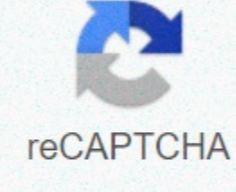




I'm not robot



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## How to play dixit

Ira Bornstein realized that he should never look for another puzzle to entertain and engage his mind. For many years, Bornstein, who is chief operating officer of Florida-based American Bancard LLC, a company that provides merchants with credit and debit card processing services, has been a dedication to the wildly popular game Sudoku. But then in 2008, Bornstein was flipping through the pages of Parade magazine and came across his weekly numbers and logic puzzler called Numbrix [source: Bornstein]. Since then, Bornstein has been so hooked on Numbrix that my wife tells me that I'm always nuts, he says. Bornstein, the reasons Numbrix is interesting, complex and very satisfying are many. For one thing, Bornstein equates to playing a puzzle in a maze - in a good way. As long as there's always a way and way out on my chosen road, I can move on, he says. Interestingly, Bornstein is also attracted to Numbrix, because each puzzle is unique and each gives him a certain sense of achievement, which can be weak in the day-to-day activities of his work. In a business environment, there are persistent issues that need to be resolved, and many never come to a 100 percent resolution, he says. In Numbrix, the challenge is front and center, and whether it's success or a rare instance of puzzle wins, it's absolutely less than 10 minutes. Click ahead to learn how and where to play Numbrix. Page 2 Crossword puzzles are a traditional part of many daily newspapers. Since 1913, when Arthur Wynne published the first crossword in the world of New York, puzzles around the world have enjoyed these puzzles [source: short story of crossword puzzles]. And there are more crossword puzzles than fun; some studies have shown that regularly addressing puzzles such as crossword puzzles or Sudoku can help improve your memory, and can even reduce mental decline in the elderly [source: Christie]. Crossword puzzles are also a great way to improve your vocabulary and general knowledge. Some crosswords are simple, but some are certainly not. The famous Sunday crossword in the New York Times is one of the hardest out there, and it's not a weak heart. But do not despair - there are many tricks out there that can help you turn into a master of puzzles. Remember that the harder the puzzle, the more satisfying it is when you fill that final square. Ready to dive? Read the 10 best tips for solving crossword puzzles. Page 3 Proper alignment of the golf club and your hands is very important. If you have to nail it down, you can work with other aspects of your game, confident that you will be able to produce a more consistent swing. In addition, the exact shots will be few and far between. When your left hand grabs your club correctly, it should completely cover the end of the club. The wrist must be on the clutches of the hip. have to have natural grip in the world, but if it is not matched with the face of the hip, you will not get a good shot. Before you turn to the ball, look at the length of your hip to make sure that your grip and hip face are aligned properly. In this way, when you hold the club, the face is square with the ball. [source: LearnAboutGolf.com] If you grab your club with your palms, the elbows will tell you. The correct golf handle results in straight lines along the hands. If your elbows are bent, your palms are doing too much work, and your hands won't properly extend your swing, which means less speed [source: Easy2Technologies.com]. Ten cars were invited to this three-day test. Six showed up, and four survived. We ate lunch at Taco Bell on the first day, got stuck in a raging desert sandstorm for the second, and had to rent a U-Haul tow one of the cars back to Los Angeles on day three. Our ambitious attempt was for the stars to cross from the get-go. But we worked through frustration and found some enlightenment. The idea was simple enough: Assemble hot-rodged four-cylinder production cars to survey changes in changing art to make them fast. On the West Coast, where every Honda seems to have a ham-sized exhaust end, a zero suspension trip and a driver's seat on a permanent straight line, the current obsession is evident. This was all the more evident last November at the SEMA secondary market exhibition in Las Vegas, where the past was clogged with small cars sporting everything from exotic turbo systems and carbon fiber bodywork to absurdly oversized brakes and shocking tasteless graphics. At least on the secondary market, small cars own land. Because they're so popular, we could have invited 10 tweaks hondas to the test. But the