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Hypertune™

INSIDE



GET LUCKY

BECAUSE CLONING DOESN'T BELIEVE PURELY IN LUCK THEY USE THIS GOLF GTE AND TURBOCHARGED POINTS TO EVEN THE ODDS



STARPLAYER

STRAIGHT OUT OF HELL'S KITCHEN AND INTO THE DRIFT SCENE HIS CONCOCTION OF MADNESS LEAVES A TRAIL OF SMOKE



FORTUNE COOKIE

GOOD THINGS COME TO THOSE WITH THE COURAGE AND DETERMINATION TO STAND OUT FROM THE CROWD IN THE LULDEST WAY POSSIBLE



GANGBANGER

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MOTOMAYHEM

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FORTUNE FAVORS THE BRAVE

Is it too much of a stretch to suggest that of all the cars from the Fast and Furious movies, Han's Veilside Fortune FD RX-7 from the third installment, "Tokyo Drift", ranks up there as one of the most memorable from the entire franchise?

Text & Photos: Adam Zillin of 7Tune





Remember The Fast and the Furious: Tokyo Drift? How sick was Han's VeilSide FD3S? This blue one wears the same kit

Sure, Toretto's Charger and O'Connor's Skyline are right up there but Yokomaku san's VeilSide FD kit was so far ahead of its time, so out there from every angle that it pretty much shocked whoever laid eyes on it. And to think, that was almost 10 years ago now.

In my eyes, the Fortune FD kit is still as wild as ever but somewhat more palatable now that it has aged a little and make no mistake, it still divides opinions just like it always did. This is a curious feature for the readers of Hypertune because it's not so much a throwback as it is a current look into how this car and its lines are still completely relevant in today's tuning circles.

Perhaps it's the Hollywood factor that keeps it in people's minds. It probably has something to do with that laid back charm of Han's character that endeared him (and his car) to audiences across the world; even more so now after *that* scene. I like to think it goes a little deeper than that. For instance, it might surprise you to learn that these kits are still being made to this day for clients both domestically and internationally. And from what VeilSide tells me, demand is still strong. I find these truths truly amazing.

And so the strangest thing ended up happening, as most things in Japan usually do, where I found myself at Tatsumi Parking Area on a usual Saturday night Wangan session when this car rolled in. Naturally, I did an immediate double take and like a tractor beam from the Death Star, I was inexorably pulled toward the sinister looking machine, camera at the ready.





The owner and I talked for a while but then another gentleman approached me and wanted to know why I was so interested in the car. Naturally, the movie came up during the discussion and then with a smile, the gent reached into his wallet and handed me his card. Veilside. We both just grinned knowingly at each other.

Tsuboi san and I kept in touch after that and the feature you see here is the result of those discussions. I was very *fortunate* on this particular day because not only was I able to feature this FD but among the other 12 Veilside cars present, were *four* other Fortune FD RX-7's! The sting in the tail came when I discovered this very car is actually prototype number two of all Veilside Fortune FD kits ever created, making this a truly special and unique car.

Created in 2005 for the Tokyo Auto Salon, the dominating aspect to this RX-7 is its bodywork. Made entirely from reinforced fiberglass, it's a complex and all encompassing work of automotive art. Comprised of almost twenty individual pieces and costing in the vicinity of fifteen thousand dollars, it's a complicated and elaborate set of parts that needs a skilled set of hands to get just right and if you look closely at this particular build, you'll notice that every panel has been aligned beautifully.

The kit itself is aggressive from any angle and is comprised of the one piece front bumper and rear diffuser assemblies along with that outrageous rear wing, vented hood and rear hatch, front and rear fenders with accompanying front and rear fender panels, door mirrors and door panels. The package is further accentuated by those unique triple lamp headlights that really set the whole package off.

Painted in a two tone effect of glossy black and Galaxy Blue, the zenki 1993 vintage RX-7 still carries an air of freshness about it. That might have something to do with the fact that it has travelled under five thousand kilometers since being completely overhauled in 2005. Some might complain about an icon like this having travelled only a few hundred kilometers each year over the past 8 years but owner, Hitomi san, was intent on preserving the pristine condition of what he considers to be a desirable collector item. That's not to say it doesn't come out on special occasions like this day for example.

