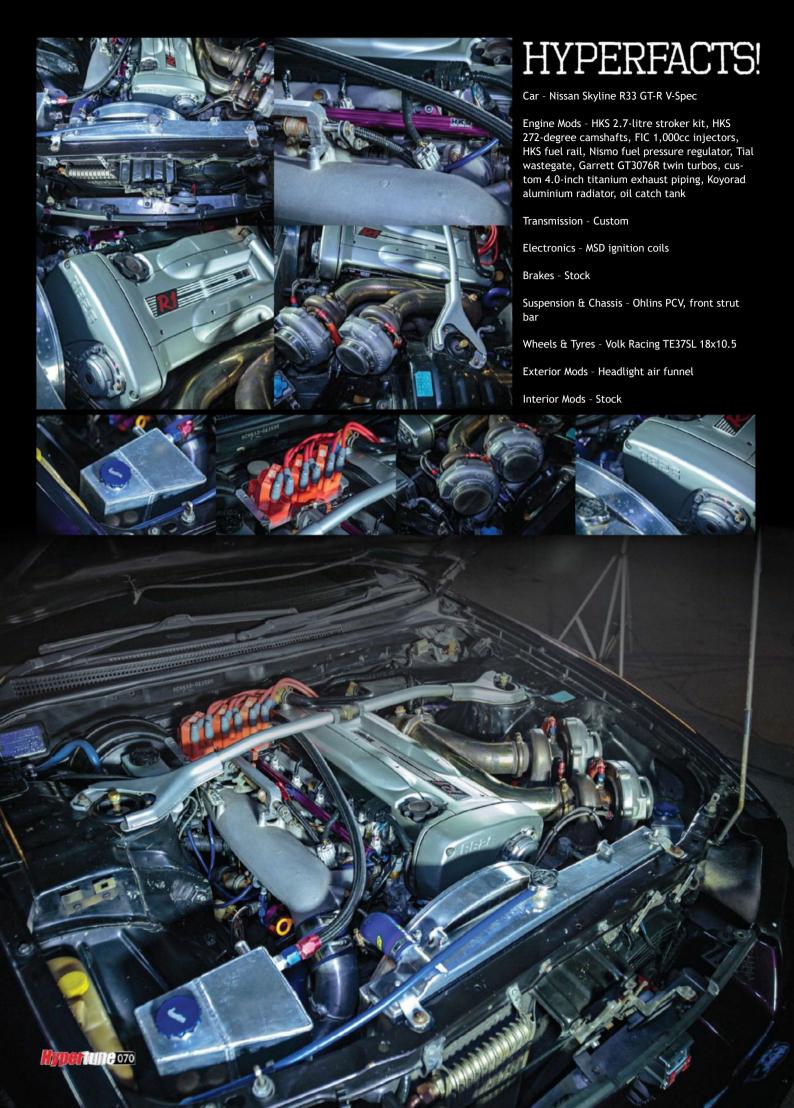
Surprisingly, the stock brakes have been retained for now. Being Brembos from the factory, they're quite capable but perhaps with the power output about tripled, the brakes should be brought on par as well.

Putting down all that power is helped tremendously by the all-wheel drive system but a capable suspension setup will go a long way as well. Only the best will do for suspension, so a set of Ohlins PCV coilovers now occupy the four strut towers.









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But do not tell that to this fella right here because he's actually living the dream. We can't however begrudge his hard earned reality you know what I mean? We can only look on in envy and hope that one day a new untapped oil reserve with billions of barrels of oil be discovered so that we can have big 8 or 9 liters V10 engines au natural, as in unblown; so that we can return to the days of total excess - doing our bid with our own big bad ride unleashing big black smoke with carbon monoxide poisoning the neighborhood for days on end. That'll be the day.

Meanwhile we have the SL63 getting all manner of juicy enhancements that guarantees loads and loads of begrudging and envious looks. Nothing overtly excessive was done on the 6.3 liter V8, the first major bit is without a shadow of a doubt the Weistec ECU which takes over running supervision for the engine from the stock engine management. The Weistec enhanced brainpower unleashed a pretty substantial amount of extra ponies and extra torque, while also eliminate the top speed limiter, increase the throttle response as well as optimizes the 32 valve V8's fuel and spark. The Weistec presence wasn't limited to the ECU alone, as it also supplies a remap for the MCT Transmission - the ultra cutting edge AMG Speedshift 7-speed.

Further aftermarket goodies encompassed upgrades to the air intake - BMC twin air induction kit, the entire exhaust right through to the headers - a combination of AMG exhaust system, Supercircuit X-Pipe and MBH headers. Chassis remained untouched with only the brakes - the AMG brakes mind you, given a new set of Brembo brake pads and BF Goodridge stainless steel brake hose.

And finally we have the aesthetics - the SL R230FL pretty much the best looking SLs of all kept most of its AMG exterior parts intact but had some additional bling courtesy of the bling maestro Prior Design with its frontal and rear ends carrying PD's spoilers. The wheels are BC Forged HB05 shod with Michelin Pilot Sport. On the inside things are as classy as the SL 63 always is - Harman Kardon sound system, and all manner of AMG interior accessories.





Hyperfacts!

Engine: 518hp 6203cc 32 valve V8

Engine Modifications: BMC twin air induction kit, AMG exhaust system with Supercircuit X-Pipe, MBH headers, Weistec ECU

Transmission: AMG SPEEDSHIFT MCT 7-speed gearbox with Race Start (Launch control) function, Weistec TCU remap

Brakes: AMG 6/4pot Calipers with Brembo brake pads, BF Goodridge stainless steel brake hose

Wheels & Tires: BC forged HB05 deep concave wheels, Michelin Pilot Sport tires

Exterior: Prior Design front & rear bodykit with updated AMG stainless steel tail pipe, AMG boot spoiler, Carbon spoiler

Interior: Harmon Kardon ICE. Keyless entry, AMG carpeting, AMG illuminated Dash console





ulip ranami; situ. bibut.

WHEEL AND TIRE BOUTIQUE

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2013 BODYKIT CRUZE



















2010 BODYKIT CRUZE

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SSR TYPE-C RS GunMetal F:18x7.5 5x114.3 et:33 R:18x9 5x114.3 et:40

SSR TYPE-GS

SSR TYPE-C RS Bronze 17x8.5 5x114.3 et:41

SSR TYPE-

gram











AME CX 18/19x8 5x114.3 et:43(F) 18/19x9 5x114.3 et:43(R)

J NEEZ TANO:18. Janive AME WX Seigen Super 6 17x7 4/5x134:3 Neez Eurocross Force Rim Work Emotion XT7 Kranze Japan with tyre 18x8 5x134 3 01x3(F) et:43/19x7.6 5x114.3 et:43 for 5series 65series and E92 M3 48x7 5 5x114.3 et:48 18"5x114.3 for civic, is250 18x8 5x114.3 et:48 18"5x114.3 et:48 18"5x114.







While it may not be a track beast, it's still quick enough to make people think twice about provoking a Kia on the street, says the builder. We're pretty sure every aspect of this build will make them think twice about everything they thought they knew about building a Cal. Text: Hypertune

Photo: Sergio Guevara and Team Hybrid (www.teamhybrid.com)

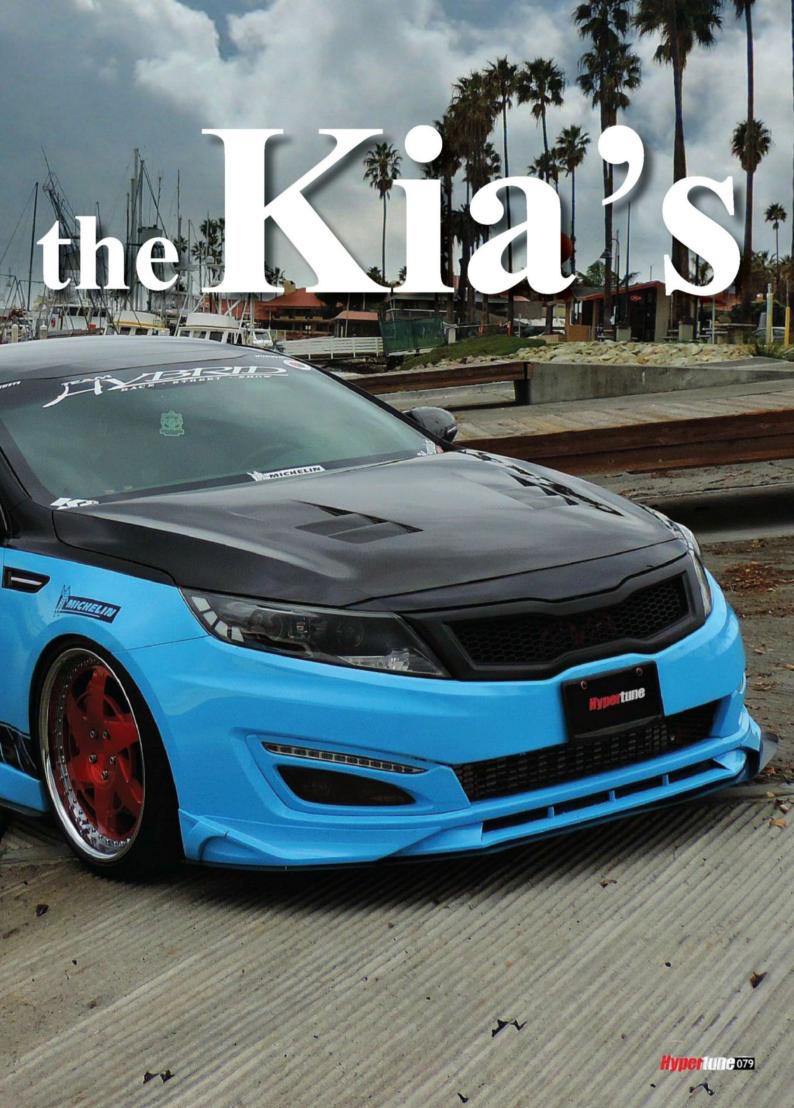
The KDM scene here is still barely in its infancy. Heck, things are still lagging so far behind the Japs that the right comparison would see it still gestating in the womb. "But what is KDM?" I hear you asking.

