

First look: Nissan Navara • Porsche Cayenne S E-Hybrid • Mitsubishi ASX



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qaq

THE QUARTERLY MAGAZINE OF THE AUTOMOBILE ASSOCIATION PHILIPPINES



TOMORROW'S CARS TODAY

Trendspotting in Paris
Showdown on Fertile Ground



AAP
stand
on traffic
rules



Motorsport officials
in Australia



Subway to solve
Manila traffic woes

A silver Toyota Yaris hatchback is positioned in the center of the frame, angled slightly towards the viewer. The car is set against a vibrant green background. Large, bold, dark grey letters spelling "WOW!" are positioned on either side of the car, with the "W" on the left and the "O" overlapping the front of the car, and the "W" and "!" on the right.

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Gus Lagman
AAPPRESIDENT

Monstrous traffic: How do we solve it?

M

AYBE I'm out of touch, but I haven't heard anything from any government agency about how they plan to solve the worsening traffic situation in Metro-Manila. The volume of vehicles is growing; that's the (yes!) happy forecast of the automotive industry. Yet, no additional roads are being added ... except the Skyway that will connect NLEX to SLEX. Sad to say, there's really no more room at ground level where more roads can be added, or existing ones can be widened. Our city is truly bursting at the seams: too high a population, too many vehicles, and overly saturated roads. If nothing is done, it won't take too many years before we are rendered immobile. Already, we are experiencing six-hour grid locks.

So, what can be done?

I have written several times about the need for a subway system in Metro Manila. All the large cities of the world have subway systems. London, since 1861; New York, since 1904. We don't even have to look very far—there's Tokyo, Hong Kong, and Singapore. We'll have to do it sometime in the future anyway, because it is the ultimate solution to providing mobility to the metropolis' millions of residents.

So, why not start building it NOW?

Even with the modern tunnel-boring machines, it will most likely still take some five years to finish one

line, so we have to start now! Elsewhere in this issue is a detailed discussion of a subway system for Metro-Manila written by former Undersecretary Glicerio V. Sicat of the DOTC (Department of Transportation and Communications). I invite you to read it. It talks about most everything that we, laymen, need to know about subways.

Combined with the development of the subway network in the city should be the modernization of the rail system going north and going south of Manila. This will help decongest the city. If we had an efficient rail system, for instance, a worker can reside, say in Calamba in the south or San Fernando in the north, and still be able to commute to his place of work in the city in 30 minutes to an hour. Less reason to squat in the city. So, let's do it NOW!

A shorter-term solution to at least alleviate the heavy traffic a bit while we're building the subway and modernizing the railway system is to rid the secondary roads of parked vehicles. These vehicles constrict the otherwise usable alternate routes that can unclog EDSA and other major thoroughfares.

Considering, however, that many old residential apartments—and even houses—in the city have no garage provisions, an alternative for car owners can be provided by the government. Parking buildings come to mind. There are so few of them today.

If the government can construct parking buildings in strategic areas, then car owners can be compelled to park there instead of on public roads. A good formula would be for the government to purchase the properties and then to entice the private sector to sign a long-term lease on it for the construction and operation of the parking buildings. The private investors can then either offer long-term, or monthly leases on these parking slots, and/or even offer the facility on a per-use basis. Investors should be able to get a handsome return from it.

These are ideas that the government can further study and implement. Or perhaps, it already has even better solutions, in which case, for the sake of giving the ordinary car owners a glimmer of hope, it should make its plans public. It's the fair thing to do. **aq**

“ I have written several times about the need for a subway system in Metro Manila. All the large cities of the world have subway systems. London, since 1861, New York, since 1904. ... there's Tokyo, Hong Kong and Singapore. ”



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Aida Sevilla Mendoza
EDITOR-IN-CHIEF

From Private Car Owning To App-Based Car Sharing

THE opposition of local taxicab operators to Uber, a smartphone car-paging, ride-sharing service that is becoming increasingly popular in Metro Manila, may signal the beginning of a welcome transformation of the country's decrepit public transportation system.

Instead of banning Uber and other technology-based land transport services like Grabtaxi and Easytaxi from the streets which the taxi operators want, the Department of Transportation and Communications urged the taxi companies to "modernize, innovate and improve their services." DOTC Secretary Joseph Emilio Abaya noted that commuters feel safer taking the private vehicles-for-hire because the cars are newer, app services are faster and more efficient. "So why put a stop to what is clearly for the commuters' benefit?" he said. "Poorer services should be upgraded to match their competition – not the other way around."

Uber has caused consternation all over the world. Last June, hundreds of taxi drivers in the major cities of France, England, Germany, Italy and Spain parked in the middle of streets to protest that the unregulated Uber, an American upstart, was stealing their clients, does not comply with local regulations and fails to pay the same level of taxes as they do.

Aside from generating controversy, Uber has become the hottest, most valuable technology start-up on earth, attracting \$17 billion from investors.

At the 22nd Auto Mobility Conference Week of the FIA (Federation Internationale de l'Automobile) in Melbourne last September, the keynote speakers acknowledged shifting mobility trends whereby consumers are gradually switching from physical ownership of cars to collaborative

modes of on-demand access to transportation like Uber and Zipcar. They said that people are sharing cars because of the cost savings (no more insurance, fuel, registration renewal, maintenance and repair expenses), parking problems and the convenience. Moreover, Uber and other tech-based services reduce congestion and emissions, improve efficiency in moving people and goods that translates into less stress on infrastructure, aside from providing employment for the unemployed/ underemployed, spurring entrepreneurship and the growth of small and medium-size businesses.

They also pointed out generational changes whereby young people in Western countries approach autos and mobility differently from their parents, preferring to own smartphones than cars and the social status of not owning a car. Mobile devices are altering the auto industry, just like Amazon transformed shopping. The growth of collaborative mobility is seen to result in demotorization and the decarbonization of traditional transport systems.

But over here, motorization is just beginning and the surging number of private cars on the road, along with smoke-belching buses, jeepneys, UV minivans and taxicabs, is increasing carbon dioxide and other toxic greenhouse gases in the air. Reducing the need for private vehicle ownership would lower the cost of living in urban areas, reduce the environmental toll exacted by privately owned automobiles (like the emissions spewed while cruising for parking) and reallocate space now wasted on parking lots to more valuable uses like housing.

However, as long as accident-prone mass transport modes like the MRT and ill-maintained buses, taxis and jeepneys driven by rude, reckless drivers prevail, the need for private car ownership will increase in this country. But there is a glimmer of hope: as noted by a columnist in The New York Times, some experts say that the increased use of ride-sharing services like Uber could spawn renewed interest and funding for public transportation because people generally use taxis in conjunction with other forms of transportation. **aa**

“The increased use of ride-sharing services like Uber could spawn renewed interest and funding for public transportation.”

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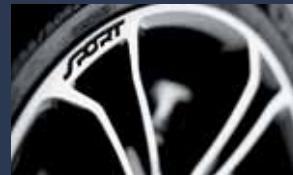
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Go Further

AAP offers special membership rates to new car buyers

ON September 1st, the Automobile Association Philippines (AAP) started offering special membership rates to buyers of brand new cars in its bid to extend its Emergency Roadside Service (ERS) and other benefits to the valued customers of automobile manufacturers and/or dealers.

AAP's special membership is good for one year from the acquisition of the car. Unlike the regular membership program, the new car becomes the member of the club and the buyer does not have the benefits given to a regular member for another car he or she owns.

Once membership is renewed, the existing regular categories, membership rates and benefits will apply.

The special membership rates for brand new cars are as follows:

SPECIAL MEMBER CATEGORY

REGULAR INDIVIDUAL

	MIN. # OF CARS	1-YR FEE	ERS LIMIT
Standard	500	P1,000.00	4 interventions or 100km
	1000	500.00	
Limited	500	600.00	2 interventions or 40km
	1000	400.00	

ASSOCIATE INDIVIDUAL

	MIN. # OF CARS	1-YR FEE	ERS LIMIT
Standard	500	800.00	3 interventions or 60km
	1000	600.00	
Limited	500	400.00	1 intervention or 30km
	1000	200.00	

ASSOCIATE GROUP/CORPORATE

	MIN. # OF CARS	1-YR FEE	ERS LIMIT
Standard	500	600.00	2 interventions or 40km
	1000	400.00	
Limited	500	400.00	1 intervention or 30km
	1000	200.00	

Meanwhile, for those who wish to become a member as an individual person, the membership rates are the following:

MEMBER CATEGORY	INCLUSIVE OF	ANNUAL FEE	3-YR FEE
Regular		P2,000.00	P5,000.00
PIDP	PIDP	P2,500.00	P6,000.00
Associate		P1,500.00	P3,750.00

The first car company that availed of the special membership rates was BYD Philippines–Solar Transport and Automotive Resources (STAR) Corporation.

AAP and BYD signed a memorandum of agreement on October 14, 2014 in the AAP boardroom at 28 EDSA, Greenhills, San Juan City. BYD Philippines Managing Director Mark Andrew Tieng, General Manager Jose Paolo Soriano, AAP President Gus Lagman and AAP Director Jacinto Mantaring were present at the signing.

BYD Philippines–Solar Transport and Automotive Resources (STAR) Corporation is the authorized Philippine distributor of BYD Automobiles under BYD Auto Co., Ltd. BYD aims to become the recognized leader in selling Chinese brand vehicles and rank as one of the top 10 automobile brands in the Philippines.

AAP urges manufacturers and dealers who want to improve their after-sales service and increase their productivity to reward their customers with AAP's special membership. **aq**

AAP AND BYD PHILIPPINES SIGN MEMORANDUM OF AGREEMENT



MARK Andrew Tieng (2nd from left), managing director of Solar Transport and Automotive Resources (STAR) Corp., the distributor of BYD automobiles in the Philippines, shakes hands with AAP president Gus Lagman after signing on Oct. 14 a MOA granting special membership rates to BYD customers. With them are BYD general manager Jose Paolo Soriano (at left) and AAP director Jacinto Mantaring.



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Disclaimer: Nissan received the highest numerical score among auto manufacturers in the proprietary J.D. Power Asia Pacific 2014 Philippines Customer Service Index StudySM.

Study based on 1,733 new-vehicle owners who purchased their vehicles between February 2012 and May 2013 and took their vehicle for service to an authorized dealer or service center between August 2013 and May 2014. Proprietary study results are based on experiences and perceptions of owners surveyed in February-May 2014. Your experiences may vary. Visit www.jdpower.com/corporate.



OBEY TRAFFIC RULES, AVOID ERRING ENFORCERS, AAP VP ADVISES

THE Automobile Association Philippines (AAP) reminded the motoring public to follow traffic rules and regulations, particularly the road signs, symbols and lane markings. AAP Vice President Johnny Angeles said that obeying traffic rules and regulations would spare motorists from apprehension and protect their rights on the road aside from promoting road safety.

"You have to know your rights as a motorist and the traffic regulations to protect yourself not just from erring police officers, but also to avoid accidents and other problems on the road," Angeles said. He reminded motorists that disobeying traffic rules will cost "a great amount of money" plus "the hassle of getting your driver's license back, which is worse. Those who get caught will pay a minimum fine of P2,000 and run the risk of not getting their driver's license back for a year," Angeles claimed.

Some of the traffic violations that drivers are being accused of are: driving without a license, driving with a suspended or revoked or improper license, driving under the influence of liquor and/or drugs and allowing an unlicensed/improperly licensed person to drive.

Angeles also reminded motorists that their driver's license cannot be confiscated when they are apprehended except in the following circumstances: the driver was involved in an accident, the driver has accumulated three or more unsettled violations, and if the driver allowed another person to use his driver's license, drove against traffic flow, has no driver's ID, and exceeded the speed limit.

Philippine Global Road Safety Partnership (PGRSP) Executive Director Bert Suansing added that those who are not LTO enforcers nor deputized by the agency can only issue



an ordinance violation receipt but cannot confiscate a driver's license. "Only LTO enforcers and those deputized can take your license and issue a temporary permit. Those who are not deputized by the LTO cannot," he said. "However, they can hold a driver if he or she has violated for example, a local ordinance," Suansing, who was previously the LTO chief, said.

As for erring traffic law enforcers, Angeles said that drivers must know their rights and cite the rule of law. "Swerving is not a violation unless done in a reckless manner or in an area where there are signs present that explicitly prohibit it," he pointed out. Being the chair of the AAP Advocacies Committee, Angeles has received reports that many traffic enforcers are preying on unknowing victims. "What better way to combat these blundering officials but to do what is right and know your law," he asserted. "If you think your rights are violated or you have been a victim of erring traffic enforcers, you should file a complaint before the Metro Manila Development Authority within five days after apprehension." **CQ**

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Isuzu Mega 10T Crane Tow Truck (left), AAP's biggest tow truck to date and the medium-duty Hyundai Crane Tow Truck



AAP's Emergency Roadside Service not just for AAP members

THE Emergency Roadside Service (ERS) that the Automobile Association Philippines provides is not just for AAP members, it is also offered to the general motoring public.

Jose Y. Mundo, general manager of AAPLingkod, AAP's subsidiary for automotive services, said that through partnerships with tollways operators in Luzon, ERS is made available to those who are not members of the national auto club as well as members.

He referred to AAPLingkod's partnerships with the Manila North Tollways Corporation (MNTC) for the North Luzon Expressway (NLEX, 74 kilometers); Subic-Clark-Tarlac Expressway, (SCTEX, 91 km); Tarlac-Pangasinan-La Union Expressway (TPLEX, 88 km) and Manila Toll Expressway Systems, Inc. (MATES) for the South Luzon Expressway (SLEX, 26 km) along with the Skyway O & M Corporation (SOMCO, 28 km) for the Skyway elevated and ground levels.

"Our ERS is available to members and non-members alike," Mundo emphasized. "In fact, we are operating on the expressways by virtue of contracts and we are willing to extend help if our services are sought."

Mundo said that currently, AAPLingkod has a total complement of 39 Emergency Roadside Service vehicles, composed of flatbed trucks and medium to heavy capacity tow trucks deployed at the various expressways, ready to serve 24/7.

He pointed out that those who are already members of the AAP are entitled to ERS on the expressways free of charge. "For those who are not members yet, well, now



Left to right: Heavy-duty Isuzu Mega 10T Crane Tow Truck, medium-duty Hyundai Crane Tow Truck and light-duty Fuso Canter Double Cab First Responder.



Hino Aluminum Self-Loading Flatbeds, the latest trucks, acquired first quarter this year

is your chance," Mundo said.

Mundo estimated that on a normal weekday, AAPLingkod receives and serves around 90 calls coming from both members and non-members. "On a normal weekend, the figures grow by at least five percent and on holidays, by at least seven percent more—all of which we handle professionally, with utmost care and concern," he said.

Apart from serving motorists on the expressways, Mundo claimed that AAP's ERS is so flexible and efficient that it can also tow vehicles out of parking basements and enclosed parking areas inside shopping centers and buildings by using its Land Rover sport utility vehicle.

"We are now the only operating company that can retrieve stalled vehicles even from the parking basements and malls," he said. "We have a very capable SUV to do that. After getting the vehicle out of the parking area, a flatbed truck will be waiting outside, ready to

carry the motor vehicle. We provide possible solutions for people who are in dire straits with their disabled vehicle."

Furthermore, he expressed firm confidence in the capabilities of the ERS crews and equipment, saying that they tow vehicles with care and safety. "Some treat other people's vehicles like junk, we treat them as a prized possession of the owner," he explained.

Meanwhile, Mundo said that AAPLingkod is exploring the possibility of franchise arrangements and accrediting other towing companies as part of an expansion program. "We would like to help more and more people with the resources that we have," he said. **QQ**



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How AAP Travel organizes a Drive Tourism Caravan

GOING on a trip may seem to be a walk in the park for travel agencies, but in reality it takes careful planning and preparation for a tour to be safe and enjoyable. This holds true for AAP Travel, a subsidiary of Automobile Association Philippines (AAP) headed by former Tourism Secretary Mina Gabor (now an AAP director) that offers individual and group travel products and services to leisure and corporate clients who wish to travel within or outside the country. AAP Travel pioneered and specializes in offering Drive Tourism Caravans during which AAP members, friends and families get to know their own country's historical, cultural and ecological attractions by driving their motor vehicles in a caravan jointly organized by AAP Travel, the Department of Tourism and local government units.

Maricel Quiestas, Ticketing and Reservations Supervisor of AAP Travel, gave insights on how they organize Drive Tourism Caravans.

The first step is to identify the province or region that can be showcased as a Drive Tourism destination, she said.

"Usually, provincial governors or town mayors who want to feature the tourism attractions in their respective areas will invite AAP Travel to go there by writing a proposal. It takes a lot of meetings and discussions before the next destination is chosen. Some of the things taken into consideration are the security escorts they can provide and what local activities the guests can enjoy," Quiestas said.

After deciding the next Drive Tourism destination, an ocular inspection is made of the sites to be visited, the lodging accommodations and restaurants, and determine the local or traditional activities that the guests can participate in.