Before diving inside, let's take a look at the mechanical side of things. It's not a power house by any means but has received some important upgrades to balance out the powerful looks. The 13B was overhauled in 2005 and given fresh side porting with the twin turbo setup being retained and added to with HKS racing suction intake pods. Packing a total of 360hp and 400nm of torque at 7500rpm and 8000rpm respectively with an extra 60hp and 100Nm coming courtesy of a shot of nitrous from the NX canister nestled between the front buckets, Hitomi's FD presents a well rounded level of performance tuning.

Ancillary support for the engine includes increased boost that pumps through an HKS V-mount set up utilizing an HKS triple core inter-cooler and original Veilside single core radiator. Exhaust gasses are pushed out through a straight pipe titanium 3 inch system, exiting via a Veilside titanium muffler. Regulating fuel, air and exhaust gasses is an old-school Apexi Power FC management unit.



Is it just me, or does this sort of resemble Iron Man?

Handling the delivery is a robust drivetrain consisting of an OS Giken triple plate clutch, pressure plate and lightened flywheel assembly which sends the power through to an HKS two way mechanical differential. All this mechanical goodness is suspended by HKS Hipermax adjustable dampers wound to 8 kilogram spring rates on the front followed by 10 kilograms at the rear.

For me the standout highlight for this car is not actually the bodykit but the wheels attached to the hubs. The Veilside PL-VII 5 spoke forged aluminum rims are real gems, perfectly suited for this particular application. Created by Veilside in 2011, the three piece, PL-VII's were a recent addition for Hitomi and he decided to go for 245/30 in 20 x 9J with a +4 offset at the front with a huge 295/25 in 22 x 11.5J with a deep -34 offset at the rear.

It might sound like a mismatch but one look at the car and you can see it works. They fill

the bulging Fortune FD arches beautifully and don't appear to overpower the visual presence or mechanical ability of the rest of the build. These gorgeous wheels were then wrapped in Bridgestone Potenza rubber. The PL-VII's almost dwarf the Endless 6 pot caliper and ventilated 355mm rotor arrangement on the front.

You might be wondering how it rides with a set-up like this but the truth is, it's actually very competent and thanks to the Roberta cups attached to the tops of the Hipermax dampers, it's flexible, depending on surface conditions and steepness of incline.

It takes quite a while to really soak up the external aesthetic presence of a Fortune FD kit so you better take a breath before opening the door. Inside, it's just as heavily customized, featuring some classic Alpine I.C.E nestled into custom fittings, lashings of custom leather, inlaid stitching, dashes of carbon fiber mixed with kevlar and of course, that massive NX nitrous bottle.

Keeping with the theme, Veilside chose a black and blue interior color scheme that is accentuated by a number of custom Veilside upgrades including the steering wheel, type 2 shift knob, aluminum pedals and special Veilside dash meters. Hitomi and passenger are strapped into Veilside's premium carbon kevlar leather-bound buckets mounted on custom rails.

Inside, both have access to a number of Alpine in-car entertainment accessories including a unique Veilside passenger pod containing an Alpine TV and DVD player. Tunes coming from Hitomi's Alpine HDD equipped head unit are magnified through two, 5/4/3 channel MRV-F450 Alpine amplifiers and thump through three 12 inch Alpine Type R subwoofers. All this is built into custom rear parcel and rear passenger inserts, wrapped in premium leather of a similar color to the paint. The effect is amazing with the fit and finish first class.