Well it's the Korean Domestic Market of course. And Mark Lopez from California is here to show us what we can expect from that spectrum of the car modification band in a couple of years time.

Originally intended as the wife's daily / family mover, the addition of a family member decreed more space and practicality in the household. So Mark the responsible family man sold his project car and bought an SUV for his better half, taking over the Optima in the process.

The itch to modify is one that must be constantly scratched and it wasn't long before Mark had his to attend to. Coincidently, the idea to build a car that had never been done before and be a pioneer in the online community was always swirling around in the back of his mind and the Optima was precisely that.

Hooking up with Team Hybrid helped influence his build and also network with some of the best builders in the country. While the Optima isn't all show and no go, the first thing that grabs your eyeballs out of its sockets is the exterior and that where we'll start.





It all starts with the Aeroflow front bumper with Voltex extensions and a Morris Club front chin spoiler. Flowing into the Garcia Factory side skirts complimented by the Karbon Koncepts carbon fibre side skirt extensions, the lines of the car flow end at the Garcia Factory rear bumper extensions together with a Karbon Koncepts carbon fibre rear bumper diffuser.

Up above, a Seibon TS carbon fibre hood and My Ride rear roof spoiler blend with the JC Sportline carbon fibre wing to shape the top part. Even the glass acreage is sharpened up with Karbon Koncepts carbon fibre mirror covers, Concept3 carbon fibre mirror base, World's Best K5 mirror visors, K5 Optima Store mirror tilt module and JSP window visors.

The lighting department has been completely overhauled with LEDs, starting with the Mobis KDM dual projector headlights + EXLED Demon Eyes and El Stig RGB Wi-Fi controlled Iron Man headlights + fog lights + DRL system. In the

rear, Mobis KDM Taillights completes the initial lighting upgrades before attention is bestowed on the details. Mobis DRLs, K5 Optima Store rear bumper LEDs, K5 Optima Store illuminated fender vents, K5 Optima Store front LED switchbacks, K5 Optima Store quad 50-Watt CREE reverse lights, EXLED 6000k HID bulbs, K5 Optima Store rear turn signal module and the Fast & Furious inspired throwback XK Glow Deluxe Wi-Fi controlled RGB underglow kit.

Supporting mods comprise the Seibon carbon fibre license plate frame, Roadruns V2 gloss grille, 3M carbon fibre B-pillar cover, 3M carbon fibre C-pillar cover and Sick Speed dual horns.

The icing on the Kia cake would be the Vaderwerks Ice Blue / Gloss Black dual-tone wrap that is finished to perfection.

Perhaps that blue, red and black combo isn't for you. Well, Mark definitely can't give a rat's ass. Ravishing in red with chrome barrels are the

K3 Projekt IND-SB6 wheels measuring a mouth-watering 20x9.5 in the front and 20x11 in the rear. Helping them put the 300hp to terra firma are stretched Michelin Pilot Sport Comps rocking in at 225/35R20 and 245/35R20.

"Wait, did you just say 300hp?" I most certainly did. This isn't his first rodeo and like all immaculate builds, every aspect of the car must be addressed in order to drive home with back-to-back "Best KDM" titles at the Spocom Anaheim Supershow.

Adding forced induction under the hood is a sizeable and menacing Garrett GTX3076R turbocharger. The stock mill certainly wasn't cut from some sturdy cloth when it left the factory as the Optima wasn't envisioned to handle 300hp. So a LAP3 head spacer and LAP3 conrods help shoulder some of the boost pressure while an AEM Methanol Injection V2 kit absorbs some of the combustion heat whilst simultaneously adding more ignitable juice into the mix.



Cold air gets channelled in via a K&N cold air intake system. Tial supplied the wastegate to govern boost pressure and HKS the SSQV4 blow-off valve to avoid turbo-damaging turbo flutter. A Megan Racing exhaust system lends it some growl and the CX Racing custom front-mount intercooler keeps the charged air cool. Saving weight wasn't the primary goal with the carbon fibre but how could an Optima build go without its namesake Optima Redtop lightweight battery. The red theme continues in the engine bay with a Hydro-Methods red carbon fibre hydro-dipped treatment for some of the engine accessories for some flash to the dash.

Engine management is taken care of by a LAP3 canned tune reflash. A Greddy Profec boost controller keeps the boost pressure in check. The Torque App Pro Diagnostics display is quite handy to have and displays some of the engine's vitals on a nice Samsung Galaxy tablet mounted on the centre console

"Those factory brakes aren't going to cut it when the power output has been more than doubles." Got that covered too. A K-Sport Pro Comp brake kit consisting of eight-piston calipers in the front and six-piston calipers in the rear clamp down hard on 15-inch slotted rotors to reign in the 300 ponies under the hood.

Air suspension is fast proving its worth against the likes of the static setup when it comes to show vehicles and the versatility it provides makes for quite a compelling argument in its favour. Air Force air struts are commanded by the Air Lift Performance V2 management system to adjust the ride height while Air Zenith compressors store the pressurised air for immediate rises.

Inside is as extreme as the exterior with enough enhancements to fill up a few pages here on its

own. The K5 Optima Store provided specialized K-badging, door pocket inserts, illuminated door badges, LED cup holders, World's Best K5 red LED center console cover, LED doorsills, billet pedals and interior LED kit.

That alone would put it on the next level but Mark wasn't done yet.

Applying the Hydro-Methods hydro-dipped treatment to some of the interior panels, he went on to fit a New Faces shift knob, Shark Racing Red carbon fibre interior kit, Coqui Creations VIP front + rear table, Junction Produce headrest pillows + VIP curtains + VIP throw pillows + VIP floor mats, Katzkin Custom dual-tone leather/suede interior, Katzkin K5 embroidered headrests, XK Glow engine + interior lighting kit and a Prosport Halo series boost gauge.

Try saying that in one breath.

There's quite a comprehensive audio setup going on in there as well but unfortunately, we simply don't have sufficient space to lay them all out. Take our word for it and browse the spec sheet at the bottom for the detailed list of the quality ICE components crammed into the Optima.

Build something for yourself and yourself only. That's ultimately what modifying a car is all about. Succumb to peer pressure and you will end up regretting your build down the road, we guarantee it. Mark knows this by heart and set out to achieve something he's always wanted on a platform that has never been taken to this level.

It's inspiring to see Korean models granted the quality pieces, handiwork and technology that has become the norm in JDM builds. Is this a sign of how the KDM market will progress in Malaysia? We damn well hope so.







HYPERFACTS!

Car - Kia Optima SX 2012

Engine Mods - Garrett GTX3076R turbocharger, LAP3 head spacer, LAP3 conrods, AEM Methanol Injection V2 kit, Tial Wastegate, K&N cold air intake system, Megan Racing downpipe, HKS SSQV4 blow-off valve, Megan Racing exhaust, CX Racing custom front-mount intercooler, HKS M45XL spark plugs, SaikouMichi dual oil catch tanks, Kinetic Racing oil cap, Mishimoto radiator cap, Mishimoto power steering reservoir tank, NRG dress-up bolts (red), Hydro-Methods red carbon fibre hydro-dipped engine accessories, Optima Redtop battery, K5 Optima Store throttle body spacer

Transmission - Stock

Electronics - LAP3 canned tune reflash, Greddy Profec boost controller, Torque App Pro Diagnostics, Elm 327-OBD2 scanner

Brakes - K-Sport Pro Comp brake kit eight-piston caliper (front) and six-piston caliper (rear), 15-inch slotted rotors

Suspension & Chassis - Air Force air struts, Air Lift Performance V2 management system, Air Zenith compressors, Ultra-Racing front strut bar, Luxon rear stabiliser brace

Wheels & Tyres - K3 Projekt IND-SB6 20x9.5 (front) and 20x11 (rear), Michelin Pilot Sport Comps 225/35R20 (front) and 245/35R20 (rear), Mishimoto lug nuts, DAD polished crown valve caps

