

AAP at Southeast
Asia Mobility Forum

Safety checklist
for older drivers

AAP caravan
tours Ifugao



dq

THE QUARTERLY MAGAZINE OF THE
AUTOMOBILE ASSOCIATION PHILIPPINES



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Gus Lagman
AAP PRESIDENT

AAP's Recommendations to Improve Public Transportation Safety

As the foremost advocate of road safety, the Automobile Association Philippines (AAP) recommends the following courses of action to the pertinent government agencies and to public utility vehicle (PUV) operators to make public transportation safe for commuters and promote safety on the road for all road users:

1. Re-test all PU drivers for proficiency; be strict in the issuance of drivers licenses to new applicants (their test should be more stringent than that for the ordinary "non-pro" drivers);
2. Require PUV drivers who failed in the re-testing to undergo the driver training at the University of the Philippines Diliman that is conducted jointly by the Land Transportation Franchising and Regulatory Board (LTFRB), AAP and the U.P. National Center for Transportation Studies. The LTFRB should increase its financial support for the program so that classes can be held more regularly, say weekly, instead of bi-monthly;
3. Require bus operators to install electronic speed limiters and other control devices (RFID, GPS, etc.) in their public utility buses (PUBs);
4. Mandate PUV operators to regularly inspect the roadworthiness of their PUVs. Increase the franchise fees to cover the expenses of the LTFRB teams which will regularly audit compliance with this rule;
5. Replace the "boundary system" with the daily wage system of compensation. Limit the franchises (and number of vehicles) per route. Encourage mergers of bus companies as there are far too many and they race on our roads as they compete for passengers;
6. Increase the value of Compulsory Third Party Liability (LTFRB) insurance, with premiums decreasing when the vehicle/drivers end the year with no accidents and moving violations;
7. Require all operators to install dashboard cameras on their PUVs with cancellation of franchise and/or non-renewal of registration as the penalty for failing to do so;
8. Post speed limit signs on all roads, highways as well as city streets. Remove road signs without any traffic-redeeming value, e.g. "This way to Love Motel".

These are but some of the many mitigating actions that the government and the bus operators can do. They are not difficult to implement, except perhaps for the banning of the boundary system, which has been with us since time immemorial, and the cleaning up of road signs clutter, which is so widespread. But they are nonetheless all doable.

To test the above and to solicit more ideas before submitting the list to the appropriate government authorities, we invited several journalists for a meeting. We were not surprised at all to hear even more radical and more stringent suggestions from them. Here are some examples:

1. Re-testing should be mandatory before licenses are renewed and failing the test should mean cancellation of the license or non-renewal of it.
2. As in Australia, minimum tread thickness should be required for the tires of PUVs. Traffic enforcers, equipped with a measuring device, should be authorized to stop PUVs with worn-out tires. The enforcers will measure the tread thickness and report the same to the LTFRB, which would then fine the bus operator.
3. In addition to the CTPL, there should also be third-party property insurance coverage. Not only will it protect the aggrieved party, it will also shorten the time it takes the parties to argue and agree to move their vehicles.
4. A franchise should not be renewed if, during the year, the operator has a record of at least one accident wherein his bus was at fault.
5. Using the CCTV files, the franchises of buses caught outside the yellow line should not be renewed.
6. And here's the most radical: At the back of the bus, paint the number of people who have died in a bus operated by the company. It's a take-off from the warning we see on cigarette packs: "Cigarette-smoking causes cancer ..."

We will submit these ideas to the proper authorities and let's see what happens. In the meantime, happy motoring to all! 

“ They are not difficult to implement, except perhaps for the banning of the boundary system ”



16 COVER STORY

A day trip to Tagaytay with the Mazda team

WHAT'S INSIDE

REGULARS

- 01** Make Motoring Fun
by Gus Lagman

- 04** Road Savvy
by Aida Sevilla-Mendoza

CLUB NEWS

- 06** General Membership
Meeting Schedule,
Safer Mobility Forum
- 08** Rally Malaysia
- 10** Ifugao Caravan
- 14** Drive Tourism



10



aQ
CREW

EDITORIAL
AAP PRESIDENT
Gus Lagman

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Aida Sevilla-Mendoza

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Armin A. Amio

WRITERS
Vince Pornelos
Lindy Pellicer

GRAPHIC DESIGN
Danny Hernando



MOTORING NEWS

- 37** One company, One
Direction, One Nissan
- 39** All-new Ford Ecosports
- 40** Chevrolet Roll Out Diesel-
Powered Dream Team
- 44** Hyundai Grand Sta. Fe
- 45** BMW 4 Series Coup



39

45

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Aida Sevilla Mendoza
EDITOR-IN-CHIEF

Drive Tourism and Motor Sports as New Tourism Products

To attract more visitors to our country, Tourism Secretary Ramon R. Jimenez, Jr. has enthusiastically adopted AAP's Drive Tourism and the Philippine Formula Autosport Foundation's Asian V8 Championships as new tourism products.

Jimenez, along with Federation Internationale de l'Automobile (FIA) president Jean Todt, was the keynote speaker at the Asia-Pacific Drive Tourism Conference organized by AAP Travel, AAP's wholly owned subsidiary, at the Subic Bay Exhibition and Convention Center on January 29-February 2, 2014. Todt jetted to Manila all the way from Paris, where the FIA is based, to show his support for Drive Tourism as a vehicle for the promotion of the United Nations Decade of Action for Road Safety 2011-2020 while Jimenez directed the Tourism Infrastructure and Enterprise Zone Authority (TIEZA) of the Department of Tourism (DOT) to sponsor the Asia-Pac Drive Tourism conference and the building of the AAP-Subic Children's Road Safety Park.

As conceptualized by former Tourism Secretary Mina T. Gabor who is now an AAP director and heads AAP Travel, the main program of Drive Tourism is caravanning, whereby instead of driving straight to a destination, the caravan participants move through a tourism highway or road network that allows them to see many attractions in between the start and end destinations. Drive Tours are organized according

to themes such as culture and heritage, water sports or culinary adventure for a fuller, more focused travel experience. Unlike do-it-yourself travel, Drive Tours make sure that the sites are open, special meals are prepared and programs are set to spice up the event. What's more, Drive Tours give participants more space and time compared to seat-in-coach tours. So far, AAP has organized seven caravans to places as far north as Ifugao and as far south as Bacolod.

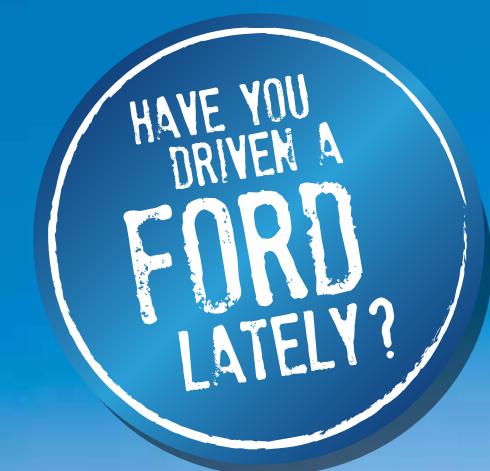
Corollary to this, Jimenez, who coined the slogan "It's

more fun in the Philippines," said in his spontaneous keynote speech at Subic that "Driving isn't just about having fun, it is about going where the fun is. And therefore the whole point of proper driving is to make sure that you get there. . . All of us use the road, whether we're walking along it or driving down the road...And that is why we came today, because the rising number of people getting involved in road accidents each year should be of serious concern to everyone. Road safety must be recognized as a vital aspect of sustainable tourism."

He added that the Asia-Pacific Drive Tourism Conference "will open doors of opportunities in the realm of Motor Tourism, more so with the front loading of convergence projects in improving accessibility in the country – something we are determined to promote. This event is important as we launch Drive Tourism as a new tourism product and we are determined to support it." The DOT and the Department of Public Works and Highways (DPWH) will boost Drive Tourism "by building so many roads so fast that it is estimated that in about six-twelve years, you will be able to drive to practically anywhere in the Philippines. For the year 2014 alone, the convergence budget between the DOT and the DPWH has set aside nearly 188 billion pesos just for tourism roads, a phenomenon that has never been seen before," Jimenez said.

At the same time, the DOT-TIEZA is sponsoring the Asian V8 Championships (AV8C) that will bring eight Nascar race cars and 16 international drivers here to compete in races at the Clark International Speedway and the Batangas Racing Circuit this April, May and June or July. Tom Pastor, president of the Philippine Formula Autosport Foundation, Inc., told the press at the contract signing on February 13 that not only will the AV8C put the Philippines back on the world map of international motor sports along with the F1, GT3 and WTCC events taking place in other Asian countries, it will help develop a new motor sports tourism market and a fan base of the Nascar in Asia. To promote Philippine Motor Tourism, as prizes and incentives the champions of the AV8C in the Asian Open and Pro categories will be qualified to race in Europe in the Nascar Whelen Euro Series and in the United States in the K&N Pro Nascar Series. AAP president Gus Lagman attended the contract signing since AAP, as the FIA's only NSA (national sporting association) affiliate in the Philippines, sanctions the AV8C. **aq**

" The DOT and the DPWH will boost Drive Tourism "by building so many roads so fast that it is estimated that in about six-twelve years, you will be able to drive to practically anywhere in the Philippines. "



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AAP represented at the Southeast Asia Safer Mobility Forum

THE Automobile Association Philippines (AAP) was represented in the 2013 Southeast Asia Safer Mobility Forum at the Road Transport Academy (APJ), Melaka, Malaysia last October 21. AAP sent Advocacies Executive Assistant Cynthia Reyes to attend the forum that focused on the role of safer and energy efficient vehicles in the future of urban mobility. SAE International Malaysia, a global association of more than 138,000 engineers and related technical experts in the aerospace, automotive and commercial vehicle industries, hosted the event. It was held in conjunction with the Automotive Engineering Week 2013, which is jointly organized by the Road Transport Department Malaysia and supported by the New Car Assessment Program for Southeast Asian Countries (ASEAN NCAP) and Malaysian Institute of Road Safety Research (MIROS).

"AAP was invited to attend the forum as a member of ASEAN NCAP. My presentation was about the road safety situation in the Philippines, in terms of the number of fatalities and the cost of the road crashes to the country. I also showed statistics on the number of vehicles registered, common violations, and the factors that cause road crashes," Reyes said.

Reyes added that the forum's objectives are to provide a platform for researchers, academicians and practicing engineers to present research works in the field of safer mobility; to gather all practitioners including lawmakers, auto industry and academe in one fraternity to discuss research outcomes and progress; and to promote a knowledge and research environment in vehicle safety and energy efficient vehicles.



AAP Advocacies executive assistant Cynthia Reyes (second from left) at the MIROS' crash lab center with other delegates after a Proton car underwent a frontal crash test.

She also pointed out the importance of the different topics discussed during the forum, like the research conducted by MIROS to improve safety on the road, the development and implementation of safety measures for single and double deck buses in Thailand and the road safety situations in the Philippines, Vietnam and Thailand.

In the last part of the forum, the participants were given a chance to witness a crash test at MIROS' crash lab center using the Proton Preve, a compact sedan made in Malaysia.. MIROS considers the PC3 lab as a vital part of their in-depth research on Malaysia's road safety. **aq**



NOTICE of AAP GENERAL MEMBERSHIP MEETING & ELECTIONS

83rd AAP Annual General Membership Meeting

The 83rd AAP Annual General Membership Meeting and Elections will be held on April 23, 2014, Wednesday, at the Ang Bahay ng Alumni, Ramon Magsaysay Avenue, University of the Philippines Diliman, Quezon City.

Nominations to the AAP Board

In preparation for this year's general membership and annual elections, the AAP Nominations Committee is accepting nominations for the 2014-2015 Board of Directors. Regular AAP members in good standing (with no unpaid obligations) may submit nominations to the Nominations Committee.

Nominees should meet the following criteria:

- Must be a regular AAP member for at least one year
- Must be able to willing to devote time and energy to attend meetings and activities of the AAP as a member of the Board of Directors.
- Must send a brief resume to the Nominations Committee, c/o AAP Executive Office, 28 EDSA, Greenhills, San Juan City 1500. The deadline for the submission of nominations is on April 4, 2014.
- Must pass the evaluation of the Nominations Committee. The evaluation will focus on the willingness of the nominee to volunteer his/her time and energy to the association.
- Must be present at the AAP's General Membership Meeting on April 23, 2014.

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Rally champion Ivan Isada (3rd from left second row), with co-driver Scott Abella (4th from left second row), join members of Team Fawster with Robbie Hermoso (3rd from right, standing) at the commencement ceremony of the 2013 International Rally of Negeri Sembilan. Ivan's father, AAP member and nine-time Philippine National Rally Champion Driver Vip Isada (leftmost, first row) is also in photo

Filipino Auto Rally Champion Ivan Isada Competes in International Rally of Negeri Sembilan, Malaysia

FILIPINO car rally champion, Ivan Isada together with co-driver Scott Abella competed in the International Rally of Negeri Sembilan, Malaysia, last December 14 to 15, 2013.

Isada drove a 1.6 front-wheel-drive Proton Satria Neo that was provided by 2011 Asia Pacific Rally Championship (APRC) contender Gunaseelan Rajoo and was prepared by Team Fawster Motorsports. Competing in this championship race for the first time as a privateer, the tandem finished 12th overall out of 25 contenders, and classified 6th in the P10 (1600cc) class.

Isada said his main goal was to finish the rally and gain valuable experience for a more performance-oriented approach in the following years. "The experience was great but in order to compete again, partnerships and sponsors would definitely increase the chances for us to continue rallying and achieve better results, while in the long run help revive the motorsport discipline of car rallying in the Philippines", Isada said.

Divided into 12 special stages, the rally covered a total of 373 kilometers, and traversed the dirt and muddy roads of Negeri Sembilan's famous palm oil plantations. The event was the 4th and last round of the 2013 Malaysia Rally Championship, and was an FIA Zone International rally, open to international rally competitors. The top finishers of the rally were experienced APRC contenders from China, New Zealand, and Malaysia. **AQ**

Source: <http://www.malaysianrally.com/2013/mrc2013/pr.asp>

feedb@ck from Ifugao Caravan Participants

BON AND NINA INTENGAN:

Very enjoyable! Educational! Well-organized! Hope there's another chance to have a buffet of local Ilocano or Ifugao native food. Congrats! Very unforgettable experience for us!



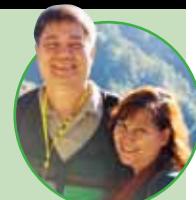
NENITA AND MON ROCAMORA:

This Ifugao caravan tour was most memorable and it will be one of the highlights of our Philippine tour. Well-organized and a travel tour worth every cent spent.

Thank you so much for the pictures. You have captured the best of the places we had been to. Really, Mon and I enjoyed viewing them repeatedly. The pictures are very vivid and angles are well chosen. Kudos to you! Best regards. Hope we meet again.

EDGAR AND BETH TAM:

It was a dream come true for me to see the Banaue Rice Terraces. I knew that it would be very hard for us to reach, but AAP Travel made it possible. Joining the AAP caravan was really one of our great choices. The experience and the camaraderie we had during the trip are worth remembering.



PETER SMITH:

We were very pleased that this tour was a four-day affair in which Avis cars and drivers were provided for the trip. The local guides were impeccable. The Ifugao trip was well organized and executed. The main routes to Banaue are in good condition and provided fantastic views of the mountains, deep ravines and the rice terraces. It must be noted that we were at the Eighth Wonder of the World. What a privilege!

Thank you so much for sharing your photos. We are looking through them carefully with happiness in our hearts. We will put together some photos for you in a few days. We value your friendship.

