

JANUARY 2021

STANCEAUTO

M A G A Z I N E

F E A T U R I N G

@CLAYTON_STARK



PHOTO: MERRICK HARDING
[@merrick_media](#)

DESIGN: PABLO COLON
[@fireblazinmedia](#)

Since 2020

HOT For This Month



Audi 100 Coupe

There are so many things that have been done to this car, there are around 150 GT package options,

2



AC Cobra replica

I have always been a little too obsessed with cars, that crazy car-crazed kid at school.

14



Subaru Forester

It's the ultimate family wagon, go to the shops at 10 am staged rally at 11 am ha-ha,

18



Ford Focus ST

Let's be honest here, no project car is ever finished and in my scenario I am defiantly not finished yet!

22



Bagged VW Polo 6r

Once I brought the car it was a case of sorting out air ride for it immediately,

36

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Clayton Stark

2008 Porsche Cayman - Slammed

Instagram - @clayton_stark

Photographer:- @merrick_media

Author: Merrick Harding

 SLAMMEDENUFF | MERRICK HARDING

As a kid, I grew up around the amazing car culture of The Motor City. Everyone had classic cars, muscle cars or project cars.

The love for cars was ingrained in me for life. Although I have a great appreciation for each type of car build out there, I chose to build a 08 Porsche Cayman S!

I've owned my Cayman for several years before the build started.


I had come to learn that the Cayman didn't have a lot of performance modification options, so my build is focused mainly on building a "show car". I've had a blast coming up with build plans and watching the car unfold into what you see.

Although the build is only about half done, it still breaks necks at every meet!


My Cayman S is fitted with the Pandem V2 wide body kit from Japan, and sitting on custom 305 Forged 2 piece wheels, 19x10.5 -6 Front, and 19x12 -63 Rear.

I'm absolutely in love with how the colour theme is turning out too, all black with a touch of copper.



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Current Mods -

Exterior -

- Pandem V2 wise body kit painted to match
- Custom 2 Piece 305 Forged wheels
- Toyo R888R tires
- Yellow Speed Racing Air Struts
- AirLift P3 Air Management
- Soul Performance Competition Exhaust

Interior -

- Corbeau RRX Racing Seats W/ Seat Heaters
- Corbeau Seat Brackets
- Custom Alcantara Headliner
- Numeric Racing Billet Shifting Assembly
- Numeric Racing Shift Cables
- Duel Black Viar Compressors W/ 2.5 gal Air Tank



I've learned over the years that car builds are never 100% finished, and mine is no exception! My future plans include a massive custom carbon fibre wing, with goose neck uprights, custom lasered front grill, under glow, full hard-line air tank set up, complete audio overhaul with added subwoofers, and custom lasered aluminium floor pans.

Special Thanks to - [@faithstarkie](#) , [@thestraddman](#) , [@iceboxxcustoms](#)
Follow the build on YouTube, [SummitLife](#)

I have a long road ahead of me but I plan to have most of this completed by summer of 2021.





Thomas Walton Bagged 2013 Golf R

Instagram: [@tmw.sixr](https://www.instagram.com/tmw.sixr)

STANCEAUTOMAG|MERRICK HARDING

Photographer:- [@merrick_media](https://www.instagram.com/merrick_media)

Author: Merrick Harding

I grew up always loving cars from watching the fast and furious movies, playing hours of Need for Speed, or listening to my dad talk about his favourite cars.

Which segways right into the main reason why I love cars. My dad. Growing up he always talked about cars and how much he loved them. I'd watch, learn, and help him with any car project he was working on. His long list of dream cars has definitely played an influence on mine. I love all cars, whether it's a stanced, m show car or a fully built track car, or anything with an engine and 4 wheels really, I'm all about it.

I also love modifying cars, there's no way I could ever own a car and just keep it stock. I think it came from building legos as a kid, always wanting to build, tear it apart, rebuild or recreate it in my own way. Cars are just giant Lego Sets to me. I feel like I can express who I am through how I modify and present my car if that makes sense.

The first car I bought in cash with my hard-earned money was a 2007 Volkswagen GTI with 147k miles. In my opinion, the greatest enthusiast starter car. It was easy to work on, parts were relatively cheap for a German car, and they're quick and nimble but won't get you into too much trouble. I drove the hell out of that car, and with it being at over 140k miles was working on it almost every day. Learning to wrench and repair everything I could myself.

I loved that car, but I had found myself in a great job right out of high school (college was not for me), and I realized I could now afford what I originally wanted when searching for my first car, a Volkswagen Golf R. It was everything the GTI was, but even better, a bigger turbo and AWD, which is perfect for where I live (Utah, lots of snow in the winter).



STANCEAUTOMAG|MERRICK HARDING

So I started my search for my new car, after many days of research, I had my sights set on a bone stock MK6 Golf R. I was finding good examples but was having trouble finding the Golf R that screamed BUY ME RIGHT NOW.

My search spanned over 2 months or so, again only looking for bone stock examples, I wanted to do everything myself and in my way. During my search, I went to one of my first "stance" car shows (Scrapfest 2018) and fell in love with a MK6 Golf R on Air Suspension. After seeing that car in person I knew that's the direction I wanted to go. A few days later I was sent a link to an ad listing I had always just passed by in my search, A bagged 2013 Golf R wrapped gloss light blue with red Rotiform CCVs.

I had passed over it since it was already modified, but my friend convinced me to just go check it out. After taking it for a test drive, I fell in love, most likely since it had an APR Stage 1 tune already done as well as an intake which really woke the car up compared to the stock examples I drove previously and bought the car a week later.

Full Spec List So Far:-

Exterior:

- Front and Rear VW Badge Deleted and shaved
- Teck Wrap Coral Peach Wrap by Vizual Labs with 5% Window Tint and 50% Windshield Tint and Rainbow
- Chrome Brand Decals and a Satin Black Roof with a matching Toyo Tires windshield banner
- Revozport Carbon Fiber Big Spoiler
- Fibreglass Mafia Wide ZG Flares
- Shaved Front Bumper
- Depo Dark Cherry Euro Style LED Tail Lights
- Inno Wedge 660 Roof Cargo Box

Suspension:

- Airlift Performance Series Front and Rear Air Bags/Struts
- Accuair E Level Height Sensors
- Accuair VU4 manifold
- Accuair Endo CT Tank
- Frame Notched (to air all the way out without the front passenger axle binding on the frame)

Wheels:

- Revolve Wheels Subject No. 86
- Polished Step Lips, Gold Hardware, High Polished DDT Faces
- Fronts 18x10 +0
- Rears 18x11 -12
- Toyo Tires Proxes Sports
- Fronts 265/35/r18
- Rears 275/35/r18

Interior:

- Rockford Fosgate P3 D12 Subwoofer
- Rockford Fosgate T165 6.5" Door Speakers
- Custom Fiberglass Sub Box
- Rockford Fosgate 2400W 4 Channel Amplifier
- Rockford Fosgate 750W Monoblock Amplifier
- Kenwood DMX7706S Head Unit
- Accuair Air Management with E Level Controller
- Accuair Endo CT Tank
- Custom Trunk Setup
- Custom Amp Rack
- ZiZa LED Interior Light Kit
- Weathertech Floor Mats
- Custom Mirror Mount Wire Tuck
- Uniden R3 Radar Detector

Engine:

- APR Stage 1+ ECU Tune
- APR High-Pressure Fuel Pump
- Integrated Engineering Intake
- CTS Turbo Outlet Pipe
- ECS Tuning Street Shield Skid Plate



I knew when before buying it that it needed work, due to some questionable work done by a shop that is now out of business (wonder why). But I loved it so much, I knew it would be worth the extra work to make it perfect and how I wanted. 2 weeks after buying it, I had it up on jack stands, I ripped out the poorly installed air suspension management, trunk setup, and after market sound system.

Me and my pops got to work and over the next 2 cold winter months of tinkering in the garage, had it back on the road with everything installed exactly how I wanted, and all my work has held up amazing now 2 years later.

We built a custom Fiberglass Sub Box to replace the bulky wooden box, built a custom amp rack for the amplifiers, installed a brand new Accuair Endo CT Tank to replace the 2 tanks and compressors, and redesigned and built the trunk setup. Next was making the car my own, I didn't want to be known as "the kid that bought the built car". But I had just bought the car and had already dumped a lot more money then what I had wanted into getting everything working perfectly.

So I settled on a new wrap and powder coating the wheels a different colour. I then went through my first "car season" going to every cruise, meet or car show I could find. taking home a few awards even.

I started meeting new friends and was loving it. But at the end of the season, I was still not convinced the "build" was really mine. So as soon as the snow started falling, I put the car back on jack stands and got to work. I sold the rotiforms and removed the wrap. I did all the bodywork myself, "shaving" the front bumper (blending the side marker reflectors and headlight washer caps) and fixed little blemishes here and there.

For my first time doing bodywork, I was happy with the results and pressed on with my plan. I wanted wide 3 Piece wheels, but not just any wheels or some ones used set, I wanted to find the perfect set. So I started to search for my "dream wheels". I got connected with a company called Revolve Wheels.

The smaller and relatively new company, but loved what they were putting out. So after a great conversation with Rob Torrez (marketing - Revolve wheels), I signed my first sponsorship agreement and ordered exactly what I wanted. While I waited I needed to make room for the wide wheels I ordered. So I got to cutting the fenders up and got a set of Wide ZG over-fender flares from the Fiberglass Mafia meant for Datsun 240z.

The MK6 platform is very round and curvy, I thought the flares would flow very well with the body lines, and at that time no one had really made an actual widebody kit for the car. I got those installed, in addition to a few more goodies I had my eyes on.

A Carbon Fiber Revozport spoiler extension and one of my favourite additions to the car, the INNO Wedge 660 Roof Box that looks like it was made exactly for the Mk6 platform. The wheels finally arrived and I got everything put together. I then took it to my good friend, Jon Black, at Vizual labs for the new wrap.



We chose the most insane colour ever, Coral Peach by Teck Wrap. Pictures don't do it justice this colour is amazing, its peach but has a gold metallic flake in it and almost colour shifts depending on the light.

*I love people's reactions when I tell them it's a wrap and not paint. I am happy to say everything is done by me in my garage and I film the whole process to share on my YouTube channel, **TMW YT**, which is based around installing car parts and other car-related content.*

One of my favourite things about the car that you don't see unless you look inside is the custom sound system with all Rockford Fosgate components that sounds amazing and will knock your socks off at full volume.

Also, the car is tuned to APR Stage 1+ with an APR HPFP, Integrated Engineering Intake, and CTS Turbo Outlet Pipe to really wake up the car overstock. But the build is far from over, I feel like I have barely scratched the surface.

With the COVID 19 pandemic basically ruining the 2020 car season, I will be keeping the wrap the same for next year, more people have to see this colour in person and I hope that car shows happen in 2021 so I can share the build as much as possible.

I have already started ordering more parts for 2021, the main one and my favourite being the first actual widebody kit for the MK6 designed and made by JUMDOO.

