

# AAP Reaches out to Cannonball 2016 Organizer Regarding Safety Precautions

As the only Philippine affiliate of the FIA (Federation Internationale de l'Automobile) which governs all four-wheeled motor sport worldwide, the Automobile Association Philippines (AAP) is keenly interested in the safety aspect of every motor sport event held in the country.

AAP director and motor sport committee chairman Mandy Eduque, a former champion rally driver, said that AAP believes that car races should strictly follow international safety standards to prevent endangering the drivers, spectators and everyone else involved.

Eduque has often expressed utmost concern about the proliferation of "fun runs," illegal races and other motor racing events not sanctioned by AAP which is authorized by the FIA to sanction and regulate all motor sport in the Philippines as well as issue competition licenses to qualified race drivers.

Eduque warned that those who join unsanctioned races are risking disaster and placing not only their own lives and limbs in danger, but also those of others, aside from risking damage to property.

He added that unsanctioned auto races do not in any way represent the local motor sport scene. To show how serious

AAP is in promoting safety at motor sport events, the club revokes the racing licenses of those who join unsanctioned events, whether as organizer or as participant.

But rather than impose this penalty, AAP prefers to reach out and persuade the organizers of unsanctioned events to undertake standard safety precautions and thereby qualify their event for official AAP sanctioning.

In this context, AAP is reaching out to the main organizer of Cannonball Philippines. In a letter dated November 17, Eduque invited the organizer to a meeting so that AAP could be enlightened as to how Cannonball 2016, scheduled in January, will be conducted and what safety measures will be taken.

"As the National Auto Club, the Automobile Association Philippines (AAP) is keenly interested in motoring events in the country, most especially the safety aspect of these events,"

Eduque wrote in his letter. "In this regard, we would like to learn more about it and be enlightened on how your event will be conducted as well as the extent of the measures your event will take in order to assure the safety of the motoring and non-motoring public at large while your event is taking place."

Eduque said that AAP found out about Cannonball 2016 after reading news reports and learning that some notable celebrities would participate in it.

"The next Cannonball run will happen in January next year and we are hoping to talk to them so that safety precautions would be put into place in order not to put anyone in peril," he said.

After previous Cannonball runs, there were stories about wild, untoward incidents on the road during the race.

Cannonball 2016 is open to both car and motorcycle enthusiasts. According to their website, there will be two categories: the Elite Cannonball Endurance class for the cars and motorcycles with 301cc and above; and the Cannonball Sprint for underbones and scooters pegged at 300cc and below.

Participants in the endurance

class will cover around 1,000 kilometers within 24 hours while the sprint participants, 500 kilometers in 12 hours. "And as far as I know, the first one who finishes within 24 hours wins. So in effect, the Cannonball event is a speed and endurance type race on open public roads," Eduque noted.

"The FIA does not allow any speed or endurance event to be done on open roads," the motor sport committee chair said. He emphasized that such events should be held in a controlled environment, such as a race track or on roads closed to public vehicular traffic.

Eduque pointed out that aside from safety measures, organizers should also consider driver fatigue in endurance races. He said that at the 24 Hours of Le Mans, the world's oldest and most prestigious endurance race, each car has at least three drivers taking turns at the wheel.

"All the AAP is looking after is the safety of the general public. If you want to show off your driving skills or race a car, do it safely," he said.

Incidentally, as of press time AAP was still waiting for the organizer of Cannonball 2016 to reply.



The National Auto Club



The Automobile Association Philippines, led by AAP Vice President and Advocacies Chair Johnny Angeles with Philippine Global Road Safety Partnership (PGRSP) Secretary General Bert Suansing (at center, standing, in white barong and orange polo, respectively) conducted a road safety seminar for employees at the Office of the Solicitor General (OSG) on November 10, 2015.



AAP's practical training course for licensed track side marshals was held at the Megatent Libis, Quezon City on November 22. With them are AAP Motor Sport Operations Manager Mark Desales (rightmost) and instructors Osi Nuke (leftmost) and Olson Camacho (2nd from right).

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# Culminating its 2015 Motor Sport Development Program, AAP Prepares for 2016

THE Automobile Association Philippines (AAP) recently concluded the first-ever nationwide Motorsport Development Program (MSDP) at the grassroots level.