Letter from an AAP Member

Letter from Alicia Katigbak AAP member

March 3, 2014

Mr Gus Lagman
President, AAP

Dear Sir:
Greetings!

I read your article in AQ quarterly re: "Kotong Cops." I am a member of AAP, a senior citizen. I was riding a diesel van along South Superhighway between Gil Puyat and Edsa. I, too, was flagged down by men in uniform. They tested the van. It "failed" the emission test. I told the "enforcers" to give me a dated certified memo stating the "findings", so I can present the memo to the company which tested my van for the emission test. A little while of question and answers, he waved me to the next "enforcer" a few meters away. I also stated the same request. He also waved me to the next "enforcer," the third one. After I repeated the same request he let me go.

More power to AAP! May DAANG MATUWID become a reality!

Alicia K. Katigbak



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AAP caravan tours Ifugao



Ifugao Governor Denis Habawel (4th from right) and other local officials welcomed the caravan participants headed by AAP Director Mina Gabor (2nd from right) together with the President of the Philippine Chamber of Commerce of Texas Ethel Mercado (3rd from right), Datalogix Texas Chairman and CEO Gus Mercado (right most) at the Banaue Hotel.



Group photo at the Dyanarra Viewpoint

THE Automobile Association Philippines (AAP) through its wholly-owned subsidiary, AAP Travel, in partnership with the Department of Tourism (DOT) organized a Drive Tourism caravan to Ifugao dubbed as 'A journey from land to the sky' on February 6-9, 2014.

Departing for the long haul, 40 participants in 13 cars formed a convoy and started driving towards Ifugao province. After 15 hours of motoring, the participants arrived at the Banaue Hotel at around 9:00 p.m., checked in and met Ifugao Governor Denis Habawel who hosted a dinner.

Governor Habawel thanked the tourists for choosing his province as their destination. Quoting a Swiss friend who once visited the place, Habawel said: "Come to Ifugao and save a trip to Switzerland! I've had my own share of travels, but honestly, Ifugao is one of the best places in the world -- not



Caravan hits the road



Caravan participants on their way to the Open Air Museum in Kiangan

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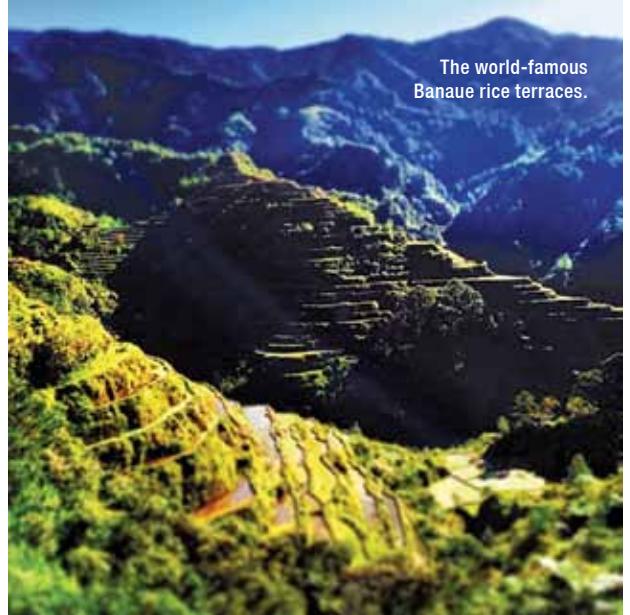
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HONDA



The world-famous Banaue rice terraces.



Gus Mercado and Beth Tam join the locals in planting rice.

because I live here, but because I've seen how my people balance the need to survive and the need to blend with and preserve the environment."

He added that more important than the intricate design of the famous Banawe rice terraces is the story of how it was built in a span of more than 2,000 years. "These terraces were built by free people taming the harshness of the mountains," he said.

On the second day, the participants visited the Banaue Viewpoint Rice Terraces, Aguian Viewpoint and Dyanarra View Park, Ethnic Village and Pine Forest Resort, Hiwang Native Village and Banaue Museum. They took photos of the Ifugao and watched them perform rituals and dances. In the evening, the participants were treated to a dinner hosted by Cordillera DOT Regional Director Purificacion Molintas.

On the third day, the participants drove to the municipality of Kiangan (one of the four terrace systems in Ifugao) and were divided into two groups. The first group went to Imbuliklik Rock — a 25-meter single rock that is situated within the Nagacadan rice terraces. According to legend, a single strand of hair of Bugan, the Ifugao goddess, holds up the rock. The second group trekked for four hours to see the Open Air Museum that offers a living cultural landscape of Barangay Nagacadan. The museum displays artifacts that were used for farming and hunting, household utensils and other materials showing the way of life of the Ifugao people.

After a successful trek to the open air museum, the participants were welcomed by the Kiangan students and local officials. All the participants formed a circle and

joined the locals in their traditional dance. Local guides said that the natives of Ifugao dance to congregate and socialize, for general welfare and recreation and also to ensure a bountiful harvest, favorable weather and to mark milestones in their lives.

The caravan concluded with a tour of the Ifugao museum that displays a unique ancestral family tree showing how the families in Kiangan are interrelated aside from exhibiting the costumes of the Ifugao

tribes, their colorful accessories and a collection of photographs from different researchers of the ancient Ifugao doing their daily chores.

The Ifugao Drive Tourism caravan, the seventh of a series, was organized by AAP Travel headed by AAP Director Mina Gabor and sponsored by AAP, the DOT, the municipalities of Banaue and Kiangan and the province of Ifugao together with the support of Avis Car Rental and AeroMed Ambulance Transport. **AQ**



Peter Smith doing the tribal dance with Ifugao youngsters



Senior citizens of Ifugao

GG The natives of Ifugao dance to congregate and socialize, for general welfare and recreation and also to ensure a bountiful harvest, favorable weather and to mark milestones in their lives. JJ


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FIA President Jean Todt addresses the Drive Tourism conference.

THE Automobile Association Philippines (AAP) — with the sponsorship of the Department of Tourism (DOT) — launched Drive Tourism as a new tourism product at the Asia-Pacific Drive Tourism Conference on January 29-February 2, 2014 at the Subic Bay Freeport Exhibition and Conference Center.

Drive Tourism is a homeland-appreciating activity where individuals and groups hit the road in their motor vehicles to explore the myriad attractions in the country. AAP Travel, AAP's wholly owned subsidiary, organized the conference together with the DOT in partnership with the departments of Interior and Local Governments, Public Works and Highways together with the Subic Bay Metropolitan Authority and the Chamber of Automotive Manufacturers of the Philippines Inc. "Saving Lives, Saving Costs, Saving the Planet" was the conference theme in support of the United Nations Decade of Action for Road Safety 2011-2020.

Federation Internationale de l'Automobile (FIA) President Jean Todt and DOT Secretary Ramon Jimenez Jr. were the keynote speakers during the event. Jimenez emphasized how



Todt and Tourism Secretary Ramon Jimenez exchange business cards while AAP President Gus Lagman looks on.

AAP and DOT present Drive Tourism as a new tourism product

Drive Tourism can be a source of income for a lot of people and an excellent opportunity to showcase and promote the Philippines as a premiere travel destination. Alongside the benefits of the new tourism product, is the link to the growing road safety crisis and havoc that the tourists are likely to face.

Jimenez explained how Drive Tourism can raise awareness of the rising number of people getting involved in road crashes each year. "This should be of serious concern to everyone especially to the younger generation. And driving isn't just about having fun, it is in fact about going where the fun is and therefore, the whole point of proper driving is to make sure that you get

there safely," he said.

Todt pointed out that only national governments have the power to adopt road safety laws, guarantee their effective implementation, set safety standards for vehicles and infrastructure and ensure the continuous improvement of emergency medical services. "All these must be done to prevent road safety from outstripping any other major global pandemic in terms of fatalities and thus achieve the Decade of Action's goal to save five million lives by 2020," he said.

The Asia-Pacific Drive Tourism Conference was convened by AAP to introduce the huge potential of Drive Tourism in the country.

For starters, Drive Tourism aims to get the more than 50,000 AAP members to visit the various Philippine attractions using their motor vehicles.

AAP has already organized seven Drive Tourism caravans to various destinations: Subic-Clark, Cavite-Batangas, Ilocos Norte, Rizal province, Fly-Drive to Negros Occidental, daytrip to Laguna and a four-day tour of Ifugao. **QQ**



Jimenez (4th from left) and Todt (beside him) at the groundbreaking ceremony of the AAP-Subic Children's Road Safety Park. With them are (l. to r.) AAP Director Alberto Malvar, AAP President Lagman, SBMA Chair Roberto Garcia, AAP Director Mina Gabor and FIA Region II VP T.K. Malhotra of India.



2013 U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA) REPORT: MAZDA HAS THE HIGHEST FUEL EFFICIENCY RATING



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By Lindy Pellicer

JUST love road trips... who doesn't? Especially when you're with good company and in a great car!

A small group of media friends-cum-colleagues of AQ Magazine headed by our "First Lady" Aida Sevilla Mendoza with Armin Amio, Bess Zamora, Mike Potenciano, this writer and the cool ladies of Mazda Philippines rode off on a sunny Saturday morning in February. We all met up for breakfast at Café Breton at West Gate in Alabang. Sherlyn Co and Angela Joaquin of Mazda brought with them three CX 5s and one Mazda 6...as though the "sexy six" was being escorted by her three dashing young men in the guise of the CX 5s.

The plan was to make this a bonding and an eat-and-drive day. We were on the South Luzon Expressway (SLEX) by 10am, took the Eton exit to the Silang-Sta. Rosa Road. Weather was very cooperative—the sun was out, there was a cool and soft breeze all throughout the drive. What more can we ask for? More food, I guess.

We made a short stop at Caltex SLEX for some piping hot *guinataang bilo-bilo*, courtesy of Sisa's Secret, while waiting for

DAY-TRIP TO TAGAYTAY //

Must-eat, must-drive with Mazda



nature. The new 'KODO- Soul of Motion' design theme takes the aesthetic purity and excitement of Mazda styling to the next level.

As a testament to these new features, Mazda6 bagged the Car of the Year award given by the Car Awards Group, Inc. (CAGI), the country's premiere automotive award-giving body composed of motoring journalists from various publications and media outlets.

It was noon when we arrived in



Tagaytay City and by this time, our tummies were grumbling. Lunch was booked at the Country Suites on 300 Calamba Road, San Jose, Tagaytay City. We were met by a doorman who seemed like he was transported from an old English manor. This exquisite and elegant bed and breakfast is an intimate seven-suite country home perched on the picturesque Tagaytay ridge. Our group was warmly welcomed by Marc de la Cruz, Director for Public Relations at Discovery Suites. He showed us around the luxurious amenities that left us all dreaming of our own little getaways.

Rooms are anywhere from 33 to 72 square meters in size and rates vary between P12,000 and P18,000 per night with complimentary breakfast, wine and cheese buffet during the cocktail hour, welcome amenities, make-up and turndown service, access to the library and entertainment facilities, use of the jacuzzi and complimentary parking.

Lunch was served at the Restaurant Verbena. The restaurant's contemporary country cuisine was created by Discovery's Corporate Chef David Pardo de Ayala. Our meal that day included Black Truffle Risotto for me, Arugula Salad, Salmon, Angus Beef, Pan Roasted Seafood, and for dessert, we explored their Chocolate Marquise, Panna Cotta and brewed coffee.

Lunch ended at around 2pm and off we went to resume our road trip. When we reached the Tagaytay rotunda, we took a right turn on Talisay Road. The zigzag

road runs to about 15 kilometers down to Talisay, Batangas where we drove by the picturesque and quiet Taal Lake. We got to enjoy the comfortable and luxurious cabin of the Mazda6 and CX5.

Not too far down, we took a left turn to get us back on another zigzag road that took us back up to Tagaytay...the Mazda6 and the CX 5s' zoomed effortlessly on those really dangerous curves and hairpin turns.

Back in Tagaytay after that fun drive, we regrouped and all agreed to make two more food stops—first, to buy the local *kesong puti* (white cheese) and feta cheese from Mr. Moo at the Silang-Sta. Rosa Road. These were packed in plastic bags with ice so they stay protected, not melted, as we made our way to our respective homes.

The second stop was at the Original Buko Pie outlet. Here you get your buko pie fresh and hot off the oven. I was just too happy to discover that there is finally a branch of this famous store in Los Baños in Laguna. Beside it is the quaint Buffy store which sells good *pastillas*, yummy yogurt drinks and, on weekends, delicious *biko* (rice cakes). The owners explain the milk used in their products are produced by farmers from Nueva Ecija.

On our way back to Metro Manila and after all those food stops, everyone became quiet and contented, a good indication that our day-trip went well. It was a long, good, worthwhile easy drive in the latest Mazda cars with SKYACTIV technology. We can't wait for our next all-girl-weekend adventure. **aq**



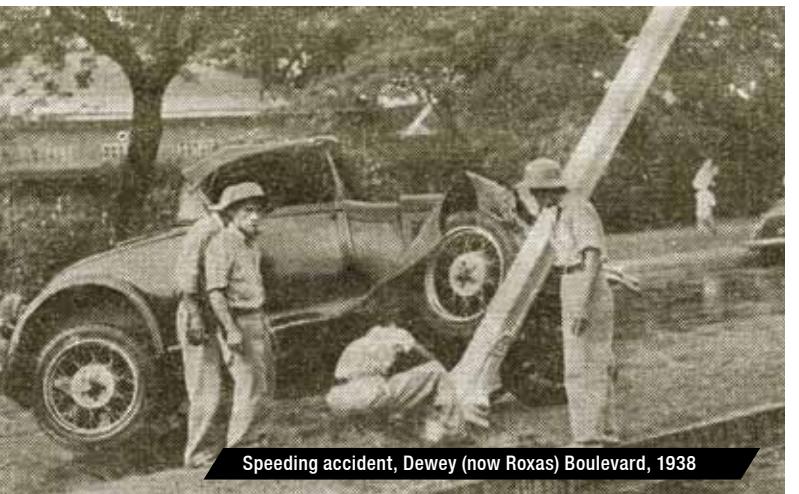
Driving the Mazda 6 was the perfect choice. We somehow celebrated the pleasure of the exhilarating driving experience.



Right-hand drive vehicle inspection, 1929

MOTOR REGULATIONS 1908-1945

by Richard Wilhelm B. Ragodon



Speeding accident, Dewey (now Roxas) Boulevard, 1938

PRIOR to 1910, land transportation and traffic regulations were ordinances enacted to serve and protect both the riding public and operators of horse-drawn carriages, trains and tram cars. Certain rules and regulations were imposed, including ride rates for the benefit of all. Places like Plaza Sta. Cruz and Bagumbayan (Luneta area) were designated as public conveyance terminals as additional tram and train stations were built in Manila and neighboring provinces.

The earliest ordinance made in operating motorized vehicles was the law on speeding at designated areas. By 1908, a limited-in-scope city ordinance was in effect requiring motorists not to go beyond 8 miles (12.8 km.) while driving along Bagumbayan Drive. Would be racers driving at 14 mph (22.4 km.) were stopped and arrested for ordinance violation.

On March 17, 1910, the City of Manila Municipal Board enacted Ordinance 130, a more definitive ordinance regulating the operation, use, and speed limit of motor vehicles on the public streets and public places in the city. It was followed by Ordinance 141, an ordinance prohibiting the use of the device known as a

siren or sireno on private and public vehicles in Manila. Periodically violated up to 2010, President Benigno Simeon C. Aquino III put a stop, by example, to the anti-wang wang rule for non-emergency vehicles.

Legislative Act 2159 was passed in 1912 to regulate motor vehicles throughout the country and to provide for the regulation and licensing of operations. The Bureau of Public Works' automobile section was consequently created to handle the registration requirements. 832 vehicles were registered nationwide and number plates were assigned accordingly. Yearly renewal requirements for all registered vehicles since 1912 only took effect in 1916. A total of 4,581 vehicles were registered by then. The automobile section became the Division of Motor Vehicle (DMV) in 1922.

