

CELEBRITY Talk: How'd you learn to drive?



VOLUME 3 • ISSUE 3

# qaq

THE QUARTERLY MAGAZINE OF THE AUTOMOBILE ASSOCIATION PHILIPPINES

//Q&A  
with the  
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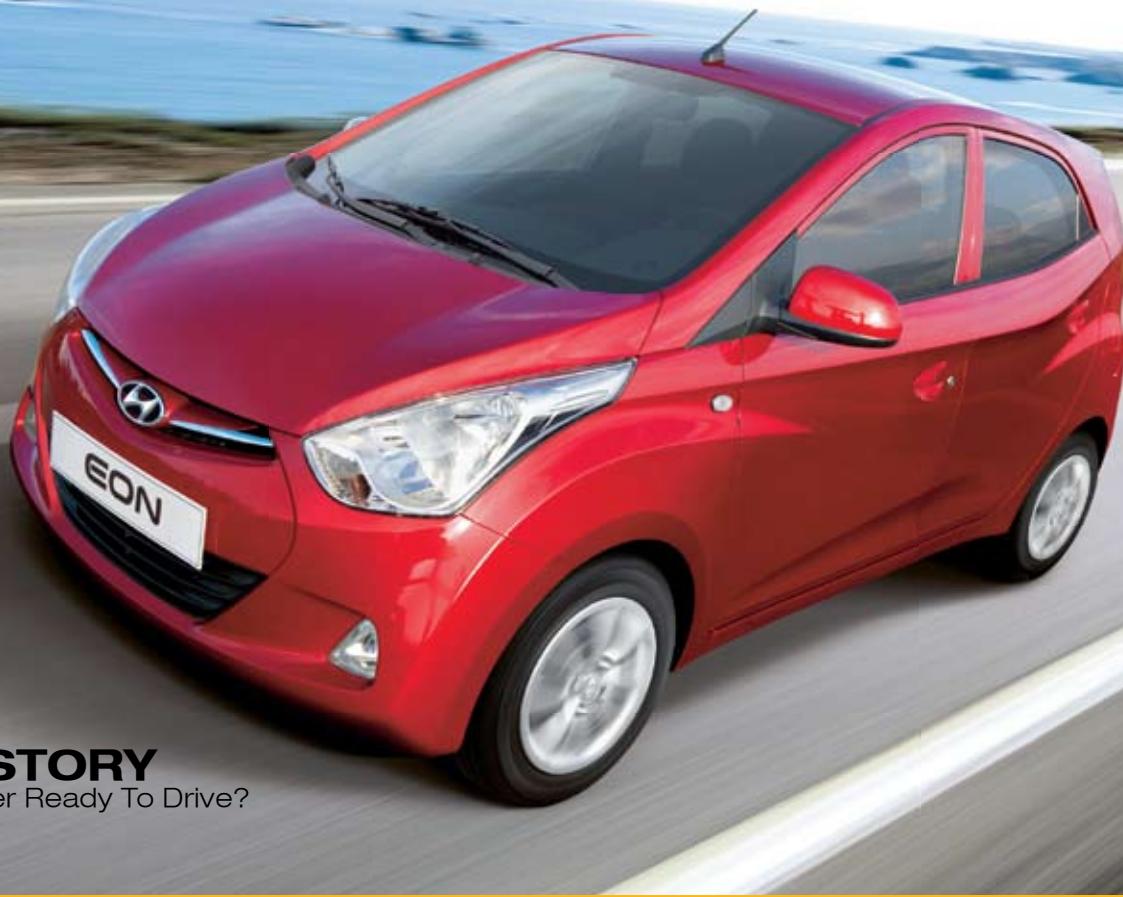
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Is Your Teenager Ready To Drive?

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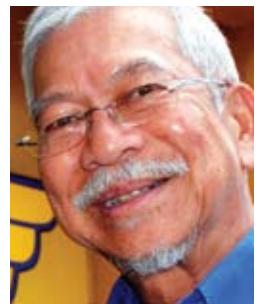
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Gus Lagman  
AAP PRESIDENT

## AAP Backs Regular Wages for Bus Drivers

I am dedicating today's column to the statement released recently by the Automobile Association Philippines (AAP) in reaction to the very welcome news about the shift of bus drivers' compensation from the "boundary" system to regular wages. The statement follows:

\* \* \*

In the interest of road safety, AAP supports the payment of regular wages to bus drivers and conductors in the National Capital Region (NCR) by bus operators, instead of the commission or "boundary" system.

Making roads safe is the foremost advocacy of AAP, the non-profit, non-stock auto club that was founded 81 years ago in Manila to serve and promote the interests of motorists.



**“ Doing away with the boundary scheme would not only help make roads safer for all road users, it would also help to improve the public transportation system. ”**

The separate orders of the Department of Labor and Employment (DOLE) and Land Transportation Franchising and Regulatory Board (LTFRB) compelling bus firms to implement a fixed wage system for bus drivers and conductors would make EDSA and other major thoroughfares in Metro Manila safer for all road users.

The commission or "boundary" system whereby a driver's earnings for the day depend on what's left after he hands over a specific amount of the passenger fare collected, or "boundary", to the bus operator, encourages drivers to drive recklessly in order to make as many trips and get as many passengers as possible.

As a result, road crashes involving buses frequently occur, injuring or killing passengers and other road users such as private motorists, motorcyclists, bicyclists,

pedestrians and the drivers and occupants of other buses, taxicabs or jeepneys.

Doing away with the boundary scheme would not only help make roads safer for all road users, it would also help to improve the public transportation system. It would support the United Nations Decade of Action for Road Safety in which our government and AAP are participating.

The UN Decade of Action for Road Safety 2011-2020 aims to save millions of lives by stabilizing and reducing by half the forecast level of road traffic fatalities around the world by 2020. As the only Philippine member of the Federation Internationale de l'Automobile (FIA), which initiated the Decade of Action, AAP spearheads its multisectoral activities in the country.

AAP also expressed confidence that the DOLE and LTFRB would be able to resolve the bus operators' opposition to the fixed pay system.

\* \* \*

We were in awe at the political will displayed by the government agencies that are implementing this rule, and we all thought, "Wow! It's about time somebody corrected this anomaly in our public transport system!" Obviously, this is not the only thing that needs to be corrected with respect to our transport system. Neither is the National Capital Region the only area where these corrective actions should be put in place. But this shift to regular wages in NCR is a necessary first step and we're happy the government finally took it, despite the risk of having to face a possible strong lobby by bus operators.

Perhaps, we will see the day, after all, when our transport system will be as efficient as those in the more developed countries – countries where a bus scheduled to arrive at a bus stop at 8:03 will indeed arrive at 8:03. Where commuters line up waiting for the bus to arrive, rather than the buses waiting for the commuters.

We hope and pray that the political will is sustained in order that what is right may prevail. **aq**



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Aida Sevilla Mendoza  
EDITOR-IN-CHIEF

# The Danger of Driver Distraction

In the previous issue of AQ, my column was about the late American automotive icon Carroll Shelby. A photo showed him in a sports car with his left hand at 12 o'clock, on top of the steering wheel, and his right hand on the gearshift lever. That photo must have been taken in the 1950s, when Shelby was in his prime winning races all over the world. But nowadays, driving with your left hand at 12 o'clock is considered unsafe due to airbags that have become standard safety equipment in cars.

How unsafe it is was described in a recent Popular Mechanics magazine article by Mac Demere, a former race driver who teaches at B.R.A.K.E.S., a non-profit advanced teen driving school founded by drag-racing champion Doug Herbert after his two sons died in an avoidable accident. Demere wrote about a police officer who was fiddling with the in-car computer while driving his car with his left hand at 12 o'clock..

When the distracted cop smashed into a stopped car, the force of the airbag deployment flung his left hand back into his face and broke out his front teeth.

That is why you should never drive with a hand at 12 o'clock, Demere stresses. He says the proper position is 9 and 3, not 10 and 2 which is still taught in driving schools. The 8 and 4 position is also acceptable, which is what I once heard Tuason Racing School head J.P. Tuason recommend.

In the case described by Demere, the police officer crashed into a stopped car because he was distracted by the in-car computer. Cars these days are loaded with distracting high-tech features such as an infotainment touchscreen, satellite navigation, head-up display, MP3 player, keypad, joystick, auxiliary jack, iPod and USB ports, Bluetooth connectivity, etc. while traffic and billboard advertisements outside the car also distract the driver. Visual and manual distractions make it increasingly difficult to keep your hands on the wheel and eyes on the road.

But the most dangerous distraction isn't any part of the car – it's the handheld phone. Although some cities in Metro Manila ban using a cell phone while driving, it isn't strictly enforced.



**“But the most dangerous distraction isn't any part of the car – it's the handheld phone. Although some cities in Metro Manila ban using a cell phone while driving, it isn't strictly enforced.”**

– it's the handheld phone. Although some cities in Metro Manila ban using a cell phone while driving, it isn't strictly enforced, so people texting or talking on the phone while driving are a common sight. The driver of a bus that rammed the side railing and almost fell off the Ortigas overpass a few months ago was reported by passengers to be texting while driving at high speed. Many other road crashes have been traced to the use of a cell phone while driving, in Metro Manila as well as in other places all over the world. A United States Department of Transport statistic claims that a texting driver is up to 23 times more likely to be involved in a crash.

The safe thing to do, if you have to receive or send a text message or accept or make a voice call while driving, is to stop on the side or shoulder of the road or at a gas station. Or attend to your cell phone after you reach your destination. Don't think that using a hands-free phone while driving is safe. InMotion, the international magazine of the FIA, reports that according to research by the University of Utah, making a hands-free phone call creates a real-world impairment equivalent to a blood-alcohol level of 0.08 percent. In other words, essentially there's little difference between making a phone call and driving while drunk.

Moreover, research by the Center for Cognitive Brain Imaging at Carnegie Mellon University indicated that making a hands-free phone call takes up 37 percent of the brain activity that would usually be tasked to driving. Other research results cited by InMotion show that 28 percent more lane excursions and 140 percent more incorrect lane changes are made by drivers sending and receiving text messages. In Spain, 37 percent of fatal road crashes in 2008 were caused by driver distraction.

How incredibly dangerous texting while driving is was demonstrated, InMotion reports, when the Canadian Automobile Association placed two drivers in a simulator and had them text while driving. To prove that it really doesn't matter how highly skilled a driver you are, the drivers they picked were Ferrari F1 driver Felipe Massa and seven-time F1 world champion Michael Schumacher.

"If you use a mobile phone, whether texting or phoning, or playing with it, you will increase your chance of an accident by more than 23 times. That is an outrageous number," Schumacher said after crashing in the simulator. "Not only do you risk your own life, but even more important is that you risk other people's lives."

But the most dangerous distraction isn't any part of the car

## Keeping the road safe for hundreds of thousands of Manila commuters

Shell and its social arm – the Pilipinas Shell Foundation, Inc. are working with a number of stakeholders in educating drivers to reduce road mishaps and promote a safety culture in communities where the company operates.



Road safety is one of the top priorities of Shell in the Philippines; hence it has given full support to programmes geared towards educating drivers on defensive driving. Shell and its social arm – the Pilipinas Shell Foundation, Inc. (PSFI) have partnered with the Philippine Global Road Safety Programme, non-government organisations, international and local agencies, to help reduce road accidents through educational seminars and workshops for drivers, contractors and hauliers. Shell's initiative is in support of the United Nations' declaration of 2011-2020 as Decade of Action for Road Safety.

In September 2011, close to 60 participants composed of public transport, truck and lorry drivers, and safety officers, had practical driving exercises and defensive driving workshops in Manila. The modules focused on Road Behaviour, Social Interaction on the Road, Car Control Skills like Seating Posture and Steering techniques, Following Distance, Road Rage Profiling, Techniques in Cornering and Turning, and Driver's Attitude.

On June 23, 2012, another round of defensive driving programme was conducted for a large group of tricycle drivers. This was done in partnership with Safe-T Ryders, an organisation founded to educate motorists on road safety. Hundreds of thousands of commuters in Manila depend on tricycle to ferry them from their destinations. As such, their lives literally depend on the driving skills of tricycle drivers.

**“ Keeping Manila safe is a shared responsibility and Shell is at the forefront in achieving this noble goal ”**

### Practical driving experiences

During the training, tricycle drivers reviewed the traffic rules and signs, and the Tricycle Regulatory Unit's policies, which govern all tricycle operations. Moreover, the drivers also experienced an 'alcohol simulation activity'.