"Various tourist sites in the province have their caretakers or owners, so meeting with them is the next step. The negotiation of rates and suppliers is an important part of meeting with the owners. We can't finish our itinerary if these meetings don't go well because it is the sites that are featured in our tour," Quiestas pointed out.

When everything is checked and completed, AAP Travel finalizes the itinerary, which includes dates and times of departure and return, hotel and restaurant bookings, major highlights and local sites to be toured.

But the preparation does not end there. "Next, we have to do the costing, plan the marketing strategy and send invitations to prospective sponsors and participants," Quiestas said. She stressed that safety is one of the priorities whereby "the age and medical conditions of the participants are taken into consideration. The activities must fit their physical capacity." The road and weather conditions and crime rate in the area are also monitored to ensure the wellbeing of the caravan participants, especially when long drives are involved.

Lastly, a final run-through is made to ensure that the timing of arrival and departure from one site to another is accurate. Quiestas said that aside from promoting the domestic tourism industry, Drive Tourism Caravans present an opportunity for family bonding and meeting new friends.

So far, AAP Travel has organized Drive Tourism Caravans to Clark and Subic, Batangas and Cavite, Laguna, Ilocos Norte, Rizal province, Ifugao/Banawe and Oriental Mindoro plus a Fly and Drive Caravan to Bacolod and Iloilo. A Drive Tourism Caravan to Quezon province was scheduled for the last weekend of November 2014.



Petron powers AAP Caravan

PETRON Blaze 100 Euro 4 is the official fuel of the Quezon Drive Tour Caravan last November 29-30, 2014, and organized by AAP Travel, a fully-owned subsidiary of Automobile Association Philippines (AAP).

With the theme, A Heritage and Culinary Expedition, the participants will explore the cultural and historical landmarks in the towns of Tayabas, Lucban, Sariaya and Tiaong, while their taste buds will be enticed by tasting native dishes such as askulawo, the natural charcoal-cooked-banana heart sauced with spices; and pilipit, a doughnut-like pastry made from sticky rice and squash coated with melted brown sugar.

The caravan will have a very festive environment with exciting activities such as the PancitHabhab Challenge, eating the local noodles with bare hands; and TagayanChallenge, non-stop drinking of lambanog, the local wine.

The caravan will explore Quezon's heritage treasures including the Malagonlong Bridge, a 445 ft. long stone bridge built by the Spaniards

in 1841; the Minor Basilica of St. Michael de Archangel, one of the longest churches in the country with 338 ft. long aisle; and the Casa Comunidad, Tayabas' grand edifice built in 1831 as a tribunal.

The AAP-Petron Blaze 100 Euro 4 Quezon Drive Tour Caravan culminates in a pottery-making workshop with Augusto "Ugu" Bigyan, a ceramic artist who opened his exquisite home and garden to the public as an art gallery, workshop and showroom.

The AAP-Petron Blaze 100 Euro 4 Quezon Drive Tour Caravan is the ninth of a series organized by AAP Travel. Partners include Petron as well as the Department of Tourism and the provincial government of Quezon. The caravan aims to promote community-based rural tourism, energy conservation, and road safety.

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For more information about the AAP-Petron Blaze 100 Euro 4 Quezon Drive-Tour Caravan, please call AAP Travel at 551-0014, 551-0025 or 0928-5074288.



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HONDA



AAP Senior Officials underwent practical training at Sydney Motorsport Park during the last leg of the 2014 Shannons Nationals event. Left to right: Rodini Rivera, Dr. Henry Yanez, Oscar Nuke, Art Guevara, Bebot Reyes, Mark Desales, Jun Espino, Fil Gulfin, Darwin Harina, Robert Macapagal, Olson Camacho.

AAP Senior Officials undergo practical motorsport safety training in Australia

LEVEN senior officials of AAP representing different motorsport disciplines underwent a Practical Officials Safety Training course in Australia from October 29 to November 12, as part of the grant obtained from the FIA Institute in this year's Officials Safety Training Program in collaboration with the Confederation of Australian Motor Sport (CAMS). The training program was conducted in sequences during an actual circuit event in Sydney Motorsport Park, the last leg of the 2014 Shannons Nationals and the yearly Targa High Country rally event at Mt. Buller Mansfield, Victoria in Melbourne.

The 11-man delegation was headed by AAP Motorsport Operations Manager Mark Desales, Jun Espino (Steward/Race Director/Clerk of Course), Bebot Reyes (Steward/Clerk of Course-Circuit and Drag), Art Guevara (Steward-Circuit), Fil Gulfin (Chief Scrutineer), Olson Camacho (Race Director-4X4 Off-Road), Oscar Nuke (Race Director-Slalom), Dr. Henry Yanez (Chief Medical Officer), Robert Macapagal (Chief Extrication and Rescue), Darwin Harina (Chief Marshal) and Rodini Rivera (event organizer).

The 15-day practical motorsport training program was a huge success as the AAP Senior Officials were thoroughly trained with other licensed and trained international officials of CAMS in different



AAP delegates were invited to the McLaren dealership showroom in Melbourne. Also in photo is CAMS International Training head Jodi Zylstra (3rd from left.)

fields during an actual race meet. The trainees were assigned to each area of expertise such as in Race Control, Medical Intervention Vehicle (MIV), scrutineering, flag marshaling posts, Rescue and Extrication, Administration, Secretariat and even rally special stage marshals.

"All of us were delighted as we had this rare opportunity to have practical training with Australian motorsport officials and further enhance our skills in officiating motorsport events," Desales said. "It showed the 'Aussies' that Philippine motorsport officiating is aligned with them and with the FIA structure. It was also a great experience working closely with CAMS for the past three years, concluding our three-year training program with them with this course in Australia."



AAP Officials at work during the Targa High Country Rally in Mt. Buller Mansfield, Victoria. At left is CAMS Motorsport Operations Manager Lawrie Schmitt.

AAP was recently awarded the Silver Accreditation by the FIA Institute in officiating motorsport events. The Silver Accreditation is the second highest level in motorsport officiating next to the Gold Accreditation, which requires an ASN (National Sporting Authority) to have a Formula One F1 event in its territory. 



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CALTEX

By Glicerio V. Sicat

DINNER guests at a Makati hotel in one rain-drenched evening a couple of weeks ago compared notes, with one making a three-hour trip from Parañaque City and another traveling four hours from Balara, Quezon City.

Then on the way home, close to midnight, this motorist is shamed by commuters queued up almost a kilometer long, three- or four-person deep, some under the rain, waiting for their ride home. In just six to seven hours, they will have to start their day again with long queues going to work and long queues going home.

It is the responsibility of the government to provide commuters a decent, dignified and affordable means of transport. This is the least



Subway to solve Manila traffic woes

this government can do for these commuters are President Aquino's "bosses."

The President should immediately form a special technical working group (TWG) composed of the heads of the Department of Transportation and Communications (DOTr), Department of Public Works and Highways (DPWH) and Metro Manila Development Authority to finally do a comprehensive mass transit system capable of handling the volume of commuters not only today but a hundred years forward.

The TWG shall have one single goal: Set the solution in place now, signed and sealed tight, virtually irreversible.

With Mr. Aquino and the public works secretary enjoying the people's high confidence, the public will accept any decision by this administration. This is our golden opportunity. Let's not squander it.

A major project like this will attract the corrupt in the government, much as what happened to the North Rail and the nuclear power plant under past administrations. Conversely, this game-changing infrastructure can become a good governance success story.

The improvement in the lives of millions of Metro Manila residents, particularly the commuters, and the increase in investor's confidence can be Mr. Aquino's legacy.

To plan long term, we need metrics to guide us: What is the ideal number of mass transport kilometers? As an order-of-magnitude indicator, one possible parameter is population per commuter rail kilometer (ppcrk) of the well-managed megacities in terms of traffic flows.

Very roughly, the average among the top cities is about 30,000 ppcrk. With Metro Manila's 15 million inhabitants, we should have around 500 km of commuter rail in the metropolis.

382 KM NEEDED

Our existing 51 km (LRT 1, LRT 2 and MRT 3) plus Philippine National Railway's (PNR) commuter run of about 29 km (Tutuban to Alabang) plus their planned extension and the almost done MRT 7 total 118 km. We will still need 382 km to approach the norm.

The present 51 km of elevated light rails have all but destroyed the once beautiful and historic Avenida Rizal, Taft Avenue, Aurora Boulevard and even Edsa. To add 382 km or 7.5 times more of elevated-type railways could further "uglify" this former "Paris of the East."

Thus, we are advocating the installation of a heavy-rail mass transport subway network. It will be aesthetically pleasing. It can be set up with least disturbance to the current traffic. Its high capacity and less right-of-way issues make it cost-competitive—even less expensive on a passenger per kilometer basis than the elevated type.

Metro Manila is fortunate to have a subsoil known as Guadalupe Tuff, a type of adobe ideal for tunneling. Finally, subway is the favored solution adopted by many Asian megacities.

Competent international organizations have estimated the congestion cost at up to P2.4 billion a day, roughly \$20 billion a year using such factors as wasted fuel and manpower hours, health issues and foregone business opportunities.

A 2011 subway study estimated its cost at \$100 million a kilometer; the tunnel cost at 40 percent or \$40 million a kilometer; the 382 km of tube would cost around \$15.2 billion.

Even if we assume only 25 percent or \$5 billion of the \$20-billion cost per year can be saved by the subway system, it will take only three years to recoup the \$15.2-billion cost. If the 382 km of rail will bring us first-class city status in traffic, the recovery could be just 1.3 years.

I am segregating the cost of the tube because I am recommending that it be owned by the government as a public works asset. With a century or more life-span, it will exist in good working condition way beyond any concession period given to public-private partnership participants or way beyond the lives of the present citizens and their children (London's 150-year-old subway and New York's 125-year-old system are still in good use). Future citizens should carry some of the burden of this very long-term asset.

Also, being government-owned the winning international tube contractor can perhaps avail itself of official development assistance (ODA) from its home country. With concessional interest rate, grace period (sometimes 20 years) and payment plan of ODAs, we would have recouped the investment before the first amortization.

If the 382 km of new rail is ambitious, as other means of mitigating traffic congestion can also be implemented (like the modified BRT along Edsa I proposed earlier), the government may opt to discontinue after the first 150 km or the second, maybe 20 years down the road. Plans can be scaled down accordingly to realities on the ground.

Our country has been criticized time and again for not spending enough for infrastructure. This could be part of the answer.

Now, why a special TWG? So it can laser focus on this extremely important project for the management of the bidding process. It can do the following:

- Hire the best transport and rail planners;
- Determine commuter movements in 10 to 20 years;
- Lay out the definite alignment of the first 150 km, approximate the next 150 km and guess the last 82 km; the first 150 km to be further subdivided into workable segments of 30 to 40 km each;

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- Bid out the construction of the tube under the supervision of the DPWH (based on the results of the first two bullet points), inviting the world's best tunnel borers who can be supported by their country's ODA programs, and find ways to tunnel simultaneously from two or more points to achieve quicker relief;
- Bid out, with the help of transaction advisers, to rail companies and property developers the development of the stations and the use of properties adjacent to the alignment for ingress and egress; develop opportunities for nonrail revenues, and the operations and maintenance of the rail system.

The government will be the biggest beneficiary of smooth traffic flow: happier people with more productive hours, leisure time, quality time with family and fewer health issues.

As a subway system, it would mean higher real estate values in its alignment—meaning higher real estate taxes and more people visiting the places and making local businesses active.

The second biggest beneficiary will be the commuters. With no tube cost, the fare will become more reasonable. Less fare cost, less pressure for salary increases, more money to spend.

The rail company with no tube cost will need less borrowing that it can carry on its own balance sheet, needing no government support for its loans. Therefore, the government will have no right to monkey around with the fare, which usually leads to the dreaded government subsidy in the end.

ONE DESIGN

With the government owning all the tubes, the tubes in all sectors of the subway system will be of one design and all subway sectors will seamlessly merge with one another unlike the LRT 1/MRT 3's planned convergence.

The results of a decade-long study started by a renowned international consultancy group and continued by its successor local company, Applied Planning & Infrastructure Inc. (which generously allowed me to use some of their findings), showed a business case for the first 33 km of a 125-km system to evolve within the next

two decades or, hopefully, shorter.

Several traffic studies show that the high priority is a north-south orientation along some of the highest population density areas of the old part of Manila, Quezon City, Taguig City and San Juan City to connect to where people work—the central business districts of Makati City and the new Global City.

This alignment will require a massive underground rail backbone capable of transporting 80,000 people/hour/direction equivalent to 1,300 buses per hour. It will carry more than double the current MRT 3 load.

Recent reports show that the DOTC favors an east-west orientation. While this alignment may eventually be necessary, it will probably be much later on, maybe past 2030. Even LRT



2, which has an east-west orientation, has not even reached its design capacity while the north-south MRT 3 and LRT 1 are already bloated.

Even Japan International Cooperation Agency's "dream plan" advocates a subway underneath EDSA, which has a north-south orientation. But EDSA is already saddled by MRT 3 and thousands of buses and even more cars and trucks.

Concentrating more transport on EDSA may not be the best solution. This is why our north-south suggestion is located more in the center of the megalopolis where the bulk of high-density population areas is concentrated.

It will also relieve MRT 3 of much of its overload. About 85 percent of ridership is driven by home-to-workplace demand. If a station can be installed within 1-km radius from their homes and offices, people will be attracted to use this subway.

Multimodal interchanges would connect the system to North Luzon Expressway (NLEX) and PNR in the North and Global City, Food Terminal Inc. (FTI) and South Luzon Expressway (SLEX) in the South, decongesting the Edsa/MRT 3 corridor.

It will start from FTI where the big, largely unused property of PNR is located. This would be ideal for a depot-cum-bus stops, where provincial buses and other feeder buses and jeepneys can have their depots. It has enough area for huge parking spaces for the park-and-ride commuters.

From FTI, it will have stops at C5/Taguig; Global City; Edsa-Ayala; Ayala/Paseo; Buendia/Ayala; old Sta. Ana; Kalentong/Shaw; Sta. Mesa (to meet LRT 2); Araneta/España Extension; Araneta/Quezon Avenue; Quezon Avenue/West Avenue; North Avenue/Edsa area (to meet MRT 3 and the future MRT 7).

Then, it will further extend to Congressional Road and NLEX, and to SLEX, Ninoy Aquino International Airport and Mall of Asia. Then it will

eventually connect Quezon Avenue to Del Monte, Mayon Street in La Loma then Rizal Avenue to connect to LRT 1 to the proposed North Rail exchange then to MacArthur Highway to the north depot. (See metro red, brown, express blue and green lines on this page.)

The red line alignment serves as a parallel route from Ayala/Edsa to Edsa/North Avenue, unburdening some loads off MRT 3. It will also relieve some pressure from LRT 1 and LRT 2.

A typical station will, of course, take into consideration the history of floods in each area, say the 100-year highest flood level adjusted to the latest climate changes.

Forward 50- to 100-year design for the network is necessary even at this stage to handle the crisscrossing of different lines, all based on the traffic count of where and what time commuters are taking the ride and where they will disembark.

This comprehensive study will determine how the intersecting trains will crisscross one another to determine the optimal design of stations.

Finally, some people worry about earthquakes. Other cities with miles of subways are much more earthquake-prone than Manila. It is just a matter of engineering and route selection to avoid active fault lines.

It will cost a little bit more to design and build the tunnels when passing near suspected active faults.

Metro Manila is fortunate to have an ideal subsoil condition. It sits on Guadalupe Tuff, a type of adobe that is ideal for tunneling. ☙



THE writer is a Department of Science and Technology consultant and a senior adviser to Applied Planning & Infrastructure Inc., was an investment/development banker, part-time professor at Ateneo MBA Program and a former transportation undersecretary. He holds a BSME degree from University of the Philippines Diliman and an MBM from Ateneo. The article—which was originally published in the October 26, 2014 issue of the Philippine Daily Inquirer—was reprinted with permission from the publisher and the author.



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AAP To Open New Building in QC

The Automobile Association of the Philippines (AAP) will soon be opening its very own AAP Tower, a 10,200-sq.m mixed-use development located on Aurora Boulevard, Quezon City.

The new tower will house the staff of AAP Lakbay and AAP Lingkod and will also be offered for lease to BPOs, multinationals, and other office and retail locators.

A milestone for AAP

Since its founding in 1931, AAP has often only leased its offices, from its first old Manila Hotel office to its current headquarters at 28 EDSA, Greenhills, San Juan and extension offices in Alabang, Makati, Lipa, San Fernando, Pampanga, Cebu, and Davao.

"We are very excited about this project. The rise of the AAP Tower is a very important milestone for our organization," says President Gus Lagman, "This is not only because we are launching a bigger and better facility, but more so because it allows the AAP greater room for growth, making us more effective in implementing programs and ultimately, closer to attaining all our goals."

Set to be completed by March 2015, the 10-story building will have seven office floors with a floorplate of 591 sq. m. integrated with three levels of flexible retail space from kiosks that occupy only 6.5 to 9.5 sq. m. to stores that require up to 170 sq. m. of space.