Additional requirements were introduced as the number of both new and old vehicles increased exponentially along side with population growth. Vehicle inspections before registrations, particularly with old vehicles, public utilities and trucks, were in effect by 1929. Male and female applicants were required to take up and pass technical tests before being given licenses by 1941. Unknown to many, female drivers and even bus conductors were already present since the 1920s.

At the start of the Japanese occupation, strict regulations were imposed in the use of motor vehicles. A new rule ultimately banned private owners in using their vehicles by July 1942. Many vehicles were eventually cannibalized or commandeered due to the unavailability of fuel and part by late 1944. By the time the American liberators came, transportation was almost gone. The problem was speedily resolved with the availability of left-hand drive US military vehicles by mid-1945. In order to put a closure to the issue on the proper lane to use while driving either a left-hand-drive (LHD) or a right-hand-drive (RHD) vehicle, the "Drive-Right" (for LHD) took effect on June 1, 1945. Thus, the RHD approach adopted before was gone. **QQ**

Chairman
Roberto F. de
Ocampo, OBE &
President Joey A.
Bermudez.



Photo shows President Joey Bermudez (5th from left) leading the rally to the P1 billion target along with senior officers and Task Force Home Loan Free Home proponents (from L) SVP Jeric Salamillas, VP Mike Villa-Real, SVP Annabelle Yong, SVP Vilma Noche, SVP Atty. Ed Manalo, FVP Iñaki Manipula, FVP Caloy Cervantes, SVP Ogeng Panlasigui, and FVP Francis Puzon.

PVB launches 'Home Loan Free Home'

PHILIPPINE Veterans Bank (PVB) expects to grow its home lending portfolio this year by P2 billion through the launch of its "Home Loan Free Home" Promo.

Under the promo, PVB is offering home borrowers a cash-back on their loan principal after a 20-year loan term. The promo is primarily targeted towards existing loan borrowers of other banks who wish to get a superior deal on their housing loan because of the cash-back offer. It is also available for new home-buyers who are interested in purchasing residential house and lots, townhouses or even condominiums.

The promo which will only run from March 1 to May 31, 2014, is the first-ever loan product with a principal-back guarantee. It is expected to bring in P2 billion through this promo to beef up the Bank's Home-lending portfolio to P4 billion as it readies to offer more consumer lending products this year.

For applicants in Metro Manila, Bulacan & Calabarzon, the bank put in place a credit approval process that would take only 7 to 10 banking days.

Minimum loan size in PVB's Home Loan Free Home portfolio is P300,000. The application for the loan products can be done at any PVB branches nationwide or online via the PVB Home Loan website at www.pvhomeloans.com.

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DTI Permit no. 1543 Series of 2014. Promo runs from Mar. 1, 2014 - May 31, 2014

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Photos courtesy
of Honda Cars Philippines

Driving the All-New 2014 HONDA ACCORD

IN the last few years the Honda Accord has led a rather quiet presence. New competitors such as the Hyundai Sonata, Toyota Camry and the Mazda6 meant that a model that was once at the head of the pack was overshadowed by new challengers.

Judging by our drive through the city, the open highway and back country winding roads, not anymore. Not this all-new Honda Accord.

Looking at it the first time, it was clear that the Accord went in a different direction than the rest. The design itself is not what we would call sporty or high-tech like much of the competition did. If anything, the new exec car went back to its roots and dug deep design-wise, as it looks more stately, more dignified and classier than ever.

Instead of aggressive edges, fancy paint finishes and ultramodern details, the new Accord has a well-sculpted body with

measured lines, a wide presence and a simple but immaculate paintwork.

Inside the cabin, the Accord impresses not because of the amount of tech in it but because of its quality befitting cars twice its price. The leather, materials, build quality and overall feeling of stateliness combine to produce a car that makes you feel you've arrived.

Our drive started just hours after Honda Cars Philippines took off the wraps atop the Accord. Our route would take us through some of the roughest of Metro Manila's streets. From Blue Leaf Filipinas near Manila Bay, we were to drive along the

smooth pavement of Macapagal Avenue, bumpy Roxas Boulevard, turn right at the Metropolitan Museum, enter the Quiapo area, brave the truck-infested street known as A. Bonifacio Avenue and exit onto the North Luzon Expressway unscathed. On these busy, pockmarked and chaotic city streets, we got to truly appreciate the improvements made on the all-new Honda Accord.

To say the Accord has improved is an understatement. Engineers and marketers can talk all they can about how a new model is better than the old one, but only when you actually drive it will you realize what has actually changed.

Initially I was behind the wheel of the 2.4 - liter Earth Dreams-engined Accord. As it stood with moderate to heavy Manila traffic, the Accord's readouts range north of 7.5 km/l and just under 8.3 km/l.

The suspension has been significantly optimized for ride comfort, as evidenced by the way the car feels over our rough and cratered streets. The vibrations normally associated with rough concrete is suppressed with ease and, thanks to some clever noise-cancelling electronics and impressive insulation, you can carry a conversation inside with ease or choose to relax while the driver takes care of the wheel work. Also of note is the liquid-filled subframe that absorbs much of the rough stuff.

If you do like peace and quiet though, you might want to shut off the sensors that detect everything from trucks to motorcycles; they have a tendency to go a bit mad when someone gets really close. What was remarkable is the 2.4-liter's smooth acceleration from the inline-4 engine that makes 175 PS.

Like in the city, the Accord's manners on the NLEX are a combination of stability and smoothness. One remarkable bit is the way it rides over the rather degraded state of the SCTEX; particularly over the

abrupt drops from the bridges before Subic. Simply put, the revised suspension absorbs the "jumps" with confidence and without a bounce or a bit of float.

After a night at Anvaya Cove, we headed back to Metro Manila, this time via the route that takes us through most of Bataan, through the road that leads us right to the mothballed Bataan Nuclear Power Plant. This time, I found myself in the driver's seat of the Honda Accord with the 3.5-liter Earth Dreams V6 engine.

You can feel that the engine has plenty of power at your right foot's disposal, as 281 PS is nothing to scoff at. Out of Anvaya's speed-controlled roads and onto the twisties, the V6 Accord simply pulls and pulls and pulls, thanks to the response offered by the direct injection system and the 6-speed automatic with paddle shifters.

On the mountain roads and with the manual mode activated, the Accord maintains a composure that is rarely felt in large cars. Turn after turn, the Honda flagship vehicle doesn't blink. The performance is always there and the agility from the suspension and the stiff unibody is impressive, to say the least. The active electronic sound suppression also works well to take care of the wind noise from the mirrors and the wipers.

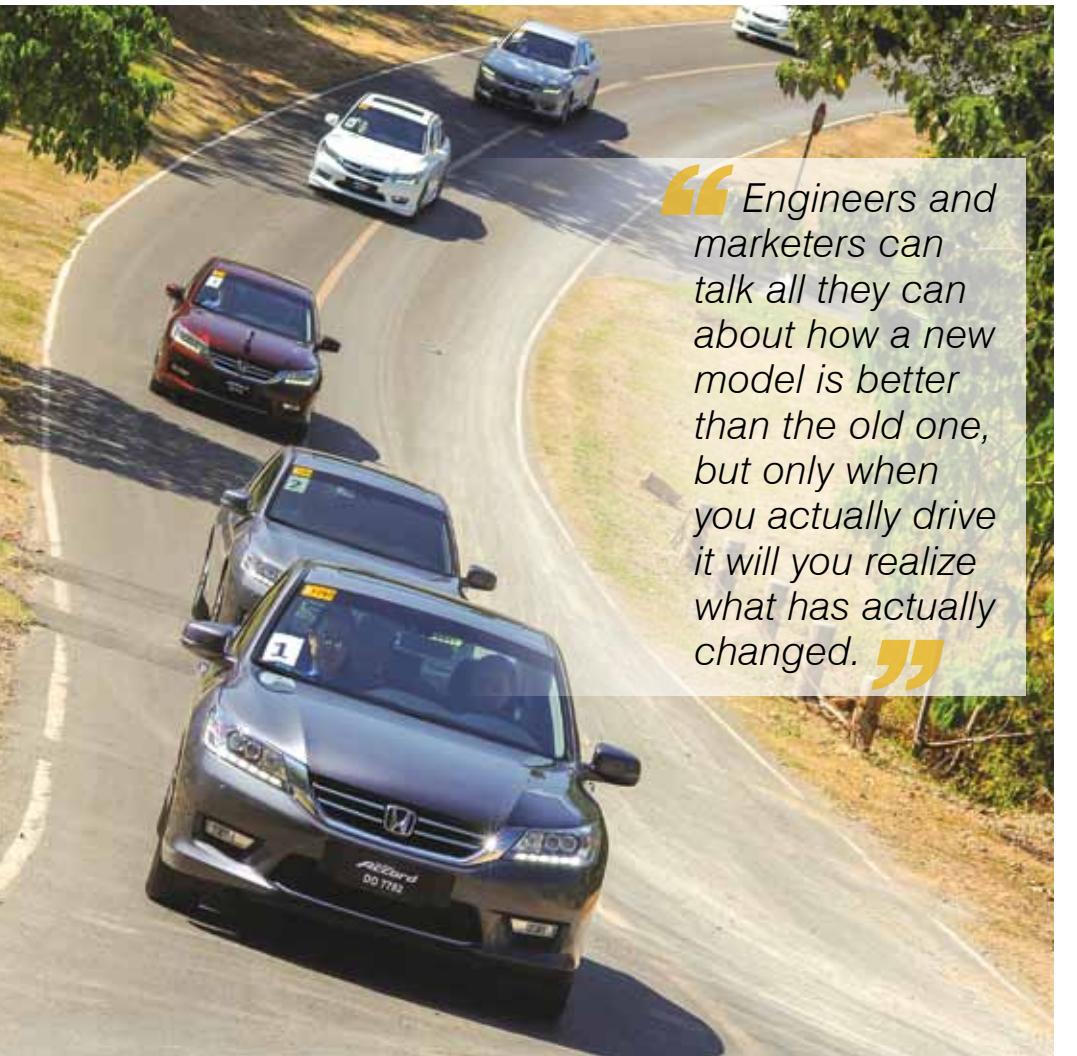
Out of the twisty stuff and back on the SCTEX from Dinalupihan, the Accord impresses again. The same suspension and NVH manners we loved with the 2.4 are the same on the 3.5, albeit with more power.

The best part is the Variable Cylinder Management which can hold the car on a steady cruise while using just three or four cylinders out of the six. As it stood, the Accord V6 can achieve 12.6 kilometers per liter as per the trip computer.

The new Accord makes riding in the back so easy and so comfortable. Rear sunshades ensure privacy and comfort from the hot sun. The noise suppression is top notch. The legroom is excellent. Honda even fitted a seat control panel for the right-front passenger so that you can easily move it forward for even more legroom in the back.

Indeed Honda went back to the drawing board to engineer a car that delivers what its primary customer base wants out of it: style, refinement, power and comfort; the fact that it's actually quite efficient (thanks to VCM and Earth Dreams) is a great plus.

As impressive as the 2014 Honda Accord is, only a true group test will see which midsized sedan can truly reign supreme. For now and from where I'm sitting—in the back seat of this new exec ride—Honda has delivered an Accord that will find many different ways to impress. ☀



“Engineers and marketers can talk all they can about how a new model is better than the old one, but only when you actually drive it will you realize what has actually changed. **”**

2014 Toyota Innova: More Desirable

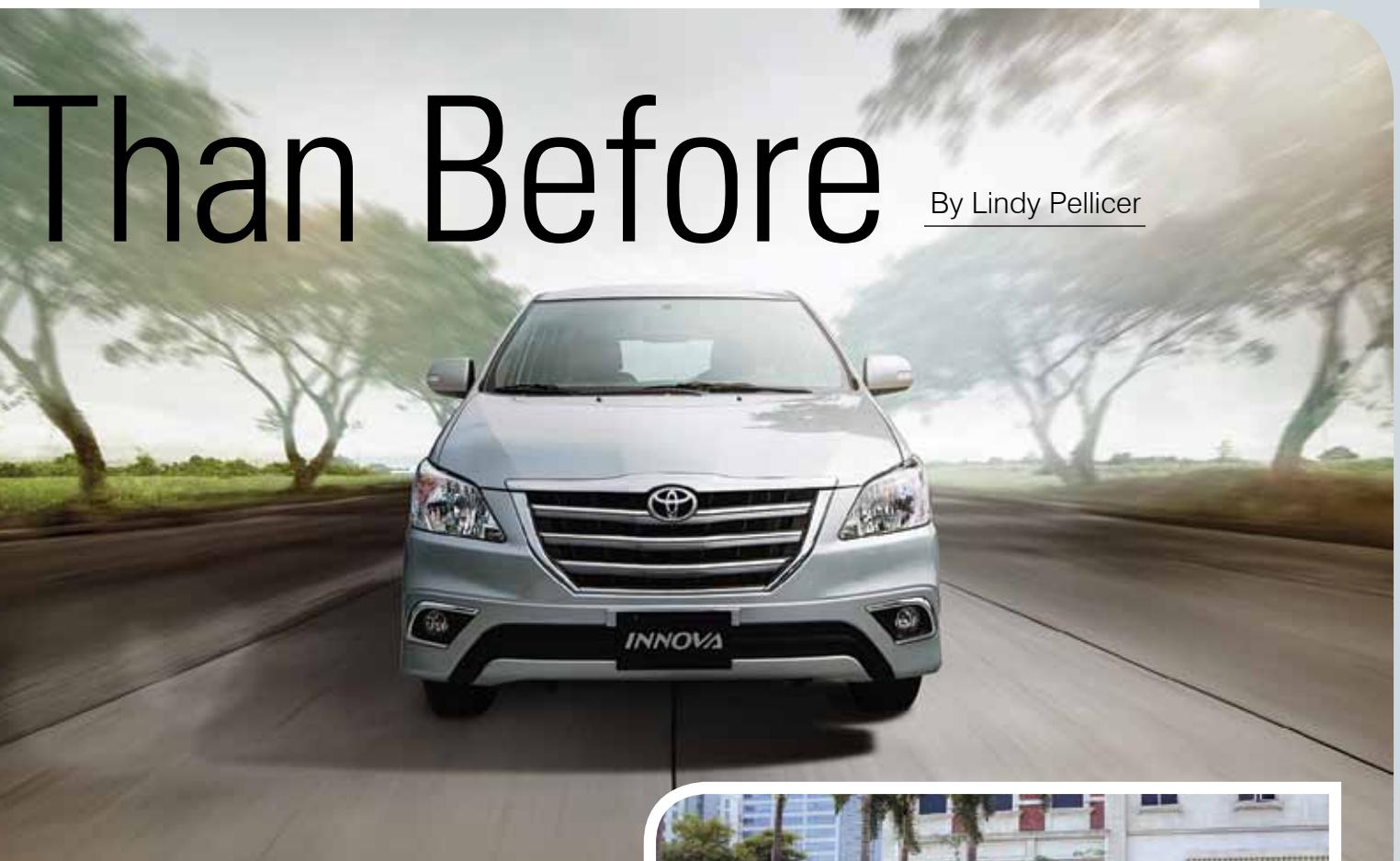
THE newly facelifted Toyota Innova has brought in a more luxurious look and audio visual entertainment package for the high-end V model without sacrificing the durability of the original vehicle.

This multipurpose vehicle's big change is seen at the front facia which is very distinct and elevates the whole package to a higher degree of sophistication. The front grille is now bigger and wider, extending below the bumper line. The bottom of the bumper sports a new design that incorporates a robust off-road look with fog lights on its side. The bumper is more boxy and appeals to a lot of people.