My R will be the 1st in the world to have this kit installed and I am insanely excited. I also need to show the engine and permanence some love and I'm currently gathering all the parts required for a stage 2 ECU Tune.

Plus many many more plans and upgrades in the works. If you want to keep up with the build progress be sure to check out my YouTube channel, where you'll find me doing everything I love with the occasional appearance of my pops for help, as he has his hands full with his own build, which is also featured on the channel.

Niklas Frisk

Audi 100 Coupe S/GT 1972

Instagram: @nifrisk



Author: Carla De Freitas

I'm from Sweden, I live on a small Island called Alnö. I currently work for an American company - Indian Motorcycle. My position is a marketing Manager for Scandinavia.

I own a lot of cars however, my daily driver is a Mercedes E250 CDI 4 Matic, I actually drove a Chevrolet Tahoe before but this car came over me and I had to buy it, it's really a good car.

What got me into the car scene? Good question. I have always been in the motor scene since I was a kid. I love engines, cars, bikes and Snowmobiles, everything that runs on petrol but, building custom cars came a little later in my life, I study as a car mechanic In school and repairing cars have been a big part of my life! Indeed, I grew up in a family which involved petrol head's. My dad loved cars and there were always nice cars around our home.

What makes my car unique and stand out from the crowd? That is a good question. I guess for me the inspiration was the fact that Audi never provided a special version of this model. As a customer you could not get an upgrade as for example Shelby provided for Ford models, so I always thought about that as an idea for my build.

If you walked into an Audi dealer in 1972 and said you wanted that special Coupe S GT package and you had to pay to get some extras and got what you wanted, I think perhaps the GT package idea is something that makes this car special.





Full Spec List:-

- Total restoring and Modification of the body
- Everything that is recycled from the standard car is powder-coated
- All chrome details of the body are new chromed
- Widebody in metal
- Front and rear fenders are custom made, but the Fender are original from Golf Mk1
- The lower part of the car in the rear is also broadened to get that feeling that the car is wider
- The gas inlet is moved to c column, the inlet is from a Victory Motorcycle gas tank
- The axle rear of the car is from Golf mk3, and the hub from golf 3 in the front is also adapted to fit.
- The air suspension is specially made from Airrex, with a digital controller
- Brakes are Golf MK3 big brake 4 callipers
- 330 floating disks, front and rear
- Wheels are Dotz SP5 Dark 18" Michelin Pilot tires
- The interior is custom made, the seats are original but they are rebuilt to be more racing feel, Brushed Leather and polished leather with white seams
- The gauges are changed but have the same locations, Specially made from Speed hut USA with GPS speedometer classic style with Audi GT logos
- All interior material that had wood replica as original, have now home hand-brushed aluminium
- Steering is also homemade Electric power steering with adjustable resistance
- The engine is original but tuned to the Max
- Drilled to 2 litres, special made Camshaft, tuned cylinder head, Intake in Stainless steel, Dual Weber 45 DCOE
- 123 Ignition programmable
- Special made cylinder head cover in aluminium
- Aiden extractor outlet manifold
- The exhaust is Swedish Ferrita special made stainless steel from extractor to outlet.
- Paint / Aston Martin /Casino Royal
- Sound, Hidden audio system, Excursion, special made base box under the rear seat, kick panels specially made for front sound.
- Made by Racer Putte in Sweden.



There are so many things that have been done to this car, there are around 150 GT package options, so it would be a long article if I were to write about all the things to avoid but, that's part of the game when you are restoring and customizing cars! Try to solve things along the way. It is always fun to try to resolve things as they come, but yes there has been a lot.

The Audi is not an import, in fact, it sold in Sweden in 1972! I would absolutely recommend buying this car, it's a collector's model, I bought it 30 years ago, and it was really hard to find a good example back then, From stock, it was pulling 115hp however, now it is pulling a healthy 145hp

It terms of the work undertaken to the car, it has been a combination of myself and professionals doing work. In order to build a car like this, it's really nice to have good people and partners around you. The wide-body and the sheet metal restoration is made in Sweden by Dan Johansson in Degerfors for example.

I have got some prizes, those are really fun to win.

Custom Motor show 2017 Sweden

1: Jurys choice

2: Best interior

Finland Extreme Car Show 2017

1: Top ten award

Oslo motor-show 2017

1: jury's choice

Finalist: Build of the year 2017

Scandinavia's biggest car Magazine

Finest Sports car: Motorrevvyn 2019

TOP Award: Sundsvall Motor show 2019

TOP Award: Street Meet 2019

European Tuning Championship May 2018

1: 11th of 60 cars from EU selected from 3000 Cars

Some of the professionals involved with the work

***Metal Master - Dan Johansson , Degerfors
Interior, Leather work - Hanngrens Sadel makeri ,
Sundsvall ,Sweden
AVD Sundsvall -Car Audio
Polish with - Angelwax products***

This Audi was my first car and I absolutely love it.





Adam C

Dax Tojeiro - AC Cobra replica

Instagram: @AdamC3046

Personal Instagram: @adamcnumbers

YouTube Channel: AdamC3046

I'm known online as AdamC, and I run an automotive YouTube, Instagram and Facebook pages under the name '@AdamC3046'.

I used to work in car storage, but after losing my job due to the 2020 pandemic I am now 100% dedicated to YouTube as my career.

I have always been a little too obsessed with cars, that crazy car-crazed kid at school. So I was always going to spend my life around cars. I enjoy cars as pieces of art. Their visuals, their smells and the feelings they offer.

The car I will be mostly describing, my Dax Tojeiro (AC Cobra replica) was my 3rd car. I part exchanged my 1987 TVR 350i for the Cobra, and it has always been my goal to own one. When I was a kid, I (incorrectly) thought all Cobras were kit cars, so a kit car was what I had always aimed to achieve.

I believe it may have stemmed from the fact that my initials are AC, which sparked a childish obsession. But I have always been passionate about small, British-designed sports cars with big engines and long bonnets.

My first car was my 1972 MGB GT, which I bought during my 2nd year at University and still have to this day. It is currently at the final stages of a 2-year restoration.

My daily car is a Nissan 350Z convertible at the time of writing, but my 'flagship' is my Cobra replica. It was built in 2005 by Dax themselves, so avoids the risk of poor workmanship of a man in a shed.



It has a 1974 Chevrolet 350 (5.7 V8). Original 427 Cobras have Ford 427s, but the Chevy 350 is a more easily-accessible engine, so are a common alternative for use in replicas. I am unsure of its top speed and 0-60, but it provides roughly 300 Bhp and will not weigh much due to its fibreglass body.

My aim with the Cobra was to replicate the image of the perfect Cobra I had when I was a kid. Blue with white stripes and cream leather interior, with side-pipe exhausts.

From buying the car, this included applying custom graphics to the side, spraying the wheels black and swapping the front and rear bumpers to quick-jacks.

One more item on the list that would perfect its visual aesthetics would be to space out the rear wheels a little bit. But this would require extended struts, which is apparently a horrible job on the Jaguar hubs that are on the car. So I haven't got myself around to sorting it out yet.

Whilst I would love to have done all the work on my cars, my mechanical knowledge and capabilities are extremely limited. Whenever I try something myself it very often goes wrong. I am also limited to a crowded sloped driveway in front of my house. So a lot of work is performed by professionals, which gives peace of mind as well. I applied the stickers to my car myself, as well as a full detail (after training from a previous career of mine) and a few other enhancements.



Most of the work on the Cobra has been performed by Universal Classic Cars, [@universalclassiccars](#), including the current battle with its slight oil leak, which has been ongoing for the last year.

They have also been restoring my MGB for the past couple of years and help me out with MOT's as well.

My life revolves around car shows and meets. Whether it be an evening meeting, a Sunday show or a 3-day event, I take an appropriate car of mine to one every weekend (when Covid permits).

Last year I attended over 100 shows, and this year may even be close to that figure despite Covid restrictions. I use the MGB for classic meets, the Cobra for classic, muscle or supercar shows, and the 350Z for Japanese, modified and evening meets.



I have been entered in a few online competitions, which the Cobra often excels at. It has also won a couple of show & shine trophies at car shows I have taken it to. It is definitely a crowd-pleaser.

I am awaiting the re-introduction of car shows when it gets a little warmer to take the Cobra out again. I am looking forward to the completion of my MGB's restoration so I can drive that again. The Cobra's lack of a roof gets pretty cold in the winter.

A Cobra replica has always been my accessible dream car since I was very young. A McLaren F1 GTR has also been a dream, due to my fondness of 1990s Le Mans cars. I would love to own a Dodge Viper GTS one day too, but a house deposit would likely take priority.



Carl Appleby

Mk2 Focus St

Instagram: [@earlappleby](https://www.instagram.com/earlappleby)

Author: Paul Doherty

Hi all I'm Carl I'm 33 and an HGV driver, I chose this car as I think the 5 cylinder engine is a beautiful sound and you can do so much to these cars when tuning the engine.

I've owned my car for just over 2 years, when I got it it was fully standard, that's when the modding began, you could say I've been a petrol head since I was a young lad my dad used to have motocross bikes which I got into growing up.

At 17 I passed my test and got my first car it was a Nissan Micra j reg. I then got a fiat punto which I modded a bit with the usual 6'9 speakers, tints, bass box, stereo, I used to go to Bolton car cruise and Stockport car cruise with it back then,

So when I got an ST I had a look on Facebook to see if any cruises or meets still existed and low and behold they did so I went down and just started getting my face known and talking to people about mods and groups to join etc.

Then I met a few lads who run a ford group [@lancsfordowners](https://www.facebook.com/lancsfordowners) you can find them on Facebook and Instagram.

I got most of my inspiration and advice from this group, i.e. where to get maps, mods, and also the best places to go.

some of the people I've met over the years of owning my car I can say I'll be friends for life its like 1 big extended family that's with most of the groups I'm in.

Now I'd say I'm well known in the ford and modding seen around Manchester and Northwest for how unique my car is.

The car meets I go to I attract a lot of attention with the noise(bangs), flames and looks of my car, it really is unreal.

