

# FREE TAKE TEN: NEW 10 MINUTE PLAYS PDF



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## **The Seven Minutes | Film review**

Ten cars were invited to this three-day test. Six showed up, and four survived. We ate lunch at a Taco Bell on the first day, got stuck in a raging desert sandstorm the second, and had to rent a U-Haul to drag one of the cars back to Los Angeles on day three. Our ambitious test was star-crossed from the get-go. But we worked through the frustration and found some enlightenment.

The idea was simple enough: Gather up hot-rodded four-cylinder production cars to survey developments in the evolving art of making them quick. On the West Coast, where it Take Ten: New 10 Minute Plays every Honda has a ham-size exhaust tip, zero suspension travel, and a driver's seat

in permanent decline, the current mania is obvious.

It was even more evident at last November's SEMA aftermarket trade show in Las Vegas, where the aisles were clogged with tiny cars sporting everything from exotic turbo systems and carbon-fiber bodywork to absurdly oversized brakes and shockingly tasteless graphics. In the aftermarket at least, small cars rule the earth. Because they're so Take Ten: New 10 Minute Plays, we could have invited 10 tweaked Hondas to the test.

So we recruited a diverse field, inviting companies both familiar and obscure with vehicles ranging from accessible to exotic. Then as our test approached, cars started dropping Take Ten: New 10 Minute Plays. Greddy Performance couldn't have either its turbocharged Honda Civic or Acura Integra available for our test in early December. Jackson Racing pulled its supercharged Honda Prelude out when owner Oscar Jackson felt he needed more time to optimize the fuel map.

And the turbocharged Ford Focus coming from Borla picked the morning of our event to have its computer experience a nervous breakdown. Hey, so we'll have a six-car test! That's enough, right? The plan was to meet at Willow Springs on the first day and then play catch with the cars along roads in the foothills surrounding Tehachapi. The second day would be spent producing performance numbers on the 7. And the third day we'd return to Willow Springs for some timed laps of the Streets of Willow course.

Kline's ProSpec-massaged Honda S There were no limits on what could be done to any car since this was not to be a comparison test, but none of the cars was constructed from a bottomless bank account.

These aren't exotic machines; they're within reach of average car nuts with a few Take Ten: New 10 Minute Plays bucks, a reasonable collection of tools, and weekends to burn. Each company brought a car that it felt represented its talents and products well. Theoretically, we'd wind up with a survey of the possibilities out there. Not a very broad survey, but a survey. Except for chalupe-induced gurglings, day one went well. The cars were impressive and the roads perfect except for the occasional sloppy cattle drive across them, and the only damage suffered was a dinged wheel on the Quattro when some doofus freelancer drove it over a rock.

Optimism spread that the mechanically fragile cars had been winnowed Take Ten: New 10 Minute Plays the field and the rest of the test would go just as well.

So it was off to HPCC the next morning. Straight-line performance measurements would take place on the Honda track, but the first test would be the toughest: top speed.

Aftermarket tuners almost always test on a drag strip, but few have access to facilities where they can run flat-out. And running at wide-open throttle for an extended period often reveals unexpected stress points. Case in point: Insufficient fuel flow burned a piston in the Vortech Civic Si, and suddenly we were down to five cars. Then the winds came, big cross-Mojave sandblasters that had us huddled inside a building at the track waiting for them to subside.

After a couple of hours stuck in that room, it was starting to feel like a setup for an Outer Limits episode. At any moment, someone would remove a baseball cap to reveal a third eye in the forehead, or a prehensile tail would bolt out the back of somebody's Dockers. Fortunately, the winds died before anyone started on a crying jag. A proper diagnosis of the problem proved elusive.

To their credit, those four cars would survive repeated laps of the Streets and make it home at the end of the day under their own power. We decided to write about all six cars that showed up, even though little or no measured performance data are available for the Vortech Civic or the HKS Impreza.