Using fatal goggles, drivers experienced how alcohol impairs one's vision and balance. Safe tricycle driving is equated to three things: knowledge, skill, and right attitude.

Alberto Suansing, Philippine Global Road Safety Programme Secretary General said, "We all know that most road accidents are caused by human error. That is why we hope that through these education programmes, drivers will be able to keep our roads safer to hundreds of thousands of commuters. Road safety should be our personal accountability."

Since majority of public transport drivers in the Philippines did not have formal training on driving, PSFI and Pilipinas Shell, along with their partner organisations, plan to educate more drivers through workshops and specialised training. "Keeping Manila safe is a shared responsibility and Shell is at the forefront in achieving this noble goal," said Janet Barreto, Social Performance Advisor for Shell Pandacan.



Hundreds of thousands of commuters in Metro Manila use the tricycle to bring them to their destinations, with some children using this mode of transport to bring them to and from their schools every day.

Data from the Department of Interior and Local Government – National Capital Region show some 101,216 tricycle franchise holders in the 17 towns and cities, distributed as follows:

- |                                  |                                    |
|----------------------------------|------------------------------------|
| ■ San Juan with 500 (0.5%);      | ■ Muntinlupa with 4,510 (4.4%);    |
| ■ Pateros with 1,518 (1.5%);     | ■ Valenzuela with 4,419 (4.4%);    |
| ■ Navotas with 1,850 (1.8%);     | ■ Las Piñas with 4,821 (4.8%);     |
| ■ Manila with 2,865 (2.8%);      | ■ Parañaque with 4,787 (4.8%);     |
| ■ Marikina with 3,159 (3.1%);    | ■ Malabon with 6,460 (6.4%);       |
| ■ Mandaluyong with 3,833 (3.8%); | ■ Pasig with 8,445 (8.6%);         |
| ■ Makati with 4,219 (4.2%);      | ■ Caloocan with 14,667 (14.4%);    |
| ■ Taguig with 4,404 (4.3%);      | ■ Quezon City with 24,647 (24.3%). |

The data above exclude individual drivers who do not have franchises.



(Top photo) Tricycle drivers experienced a simulation activity of 'riding under the influence of alcohol.' Using the 'fatal vision' goggles, participants were able to feel how alcohol impairs a person's balance, vision, reaction time, and judgement; (bottom photo) PATODA drivers with the Safe-T Riders trainers (right) and notable guests, (from 3rd of left) Shell Health, Safety, Security, Environment (HSSE) Manager Arsenio Isidro and PGSPR's Alberto Suansing.

# AAP IN ACTION

## Rescuing A Fallen Truck

**TO THE RESCUE**

Members of the AAP Emergency Roadside Service work to hoist a fallen 18-wheeler trailer which fell into a ditch along the South Luzon Expressway.



**T**HE AAP is primarily known for providing Emergency Roadside Service (ERS) to its members and other motorists whose vehicles are disabled on the road.

In 2004, the AAP took on the task of providing ERS at the North Luzon Expressway (NLEX), followed by the Skyway elevated and ground levels in 2007, the Subic-Clark-Tarlac Expressway (SCTEx) in 2008 and finally the South Luzon Expressway (SLEX) -- all at the request of the operators of these tollways.

To efficiently provide ERS at these major highways, the AAP expanded its fleet of tow trucks, flatbed carriers, heavy-duty recovery vehicles or hydraulic wreckers and 10-wheeler double-differential tractor heads. At present, AAP's ERS fleet numbers a total of 40 units, the two newest vehicles having been blessed last July 25.

Records of AAP Lingkod ERS show that quite a few of the vehicles that need to be rescued or recovered at the SLEX are big container vans and trailer trucks with 10 wheels or more.

Thus, AAP, led by its Operations Manager Joey Mundo, Mechanic Supervisor Ronaldo Catalan, Field Mechanic Supervisor Napoleon Moreno and SLEX Project Officer-in-Charge Susan Cerbito conducted a Recovery and Safety Training Program last July 26-27 at the AAP SLEX



operations center for ERS teams assigned to the SLEX.

The participants used AAP's Isuzu Mega, Henry 15 and Henry 17 trucks to demonstrate and learn the proper, most efficient techniques in handling heavy duty recovery tools and equipment. Mobile Patrol officers with experience in assisting ERS operations at the SLEX were invited to attend the demonstration.

At around 2 pm of the first day of the workshop, everyone jumped at the chance to practice what they had learned when an Isuzu Forward truck was reported to

be needing rescue along Km 17 of the northbound lane after an accident in which no one was injured.

"We were lucky to be able to apply what we learned on the first day by recovering a 10-wheeler truck in a real world situation," said Operations Manager Joey Mundo. "What's important is not only learning to do the job

faster, but also safer -- to be able to work on the site faster than the usual clearing time without any mishaps."

Little did the members of ERS team know that a bigger challenge would confront them the following day.

An 18-wheeler tractor with a fully loaded 40-footer container fell on its right side into a ditch along the SLEX. The ERS team had never tried to recover a trailer truck of that size before but they managed to place the tractor trailer back on the roadbed in an upright position within two and a half hours.

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# ANOTHER BIG FLOOD, AAP GOES INTO ACTION

**W**HEN torrential monsoon rains inundated the National Capital Region last August 7 and 8, submerging motor vehicles on the road and stranding hundreds of motorists and commuters, the Emergency Roadside Service (ERS) office of the Automobile Association Philippines (AAP) received many urgent calls for help. Fulfilling AAP's commitment to provide ERS 24/7, whatever the weather conditions, the AAP ERS crews rushed out to assist stalled motorists, AAP members and non-members alike. AAP members, of course, were given priority.

Susan Cerbito, officer-in-charge of AAP's Southern ERS Operations, remembers that August 8, Wednesday, was the worst day. At the southbound lane of Buendia Avenue alone on that day, the ERS crews served a total of 19 emergency calls and towed seven vehicles that were trapped in knee-deep flood waters.

In the most deeply flooded areas, the ERS teams could only see the roofs of submerged cars. This was where AAP's hydraulic wreckers, the Isuzu Mega, Henry 15 and Henry 17, proved their mettle since they were the only ones that could traverse the rampaging, chest-deep waters. These mega vehicles are equipped with leading-edge gear and tools enabling the crew to extricate the most difficult emergency cases. In other places, the crews of AAP's flatbed trucks took the safety precaution of waiting for the knee-deep flood waters to subside somewhat before they proceeded to recover stalled vehicles.

At present, AAP has a total of 40 ERS vehicles with the two newest tow trucks having been blessed and put into service only last month. AAP has been increasing the size of its ERS fleet as it expands its service areas. AAP is the only authorized ERS provider on the Skyway ground and elevated levels from Magallanes to Alabang, the South Luzon Expressway (SLEX) from Alabang to Calamba, the North Luzon Expressway (NLEX) from Valenzuela to Dau and the Subic-Clark-Tarlac Expressway (SCTEx).

The AAP ERS hotlines are 723-0808, 726-0191, 0917-8480191 and 0922-8601603.

(reprinted from the Aug. 31, 2012 AAP supplement in the Philippine Daily Inquirer)



These mega hydraulic wreckers were among the AAP tow trucks that swung into action during the big flood.

## Tiara-AAP-PRCDI signing



AAP, the Philippine Race Car Drivers, Inc. (PRCDI) and Tiara Commercial & Industrial Corp. recently signed a Memorandum of Agreement whereby Tiara will be the official 2012 Philippine Touring Car Championships (PTCC) Series co-presenter and spec tire supplier using Kumho Ecsta KU36 High Performance Tires. Shaking hands after the signing are (left to right) PRCDI Director Joey Pery, AAP Director and Motor Sport Committee Chair Armando Eduque, , PRCDI Director Dennis Uy, Tiara General Manager Nilo Luna and Tiara Vice President Royce Ang..

Isuzu Philippines Corporation (IPC) recently staged a 200-km fuel economy contest to prove that Isuzu N-Series light duty trucks are not only reliable but also extremely fuel-efficient, making them ideal business partners. IPC President Ryoji Yamazaki (right) and IPC executive vice president Takashi Tomita flagged off the participants at the headquarters in Biñan, Laguna. Sixteen Isuzu fleet customers fielded their N-Series trucks in the fuel economy run. The results were verified by AAP Executive Assistant for Road Safety Cynthia Reyes, who checked the vehicles' fueling procedure at Caltex Paseo de Santa Rosa, Laguna.

200-KM  
FUEL ECONOMY  
CONTEST

AAP Road Safety Executive Assistant Cynthia Reyes (left) checks the fueling procedure done by Isuzu staff before the fuel economy run.



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## AAP TO HOLD ROUNDTABLE TALKS WITH MEDIA SEPT. 28

In the first of a series of roundtable talks with the media to be initially called USAPAN AAP on September 28, 2012, the Automobile Association Philippines plans to invite government and private sector personalities who are involved in making mobility safe, sustainable and efficient for all road users.

USAPAN AAP will have an informal setting in the lobby of the AAP main office at 28 EDSA, Greenhills, San Juan City at 10:30 a.m. Brunch will be served and Philippine Star columnist Cito Beltran will emcee.

AAP is inviting Land Transportation Office Assistant Secretary Virginia Torres

and Metro Manila Development Authority Chairman Francis Tolentino to participate in the first USAPAN AAP. It will be an informal, congenial interaction with motoring journalists and business media in the interest of promoting road safety, which is the primary advocacy of AAP. **aq**

## LTO strictly implements district service area emission test rule

MEMBERS of the Automobile Association Philippines (AAP) are reminded that the Land Transportation Office (LTO) is now strictly enforcing the rule on Geographical Area of Responsibility (GAOR) with respect to emission testing, which reads:

"As a measure against "non-appearance" emission testing, the rule on Geographical Area of Responsibility (GAOR) shall be strictly implemented effective 1 September 2011. This rule shall mean that District Offices shall only accept for registration purposes, vehicles which have undergone emission testing by, and/or obtained Certificates of Emission Compliance from, Private Emission Testing Centers (PETC) located within the same LTO district service area where these were authorized. The only exception shall be "fleet vehicles" or vehicles owned by companies or entities which are being utilized in different parts of the country, provided that these companies or entities duly inform this Office of the fact of ownership of fleet vehicles and obtain a Certificate of Exception."

However, vehicles acquired from members/ dealers of the following automotive groups are exempted:

- Chamber of Automotive Manufacturers of the Philippines, Inc. (CAMPI)
- Motorcycle Development Program Participants Association, Inc. (MDPPA)
- Truck Manufacturers Association of the Philippines (TMAP)
- Philippine Automotive Association (PAA)
- Association of Vehicle Importers & Distributors (AVID)

If the motor vehicle was not acquired from any of the above, the initial registration transaction should be viewed and verified in the IT system. That the required MVUC and MV license plate payments were duly collected should also be verified.



### Tell AAP what you want through Facebook

AAP recently put up its own Facebook page ([facebook.com/AutomobileAssociationPhilippines](http://facebook.com/AutomobileAssociationPhilippines)) where members and non-members can post queries, comments or simply know what's happening in Philippine motoring in general and in the association in particular.

AAP President Gus Lagman said the AAP Facebook page is another medium by which the club can communicate with the public.

"Through Facebook, we are able to get feedback from our members not only in the Philippines but also abroad. We are also able to receive inquiries regarding motoring issues. Lately, I monitored someone asking about delays in the issuance of license plates at the Land Transportation Office. It is really a very dynamic medium where we can know the pulse of the motorists in real time," he said.

AAP now has over 65,000 members, most of whom are overseas Filipino workers with Philippine International Driving Permits (PIDPs).

Based on inquiries received through Facebook, it was apparent that most inquiries involve PIDPs and how they can be availed of and renewed. In the future, Lagman said he hopes the AAP Facebook page would be a platform for the discussion of motorist rights and road safety.

Aside from Facebook, the AAP also has its own corporate website ([www.aap.org.ph](http://www.aap.org.ph)) and publishes this quarterly magazine and a bi-monthly supplement in the Philippine Daily Inquirer.

**Now you can interact directly with your AAP family through the social networking site Facebook**



## FREE insurance promo of BPI Family Auto Loan extended until October

BPI Family Auto Loan is extending its FREE 1 year comprehensive insurance with Acts of Nature coverage promo! The promo, which remains exclusive to BPI clients, is extended to cater to auto loan clients who intend to purchase vehicles this rainy season until October 9, 2012.