The AAP grassroots training platform is designed to discover and develop individuals aged 16-19 years who aspire to compete in motor sport and have the potential to become champion race car drivers. The program consists of lectures and on-road trials that educate participants about basic race driving skills, motor sport psychology, safety, vehicle dynamics, race strategy and the conditioning of both the driver and the vehicle.

AAP director and motor sport committee chair Mandy Eduque noted that the MSDP is a program that aims to get young people involved in motor sport the right way. In the process, Philippine motor sport gains new participants and thereby grows and develops.

The MSDP participants were trained by 10-time national car rally champion Vip Isada and his team of expert motor sport competitors: Robbie Hermoso (7-time national co-driver and navigator champion), Art Guevara (national rally champion in 2000, navigator champion in 2003), Bebot Reyes (race organizer and official) and Milo Rivera (AAP's motor sport ambassador to the FIA).

One hundred aspiring young race car drivers participated in the program's five separate legs conducted in key regional centers of the Philippines. The program was launched last August 30 in Megatent Libis, Quezon City followed by the Visayas leg on September 26 in Bacolod City, October 11 in Cebu City and the Mindanao leg on November 14 in Davao. The culminating and championship leg was held the weekend of November 20-22 at Megatent Libis, Quezon City.



The top five participants (1st row, left to right) Jero Consing (Bacolod); Bernard Michael Santos, Cheneé Jimenez, Raymond Cudala, Partick Oliver Bautista and Paolo Santos along with the organizers and instructors for this year's MSDP (2nd row, left to right) Ivan Isada, Milo Rivera, Bebot Reyes, Art Guevarra, Mark Desales, Vip Isada and Oski Nuke.



Mazda Philippines president Steven Tan tells the participants how eager Mazda is to help promote the grassroots MSDP.



AAP director and motor sport committee chair Mandy Eduque shares his insights and experiences with the young drivers.

Out of the 100 aspiring young drivers trained and evaluated, five were selected by the instructors and officers of AAP's motor sport division for showing the ability, attitude and characteristics of a future motor sport champion.

The five finalists are Jero Consing from the Bacolod leg, Raymond Ryan Cudala, Cheneé Hazel Ang Jimenez, Patrick Oliver Bautista, Bernard Michael Santos and Paolo Ivan Santos, all from Manila. They will undergo further motor sport

training by the AAP MSDP instructors.

MSDP head Mark Desales, who is the operations manager of AAP's Motor Sport Division, said that they did not base their judging on how fast the participants finished the laps. "We rated them by identifying who is coachable and trainable, for we believe that this is the foundation of a champion," he said.

Desales added that the program will be conducted every year from now on. "The next AAP-MSDP is slated in March and June in Luzon, April and July in Visayas and May and October in Mindanao. By November 2016, the top three students per leg will compete in shootout eliminations," he said.

Mazda Philippines president Steven Tan vowed to continue supporting the MSDP. "Many drivers are on the road without the proper knowledge. What the AAP and Mazda Philippines want is for you (young drivers) to learn racing the right way," Tan told the partici-

## MAKING MOTORING FUN

# The only solution to the worsening Metro Manila Traffic

By Gus Lagman  
AAP President

THE attitude should be to "move people", instead of "move vehicles". Till now, we have only been thinking (apparently) of building more and more roads to accommodate the increasing number of cars, buses, trucks, etc.

That's how C-5 and C-6 came about; the widened C-3, as well, which is the Araneta Avenue route. And because we have run out of space, we started building the costly skyways. Currently under construction are the SLEX-NLEX connector road (skyway) and the "NAIA-3 to reclamation area" skyway.

Many years ago, the Metro Manila Development Authority (MMDA) began implementing the number-coding scheme in order to reduce the number of vehicles on Metro Manila's roads. It also banned trucks on certain hours of the day.

In the meantime, the automotive industry forecasts sales of more than 300,000 vehicles for 2015. I suppose therefore that we should continue expecting traffic to get worse ... and worse! Traditionally, it's worst during the Christmas season - a period that we are in now. We go out of our houses more often to shop for gifts and food for Noche Buena (Christmas Eve) and Media Noche (New Year's Eve).