depth of this craze extends beyond that one to do everything from Dodge Neons to Mercedes SLKs. So we recruited a wide range of field, inviting companies from familiar and obscure vehicles from affordable to exotic. Then, as our test approached, the cars began to fall out. Greddy Performance could not have either its turbocharged Honda Civic or Acura Integra available for our test in early December. Jackson Racing pulled his supercharged Honda Prelude out when owner Oscar Jackson thought he needed more time to optimize the fuel map. Just a week before our test, DC Sports was working on bugs from its Honda S2000 willow springs track outside Los Angeles when the Formula Ford S2000 was punted at the left end. And the turbocharger Ford Focus from Borla chose our event morning so that his computer is experiencing a nervous breakdown. Hey, so we're going to have a six-car test! That's enough, isn't it? The plan was to meet willow springs on the first day and then play catch with cars along the roads to the foot of the tehachapi. Day Two released for production of performance numbers of 7.5 miles oval California Evidentiment Center (HPCC) in the Mojave Desert. And on the third day we want to return to Willow Springs for some time in the circles of the Willow course on the streets. Simple. All we asked participants was that each car displayed wearing enough equipment to reliably pass a visual emissions check, run a 92-octane fuel, and have a relatively silent exhaust and a 5/32-inch tread on each tire. What we did in turn in our attempt was handling the intense Mazda Miata from Racing Beat, The neuspeed first shot replaced the Audi TT Quattro coupe, The King Motorsports almost race Acura Integra Type R, Honda Civic Si, on which Vortech is developing its supercomposer system, HKS turbocharger Subaru Impreza 2.5RS, and T.C. Kline's ProSpec massaging Honda S2000. There were no restrictions on what could be done for any car, as this should not have been a comparison test, but none of the cars were built from an abyss bank account. These are not exotic machines; they reach the average car nuts with a few extra money, based on a collection of tools and weekends. Each company brought a car that it felt represented her talent and products well. In theory, we would end up with an investigation into the possibilities there. Not a very wide poll, but a survey. With the exception of chalupa-induced gurgling, the day has gone well. The cars were spectacular and the roads perfectly suited, except for the occasional sloppy cattle to drive through them, and the only damage suffered was the dinged wheel of the Quattro when some doofus freelancer drove it over the rock. Optimism has spread that mechanically brittle cars have been winnowed out of the field and the rest of the test will take place as well. So it wasn't hpcc the next morning. A straight performance measurement would take place on honda's track, but the first test would be the most difficult: the top speed. Secondary market receivers almost always test the tow bar, but few have access to devices where they can run flat. And running a wide-open choke for a long time often reveals unexpected stress points. Case item: Insufficient fuel flow burned piston Vortech Civic Si, and suddenly we were up to five cars. Then came the winds, the large crosses of the Mojave sandblasters, which surrounded us inside the building on the track, waiting for them to subside. After a couple of hours stuck in that room, he began to feel like a setup for an episode of Outer Limits. At any given time, someone would remove a baseball cap to expose a third eye to the forehead, or a prehensile tail would bolt from someone's Dockers back. Fortunately, the winds died until someone started crying jag. Back in Willow Springs on the third day, HKS Subaru resolutely refused to move within its power. The proper diagnosis of the problem turned out to be weak. Hey, we're up to four cars! Excellent! To their credit, these four cars would survive Circles on the streets and make it home at the end of the day according to your power. We decided to write about all six cars that showed, although little or no measured performance data on Vortech Civic or HKS Impreza. Children receiving their first driving licences are now born in the mid-80s. They never own a new car with a carburetor, they grew up being ferried to carnys and accords, and they are unencumbered by loyalty to archaic concepts of activity like gut busting V-8s. In an era of relaxed consumer credit, a time when children get to sign bonuses for part-time pizza chauffeuring, a new small car is often not beyond their funds. So, of course, there is an obsession to improve the performance