The FREE insurance promo, a pioneering promo from BPI Family Auto Loan, aims to protect newly-purchased cars from the adverse effects of calamities as well as to relieve clients from shelling out money for insurance. Comprehensive insurance usually amounts to about three percent of the vehicle's market value. The extension is timely as this is the same time when typhoon Ondoy submerged numerous vehicles in floods. Thus, BPI Family Auto Loans wants to address the needs of the market.

"Since we began this promo, we've helped thousands of clients to secure their vehicles. Encouraged by their response, we are further extending our FREE Insurance Promo to help even more Filipino car owners," shares Mr. David Sarmiento, Jr., SVP and Head of Auto Loans Division. "We want to make car ownership easy for BPI clients and make them feel safe owning and driving their brand new cars despite the rainy season."

Posting steady growth as of the end of the 1st half of 2012, the auto loan business is seen to continue growing in the remainder of the year as the auto industry continues to recover from the setbacks of last year and the growing remittances from overseas Filipino workers. BPI Family Auto loan remains optimistic that the auto loan industry would continue to grow as the bank continues to employ promos and perks for its clients.

To apply for an auto loan and learn more about the promo extension, please log on to [bpiloans.com](http://bpiloans.com) or visit any of the over 800 BPI/BPI Family Savings Bank branches nationwide. You may also call (02) 8456777.



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**GROUP ONE TRAINEES**  
(left to right standing) Raul Yllanan, Ishmael Paras, Carlo Macapagal, Georges Ramirez, Enzo Pastor, Eggay Quesada, Dax Santiago, Fil Gulfin, Pam Tolentino, Rosanno Rivera, Ariel Esteban; (seated left to right) Bjorn Ongtiabok, Oscar Nuke, Ivan Isada, Alex Layson, Lito Dulce, Mike Potenciano, Mandy Eduque, Luis Camacho, Meann Daliva, Lory Uy, Olson Camacho, Patrick Bautista, Eric Camarillo, Christopher Gomez, Binky Siddyaao and Rodini Rivera with CAMS trainers Tony Thorne and Lawrie Schmitt.

## AAP and CAMS Conduct Officials Safety Training Program

USING a grant from the FIA Foundation's Motor Sport Safety Development Fund, AAP recently organized a two-day Officials Safety Training Program with trainers from the Confederation of Australian Motor Sport (CAMS).

Set up by the FIA Foundation in 2008 as a charitable fund to help improve safety, training and education in motor sport worldwide, the Motor Sport Safety Development Fund and its activities are managed by the FIA Institute. The AAP-CAMS Officials Safety Training Program held on July 21-22, 2012 in Manila was one such activity.

About two months before the training program was scheduled, AAP started running an online exam for interested senior motor sport officials, race car drivers and motor sport event organizers with the supervision of CAMS. The link for the online exam was embedded in the AAP website so that those

interested could easily find it, log on to the page and take the exam.

AAP Motor Sport Executive Assistant Mark Desales said that passing the online exam was the first requirement for joining the training program. Around 160 aspirants took the exam, but only 78 passed it and qualified for the free two-day training. Among those who passed the exam and qualified were well-known motor sport personalities such as Mandy Eduque, J.P. Tuason, Johnny Tan, Georges and Louis Ramirez, Mike Potenciano, Vip and Ivan Isada, Enzo Pastor, Raul Asuncion, Dennis Ayuyao and Jun Espino.

The 78 participants were divided into



**GROUP TWO TRAINEES**

(left to right) Tony Lacdan, Darwin Harina, Jun Espino, Edgen Dy-Liaco, William Tan, Ernie Garcia, Dennis Uy, Norberto Bibat, Raul Asuncion, Ziegfred Guerrero, Alex Morales, Reggie Hernandez, Bebot Reyes, Vip Isada, Alvin Ube, Mike Reyes, Robert Macapagal, Marc Thomann, Dalia Pastor, Bing Bang Dulce, Johnny Tan, Rose Feria, Arcely Layson, Jun Nocum, Louis Ramirez, Dominique Cuesta, Ramil Madriaga, Dennis Ayuyao, Martin Alvendia, Noel Rivera, JP Cariño, Gabby Intengan, JP Tuason and Mark Desales with CAMS trainers David Mori and Jose van den Dungen.

two sections for more effective interaction during the group exercises. The topics taken up included Leadership, Team Building, Communication Systems, Protocols and Techniques, Events Planning and Management and Incident Management, among others.

AAP Director and Motor Sport Committee Chair Eduque said that the program was overwhelmingly successful in upgrading the officiating skills of the participants. He said the four CAMS trainers – Lawrie Schmitt, Tony Thorne, Jose van den Dungen and David Mori – liked how the trainees participated in the lecture interaction and articulated their questions and they all felt very satisfied with the way the whole training process turned out.

Eduque revealed that the grant received by AAP is only good for a year's training. Whether AAP will prepare for the second part of the training program, Eduque said, depends on whether V8 Supercars, which originated in Australia and is now the third most popular four-wheel motor sport series in the world after Formula One and NASCAR, will be brought over to the Philippines in 2014. Continuation of the CAMS training would serve to fully qualify Philippine motor sport officials to officiate at V8 Supercar events in case the series will be held here, Eduque said.

**T**OYOTA Motor Philippines(TMP) launches a new Toyota Vios! The New Vios is packed with new features that give the country's best selling vehicle a more updated and sporty look. The New Vios showcases new smoked headlamps, dark chrome grille and dark alloy wheels. Moreover, the addition of the AUX function for the E grade enables more customers to enjoy their MP3 gadgets while driving this vehicle. Owners of the new Toyota Vios are assured of its worry-free ownership due to its low maintenance cost, superb fuel efficiency consuming 22.67 Km/L and its Toyota Sure Advantage.

In a statement, TMP Executive Vice President, Mr. Yuji Goto stated, "The enhancements made to the New Vios gives the country's best selling vehicle a more updated and sporty look. In doing this, we aim to give our customers an even better version of the most favored vehicle, staying true to our commitment of listening to our customers voice and catering to their ever changing needs. Lastly, the New Vios is still locally manufactured in our world class plant in Sta. Rosa, Laguna ensuring its utmost quality and the sure advantage of buying a Toyota."

## Toyota Introduces A New, Sportier Vios



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# ZOOMING ON UP

2012 Mazda CX-5

TEXT & PHOTOS: Vince Pornelos



## SPECIFICATIONS

**MAKE:** Mazda  
**MODEL:** CX-5 SKYACTIV-G M/T  
**ENGINE:** 2.0-liter DOHC 16-valve  
 Inline-4 VVT  
**MAX POWER:** 165 PS @ 6000 rpm  
**MAX TORQUE:** 210 Nm @ 4000 rpm  
**TRANSMISSION:** 6-speed MT

**RATING: 8/10**

MAZDA has certainly come a long way since the Tribute; a crossover that was really just a rebadged Ford Escape. Now, after spending a few days behind the wheel of this new Mazda CX-5, I can sum it all by saying this is more like it. Much more.

I won't get much into the style, but when I first saw the CX-5, it thought looked fresh. The CX-5 was well designed, but I feel it's a little behind when compared to the current leader in looks, Kia, and at par with Hyundai (Sidebar: Odd, isn't it, that the Koreans are now the benchmark for style?).

Inside, however, it's a different story. While it is behind the Sportage and Tucson in terms of creativity in interior design, it does feel rather good. Conventional as the design may be, the materials seem pretty good, and the switchgear (buttons, knobs,

dials, etc) feel good to the touch. Actually it seems Mazda wanted to generate a driver-oriented interior more reminiscent of BMWs than its actual competitors. The front seats give great support, and the leather wrapped wheel and shifter just feel great in your hands.

Features-wise, the CX-5 does come well and truly loaded. For the price (more on that later) the CX-5 is equipped with a dual-zone automatic climate control system, a 2-DIN touchscreen LCD audio system (no DVD or AVI playback though)

with USB and iPod compatibility, and a very useful trip computer. Also standard kit is a Bluetooth handsfree system, cruise control and steering wheel audio controls. I do find it odd that they placed redundant buttons on a touchscreen system, but that's about it.

I also particularly like the versatility of the CX-5. The rear seats (no 3rd row, much like the competition) fold flat, and the tonneau cover joins the tailgate when you open the back, making it easier to load and get gear from the back.



**“ It's no sportscar, but given the constraints of a crossover body, what they delivered is a product worthy of Mazda's mantra. Zoom zoom. ”**



The improvements don't stop there, as SKYACTIV is an all-encompassing philosophy on the car itself, not just the engine. Weight -long the bane of crossovers- has been dramatically shed, giving the CX-5 a curb (curb) weight of just 1,375 kilos. Putting that in perspective, it's significantly lighter than the Tucson and the Sportage, yet it's 100mm (more or less) longer.

The fuel economy figures I was getting speak for themselves. I tried out the CX-5 at the worst traffic that EDSA has to offer (rush hour and rain), and ended up with 18.4 liters consumed per 100 km of heavy traffic, translating to 5.4 km/l. Not bad considering the needle didn't go above 20 km/h the whole time.

After I filled up the tank, I took the CX-5 on to the open highway; the Skyway, actually. With a 100 km/h average cruising speed (cruise control on), the trip computer told me I was consuming just 6.3 liters per 100 km, or 15.9 km/l. Naturally I was doubtful about the result, so I fueled up again and recomputed based on the added fuel and distance travelled (123.5 on the

trip meter, divided by 7.543 liters added) and ended up with a fuel economy figure of 16.37 km/l. The computer was off the mark... in a good way.

At the heart of the CX-5 is an all new engine from Mazda; a 2.0 liter DOHC 16-valve motor that produces a very healthy 165 metric horsepower and 210 Newton meters of torque. Impressive figures, and coupled with the 6-speed manual tranny in this variant, I'm sure I'll have a lot of fun with it later on. Patience.

First off: efficiency. The CX-5 actually headlines Mazda's very latest tech: SKYACTIV-G. Rather than go for hybrid powertrains (with major drawbacks such as weight and price), Mazda opted to take their internal combustion gas engines back to the drawing board, rethinking the way they achieved performance and fuel economy. The new 2 liter unit has higher compression ratios more comparable to diesels (13:1, more or less) than typical gasoline motors, and has direct injection.

trip meter, divided by 7.543 liters added) and ended up with a fuel economy figure of 16.37 km/l. The computer was off the mark... in a good way.

As expected, the ride quality doesn't lean towards the comfortable side, instead leaning for better agility. It's not overly harsh, but firm enough to give the car better cornering abilities without sacrificing comfort too much.

Now that efficiency and ride comfort are out of the way, let's get to the nitty gritty. How does it drive?

The powertrain that we enjoyed for its laudable efficiency performs very well when you start giving it everything its got. The 6-speed manual feels very, very similar to the one found in the MX-5 with its short throws and positive feel. Mazda claims a 0-100 km/h of around 9.2 seconds, and there's no real reason to doubt it. Top speed is rated at 200 km/h.

And then there's the handling. I actually have high hopes for the CX-5, as Mazda used a new type of high-tensile steel that improves body rigidity yet reduces weight. In the corners up in the mountains, it didn't disappoint; even if it was pouring rain.

It may have a high center of gravity, but keeping the weight down certainly had a great effect on the handling. The CX-5's reflexes are quite quick from one corner to the next, and the handling is progressive towards the limit; it just doesn't feel like it could get away from you unless you really didn't know what you were doing. It's no sportscar, but given the constraints of a crossover body, what they delivered is a product worthy of Mazda's mantra. Zoom zoom.

There is an issue with the CX-5: the sticker price. At PhP 1,392,000, it's at the high end of the spectrum for a manual-version of a front-wheel drive crossover. The question stands: Is the Mazda CX-5 worth it?

Let me put it this way. The car looks good, the features are good, quality, room and space are good. But it's the response of the engine, the positive feel of the manual transmission and the nimbleness afforded by a relatively bigger crossover that lend us to believe that if we laid down the keys of the CX-5's competitors on a table, the Mazda's keys would be the first to go. Efficiency is just a great bonus.

In this class of car, one that is extremely competitive on many fronts, getting your product right is key. But, more importantly, it's about making your product unique amongst the rest; for Mazda, well, it's the driving experience.