Kids getting their first driver's licenses now were born in the mid-'80s. They'll never own a new car with a carburetor, they grew up being ferried in Camrys and Accords, and they are unencumbered by loyalty to archaic notions of performance such as gut-busting V-8s.

In an era of relaxed consumer credit, a time when kids get signing bonuses for part-time pizza chauffeuring, a new small car often isn't beyond their means. So, naturally, there's an obsession with improving small-engine performance. These are, after all, the cars they own. But extracting that performance always comes at a price beyond the cost of the parts. Maybe it's just a little more ride harshness or a louder exhaust note.

Or it can be fragility in a car whose warranty has been voided. If you're going to get the most Take Ten: New 10 Minute Plays of making a small car faster with aftermarket components, the challenge is balancing youthful enthusiasm with adult expectations.

So with that in mind, we donned our baggiest pants, reclined our seatbacks, and headed for the high desert. Here, in alphabetical order, are our findings. If only it had been ambulatory on the test's third day. Fitting HKS's T turbo to the 2. There's the turbo itself and the xylophone-like air-to-air intercooler that stretches out over the 2. Then there are the auxiliary waste gate, the two injectors that squirt extra fuel into the throttle body, and add-on controllers for both systems.

But for two days it Take Ten: New 10 Minute Plays well in conjunction with Take Ten: New 10 Minute Plays Subaru's all-wheel-drive system. The interior got Sparco racing seats, Schroth five-point harnesses, and a gauge Take Ten: New 10 Minute Plays fit for Colin McRae. As for the driving experience, the blowoff valve sure isn't silent, but the engine takes to the turbo gracefully with progressive throttle response, little apparent lag, and a distinctive flat-motor exhaust note.

With its all-wheel-driven manners, the car remained Take Ten: New 10 Minute Plays on the mountain roads with almost no squawking from the tires and gentle understeer when diving into corners. Some additional rear roll stiffness would balance the chassis a bit better, but this is an easy car in which to go really fast.

On the Honda oval, the Impreza hauled itself to mph -- a hefty 8 mph faster than stock, which suggests that there may be some truth to HKS's claim of horsepower from the turbo motor. HKS says it has put this car in the hands of slam-footed journalists for more than a year with few problems, but on our third test day at Willow Springs, it idled but wouldn't move under its own power.

HKS's explanation was that the mass-air sensor spontaneously committed hara-kiri during the cold night; a problem it says is unrelated to its modifications and not uncommon on virginal Subarus. Whatever, it ruined our day. A new Impreza is due next year, and rumor has it that Take Ten: New 10 Minute Plays America will finally get turbocharged models. If they run as the HKS car did on days one and two, that will be exciting. Today, the name Mugen means as much to Honda tuners as Holley and Edelbrock once meant to street rodders.

Mugen's been building go-fast Honda parts for years. Last year, Mugen flexed its technical know-how in the course of supplying engines to the Jordan Formula 1 team. Mugen was started by Hiroto Honda, son of the founder of the Honda Motor Company, which helps explain the close ties with Honda. The pairing of a Midwestern race shop and a Japanese tuner has been an uncommonly successful one. For this test, King Motorsports owner Scott Zellner didn't even blink when asked which car he'd like to bring, and Take Ten: New 10 Minute Plays piloting his Integra Type R, we can see why.

His modifications turned the boy-racer Type R into a daringly quick street and track car. Starting with the engine, Zellner whipped Take Ten: New 10 Minute Plays a brew of Mugen parts to increase available revs and breathing efficiency. First, he removed the engine and transmission.

New valve springs and a Mugen engine computer allow a hair-raising rpm redline. While the engine is removed, Zellner checks for proper tolerances and reinstalls the engine with stiffer motor mounts. The stock limited-slip differential gets swapped for a Mugen piece that Zellner says does a better job of getting the power to the wheel with the most traction. For the exhaust, a freer-breathing Mugen header is joined to the stock catalytic converter and a Mugen muffler.