Exterior Mods - Vaderwerks Ice Blue/ Gloss Black dual-tone wrap, Aeroflow front bumper diffuser, Voltex front bumper extensions, Morris club front chin spoiler, Garcia Factory side skirts, Karbon Koncepts carbon fibre side skirt extensions, Garcia Factory rear bumper extensions, Karbon Koncepts carbon fibre rear bumper diffuser, Seibon TS carbon fibre hood, My Ride rear roof spoiler, Karbon Koncepts carbon fibre mirror covers, Seibon carbon fibre decklid, JC Sportline carbon fibre wing, Mobis KDM dual projector headlights + EXLED Demon Eyes and Iron Man halo rings, Mobis KDM Taillights, Mobis DRL, K5 Optima Store rear bumper LEDs, Concept3 carbon fibre mirror base, Seibon carbon fibre license plate frame, Roadruns V2 gloss grille, World's Best K5 mirror visors, K5 Optima Store illuminated fender vents, JSP window visors, 3M carbon fibre B-pillar cover, 3M carbon fibre C-pillar cover, Sick Speed dual horns, K5 Optima Store front LED switchbacks, K5 Optima Store quad 50-Watt CREE reverse lights, El Stig RGB Wi-Fi controlled Iron Man headlights + fog lights + DRL, EXLED 6000k HID bulbs, K5 Optima Store rear turn signal module, K5 Optima Store mirror tilt module, XK Glow Deluxe Wi-Fi controlled RGB underglow kit

Interior Mods - New Faces shift knob, K5 Optima Store specialized K-badging, K5 door pocket inserts, K5 Optima Store illuminated K5 door badges, K5 Optima Store LED cup holders, World's Best K5 red LED center console cover, K5 Optima Store K5 LED doorsills, Shark Racing Red carbon fibre interior kit, Coqui Creations VIP front + rear table, Junction Produce headrest pillows, Junction Produce VIP curtains, Junction Produce VIP throw pillows, Junction Produce VIP floor mats, Katzkin Custom dual-tone leather/suede interior, Katzkin K5 embroidered headrests, K5 Optima Store billet pedals, Hydro-Methods hydrodipped interior panels, XK Glow engine + interior lighting kit, K5 Optima Store interior LED kit, Prosport Halo series boost gauge, Samsung Galaxy tablet

Audio - Infinity Navigation head unit, PAC Audio SOEM-T line output converter, Rockford Fosgate P2 12-inch subs, Rockford Fosgate 6.5-inch T3 front + rear component speakers, Rockford Fosgate T1000 amps, Rockford Fosgate T400 amp, GS Audio bass controller module, Rockford Fosgate circuit breaker, Rockford Fosgate distribution block

Team - Team Hybrid SoCal Chapter

Sponsors/Special Thanks - El Stig Garage, Mishimoto, K&N Filters, Meguiar's, K5 Projekt Wheels, Concept 3 Performance, Katzkin Leather, Amsoil, Energy Suspension, K5 Optima Store, Michelin, VaderWerks, China Square Restaurant, Cloud 10 Vape Bar



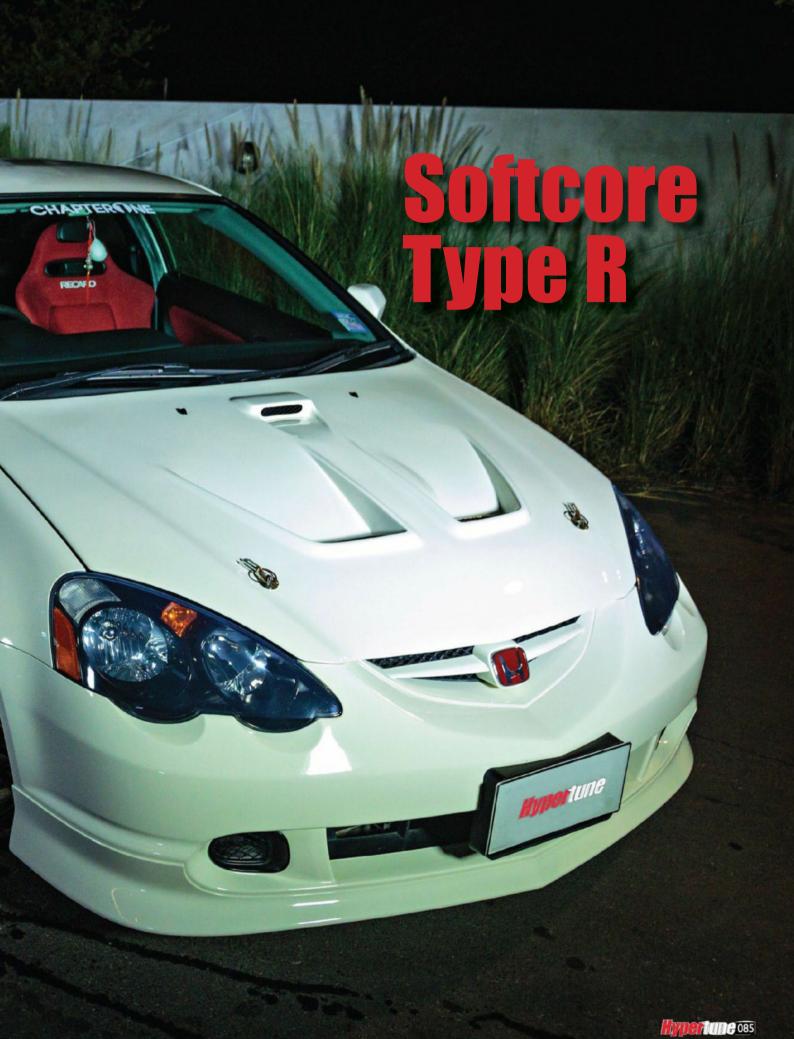
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NORTHERN LIGHTS BECKONING



It has been a well known fact that the Integra Type R (in its third gen DC2 guise, the second in line Type R after the 1992 NSX-R) right from the get go have ticked all the relevant boxes in the 'performance icon' checklist. It has since established its place of permanence in many a top ten list of pecking order, not in the least being right at the top of the 'greatest front wheel drive performance car' of all time.

That is a mighty tribute for the Integra but there's more than one source or authority in the highly niche fast car domain that would readily vouch for the Integra. Check this out from a genuinely reliable source right here, the UK's EVO: In one of the issues we brought together the 15 greatest front-drive cars of recent times. The Integra was the overall winner. As Meaden (Richard that's one of their reputable testers)

concluded, 'It's a car as sweet and all-consuming as any I've experienced at any price, and as pure and focused in its own way as any Porsche RS. Forget the accolade of greatest front-wheel-drive car. The Integra Type-R ranks as one of the truly great drivers' cars of any kind.'

Regardless of how you spin it the fact to the matter is crystal clear - being an overall winner amongst 15 of the greatest front-wheel-drive cars of recent times is already a defining fact in on itself, but the gist of the DC2R's accomplishment goes quite a bit further than just a title adornment. It has set a benchmark by which all other FWD cars are measured against, a baseline which is still valid even today (more than 20 years to the good), and the sum of all its sweetly engineered parts, assembled in its glorious Type R manner and distinction, redefines

the Type R machines to its very essence. To say that the DC2R is a tough act to follow is a gross understatement.

Gross understatement notwithstanding, the high profile Chapter One Club hailing from Thailand counts among its growing horde of car-crazed members some of the most avid Honda Type R enthusiasts. We've already featured what could well be the most extensively modified DC2 to ever turned a wheel only last issue, and Lertsiri Boonmee's stellar R Core DC2, with loads of fibrous carbon all over, one of the highest specific output and highest revving NA motor ever seen (252hp at 9000rpm!!!), and also, a strip out, refurbished interior that invoke going fast 24-7; the R Core creation defines the tuning culture at its purest form, and establish Chapter One as a genuine benchmark and a great friend of Hypertune up north.



Continuing along with Chapter One's deep rooted association with 'fast and fabulous' Hondas, we have right here the DC2R's successor - the DC5R, or more correctly the Integra DC5 Type R. Now of course one thing is gob-smackingly clear from the start, this ride has not undertaken the 'extreme & hardcore' route of its former R Core counterpart, not many has taken the R Core's 'extreme & hardcore' route which makes Lertsiri's Integra all the more special, all the more sublime. That doesn't mean this example hasn't any subliminal essence within it know what I mean. It's just that it conceals it only to unleash it to the detriment of its detractors.