There are some tinges of American and European styling cues which somehow blend well with the rest of the original body lines. Considering that the front

headlights and hood were retained from the past edition, the Innova design group really did their homework to give this model a better look.

With the front styling being the major giveaway for the 2014 model variant, the rear has only minor changes from its predecessor. New tail lamps and garnish strip will be noticed by the diehard lovers of this MPV. This is not bad at all because the front will be enough to carry it to the next level. However, they should have thought more on how to modify the rear to match the changes up front.



The high-end Innova V variant gets an audio visual navigational system with a touchscreen present. Getting inside the cabin gives us the familiar feel of roominess and good design that has been there since the start. The interior can be ordered with captain's chairs for the V model for utmost comfort, while the rest still have foldable benches to increase luggage space inside. The Innova remains as the best of both worlds with comfort and utility all in one package.

The familiar whine of Toyota's turbocharged diesel engines readily distinguishes them from the rest. Its dual overhead camshafts, 2.5-liter diesel engine produces very good torque and easily keeps the vehicle forward with very little prodding of the throttle pedal. This engine is easily one of the best out there since it also gives very good fuel economy. For more performance, the 2.0-liter gasoline engine should be considered and is believed to be more environmentally friendly, especially when biofuels are used.

The only thing that we wanted to see upgraded in the drivetrain is the automatic transmission—it only has four speeds. This is already becoming dated since there are a lot of cars out there having at least 5-speed trannys and Toyota's own Corolla with 7 speeds. Another gear might not sound hard to do but we know it will also bring up the price and maybe make it faster than what it is capable of now. However, in responsible hands, another gear will also make it more economical with lower engine revolutions on the highway.

There are seven colors available including the prestigious White Pearl which carries a P15,000

increase in price for the V and G variants. Judging from the cars out there, the silver gray metallic is the favorite while we are more biased for the Beige or Bronze Mica Metallic.

The J grade gasoline starts at P832,000 and goes up to P1,276,000 for the top of the line, White pearl colored V model with diesel and automatic drivetrain. This increase is still quite reasonable due to our exchange rate fluctuating up and down, plus the unquestionable durability of the car.

We have just driven a well-used, G model for a visit to Leyte last New Year and it still ran like new, with no squeaks or loss of power. We travelled more than 2,000 kms on it and delivered toys and goods to the Yolanda survivors and we never felt its age of having run more than 87,000 kms.

This latest Innova will be another feather on Toyota's cap and will bring it a notch higher in the luxurious looks department. Now is the time to start making hard decisions when we should buy before the price goes even higher. Maybe a rich relative will be a big help? **QQ**

By Lindy Pellicer



Editor's Note:
Vince Pornelos placed first
and won the Vios Cup trophy.

The author (extreme right, with sunglasses) with show biz personalities and other journalists competing in the Vios Cup. (Inset) Pornelos with his winning team and car after the race.

After months of class lectures, training courses, practice sessions, heckling, trash talking, anticipation, pressure, mind games and more, the exhibition matches for the Toyota Vios Cup are done.

The two-heat race turned out to be far more exhilarating and exciting than any of us could have expected with battles and contact all around the field on the track, fun activities off the track and a general, all-around good time.

If you're interested in joining and competing in the Vios Cup or any other motorsport event, read on.

UNLEARN WHAT YOU HAVE 'LEARNED'

Most drivers typically arrive at the track after watching a few racing movies, TV shows, reading up on racing articles and playing Gran Turismo. As a result, most typically have a sense of confidence that they'll do well right off the bat.

Let me tell you now that you need to check that baggage at the gate to the racetrack.

Having a belief that you'll do well right from the first practice session or don't need the advice of instructors such as the guys at Tuason Racing School is the biggest mistake a novice or even an experienced driver can make. This mindset makes you unresponsive

to any lessons, advice, tips or tricks they may have to impart to you. Overconfidence and a penchant to show off your 'skills' at a racetrack could also easily have disastrous consequences. Contact in the city could result in a ding or two but on a circuit it's a whole different matter.

Approach training with an open mind. Regardless of your experience, there's always plenty to learn.

PRACTICE MAKES PERMANENT, NOT PERFECT.

During the practice sessions, I'll admit that we were all quite competitive; we were all trying to get our times to be quicker and quicker, all for the sake of measuring up against each other. That was a common mistake that we made as drivers for the Vios Cup.

Yes, it's fun to flog around a lightweight race car around a circuit and think that you're practicing, but generally speaking, you're probably not learning as much as you should. Keep in mind that practice is the time to learn the car, the track and yourself.



Detach yourself from being too competitive during the practice sessions and focus on trying new entry speeds, turn in points, different racing lines, braking points and all the other elements needed to go fast.

Do not focus on the times yet, but focus on getting every little element of your drive right.

Slow is fast, fast is slow. One thing I really learned in this whole experience is that to be fast, you have to take it slow.

It sounds strange in a business that's all about speed, but what it means is that you should hone your ability to slow down your mental approach and avoid rushing during any activity.

If you find yourself hustling the steering wheel, jumping on the pedals when braking or mashing the gear lever with gusto during shifting, there's a good chance you're slowing yourself down. The reason is you're rushing your motions and rushing your mind, and we all know that anything rushed can and will lead to uncharacteristic mistakes. Try to slow down your mind when you hit the grid and when you're on the track. If you slow down



Toyota Motor Philippines president Michinobu Sugata addresses the drivers before the race.



You have to want it. You have to will it. And in a race involving equal cars the only difference you have is yourself.



your work behind the wheel, you'll be able to focus on actually getting faster.

NO GAMEPLAN SURVIVES THE FIRST CORNER.

We all have a tendency to play out different scenarios about how we do things. In racing, that usually means a mental simulation about how it will go for you; how you will pass the car you might be chasing, how you will stay ahead and how you will get a jump on the leaders into the first corner. This is a fact: no simulation, plan or strategy will survive the first corner of the first lap. If anything, they end up getting flushed right down the toilet.

In the first heat, I wanted to get a jump on the polesitter and run away with the lead from the first corner. Instead the driver literally jumped the start and now I had to catch and pass the car on the track; making the task that much riskier. In the second heat, I was going to start from pole, so I just needed to nail a perfect start (something I know I'm good at) and fend off a charge from the rest of the field. I botched my start, and now I had to chase the leader and pass him to win.

Whatever simulation you have in your head for a race, it has a tendency to go straight to the gravel trap. The lesson here is to be ready to make it up as you go along and not get flustered by the situation around you.

YOU NEED A LITTLE LUCK.

A driver can be as great behind the wheel as he or she can, but if you're unlucky it can be the most frustrating race ever. As in any other sport, you need a few calls from the referees to go your way and at just the right time to win.

After my botched start on the second heat, the leader was able to open up a bit of a gap midway through; enough to force me to push the car beyond its best or even force me to make a mistake in doing so. I needed lady luck on my side, and her name was Rhian Ramos.



You have to want it. You have to will it. And in a race involving equal cars the only difference you have is yourself.



After severe contact with another car, Ramos had slowed down significantly, allowing our battle for the lead to catch up to her. The leader could have caught the backmarker on the straight and made the easy pass or even on one of the faster parts of the circuit; as it turned out, he caught her at the slowest, tightest part of the track, allowing me to catch up and, two laps later, overtake him for the win.

Luck does play a big part especially if it kicks in at the right time on things you can't control. This holds especially true for races where there is no performance differential.

TAKE CARE OF YOUR TEAM.

No one wins without a great team in the pits, and thus save a thought for the instructors, the mechanics, and the other staff who are there to help you get quicker and win.

Instructors get dizzy when sitting next to an amateur driver trying to learn the track. Mechanics work tirelessly to build and maintain a car that is to your liking and fast. The staff make sure everything goes without a hitch. Everyone has a role, and be sure to thank them for that.

Don't act like a baby, throwing fits and blaming the car. Based on what I saw, you don't want your team, mechanics and instructors to think: "There's nothing wrong with the car, dude... but there's probably something wrong with you."

OBSERVE OTHERS, BUT PLAY YOUR CARDS CLOSE TO YOUR CHEST

Now this is where a little sportsmanship comes into play: watch your competitors as they drive but try not to divulge much of your own techniques.

By observation I don't mean looking at their times when you head back to the pits. Follow a more skilled and more experienced driver, as it's a front row seat to a treasure trove of information for the keen observer. Watch their braking points, their turn in

points, their entry speeds, their exit speeds, steering angle and everything else you can. Eventually you'll see what they're doing differently from you, and you can incorporate those techniques or even find weaknesses to exploit.

The reverse is also true: you also have to prevent yourself from giving too much information if it's you who are being followed by a fellow competitor. If you find yourself being tailed by any other racer, don't go all out and bare all of your techniques for them. In a one-make race involving cars with low horsepower, having a few unrevealed tricks up your sleeve could be the difference between you and your fellow competitors.

WILL POWER IS GREATER THAN HORSEPOWER

I'll admit something I haven't told anyone: during the latter stages of the first race, I found myself questioning my own motivations for joining the Toyota Vios Cup.

They say the race feels so quick if you're tailing the leader, looking for an opportunity to pass. They also say the race feels like a lifetime if you're in the lead. In one day, I experienced both. Sitting in a hot, noisy race car, pushing it and myself to the limit, everything just will hit you. Do I really belong here? I'm the heaviest driver in a competition best left for lightweights. I'm tense. Wave that checkered flag already. I'm sweating. Can I go on? It's so hot in here. I'm ready to collapse. There are so many people watching my every move. I'm all alone. I want to pull into the pit lane. I want my mommy.

Some join races for the material gains such as money or prizes. Some race because it's one hell of an experience. Some race because they just simply love cars or want to be the best. Others race for pride, bragging rights and glory. All those reasons sound selfish, but it is what it is; no one lines up on the grid for selfless reasons.

The common thing is that everyone is racing to prove something, regardless of that "something." And that desire to prove something will hit you hardest somewhere between the green flag and the checkered flag of a wheel-to-wheel race. It will motivate you to push your lap times while you're in the lead, do things that you never thought you could do and dive, dive and dive again for any opening, pressuring your opponent to make a mistake... all for the desire to win in the moment.

You have to want it. You have to will it. And in a race involving equal cars the only difference you have is yourself, and thus the feeling you get, crossing the finish line in P1 is all the more incredible.

Toyota calls it waku-doki... and there's no other feeling quite like it. 



It's a 'small' world



In the past decade, volatile fuel prices have reminded motorists that fuel economy does matter. But driving an economical car is no longer an act of penitence.

The newest compact and subcompact vehicles offer options such as navigation and leather seating—features once reserved for luxury cars. In addition, many come with multiple air bags and other safety systems that make them viable options for families on a budget. And where compacts such as the Toyota Corolla are available only as sedans, others can be had as a more-versatile five-door hatchback or a less-practical two-door coupe.

For 2014, many now offer mileage of 40 mpg, not far from that of hybrids, but at a much lower price.

This is what has moved motorists to consider that, when it comes to economical transportation, it's a small world after all.

► FORD FIESTA

Ford's subcompact five-door hatchback and four-door sedan get even smaller engines for 2014 with the arrival of a 123-horsepower, 1.0-liter EcoBoost three-cylinder engine that's expected to deliver more than 40 mpg. A five-speed manual is standard. All Fiestas get a nose job this year, with a new hood and grille. A high-performance Fiesta ST will also arrive, with a 197-horsepower, 1.6-liter four-cylinder engine. That's one hot Fiesta.

► KIA FORTE

The redesigned third-generation Forte compact sedan and hatchback went on sale in the spring as an early 2014 model. The sedan, 1.2 inches longer, 0.6 inches lower and 0.2 inches wider than the previous model, comes with either a 148-horsepower, 1.8-liter engine or a 173-horsepower, 2.0-liter engine. The hatchback, dubbed the Forte5, comes with a 173-horsepower, 2.0-liter engine or a 201-horsepower, 1.6-liter, turbocharged four-cylinder matched with a six-speed manual or automatic transmission.

► MAZDA3

How new is the Mazda3 for 2014? The third-generation model shares only its name with previous models. Once more available as a four-door sedan or five-door hatchback, the 3 is fitted with a choice of gas engines — a 155-horsepower 2.0-liter or a 184-horsepower 2.5-liter—and a choice of manual or automatic six-speed transmissions. Expect mileage of 40 mpg in highway driving, according to the EPA. Blind-spot monitoring and rear cross-traffic alert is now standard on upper trim levels.

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GG Driving an economical car is no longer an act of penitence. JJ

► MITSUBISHI MIRAGE

This all-new five-door subcompact is the most fuel-efficient nonhybrid gasoline-powered vehicle available in America, with EPA-rated fuel economy of 37 mpg city, 44 mpg highway when equipped with a continuously variable transmission. Five-speed manual models are rated at 34 mpg city, 42 mpg highway. Given those numbers, you won't be surprised that the Mirage is powered by a 74-horsepower, 1.2-liter, three-cylinder engine, or that this diminutive car—a mere 148.8 inches long—has a turning radius of just 15.1 feet.

► NISSAN VERSA

While the Versa subcompact sedan soldiers on with minor changes, the Versa hatchback is all new and gets a fresh name, the Versa Note. It also gets a novel new feature: an adjustable rear load floor. Items can be hidden under the floor, or it can be removed altogether and the space used for taller

items. Cargo space is rated at 18.8 cubic feet. Another useful feature: a navigation system that incorporates a 360-degree view camera. The Note's 1.6-liter four-cylinder engine returns 31 mpg city, 40 mpg highway when equipped with a continuously variable transmission. A five-speed manual is standard.

► TOYOTA COROLLA

One of the world's top-selling compact sedans gets a more expressive design and a new trim level—LE Eco, which Toyota says returns 31 mpg city, 42 mpg highway through its 140-horsepower 1.8-liter engine and continuously variable automatic transmission. All Corollas come with LED headlamps, Bluetooth, eight air bags, and audio-streaming connectivity. Options include 6.1-inch touch screen, navigation, push-button start, power moonroof, back-up monitor, paddle shifters and a rear deck lid spoiler.

► VOLKSWAGEN JETTA

While largely unchanged on the surface, there are significant changes underneath the Jetta compact sedan for 2014. All models now have a more sophisticated multi-link rear suspension, replacing the outdated torsion-beam set-up. In addition, last year's 2.5-liter engine has been replaced by a 1.8-liter turbocharged four-cylinder. Horsepower remains unchanged at 170, but EPA ratings have risen to 25 mpg city and 36 mpg highway. **AQ** *The Virginian-Pilot*



THE world of luxury and sports cars is an exotic one, filled with high performance, extravagant interiors and rarefied prices.

But, like other parts of the car and truck market, fuel economy is forcing these vehicles to change, and soon our idea of luxury will change as well.

Fuel economy mandates have forced high-end brands to introduce small models at the bottom of the luxury market, with small displacement engines that return good fuel economy to balance out thirstier, larger vehicles. At the same time, these models attract customers who might not have otherwise considered buying one.

But the same marketing magic won't work when it comes to sports cars. So, manufacturers are using expensive lightweight materials to reduce weight and fuel consumption without affecting performance. Also, many carmakers



Cadillac CTS

unusual in a car for drivers who should know how to do it without assistance.

Infiniti Q50: The Infiniti Q50 replaces the G37 in the Infiniti line-up, but the G37 will continue to be sold at a lower price alongside its replacement for 2014. The Q50 sedan is offered with a 328-horsepower, 3.7-liter V-6 or 360 horsepower, 3.5-liter hybrid driveline. The Q50 will be offered with rear-wheel drive or all-wheel drive. A new steering system allows drivers to adjust the amount of power assist and response, while a new camera-based system can steer the car back into its lane.