With the CX-5, Mazda didn't just pick a lane to stick to. They went out to really own it. **ao**

## MEMBERSHIP APPLICATION FORM

## PERSONAL INFORMATION

NAME: LAST		FIRST	MIDDLE
BIRTHDATE (MM/DD/YYYY)		BIRTHPLACE	
SEX:	CIVIL STATUS:	AGE	
<input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	<input type="checkbox"/> SINGLE <input type="checkbox"/> SEPARATED <input type="checkbox"/> MARRIED <input type="checkbox"/> SINGLE PARENT <input type="checkbox"/> WIDOWED	AGE	
CITIZENSHIP: <input type="checkbox"/> FILIPINO <input type="checkbox"/> FOREIGNER	OCCUPATION: <input type="checkbox"/> EMPLOYEE: <input type="radio"/> SELF-EMPLOYED <input type="radio"/> GOVERNMENT: <input type="checkbox"/> Staff <input type="checkbox"/> Supervisor <input type="checkbox"/> Manager <input type="radio"/> PRIVATE: <input type="checkbox"/> Staff <input type="checkbox"/> Supervisor <input type="checkbox"/> Manager  <input type="checkbox"/> BUSINESSMAN <input type="checkbox"/> BUSINESSWOMAN <input type="checkbox"/> OTHERS		
HIGHEST EDUCATIONAL ATTAINMENT: <input type="checkbox"/> ELEMENTARY <input type="checkbox"/> HIGH SCHOOL <input type="checkbox"/> COLLEGE		MONTHLY SALARY RANGE (* THOUSANDS): <input type="checkbox"/> 10-20 <input type="checkbox"/> 21-40 <input type="checkbox"/> 41-60 <input type="checkbox"/> 61-100 <input type="checkbox"/> 100-UP	
INSURANCE COMPANY: <input type="checkbox"/> FEDERAL <input type="checkbox"/> OTHERS <input type="checkbox"/> MALAYAN		AVAILLED INSURANCE: <input type="checkbox"/> CTPL <input type="checkbox"/> TRAVEL <input type="checkbox"/> COMPRE <input type="checkbox"/> OTHERS	

## CONTACT INFORMATION

HOME ADDRESS		
NAME OF BUSINESS		
OFFICE ADDRESS		
HOME PHONE	OFFICE PHONE	FAX NO.
CELL PHONE	EMAIL ADDRESS	

## REGISTERED CARS

CAR 1 <sup>st</sup>	MAKE	MODEL	YEAR	COLOR	FUEL TYPE <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL	PLATE NO. <input type="checkbox"/> CONDUCTION STICKER NO.
2 <sup>nd</sup>	MAKE	MODEL	YEAR	COLOR	FUEL TYPE <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL	PLATE NO. <input type="checkbox"/> CONDUCTION STICKER NO.

## TYPES OF MEMBERSHIP

<input type="checkbox"/> REGULAR	<input type="checkbox"/> ASSOCIATE	<input type="checkbox"/> ASSOCIATE CORPORATE / GROUP MEMBERSHIP: NO. OF CARS _____ *Submit photocopy of car registration (O.R and C.R)
<input type="checkbox"/> THREE-YEAR		

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	<input type="checkbox"/> Pay through Banco de Oro (institution code # 0136) Upon teller's validation, BDO payment slip serves as your official receipt	
	<input type="checkbox"/> Check Payment (payable to Automobile Association Philippines) Date _____ Bank _____ Account No. _____	
	<input type="checkbox"/> Bancnet Online Payment (for online Applications only)	

DATE

APPLICANT'S SIGNATURE

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SOURCE: <input type="checkbox"/> REG	<input type="checkbox"/> ERS	<input type="checkbox"/> RDL	<input type="checkbox"/> PIDP <input type="checkbox"/> SALES
BRANCH _____	OTHERS _____		
AAP I.D. NO. _____	AMOUNT PAID _____		
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\* Not available in some offices

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# A FRESH TAKE

## 2012 Chevrolet Orlando LT

**W**HAT really comes to mind when you hear the name Chevrolet?

If MPV isn't one of the things on that list, then what is Chevy doing with the Orlando? More to the point, why do I like it?

For one, I actually like the way it looks; this coming from a guy who generally thinks that most MPVs look rather bland. I like the front end with the Chevy family face and the big headlamps. Ditto for the rear end. The side profile does show it's an MPV with its length, but overall, it reminds me of a long, lowered Dodge Nitro... strange as that may sound. It's edgy. It's boxy. It's got character and it stands out. One thing I would change is the rolling stock, as I think a new set of aftermarket wheels would do wonders for the Orlando.

With most MPVs, the interiors are rather boring. Not the Orlando. It's quite busy in here; kudos to GM's design guys for using many of the interior styling cues and details they used in the Cruze. The feel and look of the dashboard gives the impression that you're in a much more expensive vehicle, and that can only be good.

Looking at the controls, there are plenty of features not normally found in other MPVs. Things like headlamp levelers, cruise control and a manual mode for the automatic transmission are just some of the things unique to the Orlando. I like the feel and ergonomics of the steering wheel, as well as the other controls. It does have a rather neat party trick: the audio panel flips up to reveal a novel compartment as well as the USB and auxiliary ports for music players.

The Orlando does seat 7 people, and does it rather well. Legroom is decent for all 3 rows, though the rear is really best left for people not much taller than 5'6". The seats are wrapped in gray fabric, but that's not an issue with me as leather does tend to heat up in our weather. For more space, the 3rd row folds flat, and so does the 2nd row.

Like I said earlier, it shares a lot with the Cruze and it's not just in the design of the cabin. The engine is the same: a 1.8 liter, twin cam inline-4 engine that



PRICE  
AS TESTED:  
₱ 1,188,888



### SPECIFICATIONS

MAKE: Chevrolet

MODEL: Orlando LT

ENGINE: 1.8-liter DOHC 16-valve  
Inline-4

MAX OUTPUT: 141 PS @ 6200 rpm

MAX TORQUE: 176 Nm @ 3800 rpm

TRANSMISSION: 6-speed AT

**RATING: 7/10**

produces 141 PS at 6200 rpm and 176 Newton meters of torque at 3800 rpm. Also, like the Cruze, it's matched with a 6-speed automatic transmission with manual mode. On paper, it sounds good, and does deliver decent fuel economy at around 7.6 km/l in the city (moderate traffic, 1 passenger) and 11.1 km/l on the highway. Being an MPV, however, I do wish they would bring in a version with the same 2.0L VCDI diesel engine that the Cruze also has... as it would just make more sense in the Orlando.

But, like with any car, there are some faults. The drive needs a little work, especially in terms of noise and vibration. Wind noise is noticeable at speed around the mirrors and the A-pillars. The suspension, like the Traverse we tried earlier, is a little stiff and has a tendency to make some noise towards the back. The real issue I found is with the transmission's lower gears, as it tends to give noticeable shift shock between 1st and 2nd, as well as 2nd to 3rd. These issues are odd, especially since it should have already been sorted out since the Cruze was launched.

Faults notwithstanding, the Orlando excels in safety. It recently aced EuroNCAP's battery (no pun intended) of tests, garnering a score of 5 stars, and it's easy to see why. You get ABS, EBD, four wheel disc brakes and a first in its class: stability control.

In terms of handling, you'll have fun with this MPV. Being based on the Cruze, it handles like a slightly larger sedan. Road holding at speed is also good for an MPV. The turning radius is good too, able to maneuver well within tight streets. **AQ**



**“It’s edgy.  
It’s boxy.  
It’s got  
character  
and it  
stands out.”**



The Orlando has its own faults, but it's a very well packaged MPV. Style is relative, of course, but nevertheless, I found it to be capable, efficient, loaded with plenty of features, safe, and practical.

More to the point, I like cars that offer something more than the usual. It won't sell in great numbers, but in a sea of multi-purpose vehicles trying to be the next Innova, it's nice to drive an MPV made by a company with a fresh take, a different perspective, as to what an MPV can -and should- deliver. **AQ**



# CONNECT WITH AAP THROUGH ITS FACEBOOK PAGE



Aside from its bi-monthly supplement in the Philippine Daily Inquirer and AQ, its glossy full-color quarterly magazine distributed free to its members, the Automobile Association Philippines runs a Facebook page that welcomes inputs from members as well as the motoring public.



AAP's Facebook page (<http://www.facebook.com/AutomobileAssociationPhilippines>) is like an open letter inviting members and interested motorists to post their queries, suggestions and comments. The page is updated with real-time announcements and news just like AAP's official website.

To drop comments and post questions about AAP membership, benefits, etc., just log on to your Facebook account, search for Automobile Association Philippines and "like" the page.

If you don't have a Facebook account, you can still connect with AAP through its official website (<http://aap.org.ph/>). Under the 'Contact Us' tab, click on the "Inquire Online" button and submit your inquiry. You can also click on the "Live Chat" button to talk to an AAP representative about your concerns. AAP will answer your query at the soonest possible time.

Through the social media, AAP, the national auto club and foremost advocate of road safety and motorists' interests, is just one click away.

# Q&A

with Ma. Fe Perez Agudo,  
President & CEO,  
Hyundai Asia Resources Inc.



# The Lady at HARI

**Q:** HARI has been very aggressive in promoting the Hyundai brand in the Philippines. What more can we expect from HARI in terms of exciting products in the coming months?

**A:** Watch out for the all-new Santa Fe which recently debuted at the 2012 New York International Auto Show. This third-generation Santa Fe boasts the Fluidic Sculpture typical of all our cars, but with a couple more of interesting features, like a beautiful ridged bonnet, three-bar chrome grill, and wraparound tail lights. Even more important, the all-new Santa Fe is built to be "tough" on the outside and can take on any terrain. However, it is also designed to be "soft" on the inside, which means the all-new Santa Fe is absolutely safe and comfy to take young children and even pets on long road trips. And you won't have to worry about minor setbacks, like stains or odor, because it is fitted with seat fabric that is resistant to soil, odor and static. Other amenities include 40:20:40 folding rear seats, 4.3-inch TFT-LCD with rear camera display function, and second and third-row air conditioning vents.

**“We are promoting Hyundai as a third ‘life space’ after the home and the work place.”**

**Q:** Filipinos have grown to love Hyundai vehicles. How would you describe your journey as a company from the time you started to today?

**A:** We have and we continue to successfully tailor Hyundai's global vision to be a leader in innovation to the Philippine context. People get excited about our cars because they are not only engineered to be aesthetically pleasing, but also revolutionary in performance, fuel-efficiency and eco-friendliness, which is a must for our current market. We have a strong lineup of vehicles equipped with the Hyundai Blue Drive technology components that help minimize fuel consumption and reduce CO<sub>2</sub> emissions. In addition, we afford our customers a wide range of opportunities to contribute to community building

through our various Corporate Social Responsibility (CSR) projects, which also reflects Hyundai's philosophy of good corporate citizenship.

**Q:** The Starex is the one that changed how Filipinos perceive Korean brands. How is it performing in the market today? What's your plan for this bestselling van?

**A:** The Starex remains THE van for the Filipino family—for its design, roominess, and performance. But the Starex is now moving up to the next level as the preferred vehicle for prestigious international events. Last May, Hyundai was chosen as the official mobility partner of the 45th Asian Development Bank Annual Meeting of the Board of Governors. We deployed a fleet of Grand Starex vans to transport 4,000 high-ranking local and foreign dignitaries to and from the Philippine International Convention Center (PICC) and the SMX Convention Center. And in June, Hyundai was the Official Mobility Partner of Miss World Philippines 2012. Again, the Grand Starex was used to transport the candidates to their various social functions and charity activities.

**“We are promoting Hyundai as a third ‘life space’ after the home and the work place.”**

**Q:** What products are you looking for first-time car buyers?

**A:** I would recommend the EON. It's the newest 5-door hatchback of Hyundai in the sub-compact car category with a European-inspired design that evokes a sporty, hip, and youthful vibe. The EON is categorized as a subcompact but it's generous in space and features a chock-full of storage areas in the front, floor, door, and seatbacks. And with up to 215 liters in capacity, you can throw in your luggage at the back and fold back the rear seat for bulkier items. The driver's seat has a multi-density foam for comfort and maximum support where it's needed most. You also have supplementary safety features, like driver side airbag, 3-point ELR seatbelts at the front seats and 3-point ELR seatbelts at the rear

seats with 2-point static seatbelt at the center, child safety rear door lock, and covering shelf trim that keeps your valuables from view.