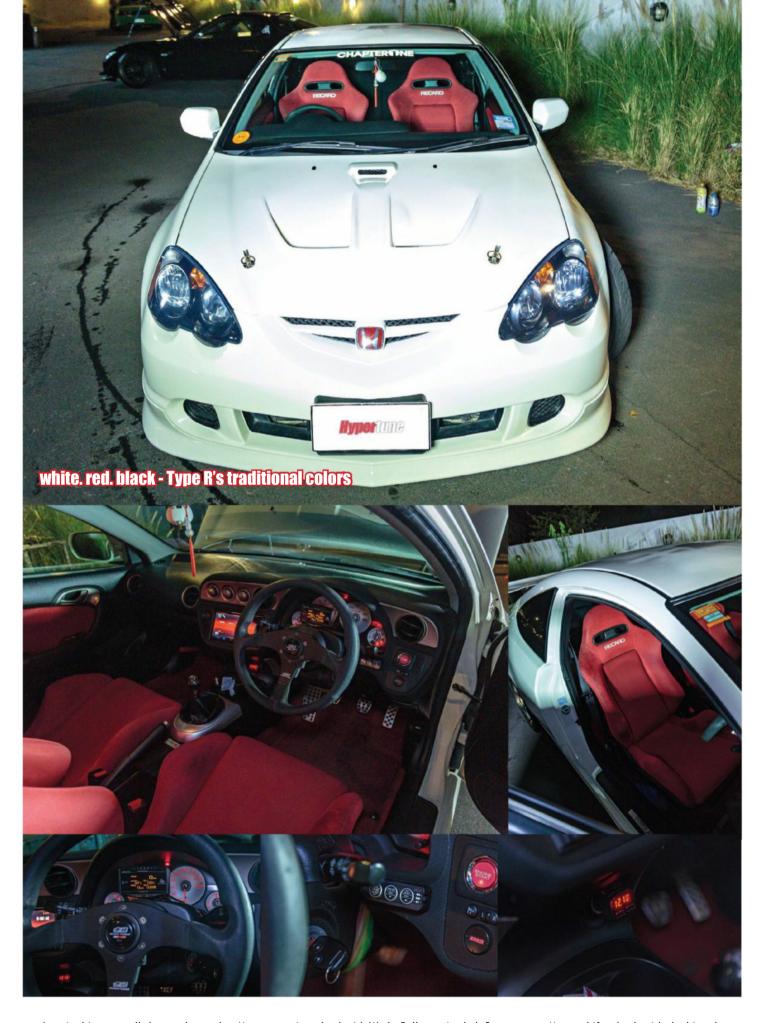
What might it be unleashing you ask? Well its K20A iVTEC has an AEM Series 2 ECU running its power churning aspects, which gains some pretty modest extra ponies from a Mugen high performance intake system which the mighty Honda go-faster maestro had reiterated "intake vents are optimized to reduce induction temperature so as to boost power

output. Optimization of air box layout and adaptation of special high performance air filter contributes to decrease of air-flow resistance by almost 20%" Further upgrade to the K20A also focuses on the intake specifically its throttle body; out went the stock and in came a tried & tested aftermarket replacement - 70mm Works Engineering Power-Plus. Thereafter in came the incredibly light JIC Bullet Titanium full exhaust, and out came the stock DC5R item, the JIC Ti's economy of weight merited the swap. Running on E20 Ethanol (the Thais are big on ethanol and specialized fuels) a pretty decent figure of 232hp was achieved. Not bad indeed.

Handling extras includes Ohlins DFV shocks and aftermarket lower control arms with ball joint, while brakes upgrades consists of 320mm Brembo Racing discs with Earl's brake lines all around. Styling slash aesthetics went the 'minimalist' route-Mugen bonnet, Varis rear spoiler combining well with the Type R cosmetics. Looking the part just as well was the wheels & tires combo-Volk Racing SE37 17 inch with AD80R Yokohamas.







Interior bits were all the usuals mostly - Mugen steering wheel with Works Bell steering hub & connector, Mugen shifter knob with the hi-tech looks of Defi Link Meter ZD Clubsport rounding things up nice and tidy.



Engine: K20A iVTEC DOHC 16V inline-4

Engine mods: AEM series 2 ECU, running on E20 Ethanol, Mugen high performance intake system, 70mm. Works Engineering Power-Plus throttle body, Innovative Engine mount, Mugen radiator cap, JIC Bullet Titanium exhaust, Mugen radiator cap, Mugen front strut bar

Transmission: 6-speed manual, Exedy Clutch kit

Suspension: Ohlins DFV shocks, Lower control arms with Ball Joint

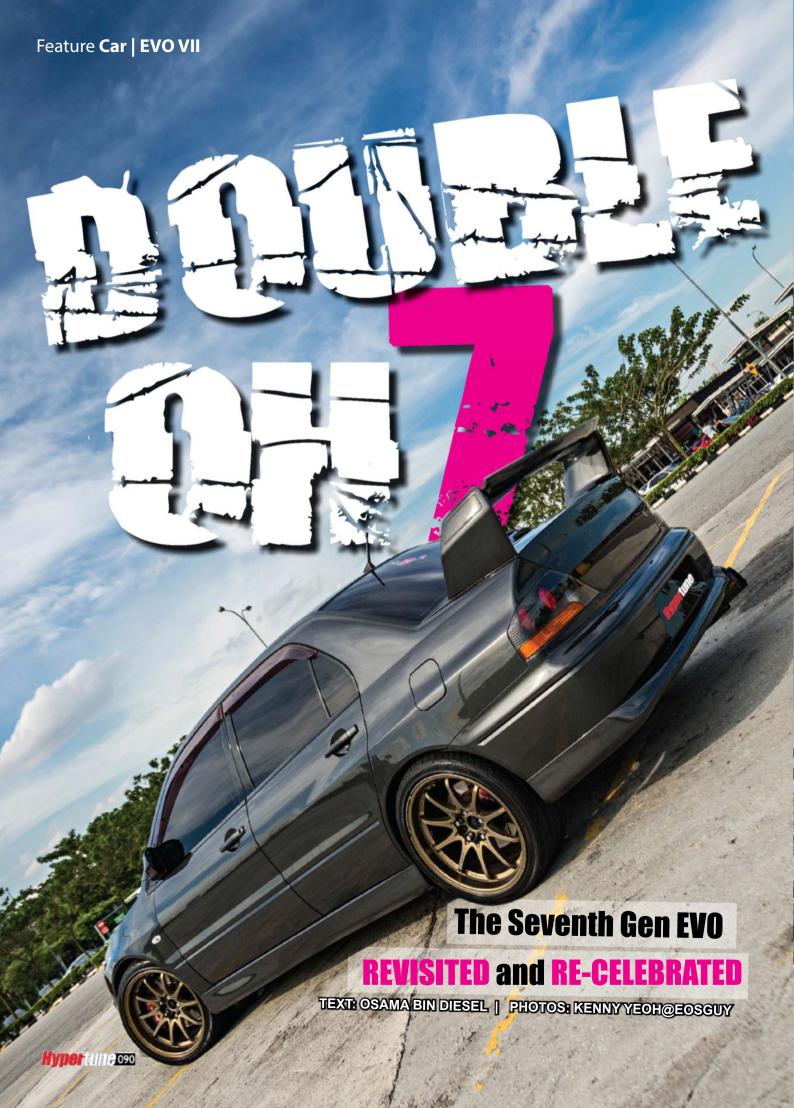
Brakes: Brembo racing disc 320 mm, Earl's Brake Lines front and rear

Wheels & Tires: Volk Racing 17 inch SE37 front 8.5J rear 7.5J Yokohama AD80R tires

Exterior: Type R sideskirts, front and rear bumper, Mugen bonnet, Varis rear spoiler

Interior: Mugen steering wheel, Works Bell steering hub and connector, Mugen shift knob, Defi Link Meter ZD Clubsport, 2 DIN JVC sound system, Engine start button







ranting on about?



With such glorious dossier on top of what is regarded as one of the finest performance saloons ever engineered, this particular VII specimen with its soup-up 4G63T had it all. That soup-up 4G63T rumbling restlessly under the Varis carbon fiber hood features a litany of aftermarket upgrades. Instead of going all uppity with stroker kits or bigger turbos the owner opted for enhancements and refinements, keeping the authentic character of the 4G63T intact. For starters the innerworkings equipped with King main bearings and all were spruced up with a supplement of HKS components: 87mm pistons, 1.2mm head gasket, 272° hi-cams and valve springs. HKS air filter made up the sole upgrade for the air coming in, while excess gases gets drawn out via another HKS component - the extractor, and on to a Trust exhaust system. Turbo upgrades include 44mm Tial wastegate and HKS SQV, while the fuel system received Sard 800cc injector and Works fuel regulator. Further mods include Koyo radiator and GReddy

oil catch tank. And keeping everything glued together without any risk of being unglued is ARP main & head studs.

Haltech engine management runs the whole thing with its advanced microprocessor, with the 4G63T's turbo boost supervised by a GReddy Profec Type S boost controller. The 5 speed manual received a carbon twin plate clutch from Ogura. Chassis mods consisted of Tein Type Flex and Cusco strut bar for the suspension, while the stock EVO VII brakes remained as it were save for Bendix Metal King pads.

Finally we have the fine styling of this EVO: externally the Varis carbon fiber parts galore (hood, bonnet, spoilers, front lip and exhaust guard) turns heads like no other even more so in this regard with its cool subliminal finishing, further blinged-up with Volk Racing CE28 18 inch alloys. The inside save for a generous number of gauges and a Trust gear knob is all stock.









HYPERFACTS!