of small motors. After all, these are the cars they have. But to extract that performance is always the price that exceeds the price of parts. Maybe it's just a little more driven by a harsher or louder exhaust note. Or it could be crisp in the car, the warranty of which was voided. If you are going to get as much out of a small car faster with secondary market components, the challenge is to balance youthful enthusiasm with adult expectations. So with that in mind, we donated our baggiest pants, backrest our seats, and headed for high desert. Here are our findings in alphabetical order. Only two shows at Speedvision are truly mesmerizing: a series of ancient cars and tracks with Bud Lindeman and coverage of the FIA World Rally Championship. You will need a séance to hang with Lindeman, but HKS will help around the Subaru series slaying WRX WRC car for you by screwing the turbocharged system impreza 2.5RS. If only it was an outpatient test on the third day. Installing the HKS T-25 turbine at the 2.5RS engine is not a small thing. There is a turbine itself and a xylophone-like air-to-air intercooler, which runs through a 2.5-liter flat-four. Then there are the auxiliary waste gates, two sprinklers that inject additional fuel into the throttle housing, and the external controls of both systems. Throw in a new clutch, high flow intake and exhaust systems, and enough plumbing fluorideate in Lake Superior, and the total powertrain tab is a big \$7,626 including \$2,000 for work. However, for two days it worked well with subaru all-wheel drive system. Chassis tweaks are just \$3,599 worth of 12.1-inch diameter Brembo front disc brakes, HKS lower springs, and P215/45ZR-17 Toyo Proxes TI Plus tires for 7.5-by-17-inch Volk Racing wheels. Interior got Sparco racing seat, Schroth five-point harness, and a gauge pack suitable for Colin McRae. As for the driving experience, the blowing valve is certainly not silent, but the engine gracefully moves into a turbo with a progressive throttle response, low obvious lag and an exceptional flat-engine exhaust note. With all-wheeled manners, the car remained robust roads, almost without squawking from tires and gentle understeer when diving into corners. Some extra rear roller stiffness would balance the chassis a little better, but this is an easy car in which to go really fast. On the Honda oval, Impreza pulled itself up to 135 mph - a hefty 8 mph faster than the stock, suggesting that there may be some truth to the HKS claim about 195 horsepower from the turbo engine. HKS says it has put this car in the hands of slam-footed journalists for more than a year with several problems, but on our third test day in Willow Springs, it idled but would not move within its power. The explanation of HKS was that the massive air sensor on a cold night spontaneously made hara-kiri: the problem, she says, is unrelated to its changes, and not unusual for virginal subarus. Whatever, it ruined our day. The new Impreza is due for next year, and rumor is that North America is finally getting turbocharged models. If they act like an HKS car made days one and two, that will be interesting. - JPH VEHICLE TYPE: front engine, 4-wheel drive, 5 passengers, 2-door sedan PRICE, STOCK/MODIFIED: \$19,790/\$39,261 ENGINE TYPE: turbocharger and intercooled DOHC 16-valve apartment-4, aluminum block and head, Subaru engine control system with portfuel injection modifications (all parts manufactured by HKS, unless otherwise specified): Engine and transmission: T-25 turbo, \$12 air and air intercooler, \$975; auxiliary throttle body sprayers and controller, \$795; increase widget, \$599; cat back exhaust system, \$599; light weights, \$520; Exedy clutch, \$458; auxiliary waste gate, \$215; intake system, \$ 140; racing spark plugs, \$50; working, \$2000 Suspension: 7.5 x 17-in Volk Racing TE37 Aluminum Rims, \$2260; 215/45ZR-17 Toyo Proxes TI Plus tires, \$600; Tokico Shocks, \$516; coil springs, \$275; working, \$600 brakes: Brembo front brake set (including stainless steel brake lines, 12.1-inch front caliber, and Brembo four piston calibrators), \$3599; working, \$600 Appearance and interior modifications: Sparco seats, \$1190; meters, \$850; data aggregator, \$495; Schroth four-point harness, \$450; turbo timer, \$110; labor, \$300Displacement: 150 cu in, 2457ccPower (SAE net) stock: 165 bhp @ 5600 rpmPower (SAE net) modified: 195 bhp @ 6000 rpm TRANSMISSION: 5-speed manual DIMENSIONS:Wheelbase: 99.5 2 in Length: 172.2 inCurb weight: 2890 lb PERFORMANCE: STOCK/MODIFIED Zero to 60mph: 8.2 sec/DNF Zero to 100mph: 27.3 sec/DNF Street start, 5-60mph: 8.9 sec/DNF Standing 1/4-mile: 16.3 sec @ 84 mph/DNF Top-gear passing time, 30-50mph: 10.0 sec /