Lexus IS: The smallest and least-expensive rear-wheel-drive car in the Lexus lineup returns, wearing the styling of Lexus's larger LS, GS and ES sedans. The IS is offered solely as a sedan with engines that carry over from last year. The IS 250 has a 204-horsepower, 2.5-liter V-6 and

automakers measure themselves against. This year's signature features are a semi-autonomous driving system that assists in cornering by steering itself, and a lane-sensing system that can steer the car back into its lane. On a more frivolous note, an aromatherapy system is a new option. A twin-turbocharged, 455-horsepower V-8 is standard on the S550. The high-performance S63 AMG 4MATIC will offer 577 horsepower and all-wheel drive.

SPORTS CARS

Audi RS 5: An open-air variant of the high-performance RS 5 arrives with a 450-horsepower V-8 mated to a seven-speed dual-clutch transmission and quattro all-wheel drive. The RS 5 Cabriolet sprints from 0 to 60 mph in 4.9 seconds, 0.4 seconds slower than the RS 5 Coupe. Both models have an electronically governed top speed of 174 mph.

iconic, a lifestyle prop to swinging London. So what do you do for an encore? The answer arrived in June: the 2014 F-Type. Base cars get a 340 or 380 horsepower supercharged 3.0-liter V-6, good for a 0-60 mph run in 5.1 or 4.8 seconds respectively. The feral cat of the family is the F-Type S V-8, with 495 horsepower, 20-inch wheels, and a 0-60 mph run of just 4.2 seconds. An eight-speed automatic transmission is standard. A manual transmission is not offered.

Porsche 911: As expected, Porsche adds new performance models to its redesigned 911 line-up: the 911 Turbo gets a 520-horsepower, turbocharged, 3.8-liter six-cylinder; the 911 Turbo S gets another 40 horsepower. Need more power? The new GT3 was built for you, with 475 horsepower, a 0-60 mph time of 3.3 seconds and a 195 mph top track

LAP OF LUXURY, SEAT OF POWER



Lexus IS



Acura RLX



Porsche Cayman



Audi RS 5

are expanding their use of the dual-clutch transmission — a manual transmission that lacks a clutch pedal.

This is what will be facing consumers who want to drive only the best.

LUXURY CARS

Acura RLX: Acura's flagship, the RLX, gets a thorough reworking for the new model year, most notably in size, growing 2 inches in wheelbase and 1.7 inches in width. Styling revisions both inside and out bring the car up-to-date, as do a host of driver assistance and safety amenities. Like previous Acuras, the RLX is front-wheel drive and is powered by a 310-horsepower V-6 engine and six-speed automatic transmission.

Audi A3: The Audi A3 returns in early 2014 as a four-door sedan with a 170-horsepower, turbocharged gas engine or a 150-horsepower turbocharged diesel engine. In addition, a 2.0-liter turbocharged

engine will be offered in the A3 quattro and S3 quattro. All engines are mated to a six-speed automatic transmission. The previous version of the A3, now known as the A3 Sportback, will return as a plug-in gas-electric hybrid.

BMW 4 Series: For 2014, BMW has renamed its 3 Series Coupe. Now known as the 4 Series Coupe, it's larger in width and wheelbase than the outgoing 3 Series Coupe. The 4 Series will be offered as both a 428i, featuring a twin-turbocharged, 240-horsepower, 2.0-liter 4-cylinder, and as a 435i, with a twin-turbocharged 300-horsepower, 3.0-liter six. Both will be available with a standard eight-speed automatic or six-speed manual transmission.

Chevrolet SS: Chevrolet may not be a luxury nameplate, but it's offering a sedan that—in price and performance—competes with them. The SS is Chevy's first rear-drive performance sedan since 1996. Power comes from a 415-horsepower, 6.2-liter V-8 and a six-speed automatic transmission that can be shifted manually through paddle-shifters mounted on the steering wheel. Chevrolet says the new SS can reach 60 mph in 5 seconds. The SS also gets a

new twin-turbocharged 420-horsepower V-6 and eight-speed automatic transmission are standard in the new CTS Vsport, which reaches 60 mph in 4.6 seconds. Other CTS models get a 321-horsepower, 3.6-liter V-6 and the eight-speed or a 272-horsepower, 2.0-liter, turbocharged four-cylinder and six-speed automatic used in the smaller ATS, which shares its rear-wheel-drive platform with the CTS.

Cadillac CTS: The third-generation CTS sedan grows 5 inches in length for 2014, while shedding weight in the process. A

new six-speed automatic transmission, while the IS 350 receives a 306-horsepower V-6 mated to a new eight-speed automatic transmission. A manual transmission is not offered and neither is a hybrid — unusual for a Toyota or Lexus vehicle.

Mercedes-Benz CLA-Class: For the first time, Mercedes-Benz is marketing a front-wheel-drive sedan, the entry-level CLA. Taking its look from the larger CLS, the CLA will be available with optional all-wheel drive. The CLA250 will come with a 208-horsepower, 2.0-liter, four-cylinder gasoline engine and seven-speed dual-clutch transmission. Need more power? The CLA45 AMG will come with world's most powerful four-cylinder engine. With 355 horsepower, the CLA45 AMG reaches 60 mph in 4.5 seconds.

Mercedes-Benz S-Class: The flagship of the Mercedes-Benz line-up is what it's always been: the luxury sedan other

a six-speed automatic transmission, while the RS 5's EPA-estimated fuel economy of 16 mpg city, 22 mpg highway — and no gas-guzzler tax.

Chevrolet Corvette Stingray: The 2014 Corvette regains the Stingray moniker. Important? You bet. That means GM threw

everything at it to ensure its performance credibility. The results are impressive. Its V-8 engine produces 460 horsepower when mated with the seven-speed manual transmission and performance exhaust system. That ensures that it can accelerate from 0 to 60 mph in 3.8 seconds, run the quarter-mile in 12 seconds at 119 mph, achieve 1.03g in cornering grip and stop from 60 mph in 107 feet, yet return 17 mpg city, 29 mpg highway.

Ford Mustang: Yes, a new one is coming. What it will be like is anyone's guess.

Jaguar F-Type: When the Jaguar E-Type debuted in 1961, it quickly became

speed. Of course, these models get a host of performance enhancements over other 911s and a standard seven-speed dual-clutch transmission. A traditional manual transmission is not offered.

Porsche Cayman: With a longer wheelbase, new chassis and new lightweight body construction, the redesigned Cayman weighs 60 pounds less than the outgoing model, allowing for better performance. Powering the base Cayman is a 275-horsepower, 2.7-liter, six-cylinder engine. Cayman S models get a stronger 325-horsepower, 3.4-liter, six-cylinder engine. Both cars come with rear-drive and a six-speed manual transmission or optional seven-speed dual-clutch transmission that improves performance and fuel economy.

Adaptive cruise control is a new option for 2014. **qq**

Source: *The Virginian-Pilot*



WHILE many pundits would tell you that old age is a state of mind, your body will tell you differently. For some, driving becomes more difficult. But buying the right set of wheels for you—with the proper options—can make a huge difference in your ability to remain mobile. Here's what to look for in a new vehicle.

Size matters. Full-size cars can be tough to maneuver, and aren't always the safest in a crash. Mid-size cars have almost as much room, yet can be easier on gas and are no less safe.

Egress can be hampered by door openings that are too narrow at the bottom. Also, look for door sills that are closer to the ground, as they make entry and exit easier.

Automatic dimming mirrors, both rear-view and side-view, help prevent glare at night.

Dealer-installed tinted windows help keep the car cool, but older drivers may find them hard to see through in low light.

Look for trunks with nooks and shopping bag hooks for easily stashing items. Check the depth and the liftover height of the trunk to ensure you can easily load it. If you commonly carry a bulky item, such as a wheelchair, bring it along on the test drive to make sure it will fit and is easy to load.

On crossover SUVs and some luxury sedans, a power-operated tailgate or trunk lid makes accessing the trunk easier for those with limited upper-body strength or mobility.

Ease of entry is enhanced by choosing leather seats instead of cloth. Look for seats that are higher off the ground. The ideal seat height is between your mid-thigh and lower buttocks. Power height and lumbar support are worth considering.

Headrests should be high enough to prevent whiplash. Many vehicles have "active" headrests, which move up and forward during accidents to prevent whiplash.

A steering wheel that tilts and telescopes makes finding a safe driving position easier. Look for a thicker steering wheel, which is easier to grip. Also, some vehicles offer heated steering wheels, good for those with arthritis or Raynaud's phenomenon.

For shorter drivers, adjustable pedals—an uncommon option—is a must.

Make sure the gauges are large enough and have enough contrast for you to easily read.

Large buttons are easier to activate while driving.

SAFETY CHECK-LIST for older drivers



A dash-mounted push button used to start the car rather than a traditional key can be easier to use for those with arthritis.

While not a necessity, heated seats are a real treat for aching bodies. Some luxury cars offer massaging seats.

Anti-lock brakes and electronic brakeforce distribution help in emergency maneuvers to ensure accident-free stops. Electronic stability control intercedes further to prevent rollovers by measuring such vehicle metrics as steering wheel angle, wheel speed, engine speed and more. ESC then employs a variety of measures to regain traction, including selectively applying brakes and reducing engine power.

Using the anti-lock brake system, traction control uses sensors to detect wheel spin while accelerating. The system then intervenes to assist in regaining traction.

Blind-spot alert uses a camera or a radar to detect if a vehicle is alongside your own and not visible from the driver's seat. The system warns the driver by flashing a small light in or next to the side-view mirror.

A radar is used to detect when your vehicle has crossed a road marking without activating a turn signal. The system alerts the driver by sounding a chime, or vibrating the driver's seat or steering wheel. Some systems go further, gently steering the vehicle back into the lane.

Collision warning alerts you if you get too close to a vehicle or object in front by flashing a red light and beeping. If you don't respond, the car or truck intervenes by applying the brakes.

A rear back-up camera is helpful during parking maneuvers by showing what's behind your vehicle, on an instrument panel screen or in the rearview mirror.

A cross-traffic alert detects traffic and pedestrians about to pass behind your vehicle when the transmission is set in reverse. 

Source: *The Virginian-Pilot*



THE world has moved quickly from wonder at the idea of driverless cars to impatient expectation. The Cadillac SRX zipping around a test track in suburban Detroit is flashing a sign: Not so fast.

The car can pilot itself at highway speed while the person in the driver's seat eats a hamburger.

Yet the first versions of General Motors Co. autonomous vehicles, due out by 2020, will drive themselves only on controlled-access highways, such as an interstate. Don't count on them to avoid accidents on their own; it will be up to a licensed driver behind the wheel to avoid the deer running out from the roadside. The reasons are parts technological, regulatory and psychological.

"The technology's probably doable, but how do we implement it, how do we regulate it and how do we standardize it?" said Michelle Krebs, senior analyst with auto researcher Edmunds.com, based in Santa Monica, California, in an interview. What's more, "there are certain people who want to be in control and they don't want driving taken away from them."

The cautiousness in developing fully autonomous technology, like that envisioned by Google Inc., reflects what GM officials say is a realistic view of what consumers will accept and the rules of the road will allow.

In the US, the federal government oversees vehicle safety and each state regulates insurance and licensing drivers.

Insurers and state authorities will have to decide how to assign liability and responsibility for an accident if an inanimate object rather than a person is driving. If an autonomous car is caught speeding or violating other traffic laws, who are laws enforced on?

"You're going to have to have some kind of regulatory foundations in place at a reasonably nascent place," said Bill Visnic, an analyst who follows autonomous vehicles for



Edmunds.com. "Or else everybody's going to get the feeling it's the Wild West out there."

The same obstacles likely exist in other countries, Visnic said.

US auto-safety regulators in May released their first draft of an autonomous-vehicles policy. National Highway Traffic Safety Administrator David Strickland has said so-called active safety technologies that lead to self-driving cars are the next step in cutting US highway deaths.

The policy encourages development of technologies envisioned as components of autonomous vehicles. Those include wireless vehicle-to-vehicle communications systems, brakes that apply themselves when a crash is sensed to be imminent, and sensors that are as accurate as or better than human vision.

So far, only three US states—California, Florida and Nevada—plus the District of Columbia have laws or rules spelling out how autonomous vehicles may be used on their roads.

Recognizing the policy and regulatory debates ahead, GM has designed its prototype so it wouldn't require any changes to laws or

regulations to operate, said John Capp, GM's lead for active safety technology strategy.

"It makes sense that cars will be able to drive themselves in the future," Capp said in an interview. "But getting there is a lot of work."

Dubbed Super Cruise, the self-driving sport-utility vehicle's technology builds on an adaptive cruise control system on which development began about 15 years ago and now is available on many luxury vehicles, as well as some mainstream models.

To some extent, the GM system is an advance on old-fashioned cruise, the kind that drivers turn on to go a steady 105 kilometers per hour on the highway.

About five years ago, GM engineers began work to allow a car to "see" lane markings and move between two lines painted on a road, using radar to center itself. Cameras and radars around the vehicle supplement those systems to give the car situational awareness.

That's why the system would work on a controlled-access highway. It's not designed to brake for turns or direct itself, unlike the Google car, which uses mapping along with cameras and sensors to get around.

GM learned from testing on "hundreds of thousands of miles around the country" that small bits of road debris that a human driver would know to drive over without much thought could confuse a self-driving car, said Jeremy Salinger, head of Super Cruise research and development. Engineers have worked on radars to avoid such surprises.

Capp compares the Cadillac to a new driver to whom you wouldn't entrust everything right away.

"As we move into automated systems, we need to make sure the vehicle is able to get itself out of a mess it gets into," Capp said, calling Super Cruise "a realistic autonomous system that we can offer this decade."

GM's cautious approach isn't unique. Daimler AG's Mercedes-Benz in August announced a similar tempered approach, saying its autonomous vehicle will take over from the human in traffic jams. Google declined to comment.

As with many new safety technologies, GM plans to start selling its autonomous-vehicle package as an option on luxury models.

"To bring a \$20,000 option package to market doesn't make sense," Capp said. "We'd sell two."  MCT

LEXUS TOPS RELIABILITY RATINGS IN US

THE dominance of Japanese automakers in Consumer Reports' annual auto reliability ratings is starting to fade, with two European automakers and one U.S. brand securing places in the top 10 of the 2013 rankings.



Lexus — the luxury division of Toyota — scored the top spot this year, followed by Toyota and Acura. Audi — the luxury division of Volkswagen — came in fourth, followed by Mazda, Infiniti, Volvo, Honda and then the sole U.S. brand, the GMC division of General Motors. Subaru was 10th.

In the reliability ratings, Buick, another GM brand, leaped nine slots to 12th place this year. All of its cars with the exception of the V-6 engine version of the big LaCrosse sedan ranked average or better.

But Chevrolet, GM's flagship nameplate, came in at only 17th out of the 28 car brands Consumer Reports ranked, dragged down by the below-average reliability of the Camaro and Cruze.

US brands filled most of the bottom of the rankings.

Ford fared particularly poorly. Of the 31 Fords in the survey, only the F-150 pickup truck with the 3.7-liter V-6 engine rated above average. Including its Lincoln brand, almost two-thirds of the 34 Ford vehicles in the survey scored much worse than average.

Ford continues to struggle with its My-Touch phone connectivity and in-car electronics system and also has had problems with its vehicles sold with the EcoBoost turbocharged V-6 engine, said Jake Fisher, Consumer Reports automotive test director.

Mini, a division of BMW, scored the lowest in the rankings.

The next lowest were Lincoln, Ford, Cadillac, Dodge and Jeep. After that, Nissan, Hyundai, Volkswagen and Chrysler's Ram truck line rounded out the bottom 10.