Car: Mitsubishi EVOLUTION VII

Engine: 4G63T

Engine Modifications: port & polished head, HKS 1.2mm head gasket, HKS 272° hi-cam, HKS 87mm pistons, HKS valve springs, KING main bearings, ARP head & main stud, HKS air filter, Tial 44mm wastegate, Koyo radiator, HKS extractor, Sard 800cc injector Works fuel regulator, HKS SQV, GReddy oil catch tank, Trust exhaust system

Electronics: Haltech engine management

Transmission: 5-speed manual Ogura carbon twin plate clutch

Suspension: TEIN Type Flex adjustable, Cusco strut bar

Wheels & Tires: Volk Racing CE28 18 inch alloys, Yokohama AD08 Interior: GReddy Profec Type S, HKS turbo timer, Defi meter stack,

Apexi RSM,

Exterior: Varis carbon fiber hood, bonnet, spoiler, front lip, exhaust

guard, Ralliart side mirror









shifter to reduce the distance of the throw. Power levels are still very much near factory so a clutch upgrade isn't necessary yet.

Bringing the car to a halt should never be overlooked, even if the car is still stock. Stopping in a shorter distance will always outweigh quicker accelerating so some larger TRD four-piston calipers were fitted and they're hiding behind a set of the most recognisable aftermarket wheels TRD produced, the T3.

Measuring 17 inches in diameter, the wheels are wrapped in Federal 595 RS-R tyres and are fitted with TRD air valve stems. On the suspension side, a switch to some proven Tein HR coilovers has done the trick for better ride quality in all conditions and lowering it a bit as well.

You might noticed the added girth and that is courtesy of the custom exotic without the costs associated with calling one your own.

custom panels, there's also a Phoenix Power engine hood scoop together with an air scoop sitting over the roof to channel in the air towards the engine. Adding a touch of modernity to the rear are the facelift taillights.

Defying its age, the interior is an altar to TRD with the manufacturer's performance arm supplying the speedometer, steering wheel, sports seats and gear knob. In fact, the only non-TRD addition in the cabin is the Blitz boost gauge nestled in a holder pod right above the steering wheel column for easy viewing.

A mid-engine, rear-driven layout is still the recipe for a performance car and it continues to form the basis for many of the sports cars that are available today. Toyota gave us an affordable one back in the day with the MR2 and it continues to provide an avenue for those seeking the driving dynamics of an











In between its myriad of Hollywood appearances, the Marvelous Mini, with a prolific almost 40 years production run, a total of 5,387,862 cars manufactured, have transcended one important era after another, and in doing so have successfully redefined itself from a mass-market commute to a fashionable icon loved the world over.

Although it had quite a bit to do with the many 'special editions' launched exclusively for the British market throughout the 1980s right up to the 90s, the design essence of the Mini - its ultra compact dimensions coupled to an evergreen style that remained fresh and trendy all the way through the swinging 60s, the 1970s, and right through the 80s and the 90s before production ends symbolically on October 2000, epitomizes its natural tenacity despite its diminutiveness.

Now I'm sure being tenacious or being scrutinized 24-7 weren't what the man which this stunning matte black finish MINI right here belongs to, had in mind when he sets about re-engineering & restoring this 1994 re-bodied 1971 Mini into the

handsomely groomed new Mini Classic draped in bespoke designer suit from Zeemax - UK's famed aerodynamicist known especially for its conversions and bodykits for the Classic Mini, as in Zeemax' classier take of a feistier widebody Mini on steroids.

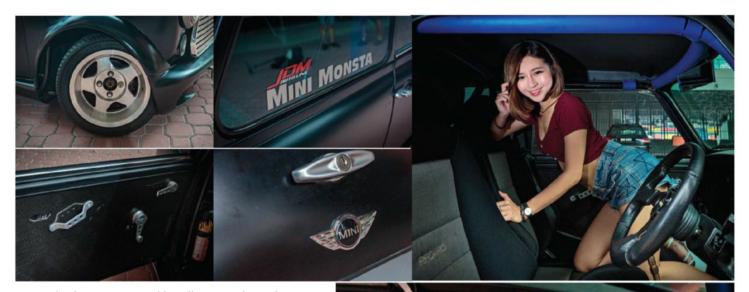
Sporting the full complements of Zeemax Mini bodykit - the front & rear bumper, pair of sideskirts , blistering wheel arches (a set of 4) the indispensible roof spoiler and that reinforced composite hood leading to that brushed silver grill & lighting façade, simply a class act. Of course with the Mini all the killer bodywork in the world wouldn't cut it without a 'right' set of wheels, which the owner takes to be a custom 13 inch JRD retro style spokes 7J width and +10mm offset wrapped with A539 175/50/13 Yokohamas. Additional exterior extras are: 7" LED Headlights, LED Taillights and Custom Clear Rear Taillights Cover.

Since we're taking in the visual delight that this compact pseudo retro raunchy mobile worthy of Austin Powers the man himself in the flesh, let's









move right along into its superbly well appointed innards, starting with the carbon fiber compliments covers the door panels, rear panel and the dashboard, of which a speck of gauges adorns the custom it - Autometer Ultra-Lite Gauges, plus a slew of Defi gauges compliments. Other key extras apart from the smack bang in-your-face obvious Recaro N-Joy seats, Mountney steering with removable kit and 11 point roll cage, includes green, red & amber warning lights and Multicomp MCR17-10B toggle switches.

Now on to the serious stuff; the multiple 'remix' engine features a number of different donors: the Mira L200S Engine Head and 5 speed manual LSD gearbox (equipped with Exedy clutch) the former having undergone CNC dimple ported by Nasty Port Flow. Then there's the block and crankshaft from the L700 (fifth gen Cuore), with up-rated innerworkings consisting of: 72mm Nissan March Super Turbo 72mm pistons, Tomei Conrods, Daido Conrod Bearings, RIK Piston Rings. The cams are Matspeed 280 degrees while the crank pulley comes from Works.









HYPERFACTS!

Engine Mods:

L200S Engine Head (CNC dimple ported by Nasty Port Flow), L700 Block (Bored), L700 Crankshaft (Balanced), Works Crank Pulley, Sard 52mm Aluminum Radiator, DEI Reflect-A-GOLD - Heat Reflective Tape on firewall, Nissan March Super Turbo 72mm Pistons, Tomei Conrods, ARP Bolts, Daido Conrod Bearings, RIK Piston Rings, L700 Oil Pump, Matspeed 280 degrees Camshaft, HKS GT2510 Turbo Custom Exhaust Manifold, Custom Intake Manifold, DeatschWerks 320 LPH, Injector Dynamics 1000cc Injectors, Sard FPR, Golden Eagle Fuel Rail, RX-7 Oil Cooler, K&N Air Filter, Section Engine Torque Damper (EK9), Lancer GSR Throttle Body, WRX STi Spec C 12 litres Intercooler Water Spray Tank

SPAL Fuse Relay, SPAL 11" Low Profile Fan - Straight Blade - Pull, New Fuel tank float, Custom straight through exhaust system (2" to 2.5" to 3"), Stinger 300Amp Circuit Breaker

Electronics:

Haltech Platinum 1000, Haltech Autospec 2.5m/8ft flying lead harness (with Haltech fuse box with 6 circuits), Haltech 4 Bar GM MAP Sensor (inc plug & pins), Haltech Air Temp Sensor - 1/8 NPT Thread (inc plug & pins)

Transmission:

L200S 5 Speed Manual LSD Gearbox, Exedy clutch

Handling:

Mini Spares Ball Joint Kit, Mini Spares Suspension Pack Of Geometry Items (Front & Rear), Mini Spares Poly Bump Stop, KONI Lowered Height Dampers (Front & Rear), Front Sway Bars

Brakes:

PBR Brake Pump

Wheels & Tires:

13" X 7J +10mm custom JRD wheels, Yokohama A539 175/50/13

Interior:

Mountney Steering and Removable Kit, Recaro N-Joy (RHS & LHS), Carbon Fiber Door Panels, Carbon Fiber Rear Panel, Carbon Fiber Dashboard, Autometer Ultra-Lite Gauges (Speed 4489-M, Tacho am4498 and Fuel am4310), Warning Lights (Green, Red and Amber), Multicomp MCR17-10B(BLK) - 4pcs, Defi Boost Meter, Defi Oil Temp Meter, Defi Water Temp Meter, Defi Oil Pressure Meter, 11 Point Roll Cage

Exterior:

Full Zeemax bodykit: front & rear bumper, sideskirts, wheel arches (a set of 4), roof spoiler & reinforced composite hood







SONY XAV-V630BT V168

The Sony XAV-V630BT 6.2 inch AV Receiver is one of the numerous models in the Sony Xplod™ Audio & Visual Players range of AV Receivers. It comes fully loaded with features like the MHL/HDMI Interface: a feature whereby through the use of the MHL or HDMI cables supplied with the player you can play digital video and audio content from a wide range of smartphones. MHL is also compatible with Android™ while HDMI is compatible with iOS, BlackBerry and Windows smartphones. Then there's the MirrorLink™ Connectivity which lets you access your smartphone applications via the car's navigation screen and steering wheel buttons. This allows you to use your phone conveniently from one central interface for a safer drive home. And yet another feature is the App Remote Version 2.0 - a versatile smartphone app that allows you to use voice control to operate your Sony Audio and Visual Player and smartphone. It will also read out your incoming smartphone messages and alerts. Add all of the above ingenious features to the XAV-630BT's 55Watts x 4, MEGA BASS, One Touch Connection with NFC, Voice control by SongPal / Siri Eyes Free, Steering Wheel Remote input, New UI, plus a 5 band digital EO and you get the ICE deal of the season, Call Sony Malaysia at 1-300-88-1233 or visit your nearest Sony dealer today.