[@lancsfordowners](https://www.instagram.com/lancsfordowners)

[@2rude2cruise](https://www.instagram.com/2rude2cruise)

[@modifiedmeetsmanchester](https://www.instagram.com/modifiedmeetsmanchester) (mmm)

[@redliners](https://www.instagram.com/redliners)

[@modified north west](https://www.instagram.com/modifiednorthwest)

I've gone with reflective blue as its quite rare never seen it on a car before (other than police CARS) when it comes to cleaning my cars I use a company called [@wax&away](https://www.instagram.com/wax&away) based in Cheetham hill Manchester I've used some products over my time and this is by far the best shine please look it up.

with these cars there is always something that can be upgraded or tuned I still need a few things I do enjoy attending some of the local big meets

Spec list

- Key less push-button start
- Xenon headlights
- The engine has block mod by Courtney sport
- Mud flaps
- Tinted windows
- Tinted rear lights
- Stage 2 gen3 Airtech intercooler black with blue letters
- Pro sport induction kit with cone filter
- Rs style vac pipe (blue)
- 3-inch chrome crossover
- Standard diffuser painted gloss black
- Rs spoiler (rep)
- Side skirts
- Front splitter
- Rear spats
- Lowering springs 30mm front 35mm rear (not fitted yet)
- Heko wind deflectors
- Hard race engine and gearbox mount
- 3 inch straight through with resonator
- 4-inch chrome cobra tips
- Zunsport top and lower grilles
- 440 injectors
- Rs spark plugs
- Symposer delete
- Forge recirculation valve with yellow spring
- Forge actuator
- Airtec ecu holder
- Stage 3 map by wraith performance
- Pro sport digital boost gauge in the vent
- Carbon slam panels
- Carbon washer fluid cap
- Carbon brake fluid cap
- Carbon oil cap
- Carbon coolant cover
- Carbon wrapped door plastics (external)
- Lucozade hydro dipped engine plastics





Johannes

A4 b7 3.0 v6 TDI Quattro

Instagram: @lundborgjohannes

Photographer: @kimjarl_fotografi

Author: Paul Doherty

I am old enough to have had time with lots in my car life. I work as a lumberjack at RMV Skog and grew up in Gävle but also lived in Hammarstrand.

Cars have always been a part of my life, I see it as a lifestyle, not a hobby.

The 7 years up in Hammarstrand have included a lot of engine-related, among other things I have owned 7 crosses, 4 scooters, 1 quad bike 4 fiddys, 1 mid size cross, lots of mopeds, a boat and more cars than I can count.

I have built many cars that I have driven as well. Both street races that brought in money to update the car with and several drifting events.

But it did not end there as I also rode on the ice in winter and folk races both in the forest and in the field which is also called stump race.

After these years I moved back to Gävle but the car life did not diminish in the slightest. I continued to build cars, but mostly slammed show cars and went to various Motor Shows.

It was during this time that the lady in question came to me.



I have a few cars left in Hammarstrand that will be coming home soon. After living in Gävle for a while, I started hanging out with my current crew, Mixed Society.

Which led to yes meeting my wonderful girlfriend who yes shares a garage with now where yes has my drifting construction, also an Audi. Stay tuned. We have a good start on our car fleet as we have 6 cars together, so we have to do it.

There are many ideas for all projects. Back to the lady, it is about, Audin, A4 b7 3.0 v6 TDI Quattro, who had everything I was looking for, she is unique because she is an import, one of the few in Sweden, she is available in very few copies, has a sunroof, diesel, automatic, cruise control, turbo v6 and is black.



What is done on Audin are:

- Speed automatic gearbox
- Bc racing coilovers
- Ace Tyson rims 19x9,5
- Seat Cupra lip
- Rolled fenders
- Black tinted headlight
- Smoke tinted tail light
- Black tinted windows front to back
- Stage 2 tuned
- 305whp 580nm
- More fuel pressure
- Egr and dpf delete
- 3" straight pipe from the turbo
- Subwoofer two 12" woofers
- parquet floor in the trunk
- Wind deflector front and rear doors
- Rs4 honeycomb grill

What I intend to do with Audin is still on the drawing board as most of the focus is on drifting. Audin is in the garage. When she's done, the planning for this Audi will be taken up again.

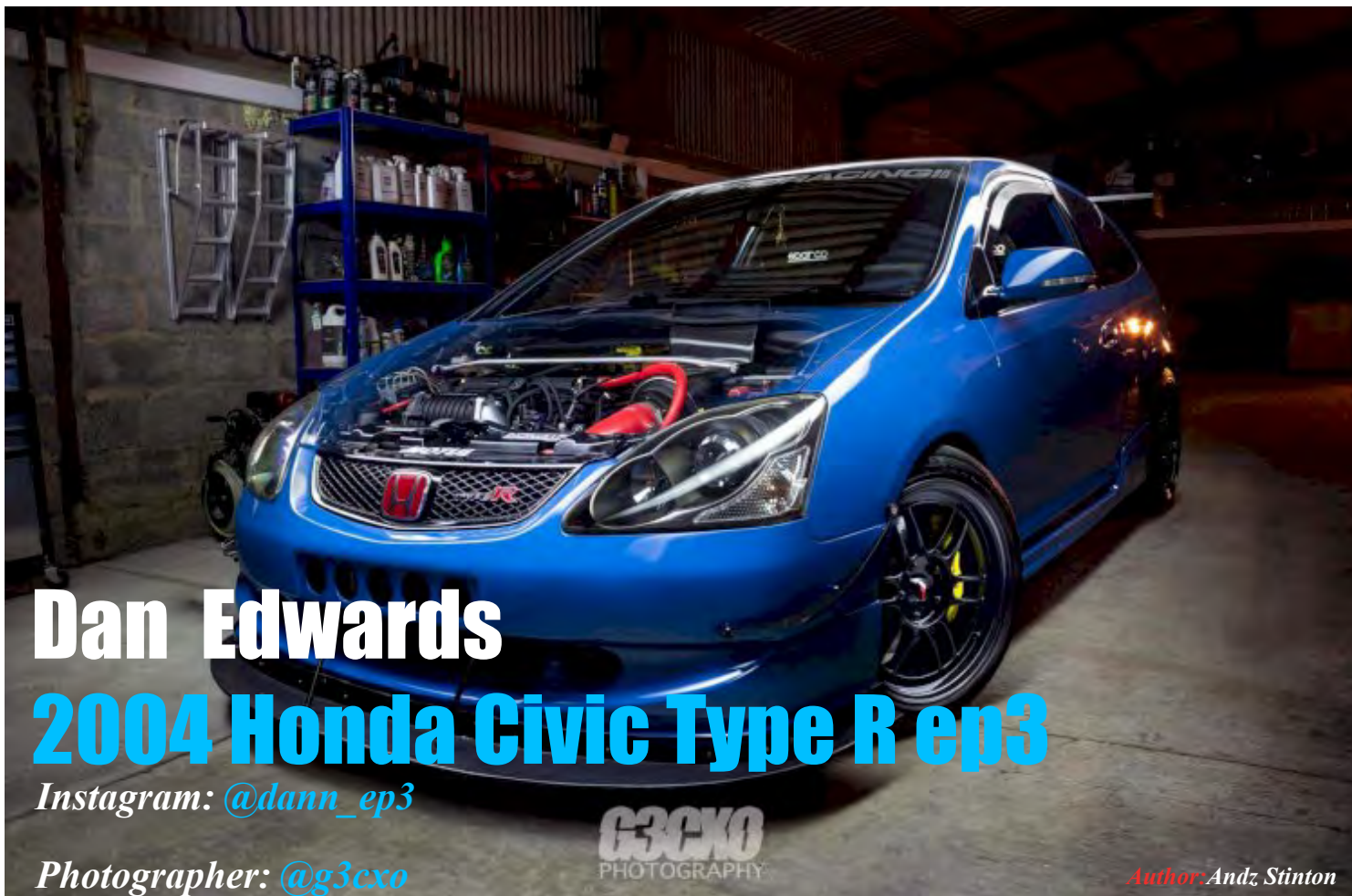


I'd like to say thanks to my Photographer and Friends go and give them a follow

@brisfjordmotorsport

@kimjarl_fotografi

@aefverstrom



Dan Edwards

2004 Honda Civic Type R ep3

Instagram: @dann_ep3

Photographer: @g3cxo

G3CXO
PHOTOGRAPHY

Author: Andz Stinton

I currently work for a ground investigation company as a driller. Basically, I drill holes in god's green earth and play with dirt, but it is not all bad. I get to travel and well I love my job!.

I am a massive petrol head I love all things cars always have as far back as I can remember, I have owned all sorts of cars over the years but currently, I have 2 cars one project one daily, no one cares about the daily so let us get down to the project it is a 2004 Honda civic type r ep3 I have owned this car a few years now and a lot has changed from the standard car

*So I'll start with the **Exterior**, the car has had a full respray in Riviera blue really does stand out, also has a big rear wing and front splitter to give it the track car vibe car is sitting on 17" Japan racing wheels jr7's really suited the car.*

The car is lowered all round on 30mm springs, I have also upgraded the front brakes to larger 4 pot Brembo callipers and larger discs.

***Interior** has also had a lot of attention so to continue the track car vibe the car has a fully flocked dashboard with carbon fibre centre console and a cheeky little pioneer stereo also has a custom gauge pod mounted on top of the dash for those all-important gauges,*

also has a nard personal steering wheel nicely wrapped in suede so much nicer than the standard steering wheels, the car has 2 Sparco grid bucket seats up front and rear seats removed and a false floor built and carpeted I also wrapped the headlining in black suede to really finish off the interior, in the rear, there is a rear-mounted X Brace to really stiffen up the back end.



G3CXO
PHOTOGRAPHY

Let's talk engine: the car has the standard 2.0ltr k20 engine but with a twist, the car is running a Jackson racing supercharger with water/methanol injection, custom made intake pipe and Tegiwa intake, it has larger upgraded injectors a hybrid racing fuel rail/pressure gauge, hybrid racing short shifter and detent springs, upgraded Mishimoto radiator all engine mounts had been upgraded and a front upper strut brace.

The car has also been fitted with a kpro ECU currently only running a base map as still few more things to do before it goes for its final map the car should easily see over 300bhp once mapped.

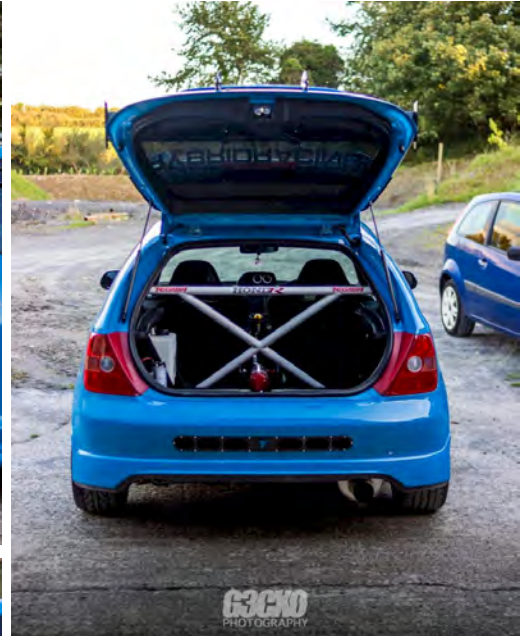
So that's basically a quick run-down of the car there is no doubt things I have missed but it's still an ongoing project and still have big plans for the future.

98% of modifications on this car has been done by me many hours of research and a lot of blood sweat and tears, had a lot of help and advice from friends over the years too but the car has come a long way and it's not finished yet, I keep regular updates and posts on the cars progress on Instagram feel free to follow me @Dann_ep3

Going forward hoping 2021 show season is going to be a good one I'm an admin for WestCoastJDM Facebook page and always attend car shows / meets as a group well not even a group it's a family!