Overall, the five most reliable vehicles, according to Consumer Reports, are the version of the Subaru Forester that does not have a turbo-charged engine, the Toyota Prius liftback, the Lexus ES 300h hybrid, the Scion xB and the Toyota Prius C.

The five least reliable vehicles are the Ford C-MAX Energi plug-in hybrid, the turbocharged Ford Escape, the Mini Countryman, the Ford C-MAX hybrid and the Nissan Pathfinder.

The annual survey, conducted by the Consumer Reports National Research Center, looked at the experiences of drivers



GG Overall, the five most reliable vehicles, according to Consumer Reports, are the version of the Subaru Forester that does not have a turbo-charged engine, the Toyota Prius liftback, the Lexus ES 300h hybrid, the Scion xB and the Toyota Prius C. **DD**

of 1.1 million vehicles. This year's results demonstrated that new cars on the market are for the most part mechanically sound, Fisher said.

"Automakers know how to make a transmission and engine that works well," Fisher said.

In-car electronics, phone connectivity, radio and navigation systems are causing the most problems in new vehicles, he said.

Of the 17 problem areas Consumer Reports asks about, the electronics generated more complaints from owners of 2013 models than for any other category. The systems freeze. They don't respond to

touch commands, or they don't recognize voice commands, cellphones and music players.

"We are seeing a lot of issues with Ford, Honda and Cadillac," Fisher said.

The survey also demonstrated the

uneven performance of automakers. While Audi was a top brand, its Volkswagen sibling scored 20th out of 28 nameplates. Similarly, Nissan, which owns Infiniti, scored 22nd.

Plug-in hybrids — cars that can run for some distance powered by electricity before a gasoline engine kicks in and extends the range by hundreds of miles — scored poorly in the survey.

While the Prius ranked as Toyota's most reliable car, the plug-in version of the Prius was the automaker's lowest-scoring vehicle. Similarly, the plug-in version of Ford's C-Max hybrid ranked as its least reliable vehicle overall.

"A plug-in has two powertrains, an electric one and then a gas engine and transmission. If you have two powertrains, there is more to go wrong," Fisher said.

Conversely, pure electric vehicles such as the Nissan Leaf are proving to be very reliable.

"There is less complexity — no transmission, no fuel system, no gas engine," Fisher said. MCT **QQ**

STUNNING SUPERCARS

at Geneva Motor Show



Lamborghini Huracan



Geneva Motor Show attendees

TD

REAMING is what most of us who lack the cash needed to buy a supercar can still afford to do.

So when an auto show rolls around offering a look at some of the most stunning examples of auto art and engineering, it's time to indulge—even just for a moment.

Here's a glance at four of the most striking new vehicles on display at the Geneva Motor Show, which ran through March 16.

LAMBORGHINI HURACAN LP 610-4

A replacement for the Gallardo, Lamborghini's top-selling model of all time, this sleek missile has new aluminum and carbon fiber components and a top speed of 325 kph. The Huracan, Spanish for hurricane, transmits power to all four wheels, and has a new seven-speed dual clutch transmission and electronically controlled shocks. If you blink, you might miss its stops and starts: the Huracan has huge carbon-ceramic brakes and a V10 engine that can go from 0-200 kph in 9.9 seconds, or 0-100 kph in 3.2 seconds. The Huracan will be delivered starting in spring 2014 to anyone with €169,500 (\$233,000) to spare, not including tax.



Ferrari California T

FERRARI CALIFORNIA T

Should you need to accelerate from 0-100 kph in 3.6 seconds and stylishly cruise at top speeds in excess of 314 kph, all with the top down while integrating your iPhone into the dashboard, the new turbocharged convertible with the prancing horse may be just the ticket. And, in keeping with its West Coast sensibility, the sleek California T hardtop convertible, officially unveiled in Geneva, also is 15 percent more energy efficient than its predecessor California model—and the roof closes in 14 seconds. Prices expected to be comparable to the previous model, starting around €187,000 (\$257,000).

MASERATI ALFIERI

It's a concept model, so you can't buy one just yet, but this car—with its metallic blue accents—would be for those who may want an arresting sports coupe that seems to capture both the future of the Maserati brand and the racing spirit of its bygone decades. Designed with a V8 engine, six-speed gearbox and special exhaust, the Alfieri has a sloping exterior with a long angling nose that makes for a bullet-like sleekness. Its suspended dashboard, brakes, tailpipes and air ducts are accented in sky blue. Stay tuned for production, and pricing.



Alpha Romeo 4C

ALFA ROMEO 4C SPIDER
Another new model unveiled in Geneva, this one is a convertible that is scheduled to go on sale in Europe next year. For sporty drivers who need to accelerate from 0-100 kph in 4.5 seconds. Similar to the 4C hardtop, but with a canvas roof and carbon fiber rollover bars, it would have a top speed of more than 249 kph. Pricing not yet announced. **AQ**

Source: www.salon-auto.ch

NISSAN Motor Co., Ltd. takes the lead of managing the automotive brand in the Philippines by introducing NISSAN PHILIPPINES INC. (NPI) as its national sales company. This development was formalized and announced late last year.

With this new structure, the company remains to recognize Nissan Motor Philippines, Inc. (NMPI) and Universal Motors Corp. (UMC) as their important partners in the Philippines, as both will continue to assemble Nissan vehicles for the Filipino market. As one cohesive entity, all will work together to successfully achieve Nissan's global standards.



One Company, One Direction, One NISSAN

This year, Nissan sets its sights on a bigger market share. Recognizing immense potential in the Philippines and a concomitant need for a stronger presence in the country, the fundamental role of NPI will be to strengthen the branding, marketing and sales strategy, and dealer operations. Likewise, NPI intends to reinforce brand and sales power by broadening the product lineup and intensifying sales and services across the nation.

NPI is headed by its President and Managing Director, Kenji Naito who has 29 years' experience with Nissan and has held key positions in various markets including Japan, South Africa, New Zealand and Thailand. Prior to his post in the Philippines, Naito served as CEO of Nissan Korea Co., Ltd in Seoul Korea.

With big plans for the future in sight, Nissan Philippines, Inc. moves forward by introducing two new models, the Nissan Sylphy and Nissan Altima in its grand launch on March 7 at Blue Leaf Filipinas.

The introduction of the new Nissan Sylphy and new Nissan Altima signals the beginning of more Nissan products to arrive in the Philippine market.

The new Nissan Sylphy features an elegant and sophisticated design with class-leading comfort. It will be powered by a 1.8L MRA8DE and 1.6L HR16DE engine matched with a new-generation Nissan Xtronic® CVT (Continuously Variable Transmission) with



sub-planetary gear to deliver powerful and smooth driving. The new Nissan Sylphy 1.6L HR16DE also comes in Manual Transmission.

The all-new Sylphy will be available in Aspen White, Ebony, Deep Iris Gray, Brilliant Silver, Grayish Bronze colors. MSRP is at P812,000 for the base 1.6L MT; P 915,000 for the 1.6L Upper CVT; and P998,000 1.8L Upper CVT.

The new Nissan Altima represents a revolution within the company as a model not just to be a part of the class, but to raise expectations of customers the across the world in the executive sedan category. The 3.5L SL variant finds a VQ35DE under

the hood; a powerful all aluminum 3.5-liter V6 with dual overhead camshafts and 24 valves. Along with ECCS and variable timing, the new Altima 3.5L SL has 270 ps at 6400 rpm and 340 Newton-meters of torque at 4400 rpm.

The new Nissan Altima is now available at dealers priced at P1.65 million for the 2.5L SV CVT variant and P2.03 million for the 3.5L SL CVT model.

The launch was graced by media guests and top Nissan executives, Toshiyuki Shiga, Vice Chairman of Nissan Motor Co., Ltd. and Takao Katagiri, Executive Vice President of Nissan Motor Co., Ltd.

More than a Contender!



FOTON
EMPOWER YOUR BUSINESS



Van of the Year Award
2013-2014
VIEW TRAVELLER
Congratulations!



VIEW TRAVELLER

Within just one month of its public launch at the FOTON Big Show 2013: Driven by Vision, FOTON's latest commercial vehicle, the View Traveller, made enough of a positive impression on the member-judges of the Car Awards Group, Inc. to take home the highest award for a vehicle in its segment: The 2013 Van of the Year.

Unveiled publicly last October 25 at the 2013 FOTON Big Show, the View Traveller qualified for the early November testing schedule organized by the country's only independent automotive testing body. Composed of over two dozen of the country's most experienced and respected motoring journalists – from automotive magazine and newspaper motoring section editors, to motoring TV and radio show hosts, to motoring website owners – the Car Awards Group, Inc. or CAGI has tested and awarded new vehicles in various segments since 2004, culminating with the award for Car of the Year – Philippines, which is selected from the individual category winners.

Built in a state-of-the-art and environment-friendly assembly plant in WEIFANG City, Shandong Province in northeastern China, the View Traveller is the next evolution of the original View Traveller, itself a popular choice among small to medium enterprises and passenger shuttle operators. The View Traveller distinguishes itself from its predecessor with a new body built on an entirely new platform; and a world-class engine from technical partner Cummins, makers of the most durable and reliable diesel motors in the world.

Producing 130hp and 280Nm, this new turbocharged diesel powerplant quickly and quietly moves the View Traveller along the road, even when fully weighed down with passengers and their luggage. The interior volume has been maximized to provide long-range comfort for all passengers equally, not just those in front. High-capacity vans frequently suffer from limited space, or legroom, between rows, but with an overall length of 5.38m and width of 1.92m, the View Traveller addresses this problem right from the assembly line. "Surprising leg room, even in the back rows", observed CAGI tester Mika Fernandez-David, COO/Assistant Publisher and Motoring Editor of Gadgets Magazine; while CAGI Vice President for Internal Relations and Daily Tribune-Motoring Section Head Bam S. Olivares noted that the View Traveller's cavernous interior makes it "A van that could fit more than one family". With seating for 14 occupants, the View Traveller can easily accommodate two families of seven. Almost all of the vehicle's full-size seats recline, allowing passengers to nap while in transit, or simply lean back at a more relaxed angle. Other seating configurations will soon be available.

The View Traveller's suspension has been meticulously calibrated to provide a better ride than most van owners will expect. With 170mm of ground clearance, the front independent double wishbone and torsion bars soften the View Traveller's ride, while the rear leaf spring suspension assures a high payload capacity before bottoming out. "It rides more comfortably than a Toyota Grandia", said Christopher "Beeboy" Bargas, CAGI

tester and Associate Off-Road Editor for Top Gear Philippines; high praise coming from an authority on the subject of ride comfort and vehicle stability.

Apart from being the longest and widest in its class, the View Traveller is taller than most vans, with an overall height of 2.285m courtesy of its extended roof. This enables passengers up to 5'5" to stand straight inside the cabin while boarding or switching rows. "It's big and has a lot of space. Plus you'll be surprised it feels like a car when you drive it", mentioned CAGI tester Ronald de los Reyes, Associate Producer of Auto Review and a columnist for Interaksyon. The View Traveller's car-like quality is a result of diligent engineering and thorough testing. "I got to test the View Traveller on FOTON's multi-surfaced test track in China and the input re

quired to operate it was pleasantly light – from the steering, to the pedals, to the shift lever. The ride was also very compliant over the bumpy portions of the track", said CAGI tester Steven Edward Yu, Editor-in-Chief of Brand magazine, Motoring writer for Business World and Contributing Editor for C! magazine.

"Apart from its space for 14 passengers, the View Traveller also represents a highly practical and economical mode of commercial transport if the seats are removed", Yu added. The View Traveller's 130hp/280Nm Cummins ISF 2.8 16-valve turbocharged, Bosch-CRDI engine is the perfect powerplant for the View Traveller's robust, 2255kg body and is capable of returning fuel consumption values between 13-18 kilometers per liter, minimizing fuel costs to owners and operators alike. Furthermore, FOTON's broad service network and quick response time ensures that these engines perform constantly at peak efficiency.

Priced very competitively against its rivals at PhP1.3M, the versatile and frugal View Traveller is an excellent value-for-money proposition that is only made more attractive with the inclusion of standard equipment such as load-adjustable halogen headlamps, fog lamps, MP3/CD-capable audio system, four speakers, power windows, a high-mounted third brake light, keyless entry and central locking. Furthermore, the View Traveller raises the bar for Chinese vehicles by offering the same safety features found on its Japanese and Korean counterparts: Bosch ABS+EBD, dual SRS airbags and individual 3-point, pre-tensioner seat belts. All these come with every FOTON View Traveller at no extra cost.

To check out the FOTON's best and biggest van to date, visit your nearest FOTON dealership or call the FOTON hotline (02) 451-2929 or 0999-9999-998 to schedule a viewing or possibly a test drive and see for yourself why the Van of The Year winner will win your hearts as well.

You may visit our website at www.foton.com.ph



All-New Ford EcoSport

Loads Up On Smart Features and Stowage Spaces



SAFETY AND DRIVER ASSISTANCE TECHNOLOGIES

To take the stress out of driving, the Ford EcoSport is programmed with driver-assist systems, such as Hill Launch Assist and Electronic Stability Program, both of which are available on models with automatic transmission.

Hill Launch Assist helps drivers make a perfect hill start whether it's an uphill or downhill slope, by holding the vehicle for up to three seconds while the driver's foot moves from the brake to the accelerator pedal. This prevents the vehicle from rolling backwards or forwards while moving off from the slope, increasing driver confidence.

The system can correct both situations with high-tech sensors that continuously monitor the vehicle's direction against the driver's intention. By the time the driver next blinks, ESP has already monitored the road ahead about 100 times. Once it detects that the car is losing control, it automatically reduces engine power and selectively brakes individual wheels to stabilize the vehicle and keep it travelling on track.

The Ford EcoSport's ESP system includes the Anti-Lock Brake System (ABS) which prevents the wheels from locking up and helps the vehicle to stop quickly on slippery road surfaces. When the driver applies the brakes quickly in an emergency situation, Emergency Brake Assist will provide additional pressure to the brake system to increase the braking force and reduce the distance required for the vehicle to stop.

THE all-new Ford EcoSport puts the fun and convenience back into driving with an array of innovative technologies and intelligently-designed storage compartments. The urban SUV's blend of versatility and smart connectivity ensures that customers will have space for their gear and easy access to their phone and music, while taking the stress out of driving with driver-assist features that keep the driver in firm control of the vehicle at all times.

One of the highlights is Ford SYNC®, the voice-activated in-car connectivity system powered by Microsoft. First in Ford EcoSport's segment, the award-winning system enables drivers to keep their hands on the wheel and eyes on the road while selecting their favorite music and making phone calls using voice commands. With the SYNC button, radio controls, and phone keys all conveniently located on the steering wheel, making calls and playing music are now worry-free.

The Ford EcoSport's digital audio system includes a CD/MP3 player, USB and auxiliary slots, iPod connectivity, Bluetooth® connection, and a 3.5-inch display screen. The system is smart enough to automatically adjust the audio volume according to the speed of the vehicle, so that it isn't too loud when the driver slows down.

CLEVER CONVENIENCE

Full of modern features, the all-new Ford EcoSport makes life easier for customers. Drivers no longer need their keys

ready either to unlock the SUV or to start its engine. They can just leave the key in their pocket or bag.

With Smart Keyless Entry, the doors unlock automatically as the driver pulls the door handle, particularly useful when hurrying or carrying heavy loads. Once inside, a press of the Ford Power Start button, while pressing the brake pedal down, gets the engine going.