CTEK MXS 10 Battery Charger

The CTEK MXS 10 is a state of the art professional charger perfect for solving a broad range of battery problems. It has smart features such as battery diagnosis as well as a special battery reconditioning function. It also has a power supply mode which allows the battery to be disconnected from the vehicle without losing important configurations. For more information please contact TJM Products Sdn. Bhd. at 03-7984 7844 or email to info@tjm.com.my



BASS ENGINE SQ X iPod Audio BASS ENGINE SQ DL Parameter CO D1'12' CO D1

Alpine X008EU

The unit supports a wide range of formats like CD-R, WMA, WMA, MP3 and AAC playback with the sound outputs of 4x50W. Its Dual Zone playback allows for independent A/V output for the rear monitors, while its 9-band Parametric EQ and 10 different preset modes of EQ is capable of playing songs at different outputs to suit the in-car environment. One would never have to lay eyes away from the road with its Text-to-Speech function that is able to interpret 15 different languages whereas its built-in high performance navigation system is able to provide guidance in 29 different languages. For more info, please contact Wo Kee Hong Group at 03-7954 8088 or email them at wkhma@wokeehong.net

NEW 2017 PIONEER CD AND DIGITAL MEDIA RECEIVERS

The 2017 line up of in-car receivers based on new hardware platforms was announced Pioneer Malaysia - an acknowledged leader in car infotainment. With 11 models available among them the 1-DIN DEH-X1950UB, DEH-X1953UB, DEH-X2950UI, DEH-X3950BT, DEH-X4950BT, and DEH-X7850BTCD receivers as well as Pioneer's MVH-X195UI digital media version, the new hardware platforms also enabled more advanced features and highly enhanced audio reproduction. Among its many features: A 13-band equalizer (EQ), touting twice the number of adjustable frequencies than most car EQs, provides more precise sound tweaking. Meanwhile, a newly incorporated 3-way network mode can significantly enhance treble, vocal and bass separation for greater finesse, by seamlessly integrating a tweeter, mid-range driver, and woofer. The new 2017 Pioneer CD and Digital Media Receivers are now available at all Pioneer authorised dealers. For more updates on these products, please visit the Pioneer Car Entertainment Facebook page at www. facebook.com/Pioneer.my/



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JVC KW-V11

The JVC KW-V11 DVD/CD/USB Receiver with 6.2 WVGA Touch Panel Monitor is a quick and easy way to make your car audio system top-of-the-line. Featuring a large 6.2-inch touchscreen monitor, you can easily manage custom mix tapes and watch DVDs in your car. This receiver features built-in Bluetooth technology so you can easily sync your smartphone up to your car's audio system and listen to your favorite music on the go. you'll love this product! For those who want a larger display and simple controls, JVC's KW-V11 DVD receivers supplies a vibrant 6.2" touchscreen that lets you control and see info from your music and videos, and you can customize the screen to display your five favorite sources. Got an iPhone 4 or 4S? Using JVC's App Link Mode, you'll get basic control over audio apps like Tunein Radio, including functions like play/pause or track up/down, and you can also view traffic info from Inrix, Cobra iRadar, and other driving apps. More info from JVC Kenwood Malaysia 03-5548 or visit their website: www.my.jvckenwood.com





KENWOOD DDX 315

Do you want your in-dash receiver to do more than just play the radio and CDs? If you do, Kenwood's DDX315 offers extensive built-in iPod® controls, plus compatibility with many of your iPhone® apps. When you factor in a big 6.1" touchscreen with easy-to-use menu icons, this versatile DVD receiver may just be what you're looking for. Many of us don't limit our music and entertainment choices to what we've already downloaded. Thanks to smartphones like the iPhone, we're connected to a wide range of streaming audio, video, and other services. The DDX315 gives you fingertip control over your Pandora® Internet radio stations. Kenwood's iPhone App Mode lets you stream video content from sources like Netflix and YouTube when your car's parked, and you can watch your favorite DVDs or iPod video on the built-in screen whenever you're parked, too. Traveling? You can also set up your passengers in the back with an external screen and wireless headphones so they can watch video content while you drive. For more info call JVC Kenwood 03-5548 3330 or check out their webpage www.my.jvckenwood.com

ROCKFORD FOSGATE 3SIXTY.3 INTERACTIVE SIGNAL PROCESSOR

The new 3Sixty.3 is an interactive signal processor is the perfect solution for those customers who want to add aftermarket equipment to their factory source unit, integrate their mobile devices, or have complete control over their audio signal. With features like Bluetooth streaming, selectable crossover types and a USB interface, the versatility is endless. In essence it is an 8-Channel Interactive Signal Processor w/ 248 Band Parametric EQ. The 3Sixty.3 is the ultimate signal processor that can function as an OEM integration "black box" or a complete surround sound DSP. Featuring 8-channels of interactive signal processing, it can handle the most complex system design. Call Autocraft Electronics at 603-80115335 or email them at autocraft.m@gmail.com for more information.



Sportonal formation

Rockford Fosgate 600 Watt 5-Channel Amplifier

The Rockford Fosgate PRIME R600X5 is a 5-channel amplifier designed to run an entire car audio system! The R600X5 produces up to 75 Watts into each of its four channels with a dedicated subwoofer channel capable of producing 300 Watts into 2-Ohms. The Prime R600X5 amplifier produces up to 75 Watts into each of its 4-channels plus 300 Watts into a dedicated 5th (subwoofer) channel. This 5-channel design makes it the perfect amplifier when you want one amplifier to run it all! The Prime series offers quality and power from Rockford Fosgate at a great price. Car Audio Fanatics rock out! Call Autocraft Electronics at 603-80115335 or email them at autocraft.m@gmail.com for more information.

Alpine DLX-Z17PRO

The DLX-Z17PRO is an ultra high-end speaker engineered for professional competition systems that demand the highest degree of precision, accuracy and sound performance. With its beautifully machined copper embodiments and special edition crossover with hand-selected and paired parts, each component is manufactured to exacting standards and crafted to perfection. The calibre of these component speakers is truly sublime, offering a level of prestige, elegance and sophistication unequalled by its rivals. For more information please contact Wo Kee Hong Group at 03-7954 8088 or email them at wkhma@wokeehong.net

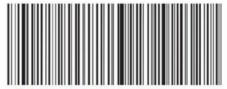


PIONEER ARC Version 2.2.0

Pioneer ARC, the company's do-it-all mobile application, has also been updated to take full advantage of the 13-band EQ and 3-way network mode. Version2.2.0 now supports new EQ and advanced settings, like crossover and speaker levels, which can be easily customised via an intuitive "touch-and-slide" interface with zoom capability. A newly introduced fader/balance setting lets users tune both parameters effortlessly and concurrently.ARC also now supports third-party apps, such as Google Maps, Waze, Spotify, and YouTube, allowing users to access more content. Key features: 50% to 60% smaller than uncompressed WAV files, but without sacrificing the original sound quality, FLAC is the most popular lossless audio format favoured by music lovers and audiophiles. With 24-bit/96KHz FLAC support, drivers and their passengers can enjoy unadulterated tunes, touting the full dynamism and nuances of studio recordings. Spotify, currently available in Singapore, Malaysia, and the Philippines with more Southeast Asian countries in the pipeline, maintains a massive library of over 30 million titles.. For more updates on these products, please visit the Pioneer Car Entertainment Facebook page at www.facebook.com/Pioneer.my/







The Automotive Industry is to be shared among the community and not by an individual. So come make some friends through our humble club











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[A] |

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Drag & Drift Club Ddc_my.tripod.com **Drift Enthusiast's** www.drift.com.my

[E] ||

www.ep70.cjb.net

[F]

Club (FOMEC) www.fomec.org Forum Group of Senawang www.fasn9.com FTO M'sia Owners Club www.ftomalaysia.com

[G]

Gen2 Club www.gen2club.com **Geng Turbo** www.gengturbo.org Getz Club Malavsi www.getzclub.com.my

[H]

Honda Accord Variants Owners Club www.myHAVOC.net Honda Car Owners Club www.hcoc.net.my **Honda City Connection (H3)** www.hc3msia.com **Honda Civic 99 Spec** Enthusiasts www.team99ers.net **Honda Prelude Owners Club** hpocmalaysia.tripod.com **Honda Stream Owners Club** www.mystream.cc Hypermax www.hypermax.cjb.net **Honda Odyssey Owners** Club Malaysia www.myodysseyclub.com

Hyundai Accent Club of M'sia http://myaccentclub **Hyundai Coupe Club** www.hcc.ne1.net **Honda Civic 9th Generation** Club Malaysia (9GCC) https://www.facebook.com/ groups/9gencivicclub