We have had some of the best times and made incredible memories at shows over the years we are a Japanese car club so we do all the big Jap shows throughout the year like Japfest, jdm Combe, Mimms the list goes on, my favourite show has to be jdm Combe as it's always an incredible day out incredible vibe and holds a very special memory for me my car was actually chosen for the Spoon Motorsports top 50 cars of the show and given chance to do a parade lap around castle Combe track was an incredible experience and car has come a long way since then! Days like this is exactly why I love the car scene.

I guess you are all wondering why I chose the ep3, I have always been a big Honda fan! They are just so much fun to drive and that is what it is all about. I guess I will always have a soft spot for Honda's. In fact, my dream car is a Honda nsx and I will own one! Fingers crossed!





Rodger and Tara **The His and Hers STI's**

Photographer: @wredx_media Instagram: @His_And_Her_STI

We are Rodger and Tara, married and currently living in the greater Seattle area, in Washington State.

We are originally from Southern California and are heavily influenced by the SoCal car culture. Rodger works in law enforcement and Tara works for a technology company.

Rodger has the Subaru STI 2017 Lapis Blue, and Tara has the Subaru STI Limited 2015 Dark Grey Metallic colour. We also own a 2005 Honda S2000 in Silverstone colour, and a 2019 Subaru Crosstrek as our daily driver. Rodger grew up watching rally racing in the late 1980s and was amazed at the Subaru cars. It's AWD capability and being able to handle well in all weather conditions made the car brand appealing and he vowed to own a Subaru one day.

Tara grew up in the car scene with her parents and her father made learning to drive a manual a requirement before getting her driver's license. She wanted a safe, AWD, manual, but the fun car to drive.

Rodger got into the car scene in the late 1980s. Rodger's friend's brother had a 1985 RX7 and this is how he quickly got exposed to Japanese car culture. Then got interested in the street racing car scene in the early 1990s in Southern California cities like Sylmar, Ontario, and Nogales.

Tara grew up with parents being in a van club. She remembers seeing all the modified and lifted vans heading out to the Southern California beaches during the long weekend camping trips.

Tara heard stories of her mom drag racing in a 1970 440 Plymouth Hemi Barracuda in her teenage years and Tara knew one day she would like to modify and track her own car one day.

Rodger loved seeing his grandfather's white 1978 Toyota Celica GT Rally Limited model Coupe. He also loved seeing his dad's 1988 Toyota Celica ST, and a 1989 Toyota Corolla GTS twin cam.

Tara's mom used to own a 1985 IROC Red Camaro with a T-Top. She fell in love with the idea of women owning sports cars. Her grandmother owned a 1978 Impala 4-door, which has now been passed along to her cousin.

Tara's dad owned a 1985 Mercedes 1987 DSL Turbo Mercedes, and 1977 Dodge lifted van. He currently owns a lifted 2019 Subaru Forester Sports and a 2015 Subaru BRZ.

We have His and Her cars and both cars are built identically, with the exception of a few differences. They are also built with quality parts that are being driven on a race track for fun.

Challenge: *Because we have His and Her car, buying two car parts at a time can be financially challenging but fun. We also have to prioritize and compromise on purchasing decisions because we are doing our builds together and identical.*

Challenge: *When buying quality JDM car parts, the wait time can be months. For example, Tara's wheels, we waited 9 months for delivery, but it's worth the wait buying quality parts.*

A good tip: *Buy quality car parts so that you don't have to buy twice.*

A good tip: *When getting your car tuned, go to a reputable tuner and do your research. We are very happy with our tuner.*

The cars are an Import from Japan.

Cars are a very personal decision. Before recommending a car, we would like to understand what a person wants to do with the car. Subaru STI's specifically require more care and maintenance, which can be expensive. But if someone wants to buy an affordable, AWD, safe, sports car, appreciates Subaru's racing history, is willing to put time into maintaining the car, and put protective measures in place when modifying performance, then yes, go for it!

Both cars are tuned conservatively. Tara's car made 364whp with 349wtq and Rodger's car made 365whp and 343wtq on a Mustang dyno. The cars mostly have the same mods, with a few differences:

Exterior Mods:

Lights

- LED C-Lights
- Morimoto Projectors
- Etching: HER STI Honeycomb
- JDM Third Brake Light
- JDM Front Fog Bezels
- SubiSpeed LE Carbon Fibre USDM Tail Lights (Her)
- SubiSpeed USDM TR Style Tail Lights (His)

Body

- VIS Racing Carbon Fibre Hood VS2 Style
- Voltex Type 5 GT-Wing (Wet Carbon)
- APR Performance Front Lip
- APR Performance Side Skirt
- APR Performance STI Rear Spat
- OEM STI Rear Diffuser
- OEM Vortex Generator
- OEM Rain Guard
- OEM STI Carbon Fibre Trunk Trim
- OEM JDM Grille
- APR Carbon Fibre License Plate
- OLM Carbon Fibre Mirror Caps
- OLM Paint Match Bottom Mirror Caps
- JDM Carbon fibre door handle protectors

Wheels / Tires / Lugs

- 5 Volk Racing ZE40 Face 3, 45 offsets, Red (Her)
- 5 Volk Racing ZE40 Face 3, 45 offsets, Gold (His)
- Falken Azenis tires 265x35
- 2-piece Project Kics Lug Nuts

Suspension

- Fortune Auto 500, 8kg spring rate (Her)
- Fortune Auto 500, 9kg spring rate (His)
- Cusco Front Upper Strut Bar
- Corner Balance
- Whiteline rear bracing/end links/swaybars



Kyle's

Bagged Corsa E

Instagram: [@bagged_corsae](#)
and [@bagged_performance](#)

Photographer: [@exoticartsmedia](#)

Hi everyone I'm Kyle, what got me into cars was the first time I went to Oulton park watching the racing, the cars on the track and the excitement of it all just make you want to get your own car on the track.

That was it, I had been bitten by the bug we all surely get, I needed a car. I started off by working on my own car which was my first, I decided to go to college and do my level 1,2 and get into the trade. I finally got into the trade when I was about 19 and did a couple of years working for a dealership.



EXOTIC
Art Media



The Corsa is a really good car to drive, it's both comfortable and very reliable, I enjoy cruising around the B roads, the car handles so well, and with it being a small car it has more excitement on the bends.

Every time I drive, it just seems to excite me more, and it looks great, I have a few things left to do but it is getting to where I want it, I would really recommend these to anybody as a first car or even as a permanent car, they are such fun to drive.

My car is nowhere near finished, I still have a bit more to do. It's only a show car it's not built for speed. I occasionally go to car meets and meet new people who are into cars too. I've only entered a few cover photo competitions with the Corsa e groups just for some fun and interest, I've ended up winning some cover pics and prizes.

Aesthetic mods:

- TRC low line kit
- Corsa e VXR rear bumper
- Twin exhaust from cat back
- Led bulbs
- Bagged performance air ride
- Maxton design rear spats
- Maxton design centre splitter
- Eyebrows
- Sun strip
- Full VXR leather interior
- Wrapped carbon dash

Author: Paul Doherty

Majority of the car parts were installed with the help of our close friends: Cory (@adversary_stt), Mitchell (@sometimes_lucky), and Chad (@oni_wrx). For our tuning needs, we go to Surgeline Tuning located in Oregon State.

Our cars are pro tuned by Surgeline and they have a great reputation in the Pacific Northwest area for tuning Subaru's. They have years of experience and are working in collaboration with Cobb Tuning. The employees at Surgeline are very honest and work with your car needs. Not only do they build and tune cars, but they also build race cars for their customers. Not sure we will ever be finished modifying our cars JWe have plans to install HKS equal length headers, KillerB oil pans, Bride Racing seats and Takata harness. These latest plans will help support our tracking needs.



Performance

- COBB SF Intake System
- Perrin Inlet Hose
- COBB Tuning Feed 1050x injectors
- COBB Tuning Fuel Pressure Conversion Kit
- AEM high flow Fuel Pump
- Tial external wastegate, Grimm Speed U-pipe
- COBB Tuning TD05H-20G Turbo
- COBB Tuning electronic boost control solenoid
- Short throw shifter
- COBB front mount intercooler
- COBB Downpipe
- COBB AOS
- Greddy Exhaust SP
- Koyo Radiator
- 4-cylinder cooling mod
- 1-piece DBA front rotors (Her)
- 2-piece DBA front rotors (His)
- Hawks HP+ Brake Pads

Miscellaneous

- Process West Belt Cover
- Process West Solenoid Cover
- Torque Solution Battery Tie Down
- NRG 49" Harness Bar
- Password JDM bumper bolts
- COBB windshield wiper fluid tank
- COBB radiator fluid tank
- Yellow Top Battery (Her)



Author: Carla De Freitas

Nick Nicola

C7 Corvette Z06

"My car is a dream come true..."

Instagram: [@onesick_z06](#)

Photographer: [Joe Kohle / @icynspicy_](#)



My names Nick Nicola, 23 years old from Long Island, NY I work as a heavy equipment operator. I grew up around racing & race engines, my father's first car was a corvette in the '60s & he grew up drag racing & building motors so naturally, it's in my blood. All he does is build American muscle race engines. When I was growing up he had a c5 corvette so corvettes have always been a favourite of mine.

My car is a dream come true it's been lightly modified with a full catless exhaust, cold air intake, throttle body, smaller blower pulley, a catch can & Toyo r888r's. Being yellow makes it pretty unique but also in my opinion is one of if not the most iconic colour for a corvette.

Is anyone's build ever fully complete? I'd say one of the biggest things Id love to do is get a really nice wheel setup to set my self apart from the rest.

STANCEAUTOMAG | JOSEPH KOHLE

Author: Merrick Harding



Interior

- 2lt package with completion bucket seats
- 7speed manual



Exterior

Z06 with the Z07 package

Engine

- LT4 motor - 640hp
- Full catless exhaust,
- Cold air intake,
- Throttle body
- Smaller blower pulley,
- Catch can

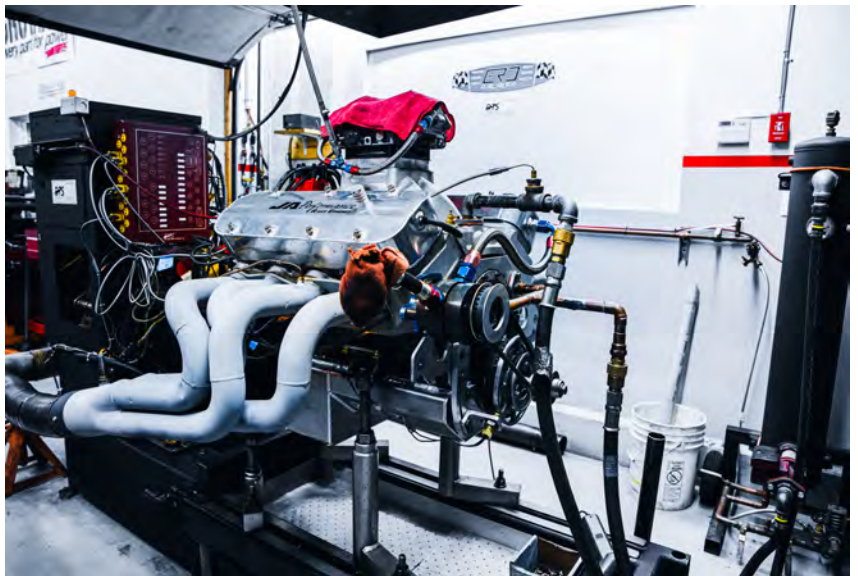
STANCEAUTOMAG | JOSEPH KOHLE



Wheels

New wheels are definitely in the plan, nothing too crazy planned just love the car & enjoy the crap out of it!