So, is it hopeless? Yes, it is. Unless we change our attitude from "moving vehicles" to "moving people".

Foremost should be the construction of an efficient subway system. Heavy rail,

not elevated light rail, which, by the way, "uglifies" the environment.

Too complicated? London built theirs in 1860; New York, in 1904. We're supposed to be smarter today - if only because there's much more technology that assists us in all facets of development. There are now modern tunnel-boring machines (TBMs), for example. Look at all the big cities of the world. They built subways. Tokyo, Paris, Moscow, Hong Kong, Singapore, and many others. Hong Kong crossed the harbor to Kowloon under water; and a tunnel crossed the English Channel, too. Too complicated? Aw, c'mon!

Too expensive? Well, yes. But aren't we wasting away P2.4 billion a day because of traffic? I understand that to build the tunnels would cost roughly US\$50 million per kilometer. The entire length of EDSA would therefore cost approximately US\$1.2 billion (P60 billion). This is infrastructure that will last forever and should therefore be shouldered by the government.

Just for comparison purposes, the government wasted more than P20 billion on the PCOS (Precinct Count Optical Scan) system for the 2010 and 2013 elections and will waste at least another P10 billion for the 2016 elections. If we can waste that much money to please some government officials and a foreign supplier, we can surely afford to build the tunnels for a subway system that will benefit millions of Filipinos who traverse EDSA every day.

The rest of the project



should be completed by the private sector - the rail system, the trains, the stations, maintenance, including the operation of the subway lines. In other words, everything that would need maintenance should be passed on to the private sector.

Rail systems are the best way of moving people. We should also build them going north and going south of the capital. It will help decongest Metro-Manila. One can reside in Calamba, Laguna or San Fernando, Pampanga and be at his workplace in Manila in less than an hour ... IF we had an efficient and modern train system in place.

It's a no-brainer! Why don't we do it?

I have had countless discussions with another person - another University of the Philippines engineer - who has been promoting the idea of subways for many years. He is Glicerio Sicat, a Department of Science and Technology (DOST) consultant for advanced transport systems and former transportation undersecretary for rail and aviation. I thank him for the wealth of knowledge that he has shared with me.

Since building a subway system will take many years, we must start NOW! But we must also implement other solutions in the meantime. There is, for example, the Bus Rapid Transit (BRT) system, which has several versions. And then, there is the promotion of walking and bicycling by building "honest-to-goodness" bicycle lanes. Due to space limitations, I shall discuss these topics in another article.



Mazda Philippines supplied three cars as the official training vehicles of the MSDP.

# AAP TRAVEL GOES TO CAVITE

FOR over five years now, AAP Travel, a wholly owned subsidiary of the Automobile Association Philippines (AAP) has been providing the best travel experience to its members through Drive - Tour Caravans, a highly - specialized

tour that enables participants to discover and explore new attractions in the convenience and privacy of their own motor vehicles traveling with a convoy.

With the theme, "A Culinary and Farm Expedition," 66 par-

ticipants in 12 cars joined the 11th in a series AAP Travel Drive-Tour Caravan. The two-day tour was co-organized by Petron Blaze 100 Euro 4 in partnership with the Department of Tourism Region IV-A, the tourism office of Cavite under Gov. Jonvic Remulla, the tourism office of Silang, Cavite under Mayor Emilia Lourdes Poblete, CaviTex and Aeromed, AAP's official ambulance partner.

Participants first motored to Kawit, Cavite to visit the Aguinaldo Shrine, the ancestral home of the first president of the Philippines, General

Emilio Aguinaldo. It is also where the independence of the Philippines from Spain was declared on June 12, 1898.

The caravan proceeded to the municipality of Silang, the land of handicrafts and fresh harvests. The first stop in Silang was Ilog Maria Bee Farm, a hive of 'backyard beekeepers' that practice a natural alternative to the commercial beekeeping industry.

The group had lunch in the Dining Room of Gourmet Farms with crispy vegetables and juicy fruits coming straight from the farm located at the back of the restaurant.



Participants of the Cavite Caravan pose for a group photo at the Aguinaldo Shrine and Museum.