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Inspira Tuner Club http://theinspiratuners. forumer.com Italia Auto Club www.italiaauto.net Italian Car Club Forum www.italiaauto.com I-Vtec Club www.i-vtecclub.com

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Japanese Sportscar Owners Club www.jsoc-malaysia.com JazzFit Friends Club www.myjffc.com Jazz Hybrid Club Malaysia www.facebook.com/groups/ jazzhybridclubmalavsia

[K] |

Kaizertweek **Performance Club** www.kaizertweeks.8m.com Kenari & Kelisa Owner Club www.k2oc.com ners Club www.kenariclub.net Kuantan(Triple-K) www.kelabkeretakuantan. netfirms.com Kembara Nautica **Automotive Club** www.kembaranautica.com Killer www.b6b8.org K-car Sport Enthusiast kcarsport.8m.com

[K]

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L2TT Performance Group www.l2tt.net Lancer GT Club www.lancergtclub.com

[M]

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Odyssey Club www.odysseyclub-online.com Official Malaysia Honda Stream Club www.1streamer.com

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Perdana V-Sixers www.v-sixers.com Performance Carbs Forum http://carbforum.sytes.net Perodua Owners (KAPMA) www.perodua.com.my /kapma.php **Peugeot Club** www.peugeotclubmalaysia.com Photokaki Forum www.photokaki.com **Picanto Club** www.picantoclub.com **Proton Mania Club** www.protonmania.com **Putra Collective** www.putra.proboards54.com **Putra Enthusiast Group** groups.msn.com/putraenthusiast **Proton Satria Enthusiast** www.pro-hatch.net

[R]

R3gister-Home to R3 Owners www.r3gister.org R3gister Forum www.scratchdisk.biz.r3gister/ forum/ **Reckless Motorsport** www.recklessmotorsport.cjb.net Redline Club http://www.redline-club.com **RX8 Club Malaysia** www.rx8clubmalaysia.com

[5] Saga Iswara Club (S.I.C) www.SagalswaraClub.ma.cx Saga Iswara Owner's Club (SIOC) www.sioc.cib.net Sarawak Auto Forum www.zerograviti.org Satria GTi Club www.satriagticlub.com.my Satria Neo Club www.satrianeoclub.com.mv Satria Neo Crews www.satrianeocrews.com Satria Performance **Owners Club** www.spoc.com.my Satria Tuners Club www.satrianz.com Savvy Owners Club (SAVOC) www.savoc.net Slip Stream www.slipstream.com.my Subaru Club Malaysia www.mysubaruclub.com **Sutera Club** www.suteraclub.com Swift Club Malaysia www.swiftclubmalaysia.com **Syabas Drift**

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www.syabasdrift.com

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[T] Team Imperials

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[U]

Ultimate Driving Machine Owners www.udmowners.com

[V]

Vios 07 Club www.vioszeroseven.com VIP Dream Club www.vipdreamclub.com **VIP Style Society** Malaysia www.vipstylesociety.com

Volkswagen Clul Malaysia www.vwclubmalaysia.net Volvo Owners Club of Malaysia www.vocm.com.my

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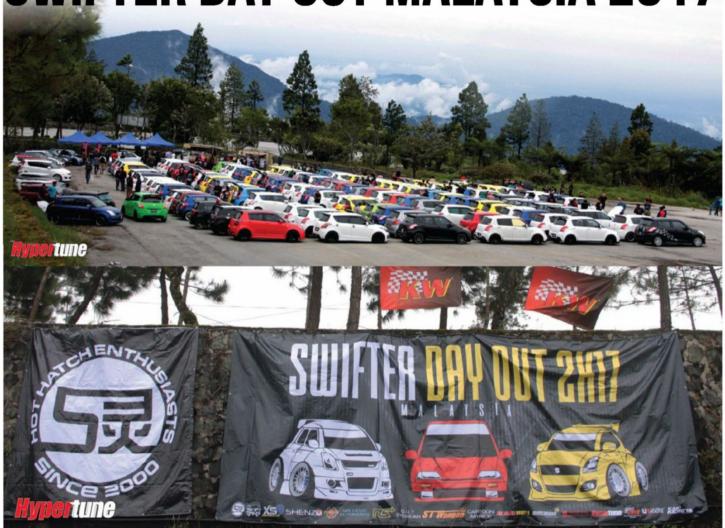
Waja Performance Club www.wpc.com.my Wira 1.8 DOHC LE **Owners Club** www.c99limited.com Wira Owners Club www.wiraownersclub.com Wira Aeroback Performance Club www.wapc.com.my

Wish Club Malaysia www.wishclubmalaysia.my [X]

www.wisecommunity.net

Xtrail Owner Club www.mototrader.com.my/ xtrailclub

SWIFTER DAY OUT MALAYSIA 2017



With solid backing from a number of organizations the owners of the spunky Suzuki Swift from all around the country had gathered for the Swifter Day Out Malaysia 2017 at the panoramic vista of Genting Highlands. The large gathering of Swifts both new and old in just about every kinds of personalization saw nearly 200 of them ascending the winding roads up Genting in the spirit of camaraderie and togetherness. The Swifts present at the 'Swifter Day Out Malaysia 2017' came from all over the Peninsular from down south Johor all the way up north from Perlis. However spare a thought for the many Swift owners from the East Coast - from Kelantan and Terengganu which could not attend the gathering due to the massive flood befalling their hometowns. Our hearts and minds are with

The Singaporean Swifters had also made the trip with quite a number of them bringing along their modified Swifts to join their Malaysian counterparts. The gathering's scheduled activities went ahead without a cinch, despite the rather cold weather in the highlands of Genting during the weekend, made even more so with the occasional drizzles and 'swift' winds.

We at Shift and Hypertune congratulate the organizers of the Swifter Day Out Malaysia 2017.