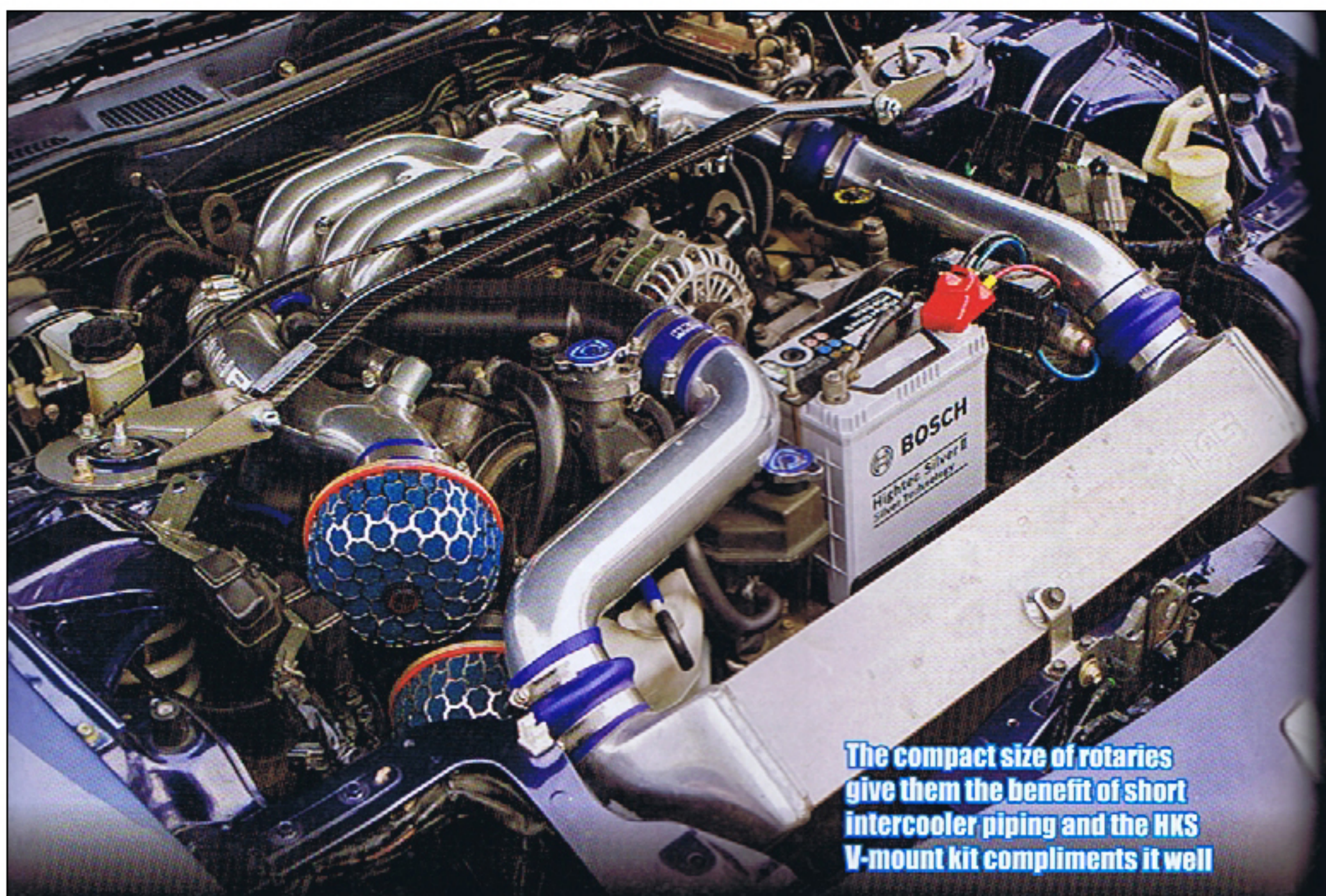


A 22 inch wheel will give you the illusion of tiny disc brakes

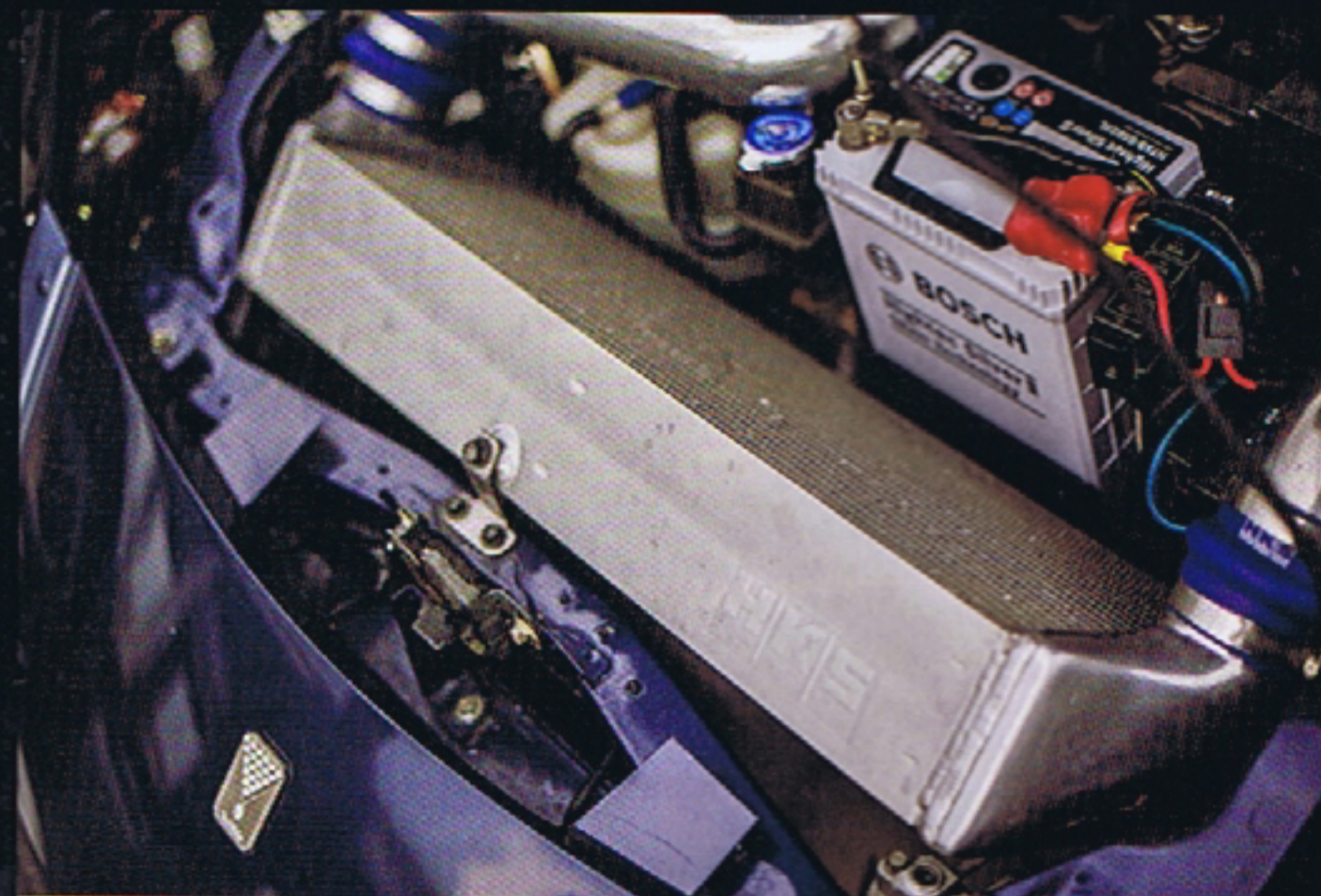


Taken for its individual components, Hitomi's Fortune FD is a bit overwhelming. All Fortune FD's are. These are very complicated builds when all things are considered but when you actually see them in the flesh, chances are your mouth is going to fall open with your eyes forcing your neck to turn to follow it as it goes past, regardless of the opinion that is sure to follow the shock and awe. It happens to me time and time again, so you'd have to be a pretty jaded enthusiast not to follow suit.

The fact remains, Yokomaku san's design is quickly turning into a timeless and iconic classic where Japanese aftermarket tuners are concerned and the Fast and Furious franchise hasn't done the international reach of Veilside any harm at all. It has aged exceptionally well and still looks as cutting edge as it did back in 2005. If anything, the Fortune FD kit is like a good bottle of wine that has gotten better with age. It's just a shame Han's not around to sample a glass of Veilside's finest in 2013.



The compact size of rotaries give them the benefit of short intercooler piping and the HKS V-mount kit compliments it well



Hyperfacts!

Car: 93' Mazda FD3S RX-7

Engine: Peripheral porting, HKS Racing Suction, NX nitrous kit, HKS V-mount kit, HKS triple-core intercooler, 3" titanium straight pipe and titanium Veilside muffler

Electronics: Apex'i Power FC

Transmission: OS Giken triple plate clutch, lightened flywheel, HKS 2-way mechanical differential

Chassis: HKS Hipermax adjustables

Brakes: Endless calipers and brake rotors

Wheels & Tyres: Veilside PL-V II forged aluminum wheels 20 x 9j offset +4 (front) / 22 x 11.5j offset -34 (rear), Bridgestone Potenza S001 245/30 (front) / 295/25 (rear)

Exterior: Veilside Fortune FD kit, Galaxy Blue

Interior: Alpine ICE, custom leather upholstery, carbon kevlar accents, Veilside steering wheel, Veilside Type-2 shift knob, Veilside aluminum pedals, Veilside dash-meters, Veilside carbon kevlar bucket seats