Zellner replaced the shocks, springs, anti-roll bars, Take Ten: New 10 Minute Plays, and tires. He set up the car with greater rear roll stiffness than is found in the front, which, he says, "takes away a front-drive car's tendency to push wide through turns and actually lets it rotate a bit.

The motor rips urgently to the redline, and the stocker's frenzied, Take Ten: New 10 Minute Plays harmful-sounding engine note is replaced with one of the best engine notes this side of a Ferrari.

Grip was up only 0. Better tires would have dramatically lowered lap times and upped skidpad grip. The whole package had just enough raciness to make everyday driving thrilling -- and without a buckboard-stiff ride. If you have to own one car to haul groceries, blast out morning cobwebs, and go on weekend track forays, few do it better. As you read this, Aaron Neumann is likely in the research garage at his father Bill's Neuspeed shop, trying to hack into the Audi TT Quattro's computer.

Audi told him that its TT was just fine as he got it, and Audi wasn't going to give him any help in screwing with it. So he's still trying to figure out how to get the computer to allow greater boost levels and take further advantage of his company's P-Flo intake and stainless-steel exhaust systems that are hooked up to the turbocharged valve engine. But even facing such frustration, Aaron has managed to conjure a more sharply focused version of an already much-loved car.

But most of the effort went into the suspension. Neuspeed's 25mm front and 19mm rear anti-roll bars and sport lowering springs which lower the car by 1. The front-lip and rear-valance spoilers look sharp, but the rear wing reminds us of a urethane feeding trough sitting atop two aluminum doughnuts.

That wing is adjustable and might well add some downforce to the TT, but it's strictly love it or leave it. Then again, it's that idiosyncratic not-for-everyone style that makes the TT compelling in the first place. Some day, Aaron will Take Ten: New 10 Minute Plays open the computer and more power will gush forth from Take Ten: New 10 Minute Plays currently understressed engine. But although more power is always appreciated, that likely won't make the Neuspeed car any more balanced and easy to drive than it is now.

We were surprised by the response of T.

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Time Out Worldwide. Get us in your inbox Sign up to our newsletter for the latest and greatest from your city and beyond. We already have this email. Try another? My Account My Profile Sign out. My Account. The Seven Minutes. Time Out says. Based on Irving Wallace's novel about a pornography trial, with much ado around a politically-motivated attempt to link a murder to the supposedly corrupting influence of a book condemned as obscene on its publication thirty years earlier.

This is Russ Meyer's dullest film, because it abandons his usually salacious tone to attempt a 'serious' attack on the American version of the Mary Whitehouse brigade. Curious only for its unwitting fag-end-of-the-'60s proof that moralists and pornographers are equally Take Ten: New 10 Minute Plays by the prospect of sexual liberation.

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He stood there for several minutes, uncertain of what he should do. Finally he took a seat on the paint-splattered stool beside the little table where he had so recently been a prisoner. He ran his fingertips over the teeth of the saw blades.

Looking down, he noticed a neat red sphere. It lay on the floor beside his left foot. He picked it up. A glossy marble of scarlet plastic, cool and slightly yielding. He sat there, watching Take Ten: New 10 Minute Plays and listening to the bridge groan in the storm, a strange music emerging from the bundled cables.

Skinner woke once, or seemed to, and struggled to Take Ten: New 10 Minute Plays up, calling, Yamazaki thought, for the girl. Every wall in this narrow space racked with metal, debraised sections of old Reynolds tubing, dusty jam jars stuffed with rusting spokes.

The salmon-plug that dangled from his left ear ticked in counterpoint to his swiveling head, then jingled as he snatched the thing in mid-bounce. A ball of red plastic. Where can i buy modalert? No message there hut a can of ravioli in a pot on the Stove, with the can-opener propped up beside it. And thereby growing aware of the thing that had swallowed the world, though it was only just visible.

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