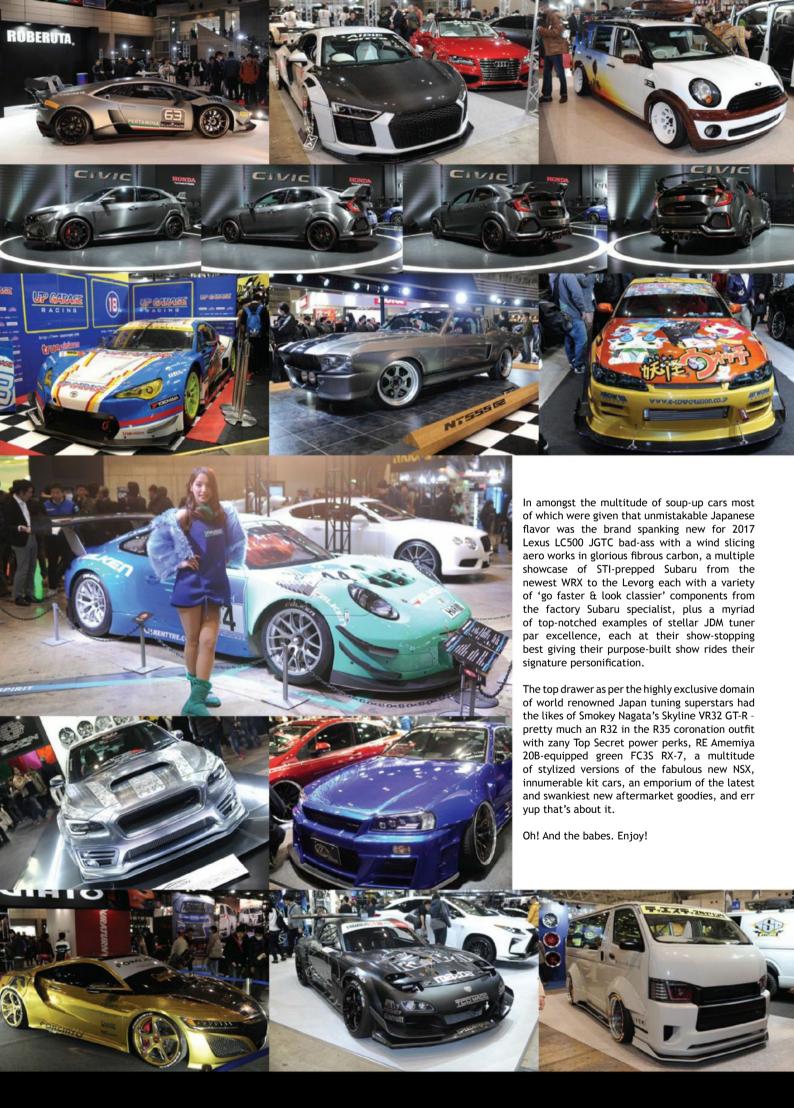
Photo: Aie Mins@Perotography

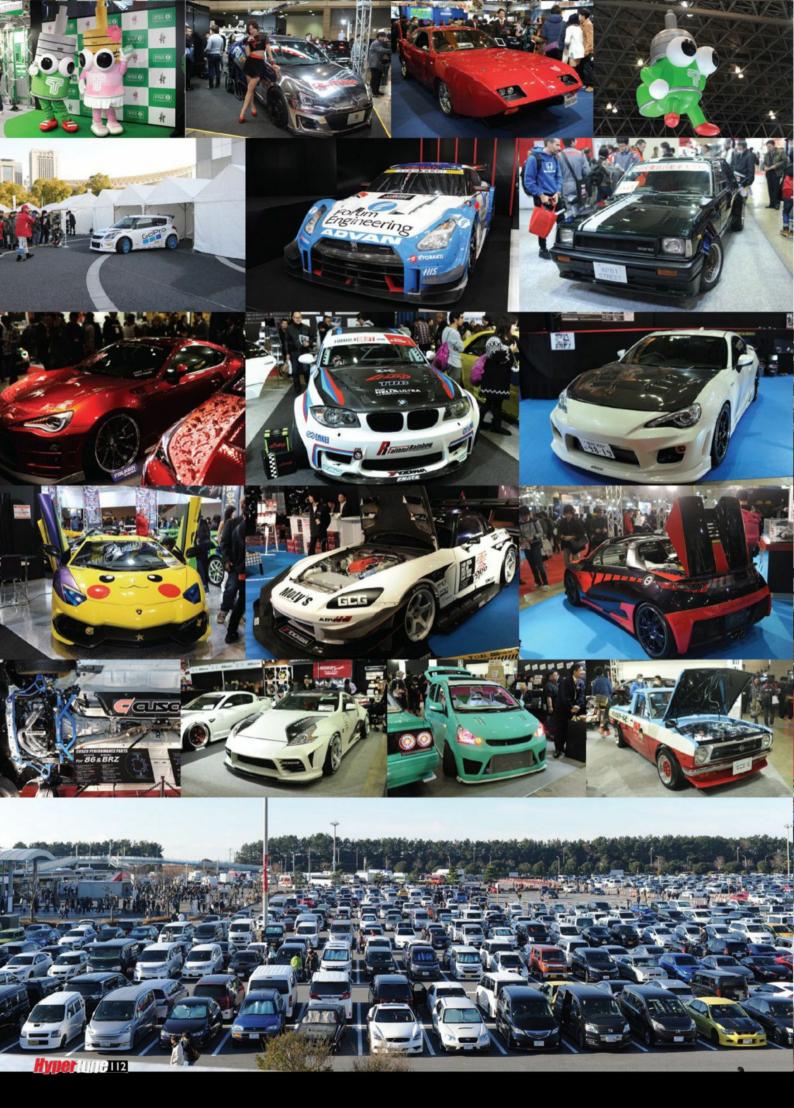
The double celebration as per *the* new year and more recently the new year of the rooster have gotten the perfect 'double delight' as far as car aficionados are concern. Held right in between the two was the 'aftermarket fairyland' the one and only Tokyo Auto Salon 2017 edition, with its delectable entrée of the sublime and the weird, the outrageous and the tame, the unquestionably classy and the uncharacteristically tacky. Welcome to the first major international

automobile aftermarket extravaganza of 2017.

Thanks to the timely visit of 'a friend of ours' (that's wiseguy slang for being one of us, remember that kiddos) we have here a montage slash 'multi-purpose' spread that covers pretty much everything that had its own exhibition hall at the sprawling Makuhari Messe - the home of the Tokyo Auto Salon in the vast Japanese metropolis.









Event





Tonnka Drift King 2017

The immensely popular form of 'alternative' form of motorsport known artfully as drift has become come such a long, long way since its progenitor Keiichi Tsuchiya and further back Kunimitsu Takahashi began going sideways on purpose during the late 1970s and early 1980s. By the mid 1990s the sport have garnered quite a following State-side when in 1996 the first Drift Competition outside Japan was held at Willow Springs California. Fast forward twenty or so years later and Drift has the sanctioned D1GP on the International Level while all over the world's most happening car scenes including our very own Drifting championship encompassing multiple levels from the grassroots right up to the pro levels have become immensely popular with motor racing fans. Case in point we have the Tonnka Drift King of 2017 which was held pretty recently at the Melaka International Motorsport Circuit.

Feast your eyes on the Tonnka Drift King 2017 Photo Montage.





















At the day's end the rain came at last adding a surreal ambient to the prize and trophy presentation. Indeed it





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The 5.543km Sepang International Circuit was a hive of activity on Sunday January 8th. The horde of European makes in a myriad of trims governing both the styling and performance came in a number of entourages, each bound by their respective manufacturers as well as their respective cliques. Inasmuch as their all pervading objective writ large, way larger than life as a matter of fact, the lively atmosphere was inescapably intense but friendly and warm just the same.





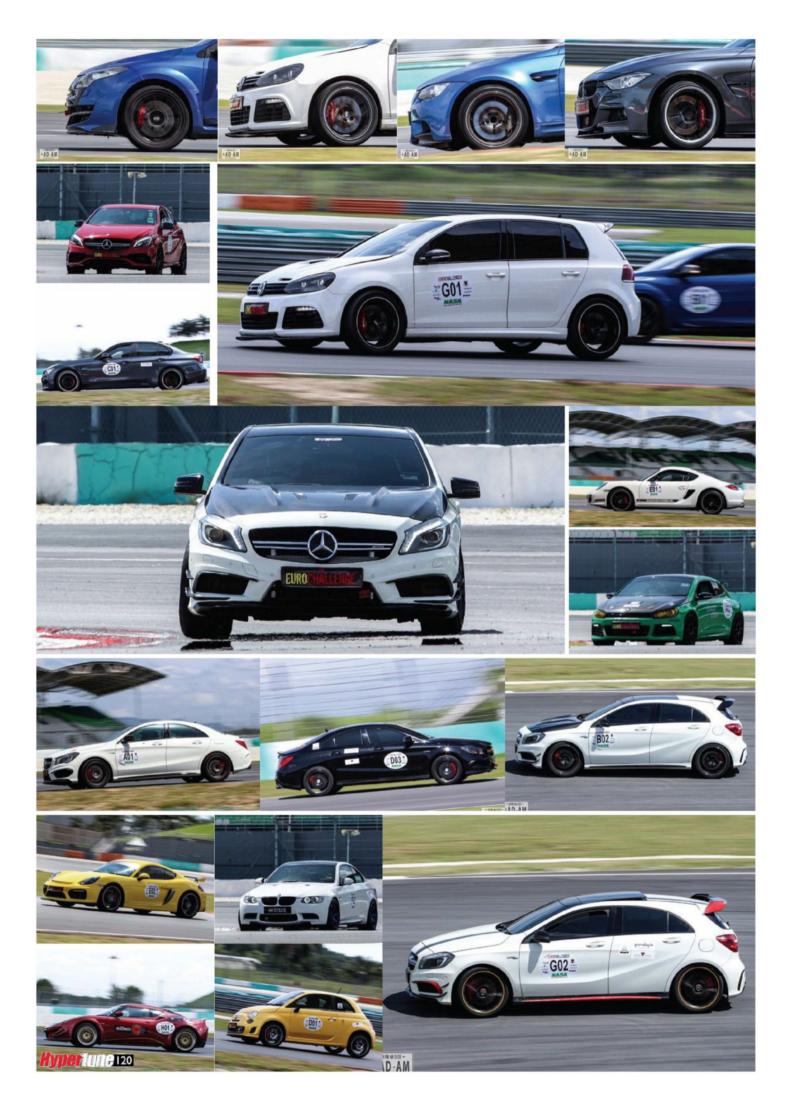
Of course the warmth wasn't just due to the participants with their respective tuned-up Euro rides sizing each other up amidst the friendly banter and camaraderie. The infamous Sepang climate reared its stifling presence in the mid-day sun, intensifying the challenge that much more.

And so it unfolded, all manner of mayhem all around the world famous Sepang track. Soon as the clock strike 1:00pm the first (of three) 2017 EuroChallenge began pitting one mighty Conti marquee against another mighty Conti marquee, each and every modded rides exploited with unblemished passion and enthusiasm, maximum attack over one intense session after another.

Enjoy our 'illustrated mosaic' of the opening round of the 2017 $\,$ EuroChallenge.











Visor Design:

- Small Flat 3"

- Medium Short 4"

Medium Long 4" (rear fill end)

- Mugen 3.5"

Venttec 75mm (3.0Thickness)

Venttec 100mm (3.0Thickness)

Authorised Dealer:

Pung Auto Accessories Sdn Bhd (Taman Daya) Tel : 07 - 355 7303

Champion Audio Accessories Centre (Kluang) Tel: 07 - 773 1890 H/P: 012 - 778 8890

Star Wave Auto Accessories (Batu Pahat) Tel : 07 - 438 0156 H/P : 012 - 756 5555

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Grand Share Auto Accessories (Jalan Siam) Tel: 04.228 0401 & 04.228 8485 H/P: 012-548 5927

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Tel : 09 - 626 4032
H/P : 019 - 956 3222

Infinity Auto Factory (Jasin) Tel: 06 - 529 4391 H/P: 017 - 670 1166



TOGETHER FOR THE FUTURE OF MOTORSPORT



The Federation Internationale de l'Automobile (FIA) has today announced an extension to its agreement with OMP racing S.p.A., with the Italian motor sport company continuing as Official Supplier of Racewear to the federation in 2014 and 2015.



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