SMART STOWAGE

One can find 20 intelligent storage spaces in the all-new Ford EcoSport that total to more than 21 litres, most of which are easily accessible to the driver. The storage areas include:

- A glove box that can keep up to six beverage cans cool
- A handy strap on the driver's sun visor for parking or toll tickets
- A sunglasses holder in the overhead console
- A centre console with two cup holders, a 12-volt power outlet that can be used for charging mobile phones, auxiliary input, and USB ports for connecting MP3 players
- A drawer under the front passenger seat that is big enough for a laptop computer
- Front door bins that can hold 1.5-litre bottles and 600ml bottles
- Rear door bins that hold 600ml bottles
- Map pockets on the back of the front seats

Chevrolet Rolls Out Diesel-Powered Dream Team

REAL drivers know what works. With the volume of traffic on the city streets and the constant challenge out on the open roads, motorists know that a combination of power, fuel efficiency, and reduced emission is essential in any pleasurable driving experience.

Chevrolet Philippines, has the answer by offering a balance between engine responsiveness, effective fuel consumption, and eco-friendly features with its line-up of CRDi Turbo-Diesel powered vehicles. With the Spin, Cruze, Colorado, and Trailblazer, Chevrolet presents a Turbo-Diesel Powerhouse Team built to provide the best overall on road experience.

OVERALL EFFICIENCY

Dealing with city traffic, more often than not, is a stressful ordeal. Being behind the wheel of a vehicle that has the right tools is the only way to ease the tortuous urban jungle traverse. Equipped with the state-of-the-art CRDi Turbo-Diesel engine, the Chevrolet Spin and the Chevrolet Cruze gets the job done with comfort and ease.

The 7-seater All-around Utility Vehicle Chevrolet Spin is considered to be the first in the compact AUV segment to offer a 1.3-liter turbo-diesel engine. With it, the Spin delivers economical fuel consumption cost without compromising power and acceleration.

The Chevrolet Cruze Diesel, on the other hand, is the brand's compact car that produces V6 performance with the efficiency of a four-cylinder engine. Apart from its impressive 1.8-liter, 16-valve DOHC gasoline engine, the Cruze comes in a 2.0-liter CRDi Turbocharged Diesel engine variant which produces instantaneous response and fuel efficiency. The Cruze's turbo-diesel model is fitted



with a 6-speed automatic transmission with manual mode and can go for up to 20 km/L** on a standard highway test.

PACKS A POWERFUL PUNCH

After breaking loose of the city's traffic knot, it's time to hit the open road on the way to some of the country's scenic destinations. Of course, travelling always has its fair share of challenges, like negotiating the sharp uphill turns of the Sierra Madre or trudging up the mountainous terrain of the Cordilleras. Both pose hardly any challenge for the outstanding power and torque produced by the Chevrolet Colorado and the Chevrolet Trailblazer.

Equipped with the new and improved Duramax Diesel engine, the Colorado and the Trailblazer are a cut above their respective segments. With an enhanced 2.5-liter engine capable of producing 163HP at 3,600RPM and 380Nm of torque at 2,000RPM and a new 2.8-liter engine offering 11 percent more power with 200HP at 3,600RPM, 6 percent more torque with 500 Nm at 2,000RPM, the Colorado and the Trailblazer leads their respective packs by a mile. On top of that, both engines consume 4.3% less fuel*** providing drivers with more flexibility and less guilt when flooring that gas pedal.

Volvo Car Group unveils Concept Estate at Geneva Motor Show

VOLO Car Group revealed at the Geneva Motor Show the third in a series of concept cars – the Concept Estate – that continues the widely-admired exterior design language revealed in the first two concepts, and for the first time revealed how the interior of Volvo's forthcoming models will both look and function.

The Volvo Concept Estate's most striking interior design feature is its simplicity. The traditional selection of buttons and controls have been replaced by one large tablet-like touch screen control panel in the centre console, bringing the interior firmly into the 21st century.

"The basic idea is to organize controls and information in a perfectly intuitive and user-friendly way. Everything is exactly where you expect it to be, making the drive more enjoyable, efficient and safe," says Thomas Ingenlath, Senior Vice President Design at Volvo Car Group.

In association with Volvo's specially designed software, the touch screen will be the main control panel for Volvo's new in-car user experience. It replaces all buttons and controls except for a few crucial functions such as volume, play/pause, hazard warning and

window heaters. It also interacts seamlessly with the digital instrument cluster in front of the driver.

"Not having to deal with buttons and controls for a growing number of functionalities is like being freed from a pair of handcuffs," says Robin Page, Design Director Interior of Volvo Car Group. "This has made it possible to build a beautiful interior architecture around the portrait screen. The concept car showcases how this user interface will be integrated in our new car generation."

Volvo is the company that redefined the Estate car by combining functionality, sturdiness and practicality with performance. The V70 and XC70 are among the most respected Estates on the market and the new



HONDA

kicks off 2014 with the All New Honda Accord

HONDA Cars Philippines, Inc. (HCPI), Honda's automobile business unit in the Philippines successfully launched the 9th generation Honda Accord at Blue Leaf Filipinas in Pasay City. Introducing in a luxurious fashion, the Honda Accord, offered in 2.4 S and 3.5 SV variants is bound to set the new standard in its segment.

The 9th generation Accord prides itself of the improved "Honda DNA" of durability, quality and reliability. While maintaining its winning combination of smart packaging and sophisticated styling, the engineers who worked on this Accord, improved on the vehicle's already impressive fuel economy, fun to drive performance, comfortable ride and cabin quietness with advanced safety features making it the true value for money vehicle in its class.

Based on the "dynamic intelligent sedan" exterior concept, the solidly built body panel and perfectly contoured body not only improve the All New Accord's aerodynamic efficiency but also sport a more elegant and luxurious appearance. Seamlessly complementing the upscale stature of the Accord is the addition of LED daytime running lights, LED brake lights, fog lights, power folding side mirrors with signal lights and, a-first-in-class-feature, LED dual projector type headlights that hint of what luxury awaits inside.

Though the All New Accord boasts of a smaller and lighter body than its predecessor, it brilliantly demonstrates the Honda design and engineering philosophy of 'man maximum, machine minimum'. The engineers achieved to extend the interior space; offering generous head, foot and leg room and 450 liters trunk capacity. Matching the Accord's efficient packaging is the application of the "luxurious modern interior" concept described in these key words: advanced, exhilarating and superior craftsmanship.

Step inside the All New Accord and appreciate the advanced presentation of high quality and class-leading luxury. First thing you will notice are plush leather seats fitted with only the finest choice of interior materials that provide comforting luxury for this executive sedan. Not to mention, both



front seats are power adjustable -designed for a more convenient ride and drive. The 3.5 SV variant gets an additional 2-position memory function for the driver seat enabling you to say good bye to cumbersome readjustments.

Once you are comfortably seated, look further and feast your eyes on the innovative onboard infotainment system featuring two colored screens that enhances overall convenience. But, there is one button that has been added to the advanced dashboard design – the push start button. The Smart Key with Push Start System intelligently locks and unlocks the doors without even touching the smart key and a push button to start or turn off the engine. Push it once and a bright, full-color 8-inch screen will activate. This is the intelligent Multi Information Display (i-MID) which shows information such as fuel consumption, trip computer, and pretty much all necessary vehicle information.

The smaller of the two screens (located at the bottom) is for the audio system; with an intuitive touch screen, allowing users to effortlessly control the audio setting and music playback. These screens work hand in hand to operate the hands-free telephone function and audio streaming via Bluetooth connectivity, available for the top of the line variant, promoting safety and convenience. The i-MID and audio screen can also be controlled easily via the controls mounted on the leather-wrapped steering wheel.

Cruise in absolute refinement as cabin quietness was also given equal priority. The All New Accord's Noise, Vibration, Harshness (NVH) levels are significantly improved

through strengthening of the body frame and optimizing the application of sound proofing insulation. Helping to achieve this goal further is the efficient application of the Active Noise Control (ANC) and Active Sound Control (ASC). These functions detect cabin noise from a microphone that triggers optimal noise cancelling waves to be emitted from the speakers to remove noise creating a more linear engine sound resulting to a remarkably quiet ride.

The All New Accord is the first model available in the Philippines that is equipped with Honda's revolutionary "Earth Dreams Technology", a next generation set of technological advancements that enhances the engine to greatly improve both fuel efficiency and driving performance. Capable of producing 281 ps at 6,200 rpm, the 3.5-liter Accord is the most powerful Accord ever. In addition to the efficient i-VTEC engineering, the 3.5-liter V6 engine is still accompanied by Honda's Variable Cylinder Management (VCM) and comes with the 6-speed automatic transmission with paddle shifters for enhanced fuel economy. The 2.4-liter, DOHC i-VTEC 4-cylinder model on the other hand, offers 175 ps at 6,200 rpm and comes with a 5-speed automatic transmission also with paddle shifters.

Brilliantly crafted to deliver a class-leading, luxurious journey, the All New Accord is available in with the following suggested retail prices:

- 2.4 S (5-speed AT with Paddle Shifters) Php 1,720,000
- 3.5 SV (6-speed AT with Paddle Shifters) Php 2,097,000

MITSUBISHI MOTORS THAILAND

achieves 200,000 units Mirage production milestone



MITSUBISHI Motors Thailand Company Limited (MMTh) announced that the Mirage hatchback has already reached its 200,000 units production milestone. The Mirage was first introduced in Thailand on March 2012 and was launched later on in the global market. More than half of the total Mirage production or 61% accounting for 122,309 units of the 200,000 production were exported to 66 countries worldwide. According to Mr. Masahiko Ueki, MMTh president, the outstanding volume of the Mirage represents good responses from global market and it also shows production capability of Mitsubishi Motors Thailand which accomplishes eco car requirement of Thailand Board of Investment (BOI). The program requires minimum production 100,000 units from automotive manufacturing within 5 years after it starts production line. However, Mitsubishi Mirage meets the eco car requirement of BOI in 2013 which has total production 115,865 units; this is only in the second year of production. The Mirage is also known as the global eco car for its fuel efficiency and features that responds to environment friendliness. "Mitsubishi Mirage received good responses from both domestic and export markets, the majority of customers are satisfied with fuel efficiency, maneuverability and utilities. Moreover, the Mirage has already received several awards and recognition not just in Thailand but also in other countries where it is being exported.

MIRAGE BESTSELLING HATCHBACK IN PH

In the Philippines, Mitsubishi Motors Phils. Corp. (MMPC) first unveiled the Mirage in August 2012 during the 4th Philippine International Motorshow and it



automatically drew the interest of the market most specifically those who are first time car buyers. It did not only attract the young car buyers but it also captured the market with diverse demographics and those who are looking for affordable car that is loaded with class leading features. The Mirage was officially launched in November 2012 and thereon followed a successful sales story which in fact has significantly improved MMPC's passenger car presence in the local automotive industry. On April 2013, the Mirage was awarded by the Car Awards Group Inc. as the 2012 Car of the Year-Philippines (COTY-P). The Mirage bested 69 other new models eligible for the COTY-P award. Last year, 6,191 units of Mirage were sold making it the bestselling hatchback in the country. Since its introduction until January 2014 MMPC has already sold 8,352 units of Mirage. MMPC expects that the Mirage together with the recently launched Mirage G4 (sedan) will continue to attract a diverse market niche and likewise sales for the Mirage models will consistently surge and will highly contribute in MMPC's market performance.

The Mirage continues to draw market interest not only because of its very affordable price but also because of its proven fuel efficiency, superb performance

and apart from these owners get to enjoy features and amenities that are beyond their expectations. The top of the line Mirage offers convenience features such as the push start and stop engine button and a dealer option touch-screen audio system equipped with GPS Navigation. Safety will never be compromised as the Mirage features a standard dual SRS airbags, and the GLS variant is equipped with Anti-Lock Braking System with Electronic Brake Distribution which prevents the wheels from locking in emergency stops, giving greater control even on tougher driving conditions. The Mirage also comes in cool body colors. The GLS variants are available in Lemonade Yellow Metallic, Pop Green Mica, Medium Blue Mica, Majestic Red, Savanna White, Cool Silver Metallic, Gemstone Grey and Pyrenese Black while the GLX variants: Majestic Red, Savanna White, Cool Silver Metallic, Gemstone Grey and Pyrenese Black are available. MMPC also offers worry free ownership with its extended warranty period of 5 years or 100,000kilometers (whichever comes first). Truly the Mirage offers best value for money with its price ranging from P503,000 for the base model GLX Manual Transmission and P648,000 for the top of the line GLS Continuously Variable Transmission variant.

PETRON Value Card members hit 1.4M in January 2014

PETRON Value Card, the privilege and rewards card designed for motorists, has seen widespread acceptance and phenomenal growth in its membership base nationwide, numbering 1.4-million members as of January 2014. Starting with the 1M member, PETRON Value Card has celebrated its milestone members with each succeeding 100,000th cardholder, with bonus points on their PETRON Value Card and various premium items.

The 1-millionth winner, Ms. Puso Gabiola, is a University of the Philippines graduate and now works as a brand manager at a food solutions company in Metro Manila. According to her, "I love travelling. Having a PETRON Value Card makes perfect sense to me because of its helpful and value-adding rewards and benefits. The motorist assistance privileges make me feel more secure when I'm on the road." Ms. Gabiola applied for her PETRON Value Card at the PETRON Sierra Madre station along EDSA.

From the world-class resort island of Boracay in Aklan, Mr. Nathan Sualog was the lucky 1.1-millionth milestone member of PETRON Value Card. A construction contractor, Mr. Sualog says he has been a long-time user of PETRON Diesel Max for his truck and other vehicles, and appreciates being able to earn points on his PETRON Value Card.

Mr. Lornie Sonalan of Davao City has been a PETRON user for about 15 years. As a regional distributor of medicine products, he travels frequently to other major cities in Mindanao like Cotabato, General Santos and Cagayan de Oro, using PETRON XCS as his fuel of choice because "Mas malakas ang hatak ng engine. (The engine has more pulling power)." He appreciates the value-added benefits of the PETRON Value Card saying, "Mas kampante ako mag-travel kasi may libreng towing. (I feel more assured when traveling because of the free towing.)"

A taxi driver from Baguio City, Mr. Rustan Pinono is the 1.3-millionth PETRON Value Card milestone member. He says, "Ever since, PETRON user ako. Datu PETRON Diesel Max pero ngayon Turbo Diesel na ang gamit ko. (Ever since, I have been a PETRON user. Before PETRON Diesel Max, but now I use Turbo Diesel.)" Since he fuels up everyday, he decided to sign up for the PETRON Value Card to earn points which translates into significant savings for him.

Ms. Mary Angelie A. Maputi is a businesswoman/food concessionaire from Cebu City, who has been a loyal PETRON



For being the lucky 1-millionth PETRON Value Card member, Ms. Puso Gabiola (third from left) was rewarded with bonus treats. With her are PETRON representatives (L-R): Cards Head Billy Centeno, VP National Sales Division Archie B. Gupalor, and AVP-Marketing Ana Neri

customer. She uses PETRON Gasul in their commissary and for household use, and also uses PETRON XCS for her vehicles. When invited to sign up for the PETRON Value Card by the service station attendant, she realized the benefits and savings, and readily became the 1.4-millionth PETRON Value Card holder.

PETRON Value Card offers many rewards and benefits that more and more motorists are beginning to appreciate. For only P100, you can apply and instantly get your own PETRON Value Card pre-loaded with 100 value points. Since each point is equivalent to P1, you are effectively getting the card for free.

Accepted in over 1,000 participating PETRON stations nationwide, the PETRON Value Card allows you to save your cash and pay for your gas with points earned. You earn one value point for every P250-worth of fuel spend. You can use your earned value points to pay for your PETRON purchases, thus saving your cash.

The PETRON Value Card also gives you discounts on PETRON products, SMC

products at San Mig Food Ave., and on purchases from partner establishments. You can avail of a P10 discount on every 11-kg tank of PETRON Gasul, as well as a P10 discount on every liter of PETRON lubricants purchased.