AAP Tower is built to cater to the requirements of BPO locators. Strategically located in New Manila, right next to the Gilmore LRT station and a few minutes drive away from EDSA and Greenhills, the tower has 100% back-up power, energy-efficient floorplates, and will be fully operational 24

hours a day, 7 days a week. Currently, the building is processing its PEZA registration to allow future tenants to enjoy the tax holidays and incentives granted by PEZA.

KMC MAG Group AAP's sole leasing agent

Recently, AAP has named real estate firm KMC MAG Group, Savills' associate in the Philippines as the exclusive leasing agency for the tower.

"This is a very promising opportunity for both AAP and KMC," said Yves Luethi, KMC MAG VP and AAP project head. According to Mr. Luethi, AAP Tower's location is definitely an advantage, as it provides easy access to the major roads, the LRT, and other forms of transportation.

"We see AAP Tower as the future location of choice for office and retail locators within the Gilmore area given its modern facilities and proximity to Quezon City, San Juan, and Marikina's massive and talented labor force."

Mr. Luethi adds, "AAP Tower's retail space is also very promising, as it is expected to receive strong foot traffic from its future tenants and from nearby schools and residential developments".

For office and retail leasing inquiries, call KMC MAG Group via 500 97 17, 0917 566 50 75 or inquire via e-mail at aaptower@kcmcagroup.com.

For more information, visit the website at kcmcagroup.com/aaptower.



AAP Tower Fast Facts

PEZA Registration ongoing

Right next to Gilmore LRT-2 Station

24/7 Operation, suitable for BPOs

3-Storey prime shopping arcade

Building Highlights

Turnover Date	Q1 2015
Retail Floors	GF - 3F
Office Floors	4F - 10F
Elevators	2
PEZA Registration	Ongoing
Parking Slots	100
Back-up Power	100%
Amenities	AAP Members' Club Garden roofdeck Restaurants Driver's lounge





Philippine Veterans Bank names new COO

THE Philippine Veterans Bank (PVB) has appointed professional banker Nonilo Cruz as Chief Operating Officer of the fast-growing commercial bank.

Nonilo, as he is fondly called, brings with him more than 30 years of experience in banking and corporate operations with various local and multinational commercial banks where he rose from the ranks becoming a senior executive in a foreign bank branch in the Philippines.

As the new COO of Philippine Veterans Bank, Nonilo is expected to strengthen the bank's operational productivity and performance to ensure efficiency and profitability to serve the best interest of its stakeholders, customers, and its employees.

Nonilo said that the challenges offered by the bank is something that he could not refuse. "Reinvigorating the bank and developing new strategies are among the challenges. But giving back the contributions of our war veterans and their families is a challenge I cannot refuse," he said.

Prior to joining PVB, he served for more than 17 years as a pioneer senior executive of Australia and New Zealand Banking Group (ANZ), Manila, following a 3-year stint as Vice President of the Equitable Banking Corporation (now Banco de Oro).

During his term in ANZ, he led a team that elevated the bank's standing to No. 2 and No. 1 arranger of syndicated loans in 2009 and 2010, respectively, and the top book runner of syndicated loans in both years. Nonilo was also part of a senior leadership team that scored in the opening of business and franchise plan in the country which led to ANZ's ability to generate profits ahead of schedule. In his last role as an investment banker, Nonilo was made to account a significant portion of the bank's annual revenues.

A holder of marketing management degree from the De La Salle University, Nonilo earned his Master's in Business Administration at Murdoch University of Australia's Manila program and continues to specialize in various industry-oriented institutions.

Assuming a treasury specialist role at the Solid Philippines Venture Capital Corporation, he also served as the Assistant Vice President of Solidbank Corporation (now Philippine Savings Bank).

He served in the business banking division of Equitable Banking Corporation in 1993 and developed excellent banking relationships with major Philippine commercial companies as well as multinational companies that enabled his team to generate sizeable incremental income in their first full year at the bank.

Nonilo is a recipient of several banking awards including the inaugural collaborative breakout award in 2002 and the region-wide 2010 C&IB Asia Excellence Award.



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SHOWDOWN on fertile ground

By Tessa R. Salazar

That figure represents the number of vehicles expected by industry analysts to be sold in the Philippines this 2015. That means, every car brand on earth with an established presence in this "car-chipelago" will enjoy a bumper crop of sales, thanks in large part to a robust economy that shows no signs of slowing down, a growing middle class, and increased remittances from overseas Filipino workers.

This isn't your flash-in-the-pan spurt, mind you. The whistle could already be heard long before the train rumbled in. Lawyer Rommel Gutierrez, Chamber of Automotive Manufacturers of the Philippines Inc (Campi) president, was quoted by Inquirer Motoring in July 2014 as saying that for three straight years, the auto industry had been experiencing double-digit growth which was "unprecedented and a clear indication that the country is entering the motorization stage."

The country is fertile ground for motor vehicles not only for the positive events within its borders. The Asean (Association of Southeast Asian Nations) members have also laid the groundwork for regional competitiveness with the impending Asean Economic Community starting in 2015, as well. This means the Philippines will witness an increased volume of vehicle imports from its Southeast Asian neighbors. The initial wave of imports had already come in, as auto industry veteran Arnel Doria observed an increased volume of imports from Thailand in the first half of 2014, which was aggressively pushed to the market via attractive sales promotions.

Aside from Campi, the Association of Vehicle Importers and Distributors (Avid) has acknowledged that the Philippines is entering a new "golden age" of motoring. Avid president Fe Perez Agudo said, during a recent interview, that there are now more choices and more affordable vehicles, and that the industry has been at its most competitive. She adds, "On the demand side, the sustained growth in overseas Filipino remittances and positive consumer confidence (will keep sales up.)"

More choices can only mean more options for the Pinoy car buyer. But what kind of cars are in store for the Filipino in 2015? AQ Magazine asked the industry players. Although some were understandably mum

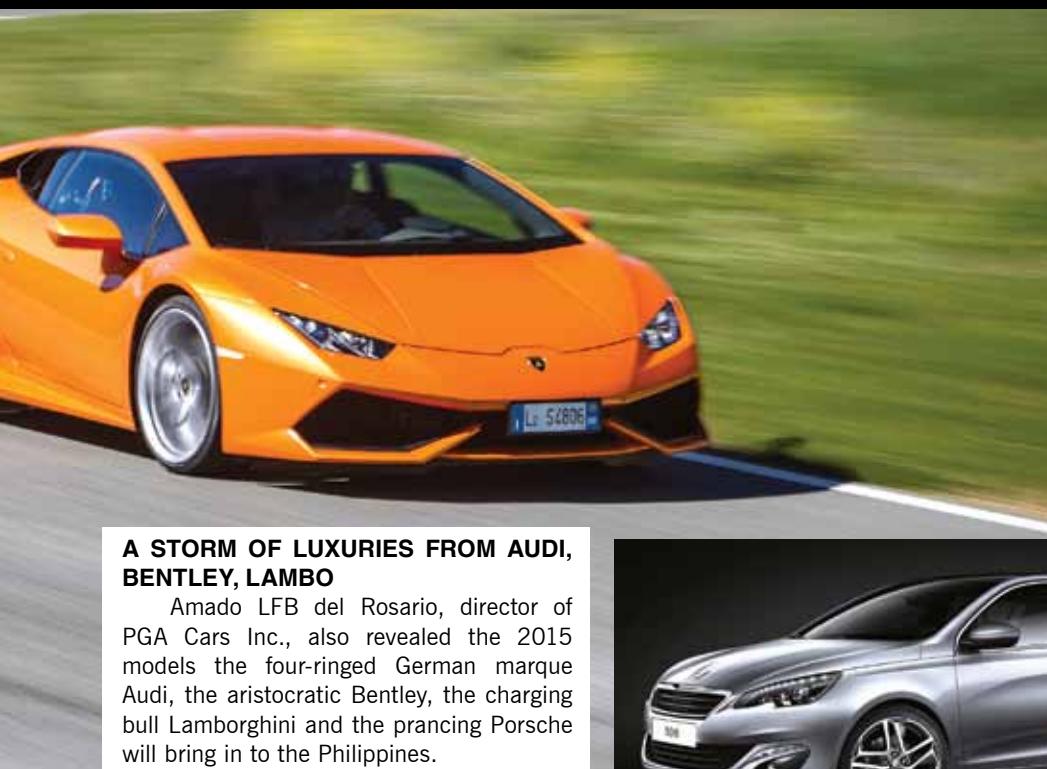
on revealing the aces up their sleeves, others were confident enough to reveal the new models they'd be introducing in the year of the green sheep.

And based on these "appetizers," we can't wait for the main course to be served us in due time, indeed!

ESCAPE WITH THE MUSTANG TO THE HEIGHT OF EVEREST

"We're looking forward to the deliveries of the all-new Escape starting early 2015. We are also excited with the launch of the new Mustang and the new Everest. These are the only nameplates we're sure of in 2015," said Joseph AC Aylon, Ford Philippines' assistant vice president for communications.





A STORM OF LUXURIES FROM AUDI, BENTLEY, LAMBO

Amado LFB del Rosario, director of PGA Cars Inc., also revealed the 2015 models the four-ringed German marque Audi, the aristocratic Bentley, the charging bull Lamborghini and the prancing Porsche will bring in to the Philippines.

Del Rosario disclosed that from Audi, expect the A4 1.8 TFSI S Line Sedan, A4 2.0 TDI S Line Sedan, A4 2.0 TDI Avant, new Q7 3.0 TDI, new TT 2.0 TFSI Coupe, and the new RS6 4.0 TFSI Avant to grace the showrooms in 2015.

For Bentley, the Continental GT V8 S, Continental GT3 R, and the Flying Spur V8 will start to be seen in Philippine roads.

The intimidating Lamborghini Huracan LP 610-4 (launched on November 26, 2014), and Aventador Roadster LP 700-4 will also be available to the Philippine market come 2015, and for Porsche's part, the Boxster GTS, Cayman GTS, Cayman GT4, 911 Carrera GTS, 911 GT3 and 911 GT3 RS will be introduced.

THE FRENCH CONNECTION, 2015 VERSION

French automaker Peugeot will not be left behind in this car revolution.

Peugeot Philippines president Felix Mabilog revealed to AQ Magazine that he hopes his team could bring these exciting names to the Philippines: The compact car 301, super mini car 208, the 5-door crossover 2008 and the new 308, described in the Peugeot UK website as having been voted the 2014 Car of the Year. The 308 5-door, classified as a family car, is also a stylish hatchback.

CHINA INVADES...OUR GARAGES

Chinese brand Haima Philippines' business development officer Erwin Galang said that the company is seriously considering the Haima S5 to be launched in 2015. According to the Car News China



website, the S5's 150 horses and 210 nm comes from a turbocharged 1.5 liter four-cylinder engine mated to a 5-speed manual or a CVT. The Haima S5 is aimed at young families in the big cities.

VOLVO GETS 'XC-ITED'

Volvo, the Scandinavian luxury carmaker that just celebrated its 20th year in the Philippines in November 2014, also offers something new for the Philippine market in 2015.

Lawyer Albert Arcilla, Volvo Philippines' president, revealed that the XC90 will be launched "hopefully by first quarter of 2015." Arcilla said that his team is now busy confirming the arrival of the units. "The global reception to the new XC90 is very good, so we are all lining up for production slots," he added.

At the 20th anniversary celebration at the Fairmont Hotel Makati, the news released to the media revealed that "Volvo is the first automaker to announce that it will be producing only four cylinder turbocharged engines for its new fleet of vehicles to optimize both power and efficiency. These new Drive-E petrol and diesel powertrains, available in the 2015 V40, S60 and XC60, ensure a truly energetic and responsive drive without compromising fuel economy. A range of engine and interior upgrades can also be made available for you to make your Volvo as personalized as you want."

UK's What Car? Star Cars 2015 issue describes the XC90 as a high-tech rival to

the Land Rover Discovery, reporting that "finally, after an incredible 12 years, Volvo is replacing the XC90 with an all-new car that marks the beginning of a new, ultra modern era for the Swedish firm... Its makers say it outguns rivals such as the Audi Q7, BMW 5, Land Rover Discovery and Mercedes M-Class through a combination of its luxurious, roomy interior, engine efficiency and safety technology. The new XC90 will initially be offered with three power trains, including a petrol-electric plug-in hybrid that will be capable of returning more than 100mpg—officially, at least."

LEXUS UPGRADES

Lexus Manila president Daniel Isla explained to AQ Magazine: "We're not introducing new models per se in 2015, but we will have model upgrades and new variant introductions."

On November 18, Lexus Manila showcased its newest models RC and RCF.

The former was described by its makers as the aggressively styled coupe which delivers an engaging drive experience through a potent 3.5-liter quad-cam V6 teamed with an 8-speed sequential transmission. The aggressive new Lexus RC F coupe, meanwhile, has been designed for optimum high-speed stability to support the most powerful V8 performance car ever developed by Lexus. It is the second generation V8 F model from Lexus, intended to evoke the best of tuning and technology from the flagship V10 LFA supercar (of which just 500 were manufactured). RC F is intended to bring great driving pleasure to owners on road and track.

BUT WHAT WILL THE REST OF THE WORLD INTRODUCE COME 2015?

As listed in Star Cars 2015 of What Car? magazine, these are: The Jaguar XE, the revised versions of the Ford Focus, Land Rover Discovery, Volkswagen Passat, Hyundai i20, Kia Sorento, Mercedes AM GT, Honda Jazz, Mazda2, Audi A4, Audi A7 Sportback, BMW 7 Series, Mercedes-Benz C-Class Estate, BMW 2 Series Active Tourer, Ford C-Max, Mercedes-Benz V-Class, Range Rover Evoque, BMW X4, Ford Edge, Mazda MX-5, and Audi R8, among others.

The Jaguar XE will go on sale early in 2015, and will directly compete with the BMW 3 Series, Mercedes C-Class and Audi A4, with the added ecological come-on of ultra-low diesel CO₂ emissions. **QQ**

FIRST, a disclaimer is in order.

Any self-respecting scribe should start a piece purporting to divine the future of motoring with one, lest he or she be branded a know-it-all, presumptive, faux seer. The observations below are derived from the

sุมptuous sample size of exhibitors at this year's Paris Mondial de L'Automobile – from the point of view of an overwhelmed journalist trying to make sense of the myriad of brands, models, and makes.

7 trends spotted at the Paris Motor Show



BMW i8

Who says plug-in hybrids are boring? The BMW i8 shatters this preconceived notion with its aggressive styling and sporty performance.

Text and photos by Kap Maceda Aguila

So, just what stood out at one of the world's most important car show? Let's take a look, shall we?



Rolls-Royce Phantom Drophead Coupe

If Rolls-Royce says a base aluminum finish (here mated with blue on this burly Phantom Drophead Coupé) is cool, who are we to argue?



Citroën
Shiny is in, like this high-gloss Citroën.

Aluminum.

Come to think of it, makers of local, so-called owner-type jeeps should be proud that they were the pioneers of sorts for, well, industrial chic. At Paris, high-brow brands like Rolls Royce have deigned to use the bare finish to impressive ends. Additionally, silver—traditionally the most common color—has been reimagined into a wealth of hues and finishes—a little bit of gray here, more sheen there.

Customization.

“Bespoke” used to be luxury reserved for the most expensive rides. Now, aside from a wealth of exterior colors, there are degrees of customization options available for buyers in less-rarified price points. Interior material, colors, and other niceties are now available for selection.



Lamborghini Asterion 2

Your cake; eat it. Despite closing in on a mind-blowing 1,000 horses, your eco-conscious should give you too much grief with this plug-in concept car of Lamborghini (called the Asterion). Your wallet is another matter, of course.

Two-tone color schemes.

Whether they match or not, automakers in Paris competed for the attention of an increasingly discriminating public by putting out fresh, unique colors – sometimes in tandem with another hue.

Smaller carbon footprints.

An obvious unifying thread among carmakers is a desire to lessen the carbon emissions of vehicles. The Paris Motor Show put this awareness on display by indicating carbon dioxide emissions (in grams per kilometer) and fuel consumption (in liters per 100 kilometers) in each featured vehicle – with corresponding grades from A (low emissions) to E (high emissions). The future, indeed, looks greener from here.





Peugeot 208 GTi
This Peugeot 208 GTi shines bright like a, well, you know.



Mercedes-Benz CLS
Matte is where it's at. This Mercedes-Benz CLS certainly thinks so.



Toyota i-ROAD
Melding car and bike, Toyota's i-ROAD gives a tantalizing look at tomorrow's mobility.



Fiat 500
This Fiat 500 gets a denim look, and is promptly pressed against by a gentleman visitor.

Smaller cars.

Parking spaces are a premium here in Paris, so there is no loss of face to drive smaller vehicles. Well, actually, one can surmise that subcompacts will one day rule the constricted streets everywhere. Beyond Smart, other brands like Toyota are exploring the realm of mini rides. Subcompacts have already made their way into our roads a long time ago; it's tempting to imagine how long before shrewd motorists switch their fascination with big SUVs to frugal rollers.