What's more, it is a breeze driving it around. You can tilt the steering wheel to your desired position. The Motor-Driven Power Steering (MDPS) uses an electric motor to maintain easy and excellent steering response while saving up on fuel. With a minimum turning radius of 4.55 m, it's no problem maneuvering around tight spaces. And the 1386 mm/1368 mm wheel treads for the front and rear, respectively, give it a good grip on the road. Under the hood, you have an Epsilon 0.8-liter MPI engine with maximum power of 56 ps at 5,500 rpm and maximum torque of 7.6 kg-m at 4,000 rpm, which is perfect for daily city driving. Put together the stylish design, ample boost in power, and lightweight engine and smooth engine operation that deliver best-in-class fuel-efficiency of 26.3 km/L during long drives, I think the EON is the best bet for first-time car owners.

**Q:** I asked you earlier about HARI's journey. How about your personal journey? What, if any, are the things that have changed in your life over the years as head of this automotive company?

**A:** People think it was easy for us to bring the Hyundai brand to where it is today. The reality is our journey wasn't all perfect, but we never gave up, and we will never give up in the face of challenges. We've grown as tough as steel. I've never tired of studying and strategizing on how we can continuously move our brand from good to great, to deliver not just a great car, but a brilliant customer experience. Together with team HARI, we continue pushing boundaries and strive to be bold in vision, fierce in competition, and game-changing in our strategies in order to break into new markets and boost our brand equity with the end of becoming the most trusted and beloved car brand, a lifetime partner of the Filipino. We are no longer just about pushing inventory; we are promoting a Hyundai car as a third "life space," after the home and the work place. **QQ**

Is your teenager  
ready to take  
the wheel ?

T'S the question on  
any parent's mind:  
Is my teenaged kid  
ready to take the  
wheel?



# Teens & Wheels





Story: Vince Pornelos • Photos: Dux Carvajal

**W**E'VE all been there. In all honesty and in retrospect, there are many things a teen like me back then could have learned first about driving like the proper mindset behind the wheel and other things. For the sake of this story, however, let's take a look at what it's really like to be a teen behind the wheel for the first time today.

#### It's about freedom

Really, for many a teenager, getting behind the wheel of the family car or--for the luckier ones-- their own new car for the very first time is tantamount to handing over the keys of freedom. The beginning of a new age, so to speak... or at least that's how I felt that day when a much younger, thinner, and pimpled version of myself took the wheel and drove for the first time 13 years ago.



The car may have been invented for mobility, but to many of us, it's much more than that. It's the symbol of real freedom, the time when you can really get moving without depending on anyone else but yourself, charting your course and going your own way. Getting the keys to a car is the ultimate coming of age moment.

#### Are teens truly ready?

Statistics would tell us that no, teens are not. According to a study conducted by the National Highway Transportation Safety Administration (NHTSA), the motor vehicle accident is the single leading cause of death for teens in the USA: 35%. A highly alarming percentage.

Numbers don't lie, but more importantly, you should ask yourself a question: would you hand a teenage version of yourself the keys to your car now?

Don't answer that yet. Let's get to the bottom of some of the causes of these alarm bells.

#### The legal age for driving... and drinking

Legally, we can drive at 16 with a students permit, and we commonly get our driver's licenses at the age of 17 or 18. However, at 18, we can also drink any kind of alcohol... legally. Sounds like a recipe for disaster, right?

Under no circumstances is driving under the influence ever a great idea. Alcohol may have given you the courage to ask the pretty girl across the dance floor for her number, but that same

courage--a sense of invincibility, even--can surface when you're behind the wheel.

Imagine the euphoria of freedom thrown right in there with a few bottles of beer and a shot of tequila.

#### Technologically Distracted Driving

iPods, iPads, iPhones, Galaxy SIIIs, Galaxy Notes. What have you.

While modern life has been made easier by technology, it also presents a problem with the amount of distractions they cause when behind the wheel. Driving around a metropolis like Manila is tough enough with taxis that cut you off at whim, jeepneys that stop anywhere they please and jaywalkers that cross the street everywhere else but a pedestrian lane.

Driving around with a phone in one hand while replying to a text, BBM or IM is really an accident waiting for a series of unfortunate events to happen.

#### Easy Wheels

We live in an age of instant gratification. A car shouldn't be that way, especially for a teenager.

Parents shouldn't get their teenager a car to drive just because he asked for one like it was the newest toy on the shelf. And of course, you know what kids like to do with a new toy: show it off to his friends.

Cars shouldn't be treated as toys. That's a potentially dangerous mindset to have.

**GC**  
**Parents  
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toy on the  
shelf.**



**The bottom line... or lines**

There are a lot more reasons why a teenager shouldn't drive a car, but while it may sound like I'm discouraging you from getting your teenaged kid a car, I'm really not.

You see, owning a car as a teenager was a big turning point in my life, but I was just fortunate to have parents that taught me the value of car ownership. It's a privilege that's earned and not one to be taken lightly. There will be mistakes made along the way, but they should be learned from.

Statistics from any government or NGO will never trump a parent's judgment in handing a set of car keys over to their child. It just boils down to how the driver behaves behind the wheel.

Make time to point your teenager in the right direction when it comes to driving and owning a car. Set an example for him or her to follow by abiding by the rules of the road, always wearing your seatbelt and show courtesy to other drivers.

If your teen has a temper or an attitude, recognize it and decide accordingly. If he/she displays tendencies for road rage, it may not be the right time to get a car.

If your teen gets pulled over by a traffic enforcer and gets ticketed for a violation, don't step in. Let him or her be ticketed and learn from the mistake.

It won't matter if your teen drives the safest and most technologically advanced car on the road because road safety begins and ends with the driver, not with the car. What matters is what kind of person you put behind the wheel... regardless of age. **aq**

**GG**  
**Getting the keys  
to a car is the  
ultimate coming  
of age moment.**  
**JJ**



## Tips for Parents of Teenage Drivers

WHEN four teenagers were killed in a car crash in an upscale subdivision in the southern part of Metro Manila in May this year, many parents began asking themselves if they're treating their children right with the way they give them driving privileges.

Obviously, the fact that all of the four fatalities in that car crash were underage put the responsibilities solely on their parents. They were legally and morally liable for those deaths.

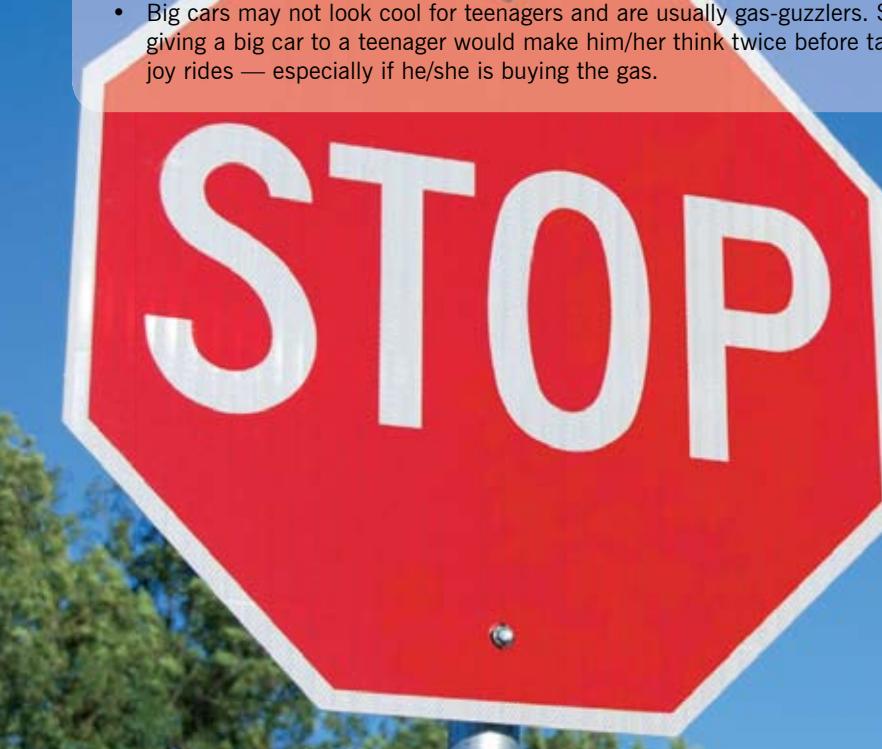
For most teens, driving is a symbol of their independence and a rite of passage to adulthood. But we all know that driving is not a right; it is a privilege that brings responsibility. Not every teen is ready to drive and few are experienced enough to be responsible for passengers.

Age is not the only factor parents should consider when deciding whether their teen is ready to drive. If you're a parent, here are some questions you should

### Should you give your teenager a brand new car?

Sorry, but for most of us at AAP, we believe that teenagers should not get a new car on a silver platter. Consider these facts:

- Most people take more care with things they've earned than with gifts.
- Drivers are more likely to show off in a new or high performance car.
- Older cars may need more repairs, but teens learn about car maintenance and self-repairs.
- Newer cars have good safety features, but crumble easier and are costly to repair. There's protection in an all-steel old car.
- Big cars may not look cool for teenagers and are usually gas-guzzlers. So giving a big car to a teenager would make him/her think twice before taking joy rides — especially if he/she is buying the gas.



ask yourself before allowing your teenage son/daughter to take the wheel:

1. Is my teen aware of his surroundings or easily distracted and unaware of other drivers' behavior?
2. Does my teen have good reflexes? Is she coordinated or could she lose control doing two things at once, like driving and adjusting the radio?
3. Does my teen take driving seriously? Is he cocky and reckless or cautious and careful?
4. Does my teen have a good reason to drive? Does she have a job or extra-curricular activities?



### How to make your teenage driver more responsible

- Have teens pay for gas and at least part of the insurance payment and the car's cost or monthly payments. They will need to get a job and budget their money. Don't feel guilty asking this. If teens want adult privileges, they need to manage them.
- If they damage the car, they pay the deductible. If the damage is their fault, they give up driving until they pay for all damages.
- If they get a driving-related ticket, they pay the ticket and give up driving one week for every P500 fine.
- Limit driving to legal curfew hours. They need to be home by 10 pm on weekdays and midnight on weekends.
- They need to have a specific destination they are driving to, instead of just "cruising."
- They can only drive their car or another family car with permission. They are never to drive someone else's car, even if the owner gives them permission, unless you approve.



STORY & PHOTOS: Vince Pornelos

# NUMBER ONES

## AQ Magazine's Great First Cars

**W**E all remember our first car. For many of us, it was the start of something special, an unparalleled feeling of freedom and a coming of age tradition unlike any other.



For many, the time for your teenager to get his or her first car is fast approaching... but where do you begin in choosing a car for your growing child?

Some parents will give the keys to one of the older cars and some will check the classifieds for a used car, but there are always drawbacks to going for a old hand-me-down or a segunda mano ride. Your teen could end up with an unsafe car; its integrity compromised by years of use or the repairs from a crash. Your teen could also get a clunker that would break down on some dark, isolated road.

Thankfully, there are a lot of very, very affordable cars now available in the market, specifically targetted for first-time car buyers. Over the next couple of pages, we'll take a look at what new cars are available in the market, focusing on small, safe, easy-to-maintain, efficient and stylish entry-level cars.



## CHEVROLET SPARK

WHY IT'S A GREAT FIRST CAR:

Small, maneuverable, stylish and efficient



If there's a car in the market that's really geared for young people, it's the Chevrolet Spark. The previous generation of the Spark was something we couldn't really recommend, especially since it was simply a rebadged Daewoo Matiz.

This new Spark is different. On the style front, the Spark is a little hatchback that looks hip and funky anywhere you bring it. Gone is the cutesy design of old, replaced with a very, very bold design statement from every angle. It definitely looks much more modern and much more upmarket than its chief rivals, clearly conveying the design of the Chevrolet Beat concept car just a few years before.

Stepping into the cabin for the first time, it's easy to note the high tech design and feel to all the surfaces and controls, and even has color-keyed (blue, in this case) panels. There are quite a few details that seem to have been adopted from the masters of the ultra small car: MINI.

The plastics are high grade while interior panel alignment has been monitored so closely to ensure no gaps larger than 5mm between door shuts. It's these high levels of quality and fit and finish that give the Spark a feel that costs more than sub 600,000 peso price tag.

In terms of features, the Spark also delivers a decent amount of kit with a keyless entry and alarm system, power windows, mirrors, door locks, an AM/FM CD MP3 audio system with auxiliary input for your iPod and an airbag for the driver.

Chevrolet offers 2 engines for the Spark: a 1.2 liter and a 1.0 liter engine with 82 and 68 horsepower, respectively. Both are a good match for the lightweight hatch and return good fuel efficiency, matched with either a 4-speed automatic or a 5-speed manual.