STANCEAUTOMAG | JOSEPH KOHLE



The C7 attempts to provide an evolutionary redesign to an iconic theme, the car's designers took their inspiration from the Chevrolet Camaros squared rear end, incorporating aggressive angular elements. The C7 received criticism for some of the more styled elements of the car. "The rear contains what will surely be the C7's most controversial styling elements. It's all creases and vents back there, with aggressive trapezoidal tail lights similar to those found on the current Camaro and quadruple-barreled tailpipes lined up in a neat row in the center of the rear valance", wrote Jason Kavanagh for Edmunds. Functional aerodynamic aids are tacked on or cut into every body panel of the C7, often juxtaposed against sharp creases. This is a radical departure from the prior generations of Corvettes, whose styling had no spoiler, few body panel creases, and only semi-functional gills for front brake cooling. In addition, past Corvette models minimized the size of headlamps or even hid them altogether. The C7 reverses that minimalist styling language with intricately styled headlamps with integrated LED daytime running lights (DRL).

The C7's all-new LT1 6.2L Small Block V-8 engine develops 455 horsepower (339 kW) and 460 pound-feet (620 N m) torque, which can accelerate the car from 0-60 mph in 3.8 seconds. The C7's suspension consists of independent unequal-length double wishbones with transverse fiberglass mono-leaf springs and optional magnetorheological dampers, similar to its predecessor.



Dave Moss

VW Caddy

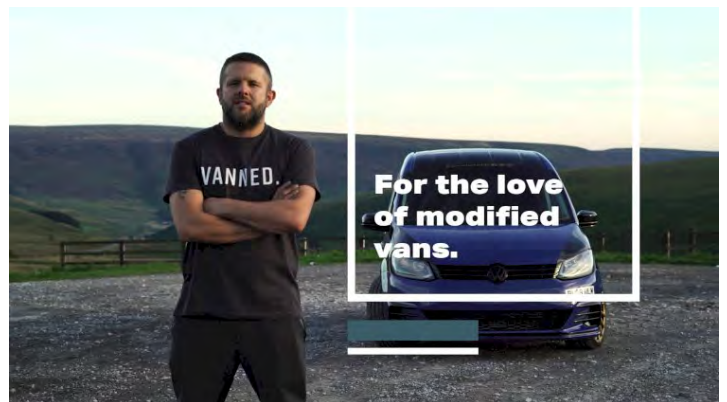
Instagram: [@vanned.uk](https://www.instagram.com/vanned)

Hi everyone I'm Dave and I bought the van back in Feb 2019 of a vicar (yes a vicar) with a blown engine! At the time of purchasing the van, I didn't know it had a blown engine, it would empty coolant out of the overflow on a long journey so it didn't show a fault until a few weeks later.

So following the discovery the engine was blown I got in touch with Darkside Developments and they advised I needed to change the block for the Golf Mk 5 ARL platform block, they put me onto SRS Automotive (that are located next door to Darkside) where I purchased the block and a 6-speed box as well.

The van then went into Darkside for the engine work and whilst it was in we upgraded the clutch, pd150 injectors, EGR delete, ARP bolts throughout and a rolling road custom map to which it made a comfortable 200bhp with 360 lbs of torque.

What a transformation from what it was, as I do use the van daily for our business we would be getting 50+ mpg on local roads and still had the power there if we needed it. Not long after it was back at Darkside for a full 2 ½ inch S/S exhaust with twin tips with one silencer, (I also grafted an Audi TT rear diffuser into the rear Caddy bumper) the exhaust was a little louder than I anticipated but I love it! Darkside also replaced the existing coil-overs and axle flip as they were also at the end of their life.



"If you have got a modified Van, truck, pickup or something a little crazy? Get it touch and you could have your van featured on our channel"

"Welcome to Vanned."

The next feature is due to drop at the end of September!

Please follow us on -

www.facebook.com/vanned.uk/

Make sure you head over to:

Featured van - Premier Caddy:

www.facebook.com/premiercaddy

[@premiercaddy](https://www.instagram.com/premiercaddy)



Chassis

- ST Suspension
- ST X Coilovers Kit for VW Caddy
- 2K Lowering Kit

Brakes

- 345mm R32 Front Brake Upgrade

Wheels and Tyres

- Gold 19" Riviera RV135 ET35

I then purchased some Riviera 135 gold alloy wheels which sit really well against the blue! (the colour combo reminds me of the blue Subaru Impreza with gold wheels Colin McRae drove) Like with all mods they always lead to something else which is the R32 brake upgrade, I can hand on heart say it was one of the best upgrades so far, they are phenomenal!

Moving onto the exterior, Caddy Solutions based in Knottingley carried out the 2015 facelift conversion, they did all the welding, painting and installation, they also made my mk7.5 golf GTI custom caddy bumper which looks really aggressive and goes great with the travelinlite caddy front headlights, they also installed the Caddy mk4 rear lights, sportline rear boot spoiler and Vw golf GTI tip spoiler, modified to fit the Caddy Spoiler.

The Caddy interior always lacked an element of finish, I always thought someone had half-heartedly designed the interior and not really thought about the practicalities of not even having an armrest or lockable glove box, everything is a sea of light grey plastic and it had to go!

Caddy Solutions installed Vw Touran, carpets, centre console armrest, dash (with glove box), rear-seat conversion and fully sound deadened and carpeted, to finish we had some dash trims hydro dipped in blue and black and they look incredible!

Lastly, we had Signhouse carry out a "race style wrap" on the van which incorporates all the businesses that have done work on the van and our business which is "**Premier Bathrooms Yorkshire**"

We are extremely happy with the finished product, and it is a clear representation of our brand! I say with a smirk on my face, the wife hates the bumpy ride and loud exhaust, the kids like it just because it stands out even though they rarely go anywhere in it! It's not to everyone's taste but it is to mine and that's all that matters.

I love every element of the driving experience of my Caddy, the connection with the road, the suspension is quite stiff but surprisingly planted around corners even in the wet!

The acceleration through the gears, now it is a maxi with a kerbside weight of around 1500kg and I reckon with the seats, my tools etc, it will be around 2000kg so really for a daily driven van it's got everything a car plus more in my opinion and every time I get in the van it puts a smile on my face!

VW Caddy

- Engine - 1.9 TDI - ARL
- Gearbox - 02Q - 6 Speed Manual
- Power Figures
- 196bhp (147kW) & 360Ft/lbs (489Nm)

Engine

- ARL Engine Conversion
- Darkside Top Mount Turbo Upgrade
- 1.9 8v TDI PD150 (ARL) Injector Set - 038 130 073 AL
- Audi S3 Intercooler for BLS / BRM PD105 and BMM PD140

Engine

- Hard Pipework Kit
- Custom Exhaust System
- 3 BAR MAP Manifold Pressure Sensor
- Darkside EGR Delete / Race Pipe
- Darkside Developments Induction / Air Intake Kit
- Darkside Developments Custom Remap

Transmission

- 02Q 6 Speed Gearbox Conversion (Supplied by SRS Automotive)
- Sachs 02Q DMF with Sachs SRE Performance Clutch Kit

Exterior

- Custom Caddy/Golf MK7.5 GTI Hybrid Bumper
- Custom Rear MK1 TT Valance
- Sportline Boot Spoiler with Golf MK7.5 Maxton Tip Spoiler
- MK4 Caddy Rear Tail Lights
- Caddy Life Wing Mirrors
- Travelinlite DRL Headlights

Interior

- Full Touran Dash, Carpets, Door Cards and Centre Console Armrest
- A3 S-Line Cloth Seats
- Touran Rear Seat Conversion
- Golf MK5 GTI Flat Bottom steering wheel
- Fully Carpeted Rear with LED Spots



Author: Paul Doherty



Jonny Cahill Subaru Forester XT S65 EJ20 Turbo

Author: Paul Doherty

Instagram: @outkastpandacrew and @jonathancahill

I live in Hull and I own a couple of business one being a House Removal business,

I've been involved in the car scene since 2006 when I bought my first moped a Piaggio NRG 50cc I started modifying that with carbon tinted rear lights, Tecnigas exhaust, neon's, bigger rollers and an 80cc kit put on it, at school my personal statement for year 11 was " I'm 16 I drive a ped that goes 76mph" I loved it.

I was always into modifying car ever since I can remember my dad taught me how to read reg plates and learn car badges, after that, I used to get hot wheels and Blu Tack and make body kits haha,

At 16 years old I used to go to local car meets and chat about cars drooling over Vauxhall nova's and huge widebody Suzuki Vitara I know weird but they looked cool, when I was 17 I got my licence and finally got 4 wheels, my Dad bought me a Ford Escort mk6 SI 3door 115BHP about a year or so later I had a Cossie whale tail (the best ever spoiler even now) Cossie wide arches Mondeo ST style rear bumper and an after market JDM style front bumper and of course Cossie bonnet vents, the engine was swapped to an RS2000 with R1 Carbs, it never really ran after that.



I was disillusioned and kinda fell back from the car scene, Until I returned, I run a car club now in Hull called Outkast Panda Crew, our club is a great bunch of people who love modifying cars we have a great selection from JDM, stance, even BTCC rep cars.

The car scene has changed since I was 16 there's a bigger focus of performance and stance compared to huge body kits and crazy sound systems but as long as we are modifying I have a smile on my face.



Outkast Panda Crew host a weekly meet every Thursday and we go to loads of big car shows like Modified nationals, Modified live, Fast show, loads of big cars meet within Yorkshire as well. I've been through a few cool cars to get where I am now.

One of the cars I own now is a Subaru Forester XT SG5 EJ20 Turbo, It's the ultimate family wagon, go to the shops at 10 am staged rally at 11 am ha-ha, I've put a 90s DTM Tic Tac Tauber Team race livery on it, this was done by a good friend of mine a [@Pluto_Graphics](#)

I think it looks classy, it was custom made for the Forester as the kit was made for BMW E30, but I just had to have it, the wheels are team dynamic motor sport Monza R on 225/45/17s painted in Kawasaki green.

I've upgraded the discs and pads 277mm drilled and grooved vented discs and Brembo pads all around, the suspension is STI shocks with Whiteline springs lowered 40mm, so what have I done to the engine, I put in a TD04 Turbo running 12psi, the biggest top mount intercooler before going front mount, and HKS sequential blow of valve.