In addition to exclusive deals and promos offered only to PETRON Value Card members, you also get essential motorist protection on the road with the extra assurance of personal accident insurance coverage, free 24-hour towing, and roadside assistance (terms and conditions apply).

The PETRON Value Card app, which you can download for free on your Apple or Android smartphone, lets you monitor your value points earned, details of your recent transactions, and helps you locate the nearest PETRON station. It provides details about Promos and Services at your finger tips for added convenience and peace of mind.

The only reward and privilege card you will ever need on the road, isn't it about time you sign up for your own PETRON Value Card?

Art + Technology = GRAND SANTA FE



THE newest variant of Hyundai's multi-awarded crossover SUV cuts a figure of quiet confidence as it is both luxurious and powerful, geared to thrill the driver with its unbridled road performance. The Grand Santa Fe sports a bold new front design with refreshed styling for the radiator grille, fog lamp, and front bumper. The rear is just as eye-catching with new LED rear combination lamps, rear garnish, and dual muffler-type exhaust pipes. Nineteen-inch alloy wheels amp up its grander, sportier vibe.

Stepping inside the Grand Santa Fe is a world of difference from the earlier models. The body is bigger and extends by 225 millimeters (mm) to offer more leg room and passenger space. The wide and welcoming interiors boast of lavish leather seats, two-tone interior appointments, and driver space fitted with the latest in smart technology for play as well as for serious piloting. On the second row, the six-seat configuration features large captain seats that you can slide and recline. Two can easily fit in the best seats of the house. In addition, the driver's seat features a built-in IMS or Integrated Memory Seat function that automatically recalls seat

Hyundai Grand i10: There's Art to Smart City Driving

AS the urban jungle expands, small cars are today's choice for smart city driving. Now with the Grand i10, Hyundai reworked its popular, multi-awarded small car to zip you through the tightest spots in style. Hyundai's first subcompact hatchback is off to a grand start, showing that there's art to city driving.

It all begins with "chic icon," Hyundai's new design concept for the Grand i10. In the Hyundai design language, "chic icon" is a refinement of the iconic elements of the



mini city car. For starters, the Hyundai Grand i10 is 80 millimeters longer and 65 millimeters broader than its predecessors. And its new sporty, dramatic lines are neatly packaged in one five-door hatch.

The handsome front, refined rear, and sporty profile blend seamlessly to project iconic style and grandness that are not usually present in your regular subcompact hatchback. The hexagonal grille, the Hyundai family of vehicle's landmark design, along with bigger and brighter headlamps, a wide windshield, and fog lamps cut a spirited figure of a good friend who's ready to take you places. The 14-inch alloy wheels and sleek outside mirrors that are electrically adjustable and foldable add to the sporty profile.

It is roomy enough to comfortably fit Mom and Dad in front and their two little ones at the back. This hatch boasts up to 256-liter capacity that can accommodate two big luggage bags or three sports bags for an active weekend with the kids. The seats are a lot comfier,

while the glove box keeps refreshments cool and easily on hand. Power windows at the front and rear with auto down on the driver side let sunshine and fresh air filter into the cabin with the flick of a switch.

The steering wheel has a tilt steering function and is powered by Motor Driven Power Steering (MDPS) to help lessen the engine load required to maneuver the car, and so boost fuel economy. Driver information is housed in a sophisticated instrument panel. A trip computer displays useful driving statistics, like distance to empty, average fuel consumption, average vehicle speed, elapsed time, and instant fuel consumption; while an Eco Indicator reminds you to drive more efficiently.

Front disc brakes allow for safer stops and road grip while braking. The Grand i10 has dual airbags and a High Mount Stop Lamp (HMSL) fitted at the rear to make the car more visible if you need to make sudden stops. The rear wiper and washer keep a clear view from behind, especially when the rains start to pour again. And fog lamps offer better illumination for night driving.

and side mirror positions. To top off a fully customized grand drive, the Grand Santa Fe's panoramic sunroof got some royal treatment, too. It now offers a wider, seamless view of the open skies. Unlike conventional sunroofs, the center beam was eliminated and now uses motor-driven roller blinds that open up with ease for a smoother, more dramatic effect.

The Grand Santa Fe likewise makes sure that you have enough space for your life gear. The huge cargo area can swallow up to 634 liters of whatever you might consider bringing along for a trip, and its seats can be configured to make room for all your favorite things. The third row has a 50:50 split folding capacity, while the second row can be folded over to accommodate voluminous cargo, like two mountain bikes or two golf bags.

For long drives, the Grand Santa Fe throws in additional conveniences, like a cool box for refreshments, and a dedicated heater and air conditioner in the third row so that passengers can control the temperature to everyone's satisfaction. Need to load or unload luggage? Just flick a switch in the driver's seat and the tailgate will open in a cinch.

Behind the wheel, you realize how easy it is to be the master of the road on your Grand Santa Fe. Start it up with a push of a button and steer as you please with its Flex Steer function that offers three modes of steering—"Normal" for on-road and occasional off-road; "Comfort" for city drives; and "Sport" for challenging terrain. Audio and Bluetooth controls are fitted into the steering wheel, so that you won't have to fumble for the dials and buttons that are usually positioned elsewhere in the cabin. Driver information is illuminated in signature Hyundai blue inside a sophisticated instrument panel. A 4.3-inch TFT LCD screen and a rear view camera make for smart parking as a monitor shows you the vehicle's position while you park or back up.



BMW 4 Series Coupe UNADULTERATED SPORTING APPEAL

ASIAN Carmakers Corp. (ACC), the official importer and distributor of BMW cars in the Philippines, recently unveiled BMW's latest innovation: The 4 Series Coupe.

"This 2014, we usher in a new era of Joy with the launch of the BMW 4 Series Coupe," said Maricar Parco, ACC President. "With its powerful road presence and stand out dynamic ability, this coupe is one of the sportiest vehicles in the current BMW line-up, setting a new standard for the segment. Similar to its predecessor, the outgoing BMW

3 Series Coupe, the 4 Series Coupe gives out an abundance of sheer driving pleasure that is unmistakably BMW."

Compared to the previous BMW 3 Series Coupe, the BMW 4 Series Coupe has a longer wheelbase that displays its dynamically stretched silhouette, and a significantly wider track, fit to house its new 19-inch alloy



wheels that make it sit considerably lower on the road. BMW's typically short overhangs, endless bonnet and flowing roofline, give the 4 Series an illusion of motion even when on a standstill.

A new element to this model is the Air Breather on each side of the fender, which effectively reduces drag.

The BMW 4 Series Coupe's interior boasts of a stylish fusion of sporting allure and exclusive elegance, with the use of beautiful soft-touch leather upholstery and high-gloss interior trim accents. Central driving controls have been ergonomically placed on the steering wheel, with a center console that is angled 7 degrees to the driver.

Various improvements in steering accuracy, precision and agility of the BMW 4 Series Coupe set it apart from its predecessors. Sophisticated chassis technology, 50:50 weight distribution, fine-tuning in the wind tunnel and an innovative lightweight construction concept create a new standard for sporting performance.

At the heart of the 4 Series Coupe is an inline four-cylinder BMW TwinPower Turbo diesel engine, with a maximum output of 184 horsepower and 380 Newton Meters of torque. It is mated to an eight-speed sport automatic transmission with steering wheel mounted paddle shifters that give the driver a pleasurable experience as expected from BMW.



Eton Properties Philippines Inc. (EPPI), the real-estate arm of the Lucio Tan Group of Companies, partners with Autoallee BMW opened the BMW dealership at Eton Centris in Quezon City. The ceremony was followed by the blessing officiated by Fr. Reinato from San Isidro Labrador Parish, together with the Autoallee BMW, Asian Carmakers Corporation and representatives of Quezon City local government. Photo shows (from left) Asian Carmakers Executive Director Glen Dasig; Asian Carmakers President Maricar Cristobal-Parco; Autoallee BMW Vice Chairman William Sim; District Councilor (Quezon City) RJ Belmonte; Quezon City Vice Mayor Joy Belmonte; and Autoallee President Justin Koa



Executives from Columbian Autocar Corporation, exclusive distributor of Kia Motors in the Philippines, together with Kia Sorento Brand Ambassador, Marc Nelson, welcome 87 Korean students for Kia's CSR initiative called Happy Move Camp.

KIA and Korean youth volunteers are happy to help build homes for less fortunate

LAST February 7, 2014 was a happy day for the residents of Bistekville 1 in Brgy. Payatas, Quezon City because of the Happy Move Camp. Through Kia's donation of US\$46,000 and through this CSR initiative, 9 new walk up units were built adding to the government's socialized housing project. The local residents were also on hand to help build their homes, contributing "sweat equity", or their own hard work and toil towards building their respective homes.

The coalition of happiness was led by Columbian Autocar Corporation (CAC), exclusive distributor of Kia Motors in the Philippines. Kia partnered with Habitat for Humanity- Philippines, and the Happy Move Global Youth Volunteers Corps made up of Korean college students, that members of the motoring media both witnessed and helped.

The residents were star struck as 87 youth, some of whom look just like the stars of their beloved Koreanovelas (locally dubbed Korean Telenovelas which air on primetime TV) were right beside them, helping build their homes, smiling in spite of the heat and the heavy labor.

"The presence of these Korean youth gives hope to the community," said Gerry De Asis, representative of Habitat for Humanity- Philippines. In recent years, Brgy. Payatas has become synonymous with the open landfill dumpsite which receives Metro Manila's refuse. "When the local residents see these young Koreans helping out, then they start to think masarap pala tumira dito (this must be a good place to live)."

"Kia Philippines is thrilled to have the Happy Move volunteers here to experience our hospitality, culture and our spirit of bayanihan (Filipino camaraderie and volunteerism)," said CAC President, Ginia R. Domingo, who was also seen helping out on-site.

On the side of the Korean contingent, Junyoung Park of Habitat for Humanity-Korea addressed the locals saying, "we

are happy to be here to help out, thank you so much for your kindness and warm hospitality."

The graciousness and good cheer of the Korean youth were clear for all to see, considering they left their country amid sub-zero temperatures and when they came here, were exposed to the sweltering heat of the sun all the while doing hard work. They did not let on if they were having a hard time adjusting to the heat since they were smiling, laughing and working enthusiastically.

"It is my first time to come to the Philippines and it has been a very meaningful experience for me. I realized how blessed I am in my life in Korea and I want to share what I can!" said Ashley Shin, a 22-year-old Computer Science student from Korea University.

The ceremonial turnover of the finished houses will be held on February 13 and will be attended by CAC executives, local community leaders, Q.C. government officials, and representatives from Kia Motors Corporation and Habitat for Humanity.

It seems that all good things are fruitful. When people are willing to give generously, then the blessings created benefit for all involved- Happy Move volunteers experienced a new country and culture in a meaningful way, the families of Bistekville 1 can look forward to owning their own home, and Kia sustains its commitment to create experiences that move to a different beat.

CHEVRON HELPS IMPROVE SCIENCE GRADES OF PANDACAN STUDENTS

HAIK was not the only thing that shot up (below photo) when 240 students from Pandacan's four public elementary schools visited the Philippine Science Centrum (PSC) in Marikina City. Chevron Philippines Inc. (CPI), marketer of the Caltex fuel and lubricants, recently sponsored the field trip as part of its annual Week of Caring program that advocates volunteerism among its employees and business partners. As a result, about 95% of the pupils improved their science grades which the teachers credit to the interactive field trip.

Chevron employee-volunteers helped guide the students through the exhibits, explained the function of each display, and encouraged the kids to try out each interactive showcase to deepen their discovery experience. The impact of Chevron's support was tested in pre and post-tour tests by project partner Philippine Foundation for Science and Technology (PFST) which also operates the centrum. PFST, in coordination with the schools, consolidated the results which verified that 228 students passed the exams with an average score of 95%.

"Chevron has done a very fine job in using experiential learning to further enlighten the minds and develop my students' critical thinking. The interactive exhibits brought our science text books to life! For us teachers, the activity gave us a whole new perspective in teaching Science," said Gina Dacut, science teacher at Zamora Public Elementary School.



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BIRTHDATE		BIRTHPLACE			
SEX <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE	CIVIL STATUS		AGE		
CITIZENSHIP		OCCUPATION			
CONTACT INFORMATION					
HOME ADDRESS					
COMPANY NAME					
ADDRESS					
HOME PHONE		COMPANY PHONE		FAX NO.	
CELL PHONE		EMAIL ADDRESS			
REGISTERED CARS					
CAR	MAKE/MODEL	YEAR	COLOR	PLATE NO. CONDUCTION STICKER NO.	FUEL TYPE <input type="checkbox"/> GAS <input type="checkbox"/> DIESEL
1 st					<input type="checkbox"/> GAS <input type="checkbox"/> DIESEL
2 nd					<input type="checkbox"/> GAS <input type="checkbox"/> DIESEL
MEMBERSHIP CATEGORIES					
<input type="checkbox"/> REGULAR <input type="checkbox"/> 3-YEAR REGULAR	<input type="checkbox"/> ASSOCIATE <input type="checkbox"/> 3-YEAR ASSOCIATE	<input type="checkbox"/> ASSOCIATE CORPORATE / GROUP MEMBERSHIP: NO. OF CARS _____ <small>*Submit photocopy of the car registration (D.R and C.R)</small>			
MEMBERSHIP FEES					
NEW RENEWAL REINSTATEMENT	Regular 1-year P1,500 P1,200 P1,500	Regular 3-year P3,300 P3,000 P3,300	Associate 1-year P1,200 P900 P1,200	Associate 3-year P2,500 P2,200 P2,500	Corporate / Group 1-year P700 P700 P700
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Paid PhP _____ <input type="checkbox"/> Cash Payment <input type="checkbox"/> Credit Card <input type="checkbox"/> BPI's check free payments <small>Visit www.bpiexpressonline.com or call 89-100</small> <input type="checkbox"/> Pay through Banco de Oro (institution code # 0136) <small>Upon teller's validation, BDO payment slip serves as your official receipt</small> <input type="checkbox"/> Check Payment (payable to Automobile Association Philippines) 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 _____
BRANCH _____	OTHERS _____
AAP I.D. NO. _____	AMOUNT PAID _____
INSURANCE NO. _____	O.R. NO. _____



The National Auto Club

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

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

AAP offers its members the following exclusive benefits:

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

Additional AAP products and services:

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

* Not available in some offices

** Outsourced

EDSA Office

28 EDSA, Greenhills, San Juan City 1500 Philippines

Tel: (632) 655 5889 Fax: (632) 655 1878

Email: info@aap.org.ph

Website: www.aap.org.ph

Emergency Roadside Service Hotline: (632) 723 0808

GOLDEN RULES FOR SAFE DRIVING



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

(Source: FIA)



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Petron Super Xtra 91 octane is a quality gasoline with a special additive that cleans and protects important parts of your car's engine.

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The triple-action premium gasoline with the complete combustion system that provides smooth engine response, superior engine protection and optimal fuel efficiency.

Petron's first premium-plus gasoline with 100 octane that meets the European fuel quality standard compatible with Euro 4 vehicle technology. With its excellent fuel quality combined with an advanced additive system, you get the benefits of a powerful performance from an efficient and enviro-clean fuel.

The only Petron diesel with an advanced additive technology designed to deliver maximum performance in high speed diesel engines. Your powerful vehicle deserves only a powerful fuel.

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**2.2L CRDi
VGT diesel engine**
Power: 197ps @ 3,800 rpm
Torque: 44.5 kg-m @
1,800~2,500 rpm



6-seater Configuration:
2nd row Captain Seats –
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3rd row 50:50 Split Fold



6-speed
Automatic
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Panoramic
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**Steering Wheel
Controls:**
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