PRICE:

Chevrolet Spark 1.0 M/T – PhP 538,888

Chevrolet Spark 1.0 A/T – PhP 588,888

Chevrolet Spark 1.2 M/T – PhP 583,888



# HONDA CITY

**WHY IT'S A GREAT FIRST CAR:**  
Style, drive, efficient and residual value

**PRICE:**

- Honda City 1.3S M/T – PhP 746,000
- Honda City 1.3S A/T – PhP 786,000
- Honda City 1.5E A/T – PhP 836,000

WHEN THE ORIGINAL CITY CAME OUT IN THE LATE 90'S, THE LOCAL SUBCOMPACT CAR MARKET PRACTICALLY DIDN'T EXIST. FAST FORWARD TO TODAY HOWEVER, AND THE SUBCOMPACT SEDAN CAR MARKET IS UNDOUBTEDLY ONE OF THE MOST POPULAR AROUND, ALMOST DISPLACING THE TRADITIONAL COMPACT CARS.

The new City is one of the most modern looking in its class, and most definitely the sleekest of them. The front end is pointed like a sharp arrowhead, continuing on with smooth lines towards the back that mimics a fastback's profile. It's got a poised stance that belies its subcompact dimensions, while the accents and trimmings further add to the modern appeal and look of the City.

The cabin lines and surfaces look and feel more upper class than the pricetag of the City would suggest, and that's always a good thing, showing that the City can punch at a higher weight class. Top of the line variants are equipped with the full complement of features that Honda has to offer. All

variants come with power steering, locks, windows, as well as an AM/FM/CD/MP3 system with USB connectivity.

Where the City shines is in the drive. Honda offers two engines for the City: a 1.3 liter with 100 horsepower and a 1.5 liter with 120 horsepower. The engines are more powerful than most in the class, and provide an exciting drive thanks to a very taut and rigid chassis. Efficiency is very good, thanks to either a 5-speed manual or a 5-speed automatic.

Honda made sure their subcompact sedan is fit to take on one of the most competitive segments in the market and reestablish itself as a force to be reckoned with... and they have 10,000 examples sold to prove it.



# TOYOTA VIOS

**WHY IT'S A GREAT FIRST CAR:**  
Reliability, practicality, residual value, efficiency

**PRICE:**

- Toyota Vios 1.3J M/T – PhP 617,000
- Toyota Vios 1.3G M/T – PhP 708,000
- Toyota Vios 1.3G A/T – PhP 743,000
- Toyota Vios 1.5G M/T – PhP 785,000
- Toyota Vios 1.5G A/T – PhP 820,000

HOW CAN THERE BE A LIST OF FIRST CARS WITHOUT THE TOYOTA VIOS? IT IS, AFTER ALL, THE COUNTRY'S BEST SELLING CAR... BY FAR.

Think about it. There are plenty of great cars out there in the class like the Fiesta, Jazz or City, and arguably, any one of those would have guys like me grabbing their keys many times over than the Vios.

So what makes the Toyota Vios so special that it continues to reign as the king of subcompacts with an overwhelming market share in the segment and is the current best selling car in the country?

When it comes to looks, the Vios won't be winning any beauty pageants, but it won't come in last place either. The design is quite modern and wouldn't look out of place in any parking lot. It's a perfect car to breeze to and from work, school or the supermarket, and won't gather unwanted attention as some of the flashier ones out there.

Inside, it's more of the same, with a straightforward layout and design. The dash is minimalistic but very functional, with all the controls laid out logically and ergonomically. The center stack gauge cluster takes a bit of getting used to, but having it in the center does create a better feeling of room, not to mention freeing up space for driver's side glove box.

In the versatility department, the Vios



**PRICE:**

Toyota Vios 1.3J M/T – PhP 617,000

Toyota Vios 1.3G M/T – PhP 708,000

Toyota Vios 1.3G A/T – PhP 743,000

Toyota Vios 1.5G M/T – PhP 785,000

Toyota Vios 1.5G A/T – PhP 820,000



## KIA RIO

THE KOREAN AUTO REVOLUTION HAS TURNED OUT SOME GREAT MODELS, PROPERLY RIVALING MANY OF THEIR JAPANESE COUNTERPARTS. JUDGING BY HOW THE KIA RIO PERFORMED, THEY'RE SPOT ON.

For starters, there's the look. For any car to be a sales success, its design must be great to begin with. Kia has made remarkable progress in design over the years as evidenced by cars like the Sorento, Sportage, Forte and Soul. The Rio is the latest to join the Tiger Nose bunch, and comes in either sedan or hatchback form.

The cabin was a bit of a surprise too, as it felt like you were one step higher in terms of class. There's not much of the drab gray and black that adorns most subcompacts (especially the basic models) as Kia opted for more beige to balance it out and create a better feel. The controls are great too, especially with that very modern steering wheel and the rather cool toggle-style switches for the aircon.

For room and features, well there's plenty of the former but -as expected- there isn't much as the latter. Passengers in the back will be kept happy with the amount of legroom provided, but do avoid putting plus-sized passengers -either by height or width- there. The trunk is quite generous too. For features, you've got electric power steering, power front windows (rear manual windows), power mirrors, height adjust for the driver's seat, a multi-info display (with fuel economy)

and a JVC CD/MP3 head unit with an aux-in port for your iPod.

The engine in the new Rio LX is one of the smallest ones in its class: a 1248cc twin cam, 16-valve inline-4 that produces 87 horsepower and 120 Newton meters of torque. As a drive, there's a decent amount of power transferred to the road through a smooth 5-speed manual transmission. Going by the multi-info computer, the Rio 1.2 LX Sedan was doing 10.2 kilometers per liter in the city (with moderate to heavy traffic) and 15.5 on the highway (light to moderate traffic, 80-100 cruising). The Rio can also be had in EX trim, either as a sedan or a hatch, with a 107 horsepower 1.4 liter engine.

Where the Rio really shines is in the balanced, composed drive and ride that it presents to the customer. Handling is quite good, as the Rio's steering and suspension gives the driver plenty to play with in the corners, but more remarkable is the ride quality over our far-less-than-standard roads. Overall, it's a solidly build little sedan with a good premium paid on NVH.

Pride used to be just a name for Kia, nothing more. They may have retired that nameplate, but really, this new Rio, even in base trim, is a car that deserves it.



### PRICE:

Kia Rio 1.2 LX 4 door M/T – PhP 598,000

Kia Rio 1.4 EX 4 door M/T – PhP 678,000

Kia Rio 1.4 EX 4 door A/T – PhP 718,000

Kia Rio 1.4 EX 5 door A/T – PhP 838,000

## HYUNDAI EON

**WHY IT'S A GREAT FIRST CAR:**  
Looks, features, efficiency, practicality and maneuverability

OF ALL THE CARS HERE, THE EON IS THE NEWEST... AND THE SMALLEST. WHEN HARI FIRST LAUNCHED THE EON, WE THOUGHT IT STRANGE, ESPECIALLY SINCE HYUNDAI WAS STILL SELLING THE RATHER SMART i10.

So is it any good as a first car? We'll get to that later.

In terms of dimensions, the Eon is slightly smaller than the i10 in length, width and height, measuring in at 3495mm, 1550mm and 1500mm, respectively. It may be small, but it looks good.

Style and design need not be expensive, and the Eon's look has been carefully thought out. It definitely looks modern with those tapered headlamps, plenty of character lines (reminiscent of BMW's flame surfacing, almost) and the signature Hyundai hexagonal grille. Of course, being a car that costs just under 500k means that there are a few compromises, as the Eon comes fitted with steel rims with full-size hubcaps. It does, however, come with front foglamps and a third brake lamp.

Inside its also quite stylish. The dash, plastics and interior design allow the Eon to punch higher than its price tag would normally allow. Seats are wrapped partly in fabric and leather(ette).

It looks good on the outside, and looks good on the inside.

What's impressive the level of standard equipment for the price. The radio is the same integrated unit found in the latest generation Hyundais, along with USB, aux, and iPod input via a special cable. As I said, foglamps are standard, along with an airbag. Relatively no frills, but definitely better than expected.

Each door has pockets for storage, the passenger side of the dash has a deep compartment for random stuff and there's enough trunk space for a moderate sized cooler for drinks and a duffel bag or two.

Sitting inside, there's really not that



### PRICE:

Hyundai Eon (Base) – PhP 438,000

Hyundai Eon – PhP 498,000

Smart Driving has grown from a single-car school to a school with 35 branches and 40 cars. Below, Miss Universe first runner up Venus Raj is one of the school's proud students. Venus gamely posed for a picture as a souvenir for the school (though she is not officially endorsing Smart Driving).



## Smart Driving School Attitude is more important than aptitude

**A**RE you looking for a driving school for your teenage son or daughter?

There is a growing chain of driving schools in Metro Manila and the Rizal area that proudly promotes itself as owned by AAP members.

Smart Driving School started operations only in 2000 yet it now has some 35 branches all over the metropolis.

Husband and wife Francis and Tess Gavino, the owners of Smart Driving, are AAP members and they are proud to announce it in their branches and even their company website.

"We are proud to be associated with AAP," they say. "We've been AAP members for so long and we believe in what AAP is doing in promoting road safety."

### BEGINNINGS

The Gavinos never really planned to put up a driving school. Francis was once upon a time the top driving instructor of a well-known driving school and it was there where he met Tess who was working as a secretary. The two eventually got married. And over the years, they both rose through

the ranks to become trusted employees of the driving school where they worked.

"It was there that I met Francis. We were both very young then. We got married and we didn't really think we'd leave the company some day," recalls Tess.

Until one fateful day, a sister of Tess decided to open her own small driving school. Everything changed.

"Our employer learned that a sister of mine opened her own driving school. He got mad. Then before we knew it, he already terminated me and Francis for loss of confidence."

Already in their 40's, Francis and Tess used the separation pay they received from their former employer to put up a business. And the business they knew was a driving school.

"We didn't really plan to put up our own driving school. But because we were

Tess served as the receptionist while Francis worked as the instructor. They started with an old Toyota Corolla.

Because they knew the ins and outs of the driving school business, Smart Driving School flourished.

### MAIN FOCUS

What does Smart Driving offer which other driving schools don't.

"Our courses are comprehensive," says Tess who insists that "attitude" and not "aptitude" is the most important thing in driving.

"We focus first on teaching them the right attitude before we teach them the right skills in driving. If the attitude is wrong, all skills that the students will learn will be useless," she added.

Tess observed that many driving schools proceed immediately to actual driving without thoroughly teaching their students the basics of road courtesy and road safety.

"What we want is for our students to learn how to drive. But before they learn how to operate a vehicle, we want them to



have the right mindset first. All our problems on the road start with the wrong mindset -- the mindset of 'me-first'. This is what we're trying to change."

After teaching the right attitude and mindset, Smart Driving then proceeds to teaching their students the basic traffic rules, the importance of these rules, and the grave consequences when these rules are violated.

It is only after the rules have been explained that the students are taught the basics of motor vehicle operation and what to do in case of emergencies.

"Lectures constitute one half of the training. Actual practice constitute the other half," Tess said.

### AFFORDABLE COURSES

Tess noted that the biggest reason why students go to them is the affordability of their courses. Their five-day course, for example, is priced at only P2,200 which is within the reach of ordinary teenagers.

"Majority of our students are college



Members of the Philippine Airforce undergoes a refresher course with Smart Driving School.

students especially during summer vacation," Tess said. "When it's school season, most of our enrollees are professionals who are getting their company car. Their employers want to ensure that they know how to drive well before they are issued cars."

Smart Driving also goes to companies

to give lectures on road safety and refresher courses for drivers who may have already forgotten the basics.

"It's not enough that you know how to operate a motor vehicle. You should always have the right attitude. This is where we come in," Tess said.

## Is your teenager ready to drive? ANSWER THESE QUESTIONS TO FIND OUT

### 1. If you and your spouse decided to go away for the weekend, you would:

- a. Have a few reservations, which you would share with your teen, along with some rules and guidelines about not getting into trouble.
- b. Never drinks or smokes and wouldn't touch drugs.

### 6. When it comes to juggling school, homework, extracurriculars, and possibly a job, how would you say your teen is at keeping commitments?

- a. He/she is sometimes late or doesn't show up.
- b. He/she will be taking drivers ed at school.
- c. All of the above.