After lunch, the group toured the backyard where one can follow the journey of the coffee bean - from germination to brewing.

The group next headed to Cornerstone Pottery Farm, a very interesting shop in Silang where all products are made from clay.

From Silang, we went to the municipality of Mendez to visit Yoki's Farm, a hydroponics farm which houses the owner's private collection of brass artifacts.

The last stop on the first day was at Gingerbread House in Alfonso. The house was fully-lit so the house was as amazing as it is during daytime.

On the second day, the group's first stop was at Puzzle Mansion, a collection of 1,256 puzzles



(L to R) Bong Cleofe, Marketing Officer of Petron, Mina Gabor, former Tourism Secretary and head of AAP Travel, Chaylene Grace Po, Tourism Operations Officer I and Ross Del Rosario of Wazzup Pilipinas were photographed while holding miniature cars given away by Petron.

which were assembled by only one person. The museum holds the Guinness' record of being the largest puzzle collection.

After Puzzle Mansion, the group went to have lunch at Balay Indang, a garden refuge located in Indang, Cavite.

Next stop was at Good Shepherd, a spiritual center but more popularly known as the ube jam expert.

With the successful outcome of the 11th DriveTour Caravan, AAP Travel looks forward to organizing more caravans in 2016.

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Last November 24, Peugeot Philippines launched its award-winning vehicle, the new Peugeot 308, at the exclusive Soirée Beaujolais: Food and Wine Festival.

Crowned Car of the Year 2014 at the Geneva International Motor Show, the 308 is the product of what Peugeot CEO Maxime Picat calls "radical choices" — the blending of bold yet elegant design, minimalist interiors, remarkable functionality, and driving comfort.

But most of all, the new 308 is a trailblazer both abroad and in the Philippines, as a worldwide leader in fuel efficiency and economy.

**Two steps ahead: BlueHDi technology**

Since World War I, Peugeot has been a pioneer in diesel technology, leading Europe with the launch of its diesel-powered 402 B in 1938 and breaking records ever since. Keeping up its tradition of immediately meeting global standards, in 2013 Peugeot once again took on the European Union's updated emissions regulations with its innovative BlueHDi technology.

Implemented in September 2015, Euro 6 regulations were put in place to reduce harmful pollutants, especially the fourth largest pollutant in the world, nitrogen oxide (NOx). Euro 6 standards are particularly harsh on diesel engines, permitting a

maximum NOx level of 80mg/km — less than half of the Euro 5 limit of 180mg/km.

The new 308 is one of the first vehicles in the country to carry Peugeot's BlueHDi technology, which meets Euro 6 standards by eliminating up to 90% of NOx emissions and 99.9% of particulate matter, and is also one of the first in the Philippines to meet Euro 6 regulations.

What does this mean for the Filipino driver? More room to breathe, since the stylish new 308 comes with better fuel efficiency, decreased fuel expenses, and cleaner emissions, leading to an easier conscience. And since the Philippines is only in the process of implementing Euro 4 regulations,



Minimalist interiors let you focus on pure driving sensation

the 308 is years ahead of the race.

**There's a 308 for everybody**

To increase its global appeal, Peugeot spared no expense in developing the most versatile 308 yet.

# New Peugeot 308 brings eco-friendly technology to the Philippines



New 308 Allure hatchback and station wagon



Enhanced BlueHDi technology in the engine reduces NOx emissions

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The 5-door 308 station wagon, on the other hand, sports a dynamic yet practical design. Generous with space, the 308 SW is perfect for families, with the Allure SW in particular



The 308 SW's generous rear space is perfect for long drives



Dynamic yet practical: the new 308 GT line station wagon

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Sleek yet compact: the new 308 GT Line hatchback

providing additional headroom for children to stretch and grow. Besides being a sight to behold on the road and in the garage, each 308 model does its part in saving the environment while delivering Peugeot's signature driving sensation every day.