Audi Virtual Cockpit
The dashboard display is evolving as we know it — continuing to depart from analog dials into the digital realm. Audi's "virtual cockpit" supplies all the high-tech bells and whistles upon demand.

Do-more dashboards.

High technology is continuously evolving and making its way into everyday life. There is no reason it should be abandoned while comfortably ensconced in the driver's seat. The dashboard of your dad's American muscle car has given way to digital gauges and indicators. Audi's so-called "virtual cockpit" is a fully digital instrument cluster that features a 12.3-inch TFT screen that can change from infotainment mode to classic. A navigation system also displays a high-definition map and a sundry of bells and whistles. ☺

THE CROSSOVER REDUX



By Vince Pornelos

2014 Mitsubishi ASX 2.0L GSR CVT

HERE comes a time in the life of a car that the automaker institutes a mid-cycle refresh; an update that brings the model in line with the company's newest technologies, latest styling direction and improve value.

For the Mitsubishi ASX, that time has come as MMPC now brings in the latest version of their compact crossover to compete in the market. Let's see how it gets on.

ASX actually stands for Active Sport Crossover (hence the "X") and is considered to be a "little brother" to the larger Outlander and was originally introduced a few years ago by Mitsubishi Motors Philippines Corporation. It's easy to see where the model is positioned upon a check of the dimensions; the ASX measures 4295mm long, 1770mm wide and 1625mm tall. The key for any crossover, however, is its ground clearance; as it stands, the ASX clears the road by 195mm.

Mitsubishi has tweaked the design somewhat since the original version was launched in 2010. The front of the ASX is still dominated by the aggressive jet fighter-style grille similar to the Lancer EX, though this one has a redesigned lower bumper with foglamps and LED daylight running lamps. The strong exterior features and a curving roof line make a dynamic silhouette for the new ASX, finished off by a tailgate with multiple LED brake lights. The new 2014 ASX rides on multi-spoke 17 inch alloy wheels with wide 215/60/R17 Yokohama tires.

Like the Lancer EX with which the ASX shares design details, chassis and suspension, the ASX is also powered by a 4B11 engine, but has been retuned to produce 150 horsepower at 6000 rpm and 197 newton-meters of torque at 4200 rpm to better match the body. The engine features Mitsubishi's Innovative Valve Timing Electronic Control, or MIVEC, and is mated with an upgraded version of Mitsubishi's efficient INVECS-III continuously

variable transmission, which can accelerate the car while maintaining continuous RPMs and can run a 6-speed manual mode.

Unlike the previous versions of the ASX, Mitsubishi Motors Philippines has omitted a 5-speed manual option and the all-wheel drive system; this 2014 ASX is purely front-wheel drive. What's interesting, however, is that the 2014 ASX is offered as a GSR model; the first time the GSR name has returned to the MMPC line up since the 2-door Lancer GSR coupe from the 1990's.

Inside, the basic Lancer EX interior architecture has been updated, with fresh fonts on the instrument cluster, as well as a new dashboard design. There is seating for 5 adults, with the driver and front passenger having sporty bucket seats. The rear bench has a 40-20-40 folding system, with the center able to fold down to become an armrest with two cupholders.

The 2014 ASX has a full suite of standard features, beginning with a 6.5-inch touchscreen LCD with DVD, iPod and Bluetooth connectivity, along with power windows, mirrors, and keyless entry. Safety is also quite high on the list with ABS, 4-wheel disc brakes and dual airbags as standard. Navigation is also standard, along with magnesium paddle shifters, steering wheel audio controls, headlamp washers and key transponder with a push-button start/stop system. What's new is the addition of a panoramic moonroof in this GSR variant.

Driving the 2014 ASX around town is a treat. The height of the car and the driver's seat makes for better visibility and a more commanding drive on the road. The ground clearance also means that rocks and debris on the road are not as worrying when you drive a smaller, lower sedan. The 5.3 meter turning radius makes handling U-turn laden urban streets a breeze. Also the smoothness of the updated CVT can really be felt, especially if you've driven the previous version. Fuel economy in the city (with heavy traffic) is at the 7.7 km/l mark.

On the highway, the 2014 ASX is as smooth as they come. Quiet when cruising, quick to overtake and overall refinement are definite plus points, and it's nice to pop open the retractable ceiling fabric for a bit of sun. Fuel economy is also much better when cruising at 90-100 km/h, as the 2014 ASX returned 13.7 km/l with two passengers aboard.

Enter a winding road, however, and the ASX will impress as Mitsubishi's crossover is light, nimble and easy to toss around. Braking is good, the tires offer good grip, and the magnesium paddle shifters on this model are the best in the business for feel. The cornering characteristics of the car mimic the Lancer EX's, though there is a bit more body roll. I do miss the 4WD system, but for everyday use this 2014 Mitsubishi ASX GSR does hit the spot very nicely at P1,198,000; a significant improvement in price given that this is a Japan-made model. **aq**



NISSAN recently revealed its next-generation global contender in the pick-up truck segment: the 2015 Nissan NP300, otherwise known as the Navara.

Without a doubt this is a model that Nissan Philippines, Inc., the new national sales company, is very eager to market in the country. They're so excited for this new pick-up that they sent us to Chiang Mai, Thailand for the Global Media Drive of the all new model, just so we can fully evaluate the truck's capabilities and potential in the Philippine market.

By Vince Pornelos



The Future's Truck Today

Driving the 2015 Nissan NP300 Navara

BACK IN TRUCK-CRAZY THAILAND

When we arrived at Chiang Mai, Thailand we were greeted by some very senior members of Nissan's development and communications teams; this being an important launch of a very important global model.

Thailand is very much a nation of pick-up trucks. Single-cab pick-ups are very affordable in Thailand thanks to legislation enacted by the government that set the sales tax so low for locally-made single-cab pick-ups that they're actually cheaper than most subcompact sedans there.

The morning brief was quick. It's just what we wanted, given that Nissan's plan for the driving component involved a 100-kilometer round-trip stint with the 4x2 versions of the NP300 over city streets, motorways and side roads as well as another 100 kilometer route aboard the 4x4 version of the NP300 over a mix of tricky mountain trails and paved roads.

HELLO, NAVARA

Seeing the Navara for the first time in the metal, it's easy to be impressed with the look.

The front end looks quite distinguished for a utility vehicle as Nissan fully applied their V-motion design statement with the NP300 Navara, particularly in the way the fascia's elements blend in with the hood and fenders. Quality details such as the chrome and matte gray grille start of the design, flanked by a pair of first-in-class LED projector headlamps.

The problem that most pick-up trucks designers have is that they are generally constrained in their line of work given that a boxy bed occupies half of the vehicle. Nissan sought a way around it by designing wide arches, car-style taillamps, a V-motion detail around the Nissan logo and even a detail that resemble a ducktail spoiler that's really a sill you can sit on (though not while the vehicle is moving). Clever.



The cabin looks and feels very premium too; actually it's so impressive that you could almost swear they lifted it off of a top-spec executive sedan. Climate control, a Kenwood 2DIN audio unit with satellite navigation, steering wheel audio controls, Bluetooth and USB connectivity are all standard for the 2015 Nissan NP300 Navara 2.5L 4x2 and the 2.5L 4x4.

The most surprising features unique to the NP300 in the class? A/C vents for the rear passengers in the center console box and floor mounted rear cupholders with an umbrella holder. Again, clever.

POWERPLANTS TO LEAD

Nissan opted to develop the next generation NP300 Navara pick-up with a choice of three powerplants: a 2.5-liter DOHC 16-valve Inline-4 diesel with a variable geometry turbo and an intercooler, a 2.3-liter DOHC 16-valve Inline-4 diesel with a variable geometry turbo and intercooler and an upcoming 2.5-liter naturally aspirated gasoline engine.

Being that the Philippine market is strongly oriented towards double cabs for pick ups, all the models that we were assigned to drive were double cabs with the high powered version of the 2.5 liter diesel with 190 PS.

Nissan says that, depending on the market, the NP300 Navara could be made available with a unique 5-link rear suspension with coil springs instead of the traditional leaf spring rear suspension common to this class of pick-ups. Having coils instead of leafs (or is



We head on over to Chiang Mai, Thailand to see what the 2015 Nissan NP300 Navara can really do on the road and off of it.

it leaves?) will sacrifice carrying capacity in terms of weight, but will greatly improve ride.

DRIVING THE NP300 NAVARA 4X2

We made our way to our trucks for the morning drive: a pair of 2015 Nissan NP300 Navara 4x2 VL models with the six-speed manual transmissions. These may be right-hand drive Thai-spec models but—given that they're double cab versions—they should be close enough to the trucks that Nissan would eventually offer in the Philippines.

After we settled into the truck, fired up the engine via the push button ignition (it's equipped with a smart key) and got reoriented to an RHD manual (read: stalled), off we went.

The engine and transmission work really well together; great power coursed to the rear-wheels via a properly developed six-speed manual gearbox. This may be a heavy truck (you can feel it) but the power and torque make it rather quick from a standing start.

Also of note is the ease by which the NP300 makes its way around urban areas. By no means is it light on its feet, but visibility is excellent and making 90-degree corners (common with urban areas) is easy. This one is fitted with a rear-view camera making parking easier as well.

We didn't have the proper facilities to do a full fuel economy test apart from the fuel computer. After zeroing the data on the highway for this 2015 Nissan NP300 Navara 2.5L 4x2 6MT, the truck achieved a consumption of 15.2 kilometers to the liter at an average speed of 79 km/h with three passengers.

What was truly unexpected was how comfortable the Navara was at all speeds whether on smooth highways and even on rougher, potholed roads. This certainly didn't feel like your usual truck, a trait of the 2015 Nissan Navara that their engineers explained when we got back to the hotel.

DRIVING THE NP300 NAVARA 4X4

In the afternoon we switched on over to the top spec 2015 Nissan NP300 2.5L 4x4 VL in that rather striking shade of Savannah Orange. No stalls for us this time; this Navara is equipped with the 7-speed automatic.

First up, we headed back onto city streets to try out this 4x4 truck; in rear-wheel drive mode, of course. Like before, it's comfortable and easy to maneuver for a pick-up, and it came equipped with all the bells and whistles like the 4x2 VL we drove earlier in the day. The engine is also the YD25DDTi with 190 PS, though now it comes with the convenience of the 7-speed auto with a manual mode if you wish to select the gears yourself.

The operation of the transmission is smooth and intuitive; just about what you want for any automatic on any car, truck or SUV. With the fuel economy reset, the Navara 4x4 7AT (in 4x2 mode) was able to achieve 14.2 kilometers per liter at an average speed of 84 kilometers per hour on the motorway. Again, pretty good.

Deeper we went into the mountains and soon enough the pavement disappeared, changing instead to the orange and red mud trails common in Thailand. The heavy monsoon only made it worse, so we engaged 4x4 High on the fly (yes, it's shift on the fly) and got on with the path.

The speed by which we drove through the tight trails filled with muck and mud was also surprising; we sustained a pace of 20-30 km/h and up to 40-50 km/h on some parts. It may not sound fast, but given the challenging path (with a few moments of opposite lock), it's plenty quick and was done in ample comfort.



In actuality, the 4x4 Shift on the Fly feature is only one of many features that the 4x4 variants of the NP300 comes with. Hill Descent Control, Hill Start Assist, Vehicle Dynamic Control, Active Brake Limited Slip and a Limited Slip Differential. These 4x4 driver aids just make it easier; something we tested at the specially paved (yes, paved) 4x4 test track.

Nissan actually prepared a specific course to give us an appreciation of the capabilities of the new Navara. Here we tested all the off-road capabilities such as the approach angles, departure angles, articulation, traction control, HDC, HSA, among others, of the 2015 Nissan NP300 Navara.

A fitting conclusion to our drive of Nissan's latest truck.

TOMORROW'S TRUCK, TODAY

Rare as it is, we really are thoroughly impressed in all respects aspects with the next generation Nissan Navara. We have yet to test it with a bed full of cargo (as it's meant to be), but we may have to wait up to a year for it.

Yes, you read that right; the Navara might take anywhere between a few months to a year before it arrives in the Philippines. Nissan is still working on rolling out the left-hand drive models out of the Navara from Thailand.

Nevertheless, the 2015 Navara is Nissan's next big thing. Based on our drive, the NP300 feels like a truck where the designers and engineers thoroughly thought of everything. The design, efficiency, performance, ruggedness, comfort, convenience and carrying capacity were all taken care of so that we don't have to.

At the end of the day, isn't that how it's supposed to be tomorrow's trucks? **QQ**



German carmaker unveils
the first premium
plug-in hybrid SUV



PARIS, FRANCE—Porsche is determined to combine fuel efficiency with high performance. At this year's Paris Motor Show, Porsche added a plug-in hybrid to its vaunted Cayenne SUV lineup. The Porsche Cayenne S E-Hybrid took the center stage as the company focuses on reducing emissions, and improving fuel efficiency as well as driving performance. No less than Volkswagen Chairman Ferdinand Piëch was in attendance at Mondial de l'Automobileas Porsche AG President and CEO Matthias Müller introduced the hybrid.

Text and Photos by Jason K. Ang

Porsche electrifies Paris

With its hybrid powertrain, the Cayenne S E-Hybrid combines emissions-free electric motoring with the power and handling of Porsche's premium SUV. The new Cayenne is a parallel, full hybrid vehicle. Parallel means that the gasoline engine and electric motor can power the car independently or together, and being a full hybrid means it can run on electric power alone. The car features lithium-ion cells with a 75 ampere-hour capacity, or about 42 times that of an iPhone 6. That may not sound like much, but it's enough to give the Cayenne an electric-only range of 18 to 36km, depending on driving style and topography. That means zero local emissions and improved efficiency, particularly when driving in the city.

The E-Hybrid can even go up to 125 kph on electric power alone. Fuel mileage more than doubles, from the rated 12.2 km/liter of the old Cayenne S Hybrid, to 29.4 km/liter. Emissions drop to 79 g/km, putting the car in the top 'A' grade of the European environmental rating scheme. This puts it a notch over non-plug in hybrid vehicles such as the Toyota Prius.

True to its Porsche badge, the Cayenne S E-Hybrid is not just designed for puttering about while smelling the daisies. Step on the accelerator enough to trigger the pressure-sensitive switching point, and the gasoline engine fires up. The supercharged 3.0-liter gasoline V6 and electric motor give a combined output of 416 hp and 590 Nm.



World Premiere. The new Cayenne S E-Hybrid.



with new Cayenne S E-Hybrid

Utilizing all those horses and torques enables the Cayenne to go to 100kph in 5.9 seconds, on to a top speed of 243 kph. Theoretical range is more than 2300 km on a single tank of fuel. Power is fed through an 8-speed Tiptronic automatic to all four wheels.

The Cayenne S E-Hybrid can be charged in under three hours using the car's onboard charger, or in an hour and a half with an available higher-power charger. The car also features a pressurized fuel tank, which ensures that evaporated fuel does not escape to the atmosphere. When refueling, the evaporated fuel is neutralized with an activated-carbon filter.

The new Cayenne increases to three the number of plug-in hybrids that Porsche is offering. The Panamera S E-Hybrid was launched in 2013, with many of the key components now installed in the Cayenne.

Then there's the 918 Spyder hybrid supercar, which combines zero-emissions motoring capability with blistering performance. The 918 lapped the 20.6 km course in 6 minutes, 57 seconds, just under the 7-minute mark considered the supercar standard. In the World Endurance Championship series, Porsche has also fielded a hybrid, the 919, which competes in the Le Mans Prototype 1 class.

With distinctive exterior touches, the S E-Hybrid can be spotted via its acid green brake calipers and badges. The trademark Porsche gauge cluster also features green needles. These join the other exterior changes in the facelifted Cayenne. The hood and front fascia have been revised, and the headlamps now feature four LED daytime running lights, a la 919 Le Mans racer. The taillights have also been revised to make the car look wider.

In an interview after the unveiling, Porsche

CEO Muller said that the E-Hybrid will be rolled out in Asia by the end of this year, with a similar price structure to the Panamera's. This implies a 25% price premium over the base Panamera.

Muller further said that depending on customer demand, they may even introduce a hybrid version of the 911 sports car. "We can imagine that," he said. Ferdinand Porsche himself introduced a gasoline-electric hybrid prototype at the 1901 Paris Motor Show. More than 100 years later, the engineers at Porsche are still pushing the performance limits of the technology, as embodied in the new Cayenne S E-Hybrid.

Porsche's stand at the Paris Motor Show included its 919 Hybrid race car, which contested the World Endurance Championship, including the Le Mans 24 Hours race. Also on display was the new Porsche 911 Targa. **AQ**



STREET RACING, THE TOYOTA-WAY

By Vince Pornelos

Driving the finale of the 2014 Toyota Vios Cup Season at McKinley West



I'M pushing her for all she's worth; doing everything I can to anticipate and manage the inevitable understeer from the tired tires and the spent brakes. I exit the corner with just a little more speed than Paulo in #7, and on the vast expanse of that back straight I gradually reel him in.