The proper sound of a Subaru, a huge HKS mushroom air filter with cold air feed, a Kemso 320 fuel pump, WRX uneven exhaust manifold, STI 3inch up-pipe to a 3inch straight pipe to the STI Genome backbox it sounds amazing.

The body kit was from Russia it has a front splitter XT Sport cross, twisted side skirts and extra flared rear spats, the rear top spoiler is a Syms racing one and the mid-level spoiler is also Syms, the front bonnet scoop is from a bug-eye Impreza STI.

The interior is standard with heated leather seats but it does have a Momo steering wheel from a Blob eye Impreza and a big old boost gauge.

What's next on the plan?

Well, bigger Turbo TD05 or VF52, it definitely needs to be Remapped but it's hard to find a tuning company that plays with this ECU, it's a funny one I know of one company called ECUTEK that might be able to help, I'm going to upgrade the brakes for sure. Brembo or AP Racing callipers, bigger discs and gripper pads like yellow stuff, I need front and rear strut bars and bigger anti-roll bars. Whiteline can help me there.

After all, that who knows but it's a brilliant family wagon I look the business and I'm really comfy whilst I Boyrace ha-ha





Craig Mills

Zafira vxr

Instagram: [@definedautodetailing](#)

Photographer: [@yellowbearphoto](#)



Hi there, I'm 42 and from Cornwall many thanks for this opportunity to show off my pride and joy.

Have been into cars for as long as I can remember. Started with my dad and some of the tales he used to tell about his time as a youngster in the 60's in London. His passion for cars rubbed off on me, and although late to get a license (23) soon set about getting a car.

The first car was a P reg Vectra, 1.8LS. Now, by no means was this a tarmac shredder but I did change the stereo and a few other bits, but as a first car that was alright. The second car was my dad's 2.0SRi Vectra as I bought that off my mum as my dad passed away in 2003. That had a few more modifications, namely lowered, new wheels and a sound installation.

That eventually made way for a 2.5V6 Vectra Super Touring. Keen to keep this one close to OE, a few choice upgrades to the exhaust and intake and an LSD install meant I had a decent car that went alright. My family life took over (4 kids) and I had a succession of boring cars, not worth mentioning!

I eventually got some money together and I bought my Zafira VXR., upon buying the car, she was as original as it could be. Factory standard.



The engine bay hasn't been messed with too much, just a few shiny bits. Am using a gearbox breather kit and an oil breather catch can.

The Car is pretty much where I want it now, just a few minor things then I'll be happy with it, there isn't another like this so I really don't think I could part with her as she's still ticking all the boxes I need her too! Early on into my ownership, I realised there were no owners clubs, so I thought why not a start one up! So, the group Zafira VXR Owners Club has been going about 6 years now, very active and very much family-focused.

I have been a part of the local car scene for a number of years, don't get out to local meets that often, but go as often as I can. I try to attend the bigger national meets, but not just Vauxhall ones, I like a bit of variety!



During the lock down, I got a little bored so bought my wheels and brakes, the wife treated me to a personal plate so that has had a drastic change to the appearance of the car. The wider tyres on the back certainly help with grip, combined with the Quaife Diff! As I mentioned earlier, I have 4 kids. My eldest is almost 20 and she has a mildly modified golf so hopefully, the car bug is wearing off on her!

First mod was wind deflectors, which somehow opened up the doors to lots more, meaning I now have a 308hp and 363lb-ft!

If I were to pick a dream car it would be a tough choice but would be between a Ferrari Testarossa or an F40. Supercars of my generation growing up!

Getting there involved,

- New stem seals,
- New turbo,
- 3" custom exhaust,
- Airtec FMIC,
- Open cone filter,
- Courtenay sports top hat,
- Enlarged pipework,
- Forge recirc valve,
- Full piano black dash,
- Custom made gauge pod holding pro sport stepper oil pressure, boost and coolant temp,
- Touch screen media
- Whiteline adjustable RARB
- Full lower splitter extension kit
- Debadged grille
- Slowly de-chroming the car as well
- EDS remap
- Rebuilt gearbox with Quaife LSD
- Brembo 4 pot brakes
- Bola B1, Custom-fit - 8.5j
- Front with 235/40/18 ET37 9.5j
- Rear with 265/35/18 ET43



Author: Paul Doherty

Mark Stockings

Cupra K1

Instagram: [@K1boostaddict](#)



Author: *Andz Stinton*

My name is Mark, I'm 42 years old, from Suffolk. I am a full-time tattoo artist.

From the age of 18, I've always been obsessed with the modified car scene. My first car was an Orion 1.6 Ghia. Which, for my first car, back in the day wasn't too bad really! I did a few modifications such as performance exhaust, air filter, wheels, suspension and headlights. However, I soon got bored, as power has always been my fixation.

After selling this, I bought my first turbocharged car, and that is when the real addiction to power started! I went all out with this car. After not having much idea with tuning, I wound the boost up and blew the engine up within 2 days!!! I decided here that I needed to do it properly.

I researched lost and found a leading Fiat tuning specialist that did high spec road fast and rally engine builds. The downside was, they were all the way in Somerset. After thousands of pounds and a long journey, they built me their 2nd fastest road-legal Uno Turbo. Which was a bit of an animal, at 240 breaks, and weighing under a tonne!!

I spent a few years having lots of fun in this car but after being troubled by the police on a daily basis I decided to move on to something else!! My next project was a Toyota Celica GT4 ST185. I managed to pick up a limited-edition Carlos Zane model in standard form. Same story as the Uno, I went all out with a full engine build and big turbo conversion. Stripped out the interior, bucket seats, roll cage, making over 450 Bhp.

After lots of problems with tuning, I decided to move on to something a bit more modern.



Engine

- Milltek Non-res exhaust system
- Track slag 3.5 decat
- Ramair oversized induction kit
- PCV delete kit
- R8 coil packs
- Airtec Stage 2 FMI
- MTC hose kit
- Aircon delete
- Autotech HPFP
- R-tech Stage 2+ custom map
- CTS Motorsport boost and discharge pipes
- DV plus dump valve

Gearbox

- Quaife LSD
- AKS gearbox strengthening mods
- Forge short shifter
- Sachs organic clutch kit and flywheel kit

After looking at many options I wanted something a little different and what would be a wolf in sheep's clothing.

I purchased a standard Cupra K1, there were only 300 of these made! From day 1 the list of mods and projects has never ended!

The car is currently running 370 brakes and 391 FLB torque. All work has been carried out by two of the best Vag tuners known, AKS Tuning and R-tech. I have AEM water Meth and runner flap delete to fit.

This will push stage 2+ figures to the Max, hopefully around 390 BHP and 420 FLB. For daily road use it's fun, keeps you on your toes and shocks most higher-powered, more expensive cars on the road and track.

I did a half-mile rolling start track day, where I hit 140 MPH. The speed was impressing cars with over 500 HP! This was also before I had my LSD and gearbox build.

This car is definitely a keeper! Just for the shock factor. The reaction I get when I take people out or race somebody is the best thing about the car.

Future plans include;

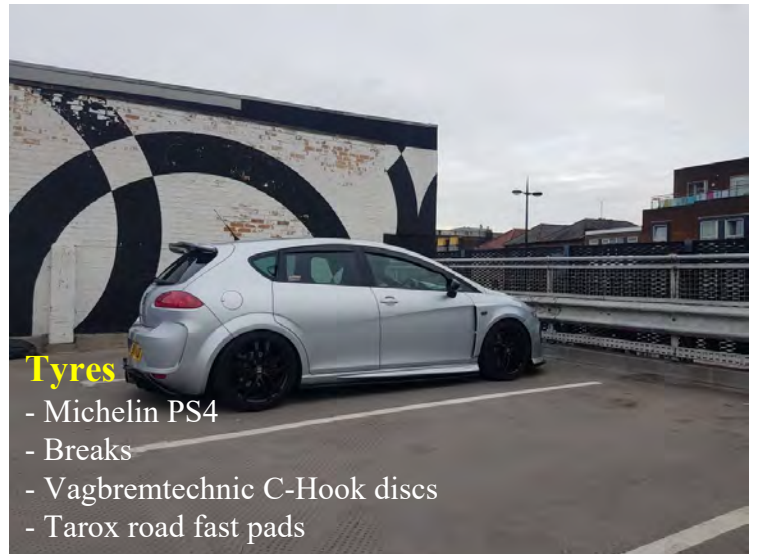
Revo lightweight wheels, Stage 3 - either hybrid turbo and run around 420-430 HP or full forged engine build with Nortec turbo kit and 500+ HP.

There is so much more to come from this car and I don't know if I'll ever stop tuning!



Interior

- Custom made door pillar pod
- Pro sport boost, oil temp and oil pressure gauges
- Push-button start
- Double din entertainment system



Tyres

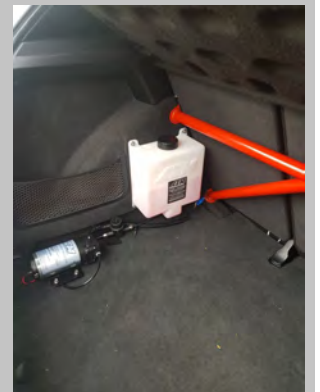
- Michelin PS4
- Breaks
- Vagbremtechnic C-Hook discs
- Tarox road fast pads

Bodywork

- Carbon fibre scuttle panel
- Devil eye projector headlights
- Honeycomb debadged grill
- Side skirt extensions
- Custom rear diffuser
- Maxton designs front splitter
- Wide arch vented wings

Suspension

- 15 point damping
- Race land coil overs
- Whiteline anti-lift kit
- SW front and rear anti-roll bars
- Polybush kit
- 034 Motorsport engine and gearbox mounts
- Ban Motorsport rear strut brace



Nik Mistry

Ford Focus ST

Instagram: [@nik_mistry91](https://www.instagram.com/nik_mistry91)



Author: CarlaDeFreitas



I currently drive a Ford Focus ST, I did own a Focus ZS before and to be quite honest I like the space and the size of them. For me, they are suitable for daily driving! What got me into the car scene? Well, since I purchased the ST, I came across some car groups on Facebook, then saw the after-market selection and that was it! I got the bug!!

For me the car scene hasn't just brought me a new found hobby that has kept us busy with all of its new avenues and opportunities, it has also allowed me to find new friendships with both businesses and people who think just like me! I couldn't tell you how quick it is from 0-60 as I have never tried it however, can confirm that it is pulling a healthy 245 Bhp! The Focus ST was not my first car, in fact, my very first car was a Corsa C!!

Let's be honest here, no project car is ever finished and in my scenario I am defiantly not finished yet! At the moment, I am maybe planning to go wider with the body kit and contemplating air suspension and at this time I am having a new bonnet being built! Exciting times!!! J.