### 4. How important are your teen's friends in his/her life? Your teen:

- a. Has a lot of friends and their opinions matter very much to him/her. You do worry that your teenager will try to show off in the car.
- b. Isn't likely to be driving with a car full of kids. At the most, he/she might pick up a friend to take to school.
- c. Has a few very good friends he/she studies with. You believe they will all be responsible drivers.

### 2. When it comes to homework, your teen:

- a. Needs some reminders from you about doing homework every night.
- b. Needs constant prodding and guidance.
- c. Doesn't need any help or prodding from you to do a good job.

### 5. Does your teen talk a lot about getting his/her license?

- a. After discussing a "driver's ed" course, we haven't really talked about it again.
- b. Sometimes. It's something I know he/she is looking forward to.
- c. No. At homework time, he/she needs some quiet time.

### 3. When it comes to experimenting with drinking and drugs, your teen:

- a. Has been known to drink on occasion, but has never been drunk (that you're aware of).
- b. Sometimes. It's something I know he/she is looking forward to.
- c. Yes, it's all he/she thinks about.

### 8. Has your teen been studying a driver's manual, discussed taking a course, or asked you to give him/her some lessons?

If you answered "C" to all questions, then by all means your teenager is ready. If you answered "A" or "B" to some of the questions, then your teenager might not be that ready. If you sense a reluctance in him/her to learn, then don't force the issue. It is best for your youngster to be ready before you enroll him/her to a driving school.



# How did you learn to drive?

**REY LANGIT**

## Sneaking out in his father's car

I learned how to drive in my father's Studebaker. I was in high school then in Manuguit subdivision in Tondo, Manila. My father, Vidal Langit, was then security aide of the general manager of the Government Service Insurance System (GSIS) and when he was at home, I would sneak out and drive his Studebaker to school parties.

One night, I took out the car to school and on my way home I realized that it had lost its brakes. I was so lucky I did not figure in an accident. I was still able to drive the car home.

After learning what happened, my father could only laugh at me because he said if it were him driving, he would not have risked going home in a car with no brakes.

Years later when I was already working as radio reporter for ABS-CBN's Radyo Patrol, I

was able to buy my first car – a 2-door Triumph sportscar. I was proud of that car and friends like Joey de Leon, a colleague at ABS, often hitched a ride with me. It was in the '60s and that car, painted in black and white, was a looker. Unfortunately, the car had one loose bolt which, whenever it fell off, often resulted in engine breakdown. I would never forget one day when that loose bolt fell off. My car broke down right on top of the Jones Bridge!

Rey Langit recalls how he learned to drive during the 1950's when Studebaker cars were very popular.



## Shell: Making Road Safety a Priority

Road safety is a top priority of Shell. Globally, we aim for Goal Zero and ensure that our operations do not harm people. As such, we give importance to safe driving and in complying with road safety standards. Whether to deliver fuel to a customer, deliver equipment to construction projects, or travel to meetings, safe road transport is integral in our business.

Because we value safety in Shell, as enshrined in our Life-Saving Rules, we give full support to the United Nation's Decade of Action which aims to reduce 1.3 million deaths on the world's roads each year.



### PUBLIC-PRIVATE PARTNERSHIPS FOR ROAD SAFETY

Together with the Philippine Global Road Safety Partnership (PGRSP), Shell rolled out the Road Safety Flash Card project to educate school teachers and students from 10 public elementary schools in the City of Manila on pedestrian road safety. Shell also works with communities, non-government organisations, international and local agencies to help reduce road accidents through public education, such as seminars and defensive driving workshops for drivers, contractors and hauliers.



### SHELL ROAD SAFETY FOR CHILDREN WORKSHOPS AND CAMP

Shell's distribution network composed of 22 oil terminals rely heavily on road transport to ensure reliable supply deliveries to our customers nationwide. To educate communities where Shell operates, we continue to conduct Road Safety for Children workshops on traffic rules and regulations. We believe these educational seminars will help build a road accident-free culture in our communities. Since 2009, we have been organising Road Safety Camp for Children in Batangas City, site of our Shell Tabangao Refinery and distribution terminal. The whole-day camp provides module-type learning activities covering various facets of road safety, such as pedestrian safety, identification of road signages, motorcycle and bicycle safety, and basic road regulations.

### EMBEDDING THE ROAD SAFETY CULTURE IN SHELL

Shell conducts regular road safety training programmes for our staff, contractors and customers, such as our Automotive Centre for Excellence and Hearts and Minds training. We help keep our drivers safe through training programmes, by strictly implementing our operation's journey management plans, by enforcing our global road safety standards, and giving due recognition to our lorry drivers under our Propesyal At Responsable Draybers (PARDS) programme for outstanding road safety performance.



Wear your seat belt  
While driving, do not use your phone and do not exceed speed limits

**HEIR TO THE THRONE**  
Stefano Marcelo, whose grandfather and uncle were champion race car drivers, is now all grown up. Here, he proudly displays his trophies as a karting champion. Inset photo shows him with father John.

# The (Grand) SON Also RISES

By JUNEP OCAMPO



**T**HE Marcelos are a popular family in Philippine car racing. For those familiar with American racing, this family is very much like the Earnhardts or the Pettys. Mention the name and images of fast cars whizzing by come to motorsports fans' mind.

In the '60s and the '70s, it was Edward "Eddie" Marcelo who made this family a regular item on the sports pages of local dailies. He promoted the family business through all kinds of racing, from motorcycles, to touring cars, to formula cars, even speedboats.

In the '80s, it was his son Jovy's turn to make the Marcelo family proud. Starting with go-karts, Jovy rose steadily to formula racing where he won the Toyota Atlantic Championships in the US. Unfortunately, in 1992, he was killed while doing a practice run in the prestigious Indianapolis 500.

Now, another Marcelo is fast rising in the firmament of local motorsports.

Jean Stefano Marcelo, who was born two months after Jovy's untimely demise and almost shares the late champion's birth date (his birthday is July 22, Jovy's is July 21), is now considered by many as the man to watch in local car racing.



After a very successful stint in karting, he has moved up to real cars -- the GT Touring Championships. After four legs, he is already in third place behind veterans Vincent Floirendo and Jody Coseteng. Many say that if not for engine breakdowns, he should now be sharing the limelight with these two.

We bumped into Stefano's father recently and asked how the wonder boy is doing.

"He's doing great," said John. "What he is showing so far in the GT Touring is totally unexpected."

According to John, the family never really planned to take Stefano to GT level this early.

"He just turned 20 last July and we were just thinking that maybe he could be a test driver for the team. But apparently, he is ready for the real thing," John said.

It's been only 10 years since Stefano was bitten by the racing bug. But because of his good attitude towards the sport, he quickly progressed. His karting resume is truly impressive. Four-time Karter of the Year, three-time

Golden Wheel Awardee for karting, Asian Karting Champion in Macau, 10th out of 28 in the World Karting Championships, fastest time in the World ROK Cup Finals. The list could go on.

And all these, John said, did not come to Stefano on a silver platter.

"He had to work hard for it. Early on, he knew that winning would not be easy, that he had to sacrifice a lot and to be focused on what he wants," John remembers.

John said it was good that Stefano learned discipline early in life. "Now we don't have to push him anymore. Siya na mismo ang may gusto," he said.

Unlike his fellow teenagers, Stefano rarely went to parties. He is in second year college at Enderun at The Fort where he is taking up Financial Management. When he's

not in school, he is on race track practicing.

And unlike other young men of his age and economic stature, Stefano never drives fast on the road.

"Stef drives a Subaru Legacy station wagon," John revealed with a laugh. "And he is very conservative on the road. He never drives fast. Maybe because he doesn't need to since he already gets his speed fix on the track."

Asked to describe his son's attitude towards racing and towards other people, John could not help but feel emotional since he said his son reminds him more of his late brother Jovy.

"He is very much like my brother -- caring, generous and humble. Had he been alive today, I know Jovy would have been very proud of his nephew," he said. **AQ**



The Kumho  
Ecsta KU36

## PTCC '12 blasts off Nov. 3-4

**T**HE 2012-2013 Philippine Touring Car Championships (PTCC) is all green and go with a four-leg series scheduled to kick-off on Nov 3 to 4 at the Batangas Racing Circuit.

Organized by the Automobile Association Philippines and promoted by the Philippine Race Car Driver's Association Inc. (PRCDI) in partnership with Tiara Commercial and Industrial Corp, makers of Kumho Tires, this year's PTCC promises high-octane racing action from November to February.

AAP Motorsports Director Mandy Eduque said this will be the first year in which the new technical regulations of the Federation International l'Automobile on horsepower limits shall be imposed.

Under the new rules, Division 1 cars shall have a limit of 200 horsepower while Division 2 shall have a limit of 150 horsepower. Division 3 will be limited to 100 horsepower.

Though not part of regulation, cars competing in the series will be using Kumho Ecsta KU36 as official spec tire, Kumho being the major sponsor of the races. The Ecsta KU36 is designed for racing and delivers unrivaled dry grip with split-second steering response for consistent handling performance.

### The dates of the PTCC series are as follows:

- Leg 1 - Nov 3-4 @ Batangas Racing Circuit
- Leg 2 - Dec 1-2 @ Clark International Raceway
- Leg 3 - Jan 12-13 @ Clark International Speedway
- Leg 4 - Feb 9-10 @ Batangas Racing Circuit

For more inquiries, you may call Motorsports Department at 655 5889 local 823.

**“Unlike other young men of his age and economic stature, Stefano never drives fast on the road”**





## The Kia Picanto the "best pic" of the next generation

**W**ITH a host of impressive features, the latest Picanto is an irresistible car, especially for first-time car buyers. It is not just a strong contender among A-segment cars. It is the 'best pic'. Buyers will definitely get nothing but the great value and quality that Kia vehicles offer.

### VISUAL CHARM ON THE ROAD

The new Kia Picanto is definitely a step-up from its earlier versions. The newest version of this model gives off the same dynamic vigor and refinement as Kia's bigger models. The front face of the car sports the distinctive 'tiger nose' grille that can be seen on the Kia Sorento and the Kia Sportage, giving it a more aggressive and livelier look. With dynamic proportions, there is great sense of stability and strength given by its powerful wheel arches and alloy wheels.

Kia's sophisticated redesign also made notable changes to the Picanto's interior. It has been given the same stylish functionality of the exterior. The major

controls are arranged in an appealing and simple layout to emphasize the spacious interior. Owners will have enough space to fit their friends, gears and equipments with little hassle.

### THE BEST PIC

With the new Picanto, Kia has definitely stepped up their game even more. They present the Picanto as the 'complete' car, perfect for first time car buyers. Available in 1.0 EX A/T, 1.0 EX M/T and 1.2 EX M/T, Picanto is a car that is both fun and functional. The first generation Picanto was

The new Kia Picanto may be a small car but it has been crafted by big ideas. It's an accomplished car that looks good and fun to drive.

Truly, it is the best Pic!



**M**ITSUBISHI Motors Philippines Corp. (MMPC) gives more reason to love the Lancer EX with the introduction of the 1.6 liter variants and an upgraded 2-liter GT-A model. The Lancer EX 1.6 liter will come in 3 variants: the base GLX with a 5-speed manual transmission or a 4-speed automatic and the top of the line MX with 4-speed automatic transmission. The new Lancer EX with the all new 1.6 liter MIVEC engine will definitely appeal to buyers of both sub-compact and compact sedans who are looking for a good balance of power and fuel economy.

## Mitsubishi introduces new Lancer EX 1.6 liter MIVEC models



Meanwhile, MMPC has also refreshed 2-liter GT-A as it is poised to offer still the best value for money in the compact sedan segment given its top of its class features.

### I. Engine and Transmission

The Lancer EX now features an all new 4A92 1.6 liter 16 Valve DOHC MIVEC (Mitsubishi Innovative Valve timing Electronic Control). This exclusive Mitsubishi technology promises an optimal performance across the rev range by adjusting the timing of the intake camshaft. Advancing or retarding the cam timing alters the distribution of power and torque throughout the useable rev range. This technology stabilizes the combustion without compromising the fuel efficiency and emissions.

The 4A92 1.6 liter powerhouse uses a lightweight aluminum block for better power to weight ratio and efficiency. Maximum power of the Lancer EX 1.6 MIVEC is 117PS at 6,000rpm while maximum torque of 154 N-m is achieved at 4,000rpm. The 1.6 liter MIVEC engine also delivers a remarkable fuel economy of up to 21 kilometers per liter.