His taillights fire up he dives against DJ Sam YG into Turn 3. I stomp on the anchors at 140 km/h, heel-and-toeing down as I change my line to the inside for the tight first gear hairpin. Everything is in slow motion, but my car isn't...not enough, and then I see Paulo and Sam begin to turn in.

I brace myself for the inevitable contact and...

Yes, that was how intense my Toyota Vios Cup experience was at the McKinley West Street Circuit; easily the greatest singular event ever organized in Philippine motorsport.

Just a few weeks prior, Toyota Motor Philippines announced that they will hold the third and final leg of the 2014 Vios Cup Season at a specially prepared street circuit in McKinley West, a residential and condominium complex in Taguig. Needless to say we were all excited and so were the racers.

The regular Vios Cup drivers were there, and the points leaders were locked in a battle to determine who will be champion, something that was no longer a sure thing since the points system was changed for the special leg. The celebrity drivers were likewise in

a heated battle. For the most part, I just wanted to win against Paulo Subido of Top Gear and Ira Panganiban of Autocar in the Media division.

The track itself is a challenge. Organizers set up a 1.8-kilometer circuit in a venue designed to be a luxury residential area. Driver and spectator safety was the priority so Toyota lined up the course layout with steel Armco guardrails, catch fencing and concrete barriers. The Automobile Association Philippines (AAP), being the auto race sanctioning body in the country, oversaw the layout of the track and made changes for safety.

We started to practice on the track and got familiar with the seven corners, the surface, and the tricky first-gear hairpins and chicane. The brakes took a lot of punishment in those corners and the strain on the gearbox can be clearly heard. Doing a quick lap is easy. Doing 20 quick laps without destroying the brake pads and the gearbox will be tough.

Come qualifying day, we all head out on track to determine our positions. AAP will only allow 20 of them in one race; 37 drivers on one racetrack is simply too much to be able to race safely. As a result, the top 20 will get to race in the main heats, while the remainder of the customer drivers joined the media and celebrities for the promotional race.

I put in my quickest lap so far at 1:14.654, while Paulo was right behind at 1:14.753; just 0.99 seconds separated us. To put those times in perspective, the drivers in the Vios Cup class (with the newer cars) were qualifying in the 1:10's and 1:11's. This race is going to be interesting.

On race day we lined up on the grid. Sam YG is occupying pole position for our grid with myself in P2, Paulo in P3, Phoemela Baranda in P4, so on and so forth. I was raring to go, and when the lights went green, all the Vios Cup cars in our grid set off.

I caught Sam YG napping at the start and jump ahead of him for the lead into turn one. Just as I exit the first hairpin, it was clear that the race was red flagged right away; Ira Panganiban had crashed spectacularly after contact with another car sent him into the barriers. He was OK, but now I have to give up the lead for the single file restart. Great.

We're lined up again for the rolling start; now I have to pass Sam if I wanted a chance to get ahead. He keeps his composure; I'll have to apply pressure. We race for a few laps, but then there was another red flag; Rhian had crashed at the

first gear chicane. By this point we've been in the car for almost an hour and have had to deal with two race stoppages. I was physically spent being the heaviest driver here, but we all had to push the limits of our endurance.

The race is given the green light again, but at this point my brakes are spent. In my mirrors, Paulo is clearly making up the gap, and dives into Turn 3. He successfully pulls off the pass, and it was all I could do to hold position until the checkered flag.

Back at the pits, there was jubilation for some, but not for me. I know I pushed it hard, but I was completely spent. I physically could not get out of the car. Maybe I should have taken that

We make a rolling start, headlights on full blast as daylight was running out faster than we were racing. I can see that I'm gradually reeling in Paulo and Sam, but I would have to take a risky move to pull it off.

On turn three there was no distance between us. Sam brakes for the corner, then Paulo tries to dive on the inside. I know the car can make it, so I dive further inside, essentially making it a three wide entry into the corner. I stomped on the brake pedal and... it's not enough. Paulo and Sam turn in, but my bumper was sticking out of the hairpin, just enough for Paulo to clip it and send me into the tire barrier.



diet more seriously, but now my focus is on Race 6; a race that, in my mind, will be no holds barred.

On the racetrack for Race 6 in the customer class, there was plenty of on track mayhem; so much so that they called the race off at half distance given that the drivers were all hot to win and crashing left, right and center. Now it's our turn.

As a result of the Vios Cup Class race being shortened in distance but double in time cleaning up the carnage, our race was likewise shortened and we would be racing just half the distance. I had 11 laps to pass Paulo in P2 instead of 20.

GAME OVER.

At the end of the race, we head back to the pits and I get out of the car. I knelt down in front of the car and felt the damage from the contact with another car and the barrier. I had lost out, but that's racing. In all honesty I was disappointed with my performance in the first race of the day, but after the second one, I felt refreshed.

That's the Toyota Vios Cup. You give it your all and hope for the best. This time, on this circuit and with this car, that's all I could do but who knows, maybe next year we can do it again. **AQ**



The Driving Force | Behind Ford's Aluminum Trend |



NOVELIS, a global aluminum supplier, is seeing a 45-year-old dream come true as the auto industry is on the cusp of making the lightweight material mainstream.

Novelis is supplying aluminum for the 2015 Ford F-150 that went on sale in November. The supplier is expanding its Oswego, New York plant, for a third time and Ford can use everything it can make.

For 40 years prior to 2009, the amount of aluminum on vehicles increased by about seven pounds a year, said Tom Boney, a general manager for Novelis North America.

First it was hoods, then doors and liftgates. A few luxury automakers were bold enough to offer aluminum frames and body panels on selected models. But when it came to the full body, steel remained the metal of choice.

"We just kept plugging away," Boney said. "We were always the bridesmaid, never the bride."

There were times when the executives thought a breakthrough was nigh. For example, Novelis worked with Ford on an aluminum Taurus in the 1990s.

"We thought it would be it," Boney said. But it was not to be.

So when Ford and Novelis started talking in 2009—facilitated by Novelis CEO Phil Martens, a former Ford executive, and Ford's former CEO Alan Mulally's knowledge of aluminum from his time at Boeing—the aluminum F-150 evolved from

dream to reality.

Ford makes about 700,000 F-150s a year and starting with the next-generation light-duty truck they will all have aluminum bodies. With reports that General Motors' next generation of pickups, Chrysler's next Jeep Wrangler and maybe Ram pickup could all shift to aluminum, Novelis is positioned well for the industry's next big trend.

Like most overnight successes, it was years in the making.

"It has been a 40-year journey for the aluminum industry," Boney said.

By 2025, 18 percent of all vehicles will have all-aluminum bodies compared with less than 1 percent now, according to a recent report from Ducker Worldwide, which examines material trends.

Pickups are leading the charge, partly because they must achieve big improvements in fuel economy in the next decade. Ducker estimates by 2025, 70 percent of pickups will be aluminum intensive.



Ford F-150 Aluminum body

GG By 2025, 18 percent of all vehicles will have all-aluminum bodies compared with less than 1 percent now, according to a recent report from Ducker Worldwide, which examines material trends. **DD**

Drilling down into Ducker's data, 46 percent of doors will be made of aluminum by the middle of next decade, up from 3-5 percent now; and 85 percent of hoods, more than double today's 35 percent.

"It's a pretty exciting time and with the alloys we have, we don't think we've arrived yet" at the best alloys for future weight reductions, Boney said.

Novelis has taken a giant step with the development of a military grade alloy that can be produced in high volumes.

The unique alloy was developed specifically for the auto industry, said Todd Summe, Novelis director of automotive technology.

Novelis is already working on its next set of aluminum vehicles for 2019. Neither Boney nor Summe would confirm they are the GM trucks.

Summe said future vehicles will have an even greater mix of materials, including layers of different alloys, gauges and thicknesses in a single component.

To meet the growing demand, Novelis has quadrupled its potential production and hired almost 1,000 people at its Oswego plant. There are two lines now and construction began in June on a third line to be ready next year. It will bring North American capacity to 400,000 metric tons a year and represents an investment of



Ford Shelby GR-1 Concept with Aluminum Body

about \$500 million in recent years.

"All that capacity was installed on known purchase orders," Boney said, "so we are all sold out."

But if more customers commit to broader aluminum use, "we are able to step up to the challenge."

Recycling is also key. Novelis will sell coils of aluminum to Ford. As much as 50 percent becomes waste in the stamping process. Ford will save the scrap, separate it by

alloy and give it back to Novelis to use in producing new coils.

Novelis has a target of using 80 percent recycled aluminum by 2020 through relationships like the one with Ford, up from 43 percent last year, said Summe.

The Novelis executives are not worried that truck buyers will shy away from the F-150 and deflate the momentum aluminum is picking up.

"Ford has done its homework and the industry has done its work," Boney said.

Summe agrees.

"Our confidence level is very high," he said. **MCT AQ**



Car detects if drivers are falling asleep at the wheel, wakes them up

A journey comes to a happy ending



DRIVING while sleepy can be just as dangerous as drink driving, and yet there isn't currently a way to test for tiredness in the event of a crash. Marketing campaigns such as Drive Awake have used facial recognition to detect if drivers are falling asleep, but required drivers to take it upon themselves to install the app.

Spain's Instituto de Biomecánica de Valencia has now created the Harken project, which places sensors into seatbelts and car seats to track drivers' alertness.

The system uses smart textiles embedded with sensors to monitor the key indicators of the driver's sleepiness. Connected to a signal processing unit that filters out the motion of the car from the data, the seatbelt features a heart rate monitor while the fabric covering the seat can detect breathing rate.

When the user begins to become fatigued, the heart rate drops and breathing becomes heavier. When they drop below a certain threshold, an alarm is triggered to wake up the driver.

The team has successfully tested the system on a closed track test and aims to work with manufacturers to include the system as standard in vehicles. **Source:** <http://harken.ibv.org/>



Mae Angelie Valdez - Marketing Manager, British United Automobiles Inc. and Jeff Lizardo - VIP Sales Manager, British Bespoke Automobiles



(L-R) Dino Obias - AVP for Marketing, Ford Group Philippines; Isa Suarez - AVP for Communications, Ford Group Philippines and Kay Hart - Managing Director, Ford Group Philippines

Mini Cooper S, Ford Ranger Wildtrak bag Philippine Car, Truck of the Year awards

THE overall Car of the Year title went to the new MINI Cooper S, which also claimed the Best Luxury Compact Car of the Year Award.

Organizer Car Awards Group Inc. (CAGI) said this is the fastest MINI tested, with performance rivaling that of sports cars from past test fests. "It is also more luxurious and rounded than past MINIs. This combination of power and luxury simply blew away the competition this year," said CAGI.

The Truck of the Year awards were a clean sweep for Ford, whose new Ranger Wildtrak variants took both the best two-wheel drive pick-up of the year and best four-wheel-drive pick-up of the year awards. The Ranger Wildtrak 3.2, with its all-new six speed manual transmission, claimed the overall Truck of the Year award, repeating the win of the automatic Wildtrak 3.2 variant in the previous year.

Significantly, this year's test featured a record number of contenders in the more affordable small car categories, perhaps reflecting the changing face of the market. Of the nearly seventy official entries for the year, over forty cars were subcompact or smaller. The big winners in these entry-level classes were the Toyota Wigo, which won Best Micro Car of the Year and the Hyundai Grand i10, which won Best Mini Car of the Year, beating out eight other contenders.

In the subcompact class, the Kia Rio 1.4 sedan took honors as the Best Basic Subcompact Car of the Year award, while Honda took home two honors, with the Honda City 1.5 E winning Best Subcompact Car of the Year and the Honda Jazz 1.5 V winning Best Premium Subcompact Car of the Year, a growing category featuring subcompacts over P800,000 in price and loaded with features once found only in mainstream compact cars.

Mazda swept the Compact Car classes, with the Mazda 3 1.5 S sedan claiming Best Compact Car of the Year, and the Mazda 3 2.0R Hatchback earning Best Premium Compact Car of the Year, which features compacts with larger displacement engines and more luxuries than your typical family car.

The most impressive car tested so far at COTY-P, said CAGI, was the Rolls Royce Ghost, which is the Best Ultra-Luxury Car of the Year, with both the muscle and the luxury to back up that claim.

A newly revitalized Nissan, on the other hand, achieved a hat trick this year. The Altima swept the midsize classes, with the Altima 2.5 and 3.5 V6 earning Best Midsize Car of the Year and Best Premium Midsize Car of the Year. The Nissan X-Trail 2.5 AWD on the other hand, claimed Best Crossover of the Year.

The Kia Soul diesel won Best Compact Crossover of the Year,



Keiko Enriquez - Host, Andy Rodriguez, Matt Montoya - CAGI members, Timmy Naval-De Leon - Communications Head, Automobile Central Enterprise Inc.(VOLKSWAGEN), Aida Sevilla-Mendoza - AAA director and AQ Editor-in-Chief, Bess Zamora - CAGI Treasurer

in a new class indicative of changing trends in the market. The Ford Explorer Sport EcoBoost V6, on the other hand, claimed Best Large Crossover of the Year. The new twin-turbo V6 engine was impressive in both qualitative and technical testing at this year's test fest.

The Suzuki Ertiga 1.4 AT claimed Best Subcompact MPV of the Year, packing three relatively spacious rows of seats in a surprisingly compact package. The BAIC MZ40 claimed Best Micro-Van of the year. It may not look like much, but it actually impressed on the technical track, with secure handling and braking, a far cry from Chinese micro-vans that have entered COTY-P in the past!

Best Large SUV of the Year Award went to the Toyota FJ Cruiser, whose powerful V6 and fascinating design impressed the judges. Best Midsize SUV of the Year went to the newly released Isuzu mu-X 4x2 AT.

Special Awards included the CAGI Motorsports Award, which was given to Toyota for the Vios Cup, a big step in revitalizing the local racing scene. The SpeedLab Tuner's Choice Award went to the Honda Jazz, for its modification-friendliness and potential for sizzling performance. The AAP Road Safety Award went to the Volkswagen Touareg, a large vehicle with exceptional active safety in terms of braking and stability, as well as excellent electronic driver's aids, which gives it handling shaming much smaller crossovers.

The Brother's Burger Value for Money Award went to the stylish and capable BYD F0 GL-i, while the Filinvest Lifestyle Award went to the luxurious Rolls Royce Ghost, which costs over fifty times as much as the small hatchback! The Manila International Auto Show Design Award, on the other hand, went to the Volkswagen Beetle, as much a style icon today as the original was over sixty years ago.

The Caltex with Techron Green Award went to the Honda Accord 3.5 V6, whose variable cylinder management gives it exceptional economy for such a powerful car. The new Spyder Philippines Innovation Award goes to the Ford Ecosport 1.5 DCT, whose groundbreaking design has opened up crossover ownership to a wider audience on the local scene.

The Car of the Year Philippines 2014-2015 season would not be possible without the support of Caltex with Techron, Filinvest City Alabang, the Manila International Auto Show, Worldbox Services International, SpeedLab, Automobile Association Philippines (AAP), Brother's Burger, Victoria Court, Team Spyder, Columbia Sportswear, MG Madrid & Company, Icibus Solutions and Winner Graphics.

Hyundai Motor's Brand Value Reaches Global Top 40, Highest Ever

HYUNDAI Motor Company saw its brand value post another two-digit growth in 2014, fueled by the successful launch of game-changing products such as the all-new Genesis and Sonata, as well as the successful implementation of its Modern Premium brand direction, which has been creating not only a unified image for the brand worldwide, but also an emotional connection with its customers.

The brand value of Hyundai Motor, which has been included in Interbrand's Best 100 Global Brands for 10 consecutive years, surpassed the \$10 billion mark for the first time, its highest record so far. This is a 16 percent increase from last year's \$9 billion value and a nearly 200 percent jump from its \$3.5 billion value in 2005.

"Hyundai Motor is one of the fastest growing automotive brands in terms of both volume and brand value," Interbrand said in a statement. "Hyundai Motor makes unique convenience features available across a broader range of vehicles to enhance driving experience and customer satisfaction, while its commitment to brand building extends to multiple touchpoints. As a result of these efforts, brand awareness of product attributes like design and the kind of brand loyalty that comes from an emotional connection are becoming key drivers over price."

Hyundai Motor, whose brand value ranking rose three notches to reach the top global 40 ranking for the first time this year, is building a loyal fan base through continued enhancements in its product lineup, including innovative eco-friendly products such as the world's first assembly-line produced ix35 Fuel Cell vehicle.

Ongoing investment in the brand, such as active involvement

in high-profile sports marketing activities with UEFA, FIFA, and the World Rally Championships also continue. In Seoul, the automaker opened its first brand experience space, Hyundai Motorstudio, while a second one is scheduled to open in Moscow later this year.

In particular, Hyundai Motor's ranking rose 44 notches since 2005, when it first announced its shift to brand management. Also, the brand value has increased an average of 20 percent each year after the company introduced its new brand direction in 2011, called Modern Premium.

"We're implementing a wide variety of brand-related activities that aren't simply focused on increasing sales, but are aimed at becoming a brand that our customers genuinely love," said Won Hong Cho, Hyundai Motor's Chief Marketing Officer. "We will continue to invest in our brand, by providing Hyundai Motor's unique premium experience in all aspects of the customer's journey with our brand."