My dream cars, well I have numerous going from the Chevrolet Camaro, to the Mustang 5.0, or even the Ford Raptor and the BMW M2. If owned by me, these would all have a wide body and be bagged!

Full spec list:-

- Delta Styling provided by my sponsor company;
- Full Lowline Kit;
- SRR Carbon Fibre Spoiler;
- SR Carbon Fibre Spoiler Riser;
- Front Splitter Extension;
- Decals;
- SK Graphics provided by my sponsor company;
- Decals and Gells;
- Ford Performance Sun strip;
- Interior Gells;
- Tinted Fog Light Armour;
- Race Red ST Show Plate;
- Velossatech provided by my sponsor company;
- Cold Air Snorkel Intake;
- Wide Arch Flare Kit;
- After-market Fog Bezels;
- RS Style Rear Diffuser;
- Modified RGB Halos;
- Black Interior Plastics;
- BI Xenon;
- Recaro Seats;
- Interior RGB Foot well Lights;
- Fire Extinguisher (Hydro Dipped in Avengers Theme) and Bracket;
- Tony Banks Exhaust System (Back Box Delete);
- BOLA CSR 19x9 Wheels in Bronze;
- 25MM Eibach Red Line Lowering Springs;
- 0 Turbo;
- Airtec Intercooler;
- Pipercross Induction Kit;
- Marvel Avengers Engine Bay by Hydro Mania;
- RGB ST Badge (my own product, invention);
- Zunsport Grill;
- J9 Performance Parts Slam Panel Covers;
- Front Intercooler Lighting (Autobeam);
- Gloss Black Fog Light Covers;
- Paintmodz Bonnet Catch Cover;
- Wind Deflectors; and
- After market Tail Lights.



Let's say some of the work has been undertaken by me however, for a good final product majority of the work has been done professionally.

Delta Styling have painted the spoiler ends!!

'Bolton Body Work Centre' did my wide arches at a very reasonable price and must confess did a brilliant job.

'Hydro Mania' dipped my engine plastics and I built the RGB ST Badge and other badges.

'Delta Styling' have fitted their lowline kit and spoiler too.

I fitted the cold air intake and intercooler with a friend of mine after it was installed due to upgrading to a newer set up!!



Hi all I'm James Kelly, Partner in mini fix. A classic mini garage here in Dublin Ireland.

The person who got me into cars was my dad from a very very early age, my life was everything car related, when I was very young from car shows to club meetings to going away for shows in Europe and the UK.

When I was born in 1991 my dad was out of work and started his own business working on classic minis and it has grown from there into what we are today here in Dublin Ireland.

When I finished school in 2010 there was a deep recession here in Ireland, and I ended up going to study automotive diagnostics and electric vehicles in the evenings for 3 years while I worked with my dad during the day.

Once I finished college I began to work with him full time, and have built many minis in that short time with him...

With building minis for customers, day after day we got bored of seeing the same styles of minis throughout the years and Ireland was holding an international mini-meeting in 2017 so we decided to build something special for it and that is where Krusty was born.



It was built in 12 weeks from a bare shell to a full show stopper for the show at the end of May in 2017.

Everything from welding and fitting new panels to building up the car to a rolling shell with skyline gtr midnight purple subframes to custom suspension setup. Then we needed an engine so a supercharged series was found with a stage 5 full race head.

We updated the supercharger setup from the old style carb set up with a Hiff44 carb to a weber dcoe 40 on a CLK Mercedes supercharger. Roughly putting about 150bhp at the flywheel



Kad brakes were fitted over 6.5x10 force racing 3 piece wheels Then the paintwork, This was the main reason we bought this estate as it had great patina from being left outside for 5 years in primer.

It was then clear coated over the rust to try and keep it from rusting any more in Ireland's wet climate Just after the show in may it was put on the road and has been a show stopper since it has been finished.

It always puts a smile on people's faces when they see it as it is so different from the normal shiny minis out there



Ian Hildreth

Focus ST Kung Fu Panda

UKCE
SN Photography

Photographer: @andys_arty_auto_images

Author: Paul Doherty

My car scene love started in 2016 when I bought a Seat Leon. My friend who owns a mobile mechanic business JEMMS had a look at what could be done to her.

He put in an intercooler, boosted pipes, new turbo and remapped it to 270bph. Me and my wife went on holiday for a few days, in a magazine I saw an ST for sale.

We drove down the country to view it. I loved the sound and colour. I bought her there and then, a big mistake. I took the car to Durham remaps when I got home.

They had a look at it and said the engine was wrecked and engine and body numbers did not match. From there ensued a long battle of trying to return the car and get my money back, with consumer rights getting involved. I got nowhere and lost my money. I then got very disheartened about getting a decent car. Then one day I spotted an orange ST in the Autotrader.

Me and my mechanic friend went to view it, It was magnificent both our eyes lit up and thoughts were whizzing through our heads at what could be done to her. The car engine was wrapped in camouflage colours.

Me and my wife started to attend car shows and I wanted to make the car more 'me'. I love Kung fu panda and my wife calls me her Cockney panda. So I went to see a guy called Peter Collinson at Custom Creative in Sunderland and told him my ideas.



I bought second-hand engine parts so my car could stay on the road whilst being changed. Peter airbrushed by hand my Kung Fu panda scenes. I then asked him to airbrush the splitter too.

We have joined car groups such as electric orange owners club and SCENE. We go regularly to car shows. I don't believe in a 'don't touch the car' policy, it's there for everyone to enjoy.

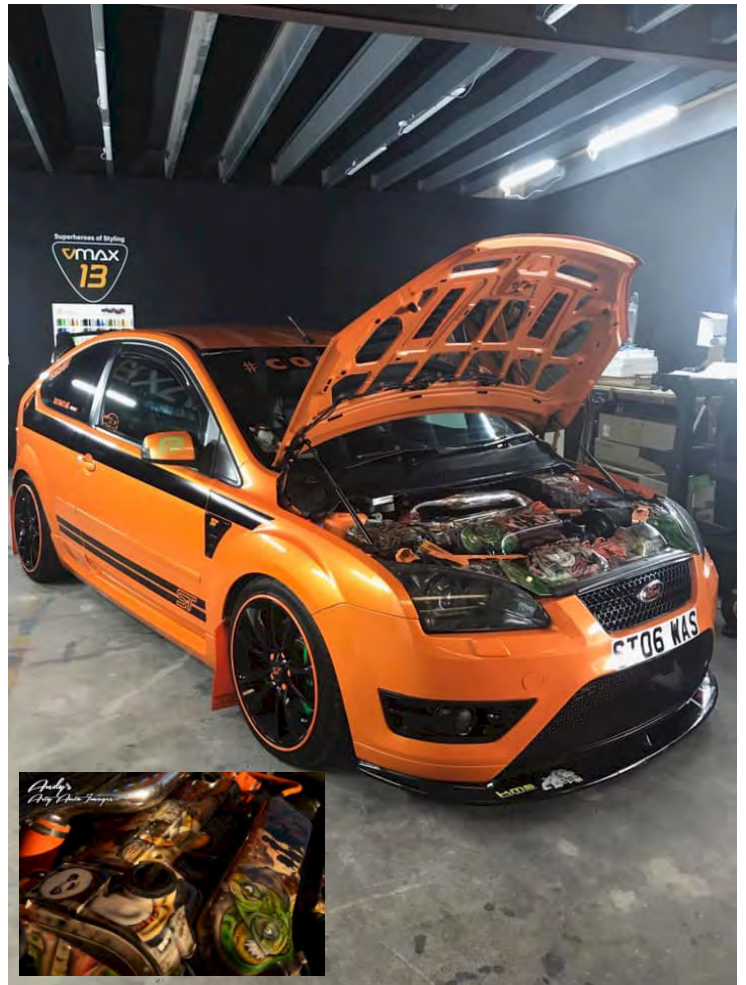
I allow kids to sit behind the wheel and have photos taken. At the last Newcastle car show, we had a queue of families waiting for pics. I have even gone as far to buy a panda head and gloves to wear at the shows.

What had to be changed when I bought the car in 2017

- Contaminated air filter
- Insecure timing cover
- CV boot split
- Oil leak from the inside timing case
- Front disks needed replacing
- ECU holder was broken
- Oil seal from cams was leaking
- Needed an uprated plenum
- It had a standard ST clutch in it
- Standard boost pipes

What I have had done to the car

- Hybrid turbo which runs at 342bph - 562mn
- Block mod with belts and water pump
- RS clutch Kit
- Airtec front intercooler with 'cockney' painted in orange
- Maxton front splitter with bar ties
- Rear RS splitter painted black with 3 stage orange fleck paint
- KMS section 18 back exhaust with 5.5 inch RS tips
- KMS stage 3 map
- KMS pop and bang programme
- EBAC lowering springs
- Anti-roll bar
- Bonnet anti-lift kit
- VXR wheels colour change from black to orange By S.E.M Alloy wheels specialists North East
- Ram air induction kit
- Panda bonnet catch made by DNA Bonnet props



Tristan Lopez

2019 Toyota Corolla XSE

Instagram: [@Bagged_Yoda19](#)

Photographer: [@arizona.cars](#)



I'm 22 and I'm From Phoenix Arizona.

Prior to this, I had a 2010 Chrysler 300S. I've always been into cars growing up. I was the one my family and friends would go too if they had any question or wanted to know more about cars.

They were always my favourite thing to study and understand. I loved talking about cars and getting too know the Specs of them.

What started my car scene adventure was when I younger my parents got us into off-roading on quads and dirt bikes. And then over the years, It turned into the street. Then when I was 15 I got a brand new 2013 Honda cbr500r for Christmas. I loved that thing, rode it for years till back in 2016 a lady was texting and driving and she ran me over.

Ended up doing bad brain damage, 15 herniated disk and 5 bulging disks in my spine. As well as nerve damage.

To this day I deal with the pain. But my cars help me manage my pain and forget about it all. After my crash, I went a bought my 2010 Chrysler 300S. Did some minor stuff too it. Some springs, wrap, wheels not much into. But it later started to cause me issues. So I needed a new car.

So my buddy [@im.hatter](#) works at a dealership and told me to come down. So I did and I originally was gonna get the Camry but everyone has one. But they just came out with the hatchback and I wanted to be the first. So it leads me to buy it. And I promised myself to keep it stock, well that didn't happen. Now let's get into the car and what I've done



Exterior

- Underglow did by [@glow_optics](#)
- Custom headlights by [@DreamAutomotiveLighting](#)
- The wrap was done by Jimmy millersmith and Chris Moffatt (KPMF matte iced blue Titanium)
- Rear wiper delete
- Spoiler

Interior-

- Custom carbon fibre steering wheel.
- Interior lights [@glow_optics](#)
- Custom fibreglass sub box with 2 JL 12s with a 1000 wat amp done by Gilbert Ortiz - [@im.hatter](#) and Jason Proctor [@subzero_xb2](#)

Suspension

- Full custom air ride by Airteck suspension.
- With airlift management.
- JNC wheels by mountain Fire wheels
- 18x8.5 +35 offset



So I have a lot of plans with this car. But I couldn't have done it without the help I've been getting from family and friends.