Two types of transmission are available for the Lancer EX 1.6 MIVEC. The MX and GLX AT will have the 4-speed INVECS II automatic transmission. The 4-Speed INVECS II provides quiet and efficient automatic shifting eliminating the harshness and power lag of traditional gear changes. It can also create an intelligent profile which can anticipate the driver's move by monitoring the road and driving condition and observing the driving behavior. For those who find the excitement and classic feel of a manual transmission, Mitsubishi will also be offering the GLX with 5-speed manual transmission.

### II. Exterior Styling

The new Lancer EX 1.6 MIVEC boasts its jet fighter-inspired front grille with High Intensity Discharge (HID) Headlamps for the MX variant and Multi-Reflector Halogen Headlamps for the GLX variants. Dimension wise, the new Lancer EX is 4570 mm long, 1760 mm wide, and 1505 mm tall.



### III. Interior Styling and Entertainment

Once you step inside the Lancer EX one would easily notice the 3-Spoke Leather-Wrapped Steering Wheel with Silver Accent adding elegance to the sporty feel of the MX variant. The Lancer EX also flaunts plush and roomier interior which can accommodate five (5) adults seated comfortably. Leg and headroom are increased making it more comfortable even during long travel.

The Lancer EX 1.6 models will have a standard dealer option Multimedia Entertainment System which features DVD, MP3 playback, Tuner and iPod connectivity. These functions can easily be controlled via an 8-inch touch screen monitor located at the center of the dashboard. For safe-driving the Lancer EX also features a Bluetooth Hands Free Connectivity which enables the occupants for a hands-free telephone conversation. The top of the line 1.6 MX variant meanwhile features a Global Positioning Satellite (GPS) Navigation as an added feature to its Multimedia Entertainment System. This navigation system can direct you to your selected destination visually, at the same time capable of providing other helpful information such as streets, major buildings and establishment names, speed limit of certain streets, and other point of interests.

### V. Safety

The Lancer EX 1.6 MIVEC body structure is designed with Mitsubishi's exclusive Reinforced Impact Safety Evolution (RISE). With the RISE body structure occupants are protected by employing the extensive front and rear crumple zones to absorb impact energy before it can be transferred to the cabin. The cabin and doors are made of highly rigid frame and reinforced beams to redirect energy and damage around and away the occupants.

The Lancer EX 1.6 MIVEC is available in the following colors: Orion Black, Citadel Red, Dominic Silver, and Polar White. The Suggested Retail Price (SRP) for the Lancer EX MX is 930,000, P855,000 for the GLX AT and P825,000 for the GLX MT.

### LANCER EX GTA 2.0

Meanwhile the 2.0-liter 16 Valve DOHC MIVEC (4B11) Lancer EX GTA also gets an upgrade with its new design 18" alloy wheels giving it an even sportier appeal.

The Lancer EX GTA CVT is available in Orion Black, Citadel Red, Dominic Silver, Polar White and Kinetic Blue which is an exclusive color for the GTA variant only. This 2.0 liter variant is priced at P1,295,000.

### Background on the MITSUBISHI LANCER

THE Mitsubishi Lancer first hit the streets in 1973 and it instantly became one of the popular vehicles in its class. For more than 3 decades and nine generations of development, MMC's engineering expertise has created a blend of power, performance and aerodynamics. Mitsubishi Motors Research and Development's concept for the Lancer EX is to have a commanding appearance which is characterized by a highly-refined sporty sedan design. MMC's R&D team worked toward bringing these concepts to life at every stage in the development. It was essential to develop styling that would clearly assert itself even within the extremely competitive compact sedan segment, a commanding appearance that will make heads turn and a character that would be instantly recognizable even from afar. The new Lancer EX 1.6 and 2-liter models are manufactured locally in MMPC's Cainta plant.

# The Journey to Road Safety

THE recent spate of heavy rains has become more frequent than the usual, turning major Philippine roads and inside streets into a picture almost similar to the waterways of Vienna, but minus the gondolas—only stranded motorists waiting for roadside assistance, if not for the rain to finally stop.

When this happens, it is best to be equipped with the basic know-how on "vehicle survival," for this not only saves you money in potential care repairs, but can also save lives.

As advocates of road safety, Chevron Philippines Inc., marketer of high quality Caltex brand of fuels and lubricant products, recently reinforced its internal safety protocols that put a premium on road safety by having stringent guidelines and safeguards in place for its trucks and fleet cars.

"Chevron takes pride in its adherence to safety measures in its operations. It has always put safety in the conduct of its operations as a paramount concern," said Jim Beltran, Chevron area transportation manager.

For instance, all of its company tank trucks are fully equipped with state-of-the-art navigation and cruising systems that ensure road safety for other motorists.

"These modern heavy vehicles have speed limiters which keep it from zooming higher than 70 kilometers per hour, which our drivers cannot modify as programming is done through an on-board computer," Beltran explained further. "But before we allow lorry drivers to handle the tank trucks, they are required to first undergo extensive defensive driving and safety training."

He added, "We also see to it that all vehicles have at least 50% length side and



full width rear reflective marking for nighttime visibility to other vehicles (retro reflective conspicuity), thus allowing it to be seen better even when visibility is low, especially with its LED tail and brake lights and predominantly white painting scheme."

Likewise, all truck or tractors have On Board Computer System (OBCS) that stores fuel data, time/distance (trip meter, average speed, estimated time of arrival, drive/rest time), vehicle diagnostics/data, displays gauges, vehicle messages/warnings, and other vehicle settings.

For destination safety monitoring, the truck lorries are also installed with Global Positioning System (GPS), which indicates the whereabouts or location of trucks so that it can be monitored via the internet and through cellular system.

Other safety vehicle features include a tachograph to show driving time and speed

in graphical format; anti-lock braking system (ABS); object proximity sensor at passenger side; airbag and belt tensioner; battery isolation switch to interrupt all truck and trailer electrical circuits while the truck is loading; and a windshield that is made of "safety glass," - laminated and non-splitting, among many others.

All of these safety features are also backed up by measures that would ensure the comfort and wellbeing of our drivers on the road, such as air-conditioned cabs, driver seat is air operated, with lumbar support and adjustable to accommodate different size drivers. All seats have three point lap/shoulder inertia reel seat belts, to boot," added Beltran.

The trailers are equipped with dual collapsible handrails (air operated) for fall prevention and bolted channel side guard protection on both sides of the vehicle.



Of this, Raissa Bautista, Manager for Policy, Government and Public Affairs, also stressed the importance of keeping emergency hotline numbers on hand. "We always have to be prepared, alert, and fast-thinkers when we are in this kind of situation. The last thing you want to happen is to track down contact information when you desperately need one. Time is always of the essence."

With its all-encompassing road safety policy, Chevron has just given motorists, and commuters alike, all the right reasons to "Enjoy the Journey" with them—Rain or shine that is.

## Safety First for All

In a data released by the U.S. State Department, it revealed that 22 typhoons have yet to hit the Philippines in the coming months. And Chevron won't take this sitting down.

According to Eric Inocencio, Chevron district sales manager & motor vehicle safety coordinator, "Even without floods, traveling on a motor vehicle could still be dangerous and even fatal."

He added, "As a general safety guideline, motorists should keep in mind to slow down especially as roads will be slippery and headlights should be switched on during a heavy downpour. It is a pre-requisite for Chevron field personnel to conduct a safety walkabout on their vehicles, assess the road conditions before any trip to prevent and address any hazards that may occur during their driving travel."

An online magazine specializing in cars (topgear.com.ph) even explained that an average car might float off the street on 12 inches of moving water that may cause irreparable damages, so when about to drive through floodwater with your vehicle, try to measure its depth through every safe and possible means.

# GOODYEAR Formally Opens Nominations for 2012 Bayani Ng Kalsada

Goodyear encourages the public to nominate road heroes

GOODYEAR strengthens its commitment to road safety by encouraging Filipinos to nominate today's road heroes in its sixth Bayani ng Kalsada program. Since formally launching in the Philippines in 2006, Goodyear's pioneering corporate social program has recognized hundreds of courageous acts of service and random acts of kindness from everyday Filipino motorists.

## Commitment to Road Safety

Goodyear Bayani ng Kalsada is an annual nationwide search for Filipino drivers who have exhibited heroic acts of courage and extraordinary selflessness while on the road. On its sixth run, Goodyear 2012 Bayani ng Kalsada is now accepting nominations of local drivers who have gone out of his or her way to secure the safety of someone in need.

"Recognizing selfless and heroic acts on the road is part of Goodyear's lifetime commitment to road safety," said Goodyear Marketing Director Gibby Peñaflor. "We are very proud of this program because we are able to help inspire others through the examples of courageous and selfless motorists."

Goodyear's commitment to their customers and fleet partners does not end with the company's trusted products and wide range of services.

"We encourage our people to become responsible and cautious drivers," added Peñaflor. "Recognizing these road heroes help us promote awareness for road safety and help bring forth the important message that it is everyone's responsibility."

This year, Goodyear Bayani ng Kalsada honors five winners: one each from Luzon, Visayas, Mindanao, the National Capital Region and an overall winner. Each regional winner will receive a cash prize of P30,000 while the overall winner will receive P50,000.

## A hero within the community

"Being recognized as a 'Bayani ng Kalsada' has inspired me as well as other members in my community," shares 2010 regional winner Georgine Manantan, who was honored for her bravery and courage in two instances. The first one was when she rushed a motorcycle accident

victim to the hospital and the second one was when she used her own car to prevent a truck from hitting a one-year old child. "I believe doing good has its blessings and I will continue to strive to be a positive example to people around me."

Similar to previous years, a dedicated search committee will actively be on the lookout for road heroes all over the country. Consumers are encouraged to nominate their own road heroes. Nominations for the search will be accepted at all Goodyear Autocare outlets across the country.

Each nomination will undergo a thorough screening process and then after a few months, the winners will be honored in a prestigious awarding ceremony.

Bayani ng Kalsada is the Philippine version of a successful, long-running Goodyear program held annually in the US and Canada, "Highway Heroes," that recognizes truck drivers who have done acts of courage, sacrifice and service on the road. It is now also held annually in Asia-Pacific countries such as Australia, Vietnam and Indonesia.

This year's program is being done in cooperation with the Land Transportation Franchising and Regulatory Board, the Department of Transportation and Communications, the Automobile Association of the Philippines, the Safety Organization of the Philippines, Centro Negosyo, Petron, Manila Bulletin, Pilipino Star Ngayon, and Abante.

The 2012 Bayani ng Kalsada search will run from August to November 30, 2012. Nomination forms are available in all Goodyear Servitek, Goodyear Autocare and TyrePro stores nationwide. To nominate a driver by other means, please text BNK to 0917-554737, visit the Bayani ng Kalsada page in Facebook ([facebook.com/bayaningkalsada](http://facebook.com/bayaningkalsada)) or call the BNK Hotline at (632) 4392005 for more information.



## Volvo offers exciting ownership packages Buckle up for exclusive deals and new offers



VOLVO Philippines makes it easier to own a brand new Volvo through its Buckle Up Ownership Packages. Running until September 30, 2012, Volvo enthusiasts can drive home a new car for as low as 20 down payment at 0% interest and payable up to 60 months.

This exciting ownership offer is made available for the Volvo XC60 and XC90 AWD SUV. With high ground clearance, amazing crossover capability, clever design and world-class safety, these SUVs offer the best mix of comfortable city driving and rugged outdoor escapades. A selection of ownership packages is also available for other models. Whether it is the nimble C30 Sports Coupe, the range of fuel-efficient S60 Sports Sedans or the versatile V60 Sportswagon, each Volvo is assured to deliver dynamic performance because each car is designed around you.



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And with an available 8-speed automatic transmission, just think how easily it can drift you to mind-bending velocity.

Be true to your heart. Set it racing with the new Genesis Coupe.

## The New GENESIS Coupe



**Fresh face** The new Genesis Coupe now shows off Hyundai's signature hexagonal grille and piercing new headlights, continuing to satisfy your need for speed.

**New 14 Theta 2.0-liter Engine** Engineered with twin-scroll turbocharging, this compact power plant unleashes 260 ps at 6,000 rpm and peak torque of 36.0 kg-m at 2,000–4,500 rpm.

**Redesigned Lambda 3.8-liter Engine** Continuing to satisfy your need for speed, this enhanced engine sibling delivers a blistering 303 ps at 6,300 rpm and maximum torque of 36.8 kg-m at 4,700 rpm.

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