Hyundai announced its latest brand direction 'Modern Premium' and slogan "New Thinking. New Possibilities" at the 2011 North American International Auto Show. Since then, a wide range of Hyundai Motor's divisions including product development, design, marketing, sales and after sales, have applied the direction to their work in a sustainable, consistent and systematic way. Enhanced global brand awareness and preference of the Hyundai brand through such efforts contributed to the increase in global sales and profits.

The Interbrand rankings are calculated using companies' financial balance sheets combined with marketing activities, while also reflecting each brand's potential profit.

AUTOMOTIVE BRAND RANKINGS

Rank (Auto)	Brand	Brand Value (US\$ billion) Y-o-Y	2014 Rank (total)
1	Toyota	42.4	19.9% 8
2	Mercedes-Benz	34.3	7.6% 10
3	BMW	34.2	7.5% 11
4	Honda	21.7	17.2% 20
5	VW	13.7	23.3% 31
6	Ford	10.9	18.5% 39
7	Hyundai	10.4	15.6% 40
8	Audi	9.8	26.6% 45
9	Nissan	7.6	22.9% 56
10	Porsche	7.2	10.8% 60
11	Kia	5.4	14.6% 74
12	Chevrolet	5.0	10.0% 82
13	Landrover	4.5	new 91



Hyundai Asia Resources, Inc. (HARI), the official distributor of Hyundai automobiles in the Philippines, is also the third top ranking automotive firm in the country. Hailed four times as Hyundai's Asia-Pacific Distributor of the Year (2005, 2006, 2008, and 2013), and Hyundai Global Distributor of the Year 2010 in less than a decade of its operations, HARI boasts of a 40-strong dealer network, superior after-sales, dealer and customer relations support, and an enviable roster of best-selling vehicles, including the Equus, Azera, Grand Starex, Grand Santa Fe, Santa Fe, Tucson, Genesis Coupe, Genesis Sedan, Sonata, Elantra, Accent Hatchback, Accent Sedan, Grand i10, i10, and EON.



Nissan holds regional launch for X-Trail

AFTER its successful national launch in the 5th Philippine International Motorshow (PIMS), the All New Nissan X-Trail is making its remarkable debut in the Visayas and Mindanao region. Style and muscle met in the form of the All New Nissan X-Trail, this testosterone-driven machine has been well received during its regional launch in the Queen City of the South ahead of its much anticipated release this month.

With the rapid growth and increasing demand for vehicles in the Visayas and Mindanao region, Nissan sees great potential in boosting its share in the market. Fortifying its presence in central and southern Philippines, Nissan proves that it is one of the key players in the growing local automotive industry.

'BUILT ON TESTOSTERONE'

First introduced in 2003, the X-Trail has long been the choice of many Filipinos because of its versatility, unique design, and capability. Built and assembled in Nissan's Kyushu plant in Japan, the All New X-Trail has a commanding presence that very few in its segment can match. It mixes bold lines with a muscular body to create a look that can only be matched by its stunning on- and off-road performance.

With bold lines and powerful curves, the All New X-Trail adopts the V-motion front grille design to boost the brand's visual presence and exudes a more modern, crossover look with an undeniably imposing muscular stance. It also has a sleek, new boomerang-shaped head and tail lamps that stylishly bookends the best-looking X-Trail to date. Not to mention the LED daytime running lights making it possible to guarantee safety while still looking sharp.

The third generation X-Trail is not just better; it literally is a lot bigger, boasting a seating capacity of seven. The cabin offers a variety of configurations—40:20:40 on the second row with slide function and 50:50 on the third row—making it an ultra-flexible vehicle, ready for any situation that may

arise—from cruising around the city driving to challenging the great outdoors. And with doors swinging as wide as 80 degrees, getting in and out won't be a problem.

Larger than the previous model and certainly among the biggest in its class, the All New X-Trail possesses an imposing stance and translates all of that size into plenty of interior space allowing it to be always ready for your next adventure, every single time.

Its on-road performance is undoubtedly a beast to behold with a 210 mm ground clearance, the All New X-Trail gives you that extra confidence needed for your next off-road adventure or to simply conquer the next enhanced monsoon rain.

Built with the customer in mind, the All New X-Trail comes standard with a Push Button Ignition paired with Nissan's intelligent Key System and an ECO Mode Switch that helps the driver achieve better fuel consumption. The vehicle also has an Eco Evaluation system, which displays a Pedal Guide monitoring your drive's fuel efficiency.

The All New X-Trail comes with a completely new look without abandoning key elements of its design that speak of its power to conquer challenges presented by the terrain and the ability to cater to your active lifestyle.

"The long wait is over. The All New X-Trail is a model highly anticipated by Filipino fans and we are proud that the Philippines is one of the first markets to launch in Southeast Asia. The new X-Trail is both a beauty to behold and an efficient vehicle ready for the road, making it the embodiment of Nissan's innovation," said Antonio Zara, President and Managing Director of NPI.

More capable than ever before, the testosterone-driven All New X-Trail comes cloaked in sophisticated lines that accentuate

its size, letting it exude a do-it-all aura that is complemented by these new innovative features:

- **Active Ride Control**—Thread rough roads effortlessly using Active Ride Control, which monitors the road surface to detect road imperfections—letting the vehicle automatically adjust to any road condition and keeps the ride smooth.
- **Active Engine Brake**—Using Nissan's XTRONIC Continuously Variable Transmission (CVT), Active Engine Brake ensures you can smoothly transition into a corner with better braking control and better pedal feel sans the usual braking effort.
- **Around View Monitor**—Nothing is as appealing as seeing a beauty in all fours. With X-Trail's Around View Monitor, get a bird's eye view of the vehicle using 4 different camera angles making backing and parking as smooth and easy as possible.
- **Hill Start Assist**—Drive through steep inclines without breaking a sweat with Hill Start Assist. This standard feature in all 4WD variants utilizes torque and brake detection preventing the vehicle from sliding back whenever you're on a steep incline.

The all-new X-Trail comes in Pearl White, Diamond Black, Brilliant Silver, Fiery Red and an exclusive color for the 4x4 variant—Copper Blaze. It comes in two trims; the top of the line is a 4WD powered by a 2.5L engine producing 171 PS and 233 Nm of torque and boasts of a state of the art infotainment system with a 5-inch LCD display. The 2WD variant has a 2.0L engine that puts out 144 PS and 200 Nm of torque. Both models are mated to Nissan's XTRONIC Continuously Variable Transmission (CVT) with the option of manual mode.



The third generation X-Trail will be available in Nissan showrooms, with the suggested retail price as follows: P1,375,000 for the 2.0-liter 4x2 variant and P1,580,000 for the 2.5-liter 4x4 variant.



Honda brings audio–visual navigation system to City E variants

HONDA Cars Philippines, Inc. (HCPI), Honda's automobile business unit in the Philippines introduces new variants for its best-selling subcompact sedan. The new variants are equipped with Audio-Visual Navigation (AVN) system aptly called Honda City E Navi+ variants which retail at P816,000 for the manual transmission and P856,000 for the CVT, respectively.

The AVN System appears as a seven-inch wide VGA sliding touch panel, furnished with built-in Garmin navigation. Boasting of 3D map viewing, the AVN system offers smart yet user-friendly features while in navigation mode such as Expressway Exit Guide, route information view, and the helpful Lane Assist with Photoreal Junction View which shows when vehicle arrives at a complex intersection. Furthermore, Honda Dealers Point of Interest (POI) has been embedded in the AVN system to allow users to quickly search for all Honda sales and service locations nationwide. The AVN system also comes with free map updates for three years. Updating of the maps will be facilitated by any authorized Honda dealership associate nationwide during the vehicle's preventive maintenance service schedule.

Added to that, selecting the multimedia mode of the AVN System lets user to choose from any of the supported audio and video functions such as DVD video playback and various audio sources such as USB music files, iPod and Bluetooth audio streaming. Bluetooth connectivity also showcases a hands-free telephone feature which permits most Bluetooth-equipped smartphones to be paired to the AVN system.

Other variants of the All-New City (VX and VX+, respectively) are already equipped with 7-inch touch screen Honda display audio, which

also features functions such as hands-free telephone (HFT) and audio streaming via Bluetooth connectivity and voice recognition control. To further provide convenience to everyone on board, the All New City is equipped with different ports such as auxiliary, USB, and the new HDMI port that lets you connect and mirror your smartphone on the display audio screen.

As technology continues to evolve, Honda has partnered with Sygic, a navigation software developer, to integrate applications that will allow users to use a mobile navigation app through the vehicle's display audio.

To use, customers must have the following items available:

- Honda vehicle with display audio (All New City VX & VX+, All New Jazz VX & VX+, New Civic 1.8 E Modulo, 2.0 EL MUGEN)
- iPhone 5, 5s and up, iOS 7 1.2 and later
- Smartphone Connection app—free application offered by Honda
- Sygic—paid car navigation app
- HDMI cable—lets you connect and mirror your smartphone on the display audio screen
- USB cable—for phone charging
- Apple Lighting Digital AV Adapter

With all these in place, users can use the Sygic navigation app that features 3D high-quality maps offline maps, voice guidance, turn-by-turn directions, traffic alerts, which is now seamlessly synched with the vehicle's touch screen display audio. This innovation enables drivers to keep their eyes on the road and hands on the wheel for a safer and more comfortable driving experience.

HONDA ROLLS OUT NEW MODELS, FREEBIES THIS HOLIDAY SEASON

Honda Cars Philippines, Inc. (HCPI), Honda's automobile business unit in the Philippines is pleased to announce this season's remarkable offerings of new products and freebies.

2015 Honda Civic

In continuously providing up to date products, HCPI now offers the 2015 Honda Civic in the Philippine market. Exuding the distinctive character that has carved the winning heritage of the Civic badge, the 2015 Civic is reinforced by its major characteristics: sporty design, advanced features in fuel economy, entertainment and safety; and dynamic driving and handling.

The 2015 Civic is available in six variants with either a 2.0 or 1.8-liter engine displacement mated to a 5-speed automatic transmission. Manual Transmission will now be exclusively available to the 1.8 S Civic.



All New Jazz MUGEN Limited Edition

With only 30 units available in the market, the All New Jazz MUGEN Limited Edition model offers original, factory-installed MUGEN accessories that bring the sporty character of the Honda Jazz 1.5 V variant with Manual Transmission to another level.

Exclusively designed for the discerning car enthusiasts who appreciate enhanced styling to the All New Jazz' aerodynamics, the Jazz MUGEN Limited Edition bears front grille, tail gate spoiler, 17-inch MUGEN Alloy Wheels with wheel nut and lock nut set and a MUGEN emblem.

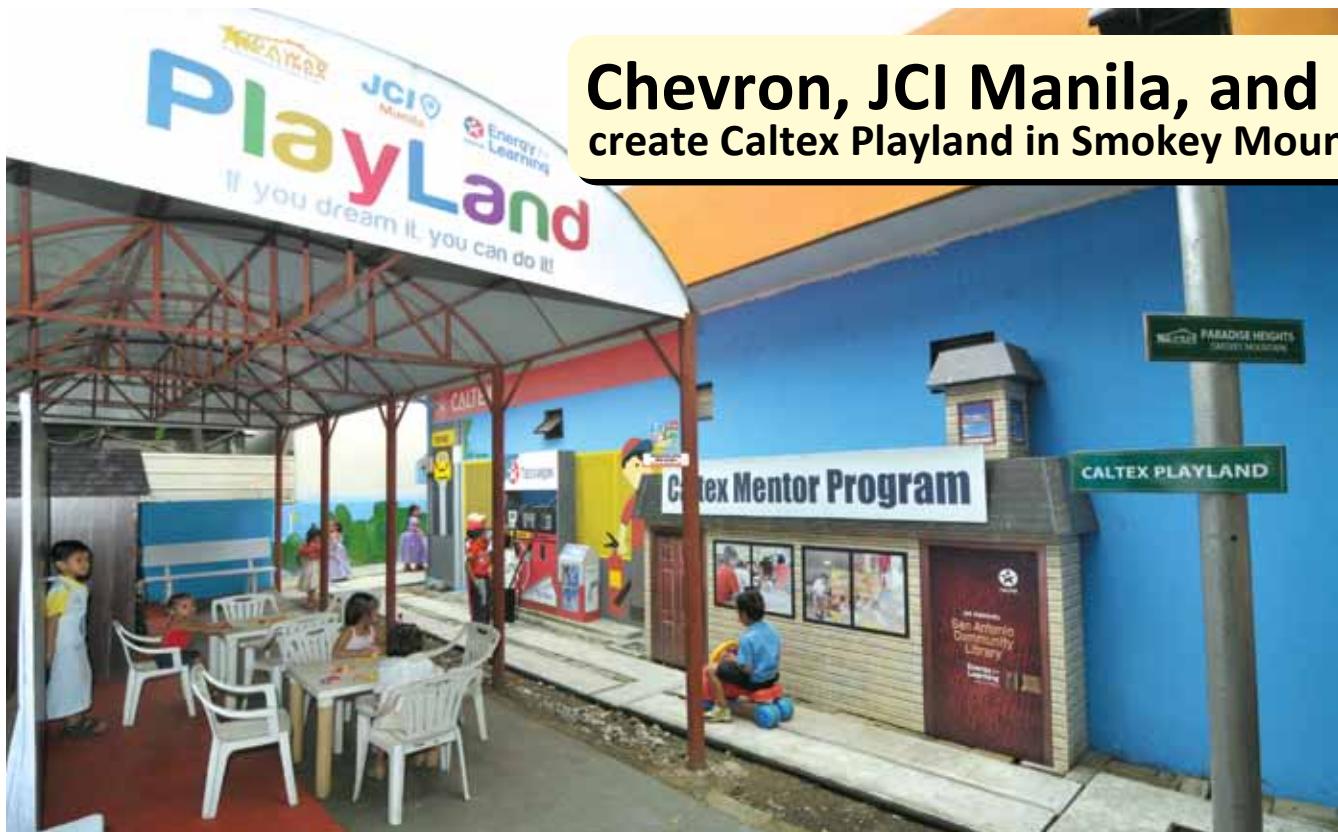
Be part of the 30 soon-to-be owners who will get the chance of owning the Jazz MUGEN Limited Edition. It will hit select Honda dealer showrooms starting November 12, with a suggested retail price of P908,000 and will be available in two colors: Rallye Red and Tafetta White.

Customers can also choose from different accessory packages in partnership with MUGEN, which can be purchased separately and installed to any variant of the All New Jazz.

All New City Holiday Organizing Kit

Planning out of town getaways, family reunions, and parties with friends to celebrate this yuletide season made easier as Honda's best selling sub-compact sedan promise to deliver nothing but unparalleled travelling experience with additional versatility for all your hauling needs. HCPI gears you up before hitting the roads offering a free holiday organizing kit for all Honda City variants until December 31, 2014. The City holiday organizing package consists of genuine Modulo utility accessories namely trunk tray, trunk drawer, cargo hook and cargo net.

Now on its fourth generation, the All New City set the bar further in the sub-compact segment with sporty yet sophisticated looks and technologically advanced features, not ordinarily found in other sub-compacts.



Chevron, JCI Manila, and GK create Caltex Playland in Smokey Mountain

CHEVRON Philippines Inc. (CPI), marketer of the Caltex fuel and lubricants, in partnership with Gawad Kalinga (GK) and the Junior Chamber International Manila (JCI), has made learning more fun for at least 700 pre-school children in Smokey Mountain with the creation of the Caltex Playland, an interactive learn-through-play area, and the renovation of the GK day care center.

At least 105 volunteers composed of Chevron employees, project partners, parents, teachers, and students, painted together to create the Playland that teach children about

safety, hardwork, excellence and creativity.

In addition to the sweat equity, CPI donated P150,000 in materials and skilled labor, while JCI and GK donated P400,000 also in cash and kind. Chevron employees complemented their company's contribution by also passing the hat to donate P25,000 in cash and 35 sets of school supplies, 26 sports equipment, 108 toys, 335 children books and other educational materials as well as several pretend play costumes to promote the children's cognitive development.

"The idea to create a safe and amore playful

environment will help the kids learn, hope and dream for more in their life. We simply lack the resources to get the vital tools they need for learning. I'm just so glad that Chevron came to help," said Delia Valenzuela, Gawad Kalinga volunteer teacher.

The project forms part of the Caltex Energy for Learning Initiative, which aims to help needy communities acquire new knowledge and skills through educational projects. The activity also marked the first day of the Chevron Week of Caring, the energy company's week-long celebration of diversity and volunteerism.

Caltex StarCash: The perfect gift to enjoy the Christmas journey

GIVE the most practical Christmas gifts for family, friends, and colleagues who will be travelling about during this busy time of the year. Chevron Philippines Inc. (CPI), marketer of the Caltex fuel and lubricants, is now offering its limited-edition, StarCash Christmas fuel cards in denominations of P300, P500 and P1,000 from October 15, 2014 – January 31, 2015. The pre-paid cards can be used to purchase fuel, lubricants, and services at Caltex stations.