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# Dela Rosa victorious in 2015 PTCC final leg

LUCK was definitely on Richmon dela Rosa's side when he clinched this year's Philippine Touring Car Championship (PTCC) on November 7-8 at the Clark International Speedway. Dela Rosa scored a back-to-back victory in the top class Division 1 (200 hp). He also secured his first-ever AAP Driver of the Year award in touring cars after dominating the final leg races 11 and 12 against close rival Walter Zamora, who was slapped with disqualification in race 12 by the Stewards of the Meeting due to an avoidable contact. After the points had been tallied, dela Rosa had 275 points, followed by Zamora while third was 2014 AAP Driver of the Year Paolo Mantolino with 124 points.

In Division 2 (150hp), Patrick dela Rosa, Richmon's younger brother, secured the lead in both races and earned his first overall championship in his debut year in the National Series. Scoring 255, Patrick took the top spot over Dindo de Jesus and NR Joaquin, who was unfortunately not classified in race 12 because of an incident that forced teammates to retire from the race. Meanwhile, "Wonder Boy" Ivan Diaz conquered Division 3



Richmon Dela Rosa - Honda CRX. 2015 PTCC Division 1 over-all champion and AAP Driver of the Year for touring cars.

(100 hp) class with a perfect score, winning all victories from Race 1-12. He gained 360 points atop second placer Cauayan, Isabela driver Joginder Sin with 219 points and also checked in second in the last two races. Coming in third was Mazda2 Skyactiv driver Edwin Rodriguez with 160 points. AAP motor sport operations manager Mark Desales expressed elation over the outcome of the race series. "It was indeed a great year for the PTCC series. The competition is getting more exciting and the camaraderie among the drivers is becoming deeper, which is a

good sign that everybody is enjoying the sport," he said. Desales conveyed AAP's sincerest thanks to the participants in the series and to all those who had extended their help. "We would like to thank each and everyone who made this year's PTCC series possible and congratulate all the winners. See you all again in the 2016 season," Desales said. The 2015 PTCC series is co-organized with the Philippine Grand Touring Car Championships by the Automobile Association Philippines (AAP) and Philippine Race Car Drivers Inc. (PRCDI).

# Vios Cup Season 2 Ends, Waku-doki Style

VIOS Cup Season 2 marked an exciting conclusion Waku Doki style in its fourth and final leg at the Subic Bay International Airport tarmac on November 29. Motor sport fans, car enthusiasts, gear heads, spectators, families and friends were in for a treat as they witnessed the fun and excitement of Toyota's Vios Cup. All 46 racers tried to out-manuever one another, heightening the spirit of competition on the 2.7 kilometer high-speed race track formatted in the middle of the Subic runway. However, the rules state that only one driver per division needs to rise to the top in every contest. After the tallying of points scored in all four legs of the second season, Andres Calma of Toyota Alabang was hailed as the overall champion in the sporting division.

**RACE 7**  
Toyota Balintawak dominated the podium in Race 7 as Daniel Miranda took the second spot while Raymond Ronquillo won third place. However, it was Allan Uy from Toyota Quezon Avenue who bested all 15 racers in the sporting class, with a 9.7 second lead over Miranda. In the promotional/celebrity class, Cebuano driver Lord Seno ruled the morning race ahead of Miko Maristela, and newcomer Kiko Dyscio who came in second and third, respectively. Also in the celebrity class, Sam YG dominated the race, this time creating a 22-second margin over Baranda, who overtook Jinno Rufino at second place.

**TOUGH RACE 8**  
Race 8 proved to be just as exciting with drivers from both divisions gunning for a good finish in the last race of the



A member of Race Control looks at the starting grid of the final leg, Vios Cup Season 2. From the control tower, marshals provide communication to the race drivers.



Jun Espino, Clerk of Course for the Vios Cup Season 2 provides final details to driver-participants before entering the starting grid at Subic International Airport.

year. Loinaz of Toyota Batangas snatched victory from Uy, who was slapped with a 2-place penalty due to bumping incidents. The penalty placed Basti Escalante of Toyota Otis on second spot. In the promotional class, Seno secured once again the best spot of the podium, defeating Maristela who placed second and Danilo Cruz of Toyota Dagupan who finished at third place. Vios Cup Season 2 is sanctioned by the Automobile Association Philippines.



Jun Espino, Clerk of Course, gives last minute instructions to the marshals before the start of the fourth and final leg of the Vios Cup Season 2.



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