In the spirit of the season, CPI will donate a portion of the value of each purchased card to the American Chamber Foundation Philippines Inc. in support of its charitable programs for youth development and disaster response. StarCash fuel cards are available at Caltex stations nationwide. Call the Chevron Customer Service at (02) 867-7740 or email PHHQStarcard@chevron.com for inquiries and orders.

Per DTI-FTEB SPD Permit No 3318, series of 2014. Visit www.caltex.com/phpto view the complete Terms and Conditions.



THE elegant and lustrous bowtie insignia, which has captured a significant number of motoring enthusiasts in the country, is ready to rock the SM Mall of Asia for the 5th time in the upcoming 2014 Chevrolet Motorama—the grandest and largest gathering of anything and everything Chevy.

Celebrating another year of innovative design and engineering, the Chevrolet Motorama marks the beginning of a three-month long Chevy auto festival participated by Chevrolet dealerships all over the Philippines. Beginning October 9, 2014, the bowtie brand will once again give their customers the full Chevrolet VIP treatment—from on-the-spot easy ownership promos, exclusive freebies, ‘selfie’ photos with everyone’s favorite Bumblebee at the Chevrolet photo booth, a showcase of Chevrolet Merchandise collections available at



The coolest Chevy motor show returns on ice at the 2014 Chevrolet Motorama

the Chevy Shop, a display of classic Chevrolet pickup trucks and the latest Chevy vehicle line-up, to the striking and first ever Transform Your Ride: Chevrolet dealer build-off competition.

Ready to Transform Your Ride

Innate in the Filipino culture is the passion for innovation and the love for customizing just about anything, including cars. To showcase genuine creativity and craftsmanship best suited for today’s Chevrolet vehicles, Chevrolet Philippines – The Covenant Car Company Inc., exclusive importer and distributor of Chevrolet cars and parts in the Philippines, launches the first ever Transform Your Ride: Chevrolet dealer build-off competition.

The Transform Your Ride: Chevrolet dealer build-off is the first ever Chevrolet nationwide dealer competition and is set to impress and gain more Chevy lovers and enthusiasts. In terms of interior and exterior customizing and accessorizing, participating dealerships from Luzon, Visayas and Mindanao will be pouring all their passion and creativity in ‘modding’ up the coolest Chevy rides to showcase and parade at the Chevrolet Motorama—where the coolest awards, special trophies, awesome cash prizes and much more await the victors of this year’s challenge.

Chevy Car Collection

With Chevy lovers and guests expected to come in great numbers, classic Chevrolet pickup trucks—including a 1918 Chevrolet Light Delivery “Cowl Chassis,” which is the very first truck variant that Chevrolet has ever built, and a 1955 Chevrolet Pickup, which marked Chevrolet’s advancement

in design, will be showed in the Motorama event, along with the all-time favorite American muscle car, commonly known as the heroic Bumblebee—the Chevrolet Camaro.

The Chevrolet Motorama will also feature Chevrolet’s product portfolio including the mini passenger car with a massive attitude, the Chevrolet Spark, the All-around Utility Vehicle (AUV,) the Chevrolet Spin, the mid-size executive sedan that lets you want what you need, the Chevrolet Malibu, the power packed Turbo-diesel pickup truck, the Chevrolet Colorado, and the award-winning and best-selling mid-size truck chassis SUV, the Chevrolet Trailblazer. Guests will also see the debut of refreshed Chevrolet Captiva and the latest variant of the Chevrolet Sonic LS.

Newly Refreshed Chevys

Exuding a commanding presence with its sleek, bold lines, masculine corners and its signature dual port grill with the iconic bowtie insignia at its center, the newly refined and redefined 2014 Chevrolet Captiva 4x2 is capable of producing a maximum of 161hp and 400Nm of torque that provides impressive power and acceleration for overtaking manoeuvres and climbing steep and challenging roads. Its superior ride and handling, commendable SUV capabilities, along with its new elegant design and new advance technologies.

On the other hand, the Chevrolet Sonic was one of the hero Chevy rally cars featured in the *Transformers: Age of Extinction* movie. Apart from its attractive exterior design, the Sonic is equipped with a 1.4L ECOTEC engine that offers dependable power reliable engine performance.



As part of the 5th anniversary of Chevrolet Philippines under the management of The Covenant Car Company Inc. (TCCI), the sporty and sleek sub-compact car Chevrolet Sonic variant will be offered at the 2014 Chevrolet Motorama event in special discounted prices. You can drive home the Chevrolet Sonic for as low as P678,888.00.

New prices of other Sonic variants are as follows:

- Chevrolet Sonic Sedan LS MT P678,888.00
- Chevrolet Sonic Sedan LS AT P718,888.00
- Chevrolet Sonic Sedan LT MT P698,888.00
- Chevrolet Sonic Sedan LT AT P738,888.00
- Chevrolet Sonic Hatchback LTZ MT P748,888.00
- Chevrolet Sonic Hatchback LTZ AT P798,888.00



Build Your Dreams

BYD has a history of creating ground breaking, game changing technology. Its cars, batteries, battery storage facilities and other products showcase its relentless adherence to uncompromising excellence, even as it takes on for itself the responsibility of uplifting and upgrading the mobility options available to people anywhere, through innovations that change even the way life is lived.

Fuelled by a visionary back in February 1995, BYD Company Ltd. took off with a starting capital of RMB 2.5 million---the brainchild of now Chairman Wang Chuan-fu, who selected 20 key people as the corporation's pioneers.

The company's initial product offering: rechargeable nickel-cadmium batteries. In less than 20 years, its global dominance in this product category, and eventually, in handset Lithium-ion batteries, cell phone chargers and keypads worldwide, would catalyze BYD's metamorphosis into the technology-driven giant it is today, laying the foundation for its entry in car manufacturing, even as it maintains its position at the forefront of computer and information technology and new energy.

MEET COOLNESS. AWESOMENESS. THAT'S F ZERO, DUDE



A quick survey of its merits would reveal the F0 to be stylish, sporty and smart, inside and out. Its features are affluent yet young, and the vehicle more secure, as it comes with a keyless entry system that is also an effective anti-theft feature.

Its design epitomizes Euro Chic, yet its mighty engine helped clinch for the F0 the highly coveted Best New Car award in the Beijing International Auto Show of 2008, immediately followed by another citation as Borg Warner's Best Chinese Engine award – achieved by F0's BYD371QA engine. Experts declared its engine performance top notch and praise worthy, citing the plus factor of its increased ground clearance at 120mm that equips the vehicle with better terrain adaptability, ensuring its driver an ultimately better driving experience.

The Feathers in F0's Multi-Awarded Cap

- 2008 Best New Car, Beijing International Auto Show
- 2008 Top Ten Engine, BorgWarner Cup
- 2008 Super-mini Car, New Beijing newspaper
- 2008 First Choice of Mini Car, Sohu Auto
- 2009 Best Mini Car, China Mainstream Vehicle Alliance
- 2010 Champion of Brands Satisfaction Survey and New Vehicle Quality Satisfaction
- 2011 Highest Ranked Compact Car, China Vehicle Dependability Study, JD Power Asia Pacific
- 2013 Best Collision Lab Award, Compact Car Segment, Automotive Testing Technology Int'l, UK
- 2013 No. 1 Mini Car Brand, China Brand Power Index, CHN-Brand Organization
- 2013 Highest Ranked Compact Car, China Initial Quality Study, JD Power Asia Pacific
- 2014 1st place, Philippine Micro Series Open Class, Circuit Showdown

The F0 not only promises fuel economy and engine power: it is one fun drive, as it is so agile to handle, so maneuverable and sleek, it simply revs up a whole new kind of coolness in driving that's infinitely enjoyable.

BYD is the business of Dreams. From turning qa family's aspiration for a luxury vehicle into a reality...to answering a people's need for fuel-free, low emission transport...to supplying even the world's demand for mobility options that will leave the least of carbon footprints.

Steadily and surely, BYD is delivering on these dreams.

TECHNOLOGY. QUALITY. RESPONSIBILITY. THE CORNERSTONES OF BYD'S CORPORATE EXISTENCE

BYD makes history with New Energy Advancements

In 2008, just over a decade after BYD first opened its doors, it would capture Warren Buffet's attention---and the world's.

History will quote pundits in saying that the billionaire business man was "entranced" by BYD Auto's breakthrough battery and electric vehicle technologies, particularly in a electrified, 24-hour long -range battery-- the first of its kind—that was not only economical but emission free and noiseless. Armed with the certainty that BYD's green technology is the next big thing of all big things to come---as it would impact both public and private transport on the global stage, and in the process help free the earth from toxic emissions and people everywhere from fossil fuel dependence, Buffet invested and bought shares in the company, to the tune of US\$230 million dollars.

The world sat up and noticed. And to date, it hasn't stopped noticing --- more so, as in the area of New Energy, BYD continuously develops green products such as solar farms, battery energy storage stations, electric vehicles, and LED, and rolls out of life enhancing EV and hybrids, in its support of building green highways. Truly BYD leads in the race to create and develop long term, sustainable new energy and green technology. And with a technology partnership with Daimler firmly in place, BYD Auto is set for the next level.

Barely ten years after its inception, BYD began turning heads in international car shows and proceeded to notch a series of firsts: it launched in succession, a fleet of vehicles that are state of the art, sleek, stylish and tech savvy---among them, the F5, the world's first remote controlled vehicle, the F3DM, the world's 1st dual mode electric car independent of specialized charging station, K9, the world's first long range pure electric bus which rolled out for commercial operations in 2009, and the e6, the world's first long range pure electric vehicle—and totally succeeded in making the world market realize that not all

China branded vehicles are created equal. BYD is all class, and in a class of its own.



BYD in the Philippines

Exclusively distributed by Solar Transport & Automotive Resources Corp., BYD captured the limelight in the Philippine car industry when it entered the motoring scene in 2013 by launching simultaneously, three of its fast-selling models: Its F5 with its pioneering remote controlled driving technology; its popular and populist entry level C segment L3 family sedan, and its S6, which garnered China's SUV of the Year award for 2012. Its initial fleet of vehicles are prelude to the arrival of more noteworthy models, the latest of which is its F0 (F zero), a fully fun-loaded yet powerful-engine equipped car, designed for the young, mobile and gadgets-versed market. As its player in the mini compact car category, the F0 was launched as early as 2008 in China: in five years it would sell 500,000 units, proving it worthy of the awards it has earned in its cap.

Pacquiao named head coach of Kia's PBA team

HIStory on the hard court was made as Columbian Autocar Corporation (CAC), exclusive distributor of Kia Motors in the Philippines, welcomed Congressman Manny Pacquiao as Team Kia Head Coach.

During a Press Conference held last June 9, 2014 at the CAC Headquarters in Makati, CAC formally announced to members of the media the sports icon's new role.

Chairman Jose Ch. Alvarez, CAC Chairman and Governor of the province of Palawan, introduced his good friend, Manny Pacquiao as a man of many facets—“an 8-division world boxing champion, congressman, philanthropist, family man, and now, Head Coach of Team Kia.”

The all-out support of the media in the coverage of this new development moved CAC President, Ginia R. Domingo, to feel; “grateful for the level of enthusiasm and interest that the media have shown to Team Kia as a new Philippine Basketball Association (PBA) team. She added, “we are looking forward to a great partnership with Asia’s first pay-for-play professional league, the PBA. And now, we are doubly thrilled to have Congressman Manny Pacquiao at the helm of our team.”

PBA Commissioner, Atty. Angelico “Chito” Salud, welcomed the entry of the “people’s champ” into the league describing Pacquiao “as the embodiment of the highest degree of excellence and sportsmanship.”

Donning his new Kia cap and jacket, Head Coach Manny started by thanking God for his talents which are adequate for this big responsibility bestowed on him. Then he thanked the CAC executives, PBA Commissioner Salud, and the fans for their trust and support.

“As you all know, basketball holds a special place in my heart. While boxing is my pride and joy, my bread and butter, basketball is my other passion. I promise you my 100 percent as I embark on this new and challenging chapter in my life. Manny Pacquiao is not going to let you down.”

The media were curious about his capacity to head a professional basketball team on top of his other commitments. Being the humble and genial legend he is, Head Coach Manny had these words to say. “We all have 24 hours in a day and I believe it’s simply a matter of self-discipline and time management.”

Pacquiao ended by saying; “the happiness that basketball gives me is similar to what I get from boxing, it brings out my competitive spirit.”

The love for basketball and the PBA have made a mark in the Filipino culture and psyche, and with Pacquiao and Team Kia’s involvement with the sport, this deeply embedded affection can be even greater.



CAC executives led by Chairman, Jose Ch. Alvarez (2nd from L), and CAC President, Ginia R. Domingo (rightmost), were all smiles as they welcomed Head Coach Manny Pacquiao. PBA Commissioner, Atty. Angelico “Chito” Salud and Team Kia’s manager, Eric Pineda, were also on-hand to witness the historic announcement.



FOTON'S BIG SHOW IS BACK!

THE BIG SHOW started as a “Palitan Fest” in 2010. The objective was for clients to visit the event and pick a brand new FOTON and possibly trade—in his old vehicle. This event evolved into what is now known as the FOTON’s BIG SHOW – the biggest and exclusive showcase of FOTON’s vehicle line-up from Passenger Vehicles, Light Duty Trucks, Heavy Duty Trucks and Heavy Machineries.

The past years’ Big Shows have been witness to FOTON’s launch of various new vehicles and services, and this year is no exception. With its theme of Empower Your Business, which also happens to be the brands tagline, six new commercial vehicles will be launched this year including three vehicles powered by Cummins engines, the world leader among diesel engine manufacturers.

FOTON’s Big Show 2014 offers amazing discounts and freebies for those who want to purchase a FOTON. Truly a perfect time to get that service vehicle no matter what business or industry you are in. With the support of major banks and leasing companies, one can apply for a financing application onsite... and possibly even get that approval on the same day! Talk about getting empowered!

It is that time of the year again when FOTON give’s the Filipino entrepreneurs that chance to get that workhorse they need with amazing discounts and freebies, flexible financing schemes, and even a service bundle giving you free PMS up to 10,000kms. FOTON surely is trying to get everything covered from your sales and aftersales needs.

FOTON’s Big Show 2014 will also showcase a Heavy Duty Exhibition which includes a dancing

wheel loader and other heavy machineries “on the job”. Now that’s something to look forward to, not just by the business-minded, but also for the rest of the family looking to see something new and exciting. An actual wheel loader dancing, jumping, and grooving to the music.

FOTON has one of the most extensive line-up of commercial vehicles in the market today. Their passenger vehicles include the Cummins powered Thunder Pickup and the extremely large and comfortable View Traveller; the FOTON Tornado Series comprises the versatile light duty trucks which we have seen customized to different bodies, depending on the needs of the business; the FOTON ETX Series for the heavy duty trucks are perfect for hauling and construction; last, but definitely not the least, are the FOTON Heavy Machineries, earth-moving equipment that’s big on reliability and efficiency.

Visit the FOTON’s Big Show on October 17 to 19, 2014 from 10am to 7pm at the World Trade Center, Pasay City. Take advantage of its exclusive deals available such as high appraisal trade-in for your old vehicles in exchange for a new FOTON vehicle, plus big discounts, gifts, prizes, and flexible financing schemes from your preferred banks.



To know more about FOTON Vehicles, visit any of the 22 FOTON dealerships all over the Philippines, or call (02) 459-2121 or 0999-9999998. You may also visit their website at www.foton.com.ph.



FAST GAS FAST PRIZE PROMO

GAS UP ₱1000
GET A COUPON, OPEN IT FOR A CHANCE TO
WIN INSTANT PRIZES

20 CARS
TOYOTA VIOS AT&T
100 MOTORCYCLES
HONDA CB110
90 FUEL SUPPLY
FOR A YEAR



PRIZE LIST
SECONDARY Prizes:
20 Toyota Vios AT&T
25 Honda CB110
25 Samsung Galaxy Tab 3
15 Apple iPhone 6
15 Samsung Galaxy S5
15 Apple iPad Air
15 Casio G-Shock
15 Rainbow Loom Band
150 Petron Value Card points worth P88,000 equivalent to free fuel for a year (90 winners)

LOYAL Petron customers will have the instant surprise of their lives when the oil industry leader rolls out its biggest ever promo, starting from November 15, 2014 to February 15, 2015.

Veering away from the usual raffle draw, Petron's "Fast Prize" promo will give customers a peel-apart coupon for a chance to win an awesome instant prize. For every ₱1,000-worth of single or accumulated purchase of Petron Blaze 100, XCS, Xtra Advance, Super Xtra, Turbo Diesel or Diesel Max from a participating Petron station, you get one coupon. Accumulated receipts should be from the same "suking" Petron station.

Petron Fast Prize promo: INSTANT CARS AND MOTORCYCLES

Instant prizes at stake include the following major prizes: Toyota Vios automatic transmission cars (20 winners), Honda CB110 motorcycles (100 winners), and Petron Value Card points worth P88,000 equivalent to free fuel for a year (90 winners).

There are over half-a-million prizes being given away at more than 2,000 participating Petron service stations nationwide.

Secondary prizes are Go Pro camera Hero3+ (100 winners), Apple iPhone 6 16GB (25 winners), Samsung Galaxy S5 with Samsung Gear Fit (25 winners), Apple iPad Air with retina display 16GB (15 winners), Samsung Galaxy Tab 4 (15 winners), HP car camcorder F310 (20 winners), Nike Fuel band (15 winners), Casio G-Shock watch (100 winners), and Rainbow Loom Band set (1,000 winners).

You can win an on-the-spot instant minor prize, such as Petron engine oils, P250-worth of fuel, P150-worth of fuel, and P50-worth of fuel. Minor prizes can be claimed instantly from any Petron station, upon presentation of the winning coupon, and must be redeemed with 60 days from end of promo period.

Secondary and major prize winners should

call the Petron hotline (02-802-7777 for Metro Manila or 1-800-100-738766 for other provinces) for detail verification and to arrange the Petron service station nearest the winner, where the prize can be claimed. Secondary prizes will be available and shall be awarded within 1-month upon recording of winner's details, and upon presentation of 2 government IDs. Prizes are not cash-convertible, but are transferable.

Major prizes can only be claimed upon presentation of the winning coupon, the Petron service station receipt, and two government IDs. For vehicle winners, the 20% prize tax over ₱10,000 as well as registration and shipping charges will be shouldered by Petron; transfer of registration to winners' name should be paid by the winner.

With a total of 724,525 instant prizes at stake, you have many chances of getting an instant reward from Petron's Fast Gas, Fast Prize promo. Hurry, there just might be a brand new vehicle or the latest gadget just waiting for you at your favorite Petron service station.

Don't miss out, keep yourself posted by liking the "Petron Corporation" page on Facebook.

2014 Vision Petron: Lakbay Panata winners named

THE Vision Petron 2014 National Student Art Competition brought together a rare gathering of veteran and young artists alike at the National Museum, during the awarding ceremonies held last October 9, 2014. The event honored the talented young artists who creatively shared their talents through awe-inspiring masterpieces unexpected at their age.

Student artists worked with this year's theme of Lakbay Panata—My Journey, My Pledge in the creation of a record 2,827 entries submitted for the competition categories, namely: painting (oil/acrylic and water-based media), photography, t-shirt art design, and video-making.

Acclaimed Filipino artists judged the students' works in terms of aesthetic quality and also deliberated on which best captured the Lakbay Panata theme. National Artist for the Visual Arts Benedicto Cabrera, or Bencab, chaired the painting panel; veteran photographer Wig Tysmans headed the photography judges; contemporary artist and abstractionist Raul Isidro led the t-shirt art design group; and award-winning actress-director Laurice Guillen oversaw the video-making jury.

Taking home the grand prizes in the oil/acrylic painting category were: Fulfilling And Caring For God's Gift by Edu P. Perreras (Museo ng Angeles); Till Death Do Us Part by Eric P. Perreras (Museo ng Angeles); and Sa Liwanag ng Tagumpay by Mark Leo G. Maac (Bulacan State University).

For the water-based painting category, the grand prize winners were: Sa Gitna ng Unos by Weriell B. Mallari (Tarlac State University); Iniuikit ng Panata by Edu P. Perreras (Museo ng Angeles); and Bayan



Vision Petron 2014 Painting category judges and winners. (L-R): Judges Alfred Esquillo Jr., Orley Ypon, National Artist Benedicto Cabrera; winners Edu Perreras, Karl Albais, Mark Maac, Eric Perreras, Weriell Mallari; judge Felice Sta. Maria, and National Museum Director Jeremy Barns.

Ko, Ipinagdarasal Ko by Karl P. Albais (Xavier Technical Training Center).

The photography grand prize winners were: Eid Mubarak! by Ezra L. Acyan (Far Eastern University-Manila); Kabataan, Karunungan, Kalikasan by Titus Ira J. Adayon (John B. Lacson Memorial Foundation Maritime University-Arevalo); Sapa by John Christian D. Guevarra (John B. Lacson Memorial Foundation Maritime University-Arevalo); Untangling the Flag by Jeremiah A. Digo (Adventist University of the Philippines); and Harmony by Reu Dawner A. Flores (Adventist University of the Philippines).

The t-shirt art design category was won by: Serbisong Kapwa Tao Lakbay Ko, Panata Ko by Rosela C. Andal (PUP Lakandayang Cultural Association); Peksman, Mamatay Man by Celine Anne E. Magno (Technological University of the Philippines-Manila); and Panata by Joshua B. Zerda (Far Eastern University-Manila).

Finally, the video-making category champions included: Para Sa'yo, Inayby Vyankka Pauline R. Balasabas and Haysonne C. Garol (University of Mindanao); Uling by Hector B. Calma, Roni S. Benaid, and Denise Gail T. Tumibay (PUP Lakandayang Cultural Association); and Hiram by John Henry B. Pantilanan, Carlo M. Donadillo, and Jose Daniel A. Domingo Yan (Polytechnic University of the Philippines-Manila).

Isuzu and All-New mu-X drive to deliver in World on Wheels show



MOTORING enthusiasts residing in the Visayas had a great show as Isuzu Philippines Corporation (IPC) geared up and displayed its lineup of reliable, durable and fuel efficient vehicles.

Held last October 16-17, 2014 at the Oakridge Pavilion on A.S. Fortuna Street in Banilad, Cebu City is the Isuzu World on Wheels, a motoring spectacle that declared that IPC is truly Driven to Deliver.

"Cebu has always been, and remains to be, one of Isuzu Philippines Corporation's strongest markets," said IPC President Nobuo Izumina. "This is hardly surprising as the place's mix of highly urbanized areas and breathtaking agricultural and seaside landscape makes it the perfect setting for Isuzu vehicles, which are well-equipped to serve both leisure and utility purposes."

Set to take the center stage at Isuzu's biggest event this year in the Visayas is none other than the All-New mu-X, which was launched only a few days before the recent staging of the 5th Philippine International Motor Show, where the model was a crowd drawer. The All-New mu-X, IPC's flagship SUV model, arrives in the Philippine market loaded with advanced technological and design features that make the premium vehicle truly Ready to Impress.

Already a smashing success in the

National Capital Region, the All-New mu-X marked its debut in Cebu at the Isuzu World on Wheels show, offering customers residing in the Visayas the chance to experience the luxurious features and impressive performance that the All-New mu-X is packed with.

The All-New mu-X is available in three Ready to Impress variants, led by the mu-X LS-A that comes in either four-wheel-drive or two-wheel-drive configuration, both fitted with a 5-speed automatic transmission. Next are the mu-X LS-M, which has a two-wheel-drive system and a 5-speed manual transmission, and the mu-X LS that is also equipped with a two-wheel-drive system and a 5-speed manual transmission.

In whatever variant, the All-New mu-X is designed with ideal dimensions, flaunting an exterior package that's easy to maneuver and park while having an interior that can comfortably seat seven passengers. It is powered by a Isuzu's new 4JK1-TC 2.5-liter diesel engine that has Common Rail Direct Injection and an intercooled Variable Geometry System (VGS) turbocharger, allowing it to produce 136 Ps at 3,400 rpm and a high 320 Nm of torque from 1,800 to 2,800 rpm.

Along with the All-New mu-X, also set to star at Isuzu's World of Wheels huge indoor

and outdoor displays are the best models that IPC offers. Leading the pack is one of IPC's, as well as the country's, bestselling models — the Isuzu Crosswind XT Limited Edition. The 2014 Crosswind XT Limited Edition boasts of features like the new rear spoiler integrated with LED lamp, 3.5 inch digital LCD entertainment system and the chromed fog lamps and radiator grille set.

Also available on display was the 2014 Isuzu D-MAX X-Series pickup in either A/T or M/T version, which is perfect for the digitally-savvy and active lifestyles of the "Millennial" generation.

Apart from its very popular passenger models, IPC also displayed its commercial vehicles like the i-Van UV express shuttle or school bus, D-MAX cab and chassis with passenger van body, NHR Flexiqube, NKR light-duty truck and even a marine engine, among other world-class Isuzu diesel-powered models. And the best news for Cebuanos is that all Isuzu vehicles arrayed were available for test drives during the duration of the event.

During the event, IPC also turned over 300 units of assorted Isuzu truck models to Orix Leasing and Finance Corporation. The trucks are intended for use by Dranix Distributors, Inc., one of the biggest trucking companies in Cebu.

NO. 1 TRUCK MAKER TOGETHER WITH NO. 1 FOOD CHAIN IN THE COUNTRY

ISUZU's bestselling N-Series trucks promise to help ensure that the country's leading fast food company reach its goal of further expansion.

Isuzu Philippines Corporation (IPC) on September 16, 2014 turned over 100 units of NKR71 trucks with aluminum van bodies to Jollibee Foods Corporation (JFC) during a simple program held in Jollibee Libis. The new vehicles will play a major part in JFC's plans of expanding their network to more than 2,200 stores and outlets by the end of 2014.

JFC's purchase of the new Isuzu trucks is the latest in the fast food giant's testament of trust for the Isuzu brand. JFC has for many years been relying on Isuzu products' good performance and durability. Previously, JFC had ordered Isuzu kitchen mobiles and NPR delivery trucks.



Like all Isuzu models, the Isuzu NKR71 trucks are reputed for their reliability, durability and fuel efficiency. Isuzu trucks' reputation has made them the most popular in the local market, with the highly regarded N-Series emerging as the bestselling in its category for 15 consecutive years.

Toyota Ranks Highest in Sales Satisfaction in PHL

SATISFACTION with the knowledge of dealer sales staff and the attention they provide during the shopping experience improves among new-vehicle buyers in the Philippines, according to the recent J.D. Power Asia Pacific 2014 Philippines Sales Satisfaction Index (SSI) study.



"With new-vehicle sales in the Philippines increasing by 25 percent in 2014 compared with 2013, sales are at record levels. Capitalizing on the current sales trend, dealerships with dedicated sales representatives who deliver exemplary purchase experiences can greatly benefit from positive word of mouth as 80 percent of customers rely on recommendations from friends and relatives," said Loic Pean, senior manager at J.D. Power Asia Pacific. "Internet usage and information sharing on blogs, forums or social networking sites has increased, with 20 percent of new-vehicle buyers posting details of their purchase experience on such sites. It is, therefore, essential for dealers to focus on customer satisfaction."

KEY FINDINGS

- A majority (95%) of new-vehicle buyers indicate their salesperson asked about their vehicle usage and needs, and offered a test drive; however, this is a 2 percentage point drop from 2013. Both activities have a notable impact on satisfaction.
- Overall satisfaction among first-time new-vehicle buyers—who comprise 68 percent of the market in 2014—is 844, compared with 854 among repeat buyers, narrowing the gap in satisfaction between first-time and repeat buyers to 10 points in 2014 from 17 points in 2013.
- A higher proportion (88%) of new-vehicle buyers pre-determine their target purchase model prior to visiting the dealership in 2014, compared with 2013 (84%).



AAP MEMBERSHIP APPLICATION FORM

PERSONAL INFORMATION					
<input type="checkbox"/> MR. <input type="checkbox"/> MRS. <input type="checkbox"/> MRS.	LAST NAME	FIRST NAME	MIDDLE NAME		
BIRTHDATE		BIRTHPLACE			
SEX <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	CIVIL STATUS		AGE		
CITIZENSHIP		OCCUPATION			
CONTACT INFORMATION					
HOME ADDRESS					
COMPANY NAME					
ADDRESS					
HOME PHONE	COMPANY PHONE	FAX NO.			
CELL PHONE		EMAIL ADDRESS			
REGISTERED CARS					
CAR	MAKE/MODEL	YEAR	COLOR	PLATE NO. (CONDUCTION STICKER NO.)	FUEL TYPE
1 st				<input type="checkbox"/> GAS <input type="checkbox"/> DIESEL	
2 nd				<input type="checkbox"/> GAS <input type="checkbox"/> DIESEL	
MEMBERSHIP CATEGORIES					
<input type="checkbox"/> REGULAR	<input type="checkbox"/> ASSOCIATE INDIVIDUAL	<input type="checkbox"/> ASSOCIATE GROUP	<input type="checkbox"/> MOTORSPORTS		
<input type="checkbox"/> 3-YEAR REGULAR	<input type="checkbox"/> 3-YEAR ASSOCIATE INDIVIDUAL	NO. OF CARS	Growth Membership Registration Form Registration Form		
MEMBERSHIP FEES					
	NON-DRIVING MEMBER	DRIVING MEMBER	DRIVING MEMBER REGULAR	REGULAR GROUP	NON-DRIVING MEMBER
Annual Fee	P2,000	P2,500	P4,500	P1,200	P6,000 <small>for 3+ cars</small> P9,000 <small>for 4+ cars</small>
3-year Fee	P5,000	P6,000	P3,750	N/A	N/A
PAYMENT MODE					
Paid PhP <input type="checkbox"/> Cash Payment <input type="checkbox"/> Credit Card <input type="checkbox"/> BPI's check free payments <small>Visit www.bpicexpressonline.com or call 89-100</small> <input type="checkbox"/> Pay through Banco de Oro (Institution code #0136) <small>Upon teller's validation, BDO payment slip serves as your official receipt</small> <input type="checkbox"/> Check Payment (payable to Automobile Association Philippines) <small>Date: _____ Bank: _____ Account No.: _____</small> <input type="checkbox"/> Bancnet Online Payment (for online Applications only)					

DATE	APPLICANT'S SIGNATURE	
FOR AAP USE ONLY		
SOURCE: <input type="checkbox"/> REG <input type="checkbox"/> CRS <input type="checkbox"/> RDL <input type="checkbox"/> PDP <input type="checkbox"/> SALES	BRANCH: _____	STAFF: _____
AMOUNT PAID: _____	AMOUNT PAID: _____	CR. NO.: _____
INSURANCE NO.: _____		



The National Auto Club

The Automobile Association Philippines (AAP) is the country's premier auto club representing and serving the motoring public. AAP promotes road safety, motorsports, green mobility, and champions the interests of its members.

AAP is affiliated with the Federation Internationale de l'Automobile (FIA), the world's largest auto club federation.

AAP offers its members the following exclusive benefits:

- 24/7 Emergency Roadside Service
- LTO Vehicle Registration Assistance
- Free Personal Accident Insurance
- Free Glass Etching*
- 24/7 Ambulance Service**
- FIA Clubs International Reciprocity
- Partner Establishment Discounts
- 24/7 Road Safety Call Center
- Travel Assistance
- Club Activities and Discounts

Additional Products and Services:

Philippine International Driving Permit
 Competition License for Motor Sports*
 Comprehensive Motor Car Insurance and
 Other Non-life Insurance Coverage
 AAP Autocare Service Center
 Member Service Vehicle Program*

* Not available in some offices

** Outsourced

EDSA Office

28 EDSA, Greenhills, San Juan City 1500 Philippines
 Tel: (632) 655 5889 Fax: (632) 655 1878
 Email: info@aap.org.ph
 Website: www.aap.org.ph

Emergency Roadside Service Hotline: (632) 723 0808

GOLDEN RULES FOR SAFE DRIVING



- BELT UP – all passengers are my responsibility.
- RESPECT THE TRAFFIC CODE – rules are there to protect us all.
- OBEY THE SPEED LIMIT – my car is made of metal, pedestrians and children are not.
- CHECK MY TIRES – both for wear and for correct inflation, including the spare.
- DRIVE SOBER – when I am drunk or on drugs, I am a danger on the road.
- PROTECT MY CHILDREN – keep them safe in car seats.
- PAY ATTENTION – calling and texting make me dangerous
- STOP WHEN I'M TIRED – getting there late is better than not at all.
- WEAR A HELMET – motorbikes and bicycles don't protect my head.
- BE COURTEOUS AND CONSIDERATE – respect other drivers.

(Source: FIA)

Luxury on any level.

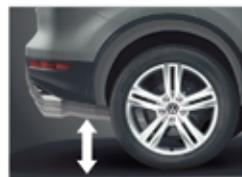
Whether it's deeper, higher, or wider. It's up to you.



The new Volkswagen Touareg 3.0 TDI V6 A/T.



*TDI V6 Engine



**4-corner Air Suspension with Electronic Shock Absorption Control



***Adaptive Chassis Control (DCC)

German-engineered. All-terrain. Heavy-duty pulling power. All you need to take on off-road challenges with confidence.

Experience the new Volkswagen Touareg 3.0 TDI V6 A/T. It has the power of an off-roader, the excitement of a sports car,

and the comfort of an executive sedan in one -- a great drive with great value on any terrain.

Discover the Volkswagen difference. Test drive one today.

Volkswagen. Engineered for play.



Das Auto.

*Turbo-powered for a smoother driving experience, higher fuel economy and lesser emissions.

**You can adjust the height of the car body by altering the volume of air in the bellows, improving ride comfort significantly regardless of the load the car is carrying.

***Allows you to choose your ride - Normal, Sport and Comfort.

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