I've done a lot too it with the help of

Gilbert Ortiz ([@im.hatter](#))

Jason Proctor ([@subzero_xb2](#))

Justin Norman ([@392_grape_ape](#))

I would like to thank my sponsors as well

Jimmy millersmith ([@stillagmx5](#))- wrap

Chris Moffatt ([az_stinger](#))- wrap

DreamAutomotiveLighting- headlights

Omar Mendoza ([@glow_optics](#)) Underglow, inside lights

Kaylor Chasse ([@kaylorgangg](#)) 48 creations decals

Scott Pickering ([@precision auto detailing](#)) wash and cleaning of the car.

Josh Armstrong ([@arizona.cars](#)) All my photos done by him only

Mountain Fire wheels ([@mountainfirewheels](#)) wheels Fitment industry, wheels and accessories.



Engine-

- Full exhaust
- Air intake

Author: Paul Doherty

Arizona.Cars

Liam Davies

VW Polo 6r

Instagram: @Liam_polo6r



Author: Paul Doherty

I'm 23 from Exeter in Devon. I wouldn't say I've always been into modified cars, it's become a big hobby of mine in the past few years. Initially, it was friends that got me into liking modified cars as they already had a passion for it and I began to enjoy it as well being around them more.

So I now own a VW polo 6r, I've owned this car since March 2019 as a totally standard clean example. I picked this car as I loved the shape of it when seeing them about, it had that modern look to it but nothing over the top like you tend to see with many brand new cars now, I knew I could access parts to it easy enough and being a 5x100 stud pattern I'd have a large range of wheels to select from.

What set this car apart for me though from other polos is the colour, it's rocket orange although in pictures it appears to be red. I only know of one other so it's not a common colour to see, was a major selling point for me when I was looking at the car.

Once I brought the car it was a case of sorting out air ride for it immediately, with my last car it was one of the last things I did to it before selling so this time I wanted air straight away. With that I added a cast 13 RB1 wheels, Killallwipers de wiper kit, sun strip, change of headlights, splitter and skirt extensions and finally some VXR Recaro seats. That was 2019 done in terms of mods, however, I managed to get myself rental of a unit space with a couple of friends so it meant I could press on over winter quite heavily with the car and modifications.

Suspension:

- Airlift performance v2 management
- Airlift performance slam series front bags
- Intermotiv stealth rear bags
- Chassis notched



Exterior wise I added a WRC front bumper that I had the washer jet covers and number plate insert smoothed out. New rear spoiler and a short aerial which I had sprayed in gunmetal. Interior wise I got the headliner, handbrake cover and gear stick cover all re-trimmed in black suede. All interior pillars sprayed gunmetal.

Momo 280mm steering wheel, half show cage in orange as well as redoing my boot-build to work with the cage. Pioneer touch screen radio. This took me from late December till early March to complete but due to covid, the car didn't go to any shows.

Finally, the big change was my wheels, I brought myself a set of OZ Futura that wasn't in the best condition. Many problems later I went to see a local company by the name of Alleycat wheels, Craig made me aware that they were in worse condition than met the eye and it was going to be a big job to fix it.

The barrels needed welding, faces had to be totally re-drilled again as the previous welding done to them was extremely unsafe, faces painted to gunmetal finish. Eventually, in October this year, I got them on the car after thinking it would never happen. So massive thank you to the work Craig done for me, check out his work on Instagram via [@thealleycat_wheels](https://www.instagram.com/thealleycat_wheels)

The car isn't finished yet, and I have a few more things I want to add before I'm totally happy with it. I aim to do the 2021 show season with it as a finished car, however. A special thank you to my mate Shaun that has kept me going with the car when things weren't going well with it and all the help he has given me to get it where it is now.



Interior:

- Interior pillars sprayed gunmetal grey
- Headliner retrimmed in black suede
- All OEM plastics resprayed black
- 280mm momo steering wheel
- VXR Recaro bucket seats custom sprayed inserts
- Half cage sprayed orange
- Rear seat delete with OEM boot build
- Sunken tank custom paint job
- Armster 2 retrofitted armrest
- Pioneer SPH-130 screen radio
- Retrimmed gaiter in black suede with orange stitch
- Retrimmed handbrake in black suede with orange stitch
- Custom v2 controller holder made to fit vent surround

Exterior:

- WRC front bumper with smoothed number plate recess & washer jets
- Maxton design front splitter
- Maxton design side skirt extensions
- After market rear spoiler in BMW gunmetal grey
- Shortened aerial sprayed BMW gunmetal grey
- Front badge sprayed BMW gunmetal grey
- Dynamic headlights
- Smoked LED rear lights
- Kill all wipers delete kit
- Kill all wipers sun strip
- Blue motion front grill

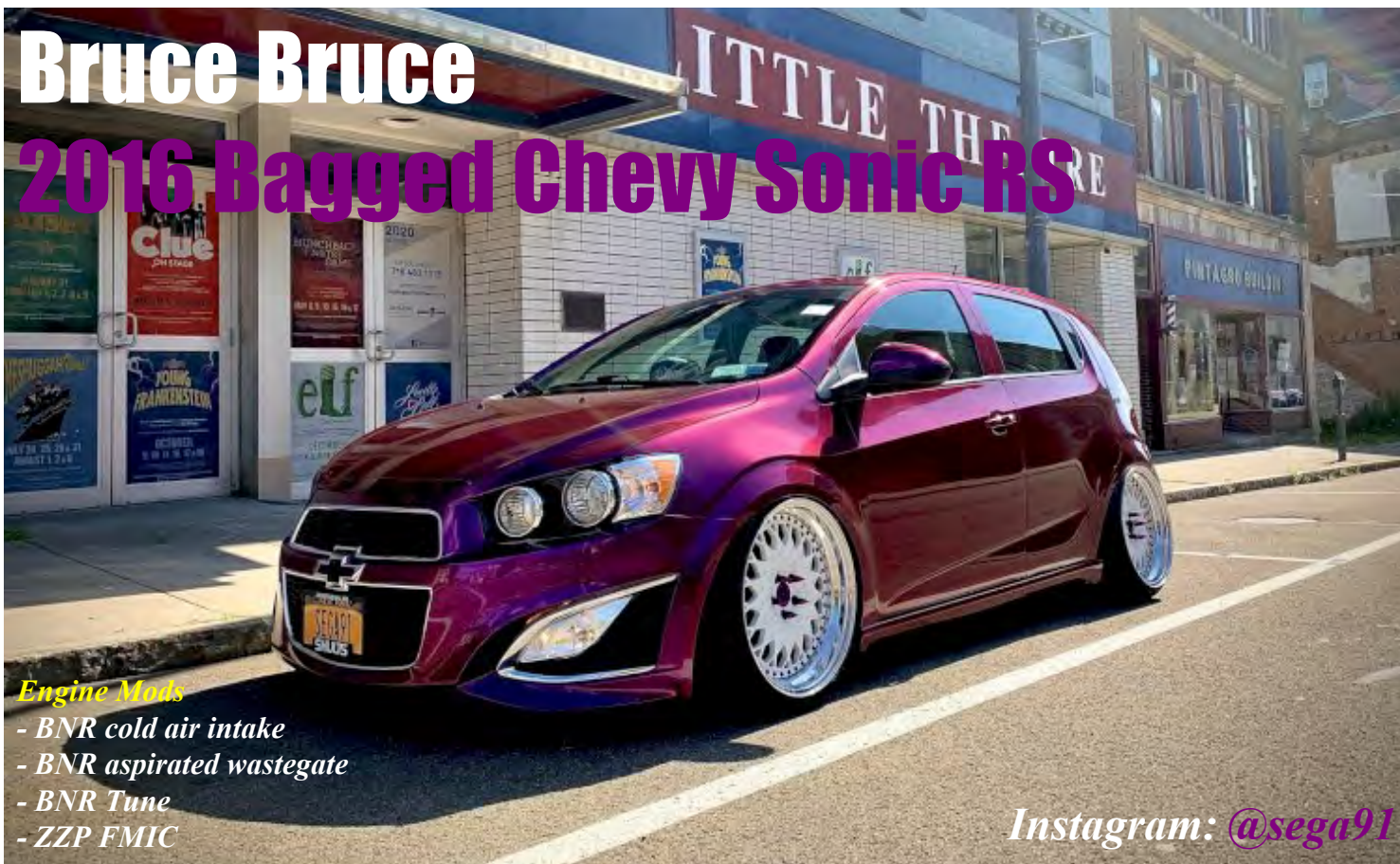
Wheels

- 17" OZ Futura 3 piece splits
- Velvet red hardware
- Satin black barrels
- Custom red centre caps
- Faces finished in BMW gunmetal grey
- Mirror polished lips



Bruce Bruce

2016 Bagged Chevy Sonic RS



Engine Mods

- BNR cold air intake
- BNR aspirated wastegate
- BNR Tune
- ZZZ FMIC

Instagram: [@sega91](#)

Hi I', Bruce Bruce and I'm 29 years old from Jamestown New York

Growing up playing the need for speed games, I've always dreamed of having a fast good looking car to customize as my own.

Whether it be a nice base system, under glow and body kit or on air-bag suspension. However, as years passed the car scene was evolving from lowered cars, Lambo doors, base systems, and camber. It wasn't till my senior year of high school I started going to real car shows with my cousin Chris.

Chris had a green cobalt with a snakeskin design in the paint and the Lambo doors. Seeing that brought back the memories of playing video games as a kid and it became a reality that I could do that too. My first project was a rally styled 97 Subaru Impreza, as I've always dreamed of owning an STi however, at my age, it was unattainable for my price range.

While working at the local dealership I drove a customers green 2015 Chevy sonic 6 speed 1.4L turbo and I knew this car would be my next vehicle. A few weeks later I had found my car a 2016 kinetic blue with the 6 spd transmission 1.4L turbocharged hatchback.

After purchasing my car didn't take long to do first modification with the gold wheels. I had given it a Sonic the hedgehog theme look with gold wheels to symbolize coins.

Wheels were the first step and then I lowered it with Megan racing coils and that's when started getting noticed by other local car enthusiasts whether be a car meet at the local garage or a car show.

My sonic was something you didn't see every day being customized and that's what I wanted; to stick out from the other car builds and be original with mine.



Exterior

- Passionate Purple Teckwraps
- Custom Heritage Fuji 3pc wheels

I became apart of the local car scene [@Lowriginal](#) here in New York, along with my cousin Chris [@baggednblujee](#) who got me into the scene.

Lowriginal is a local club of guys mainly with Euro cars, from Audi's, BMW and Volkswagens in addition to many other ranges of cars, yet seemed heavily Euro's-based. They allowed me to become apart of their group doing cook outs and car meets. These guys pushed me to go further than I've ever gone before with a car.



Interior

- Braum Seats
- Braum universal Harness Bar

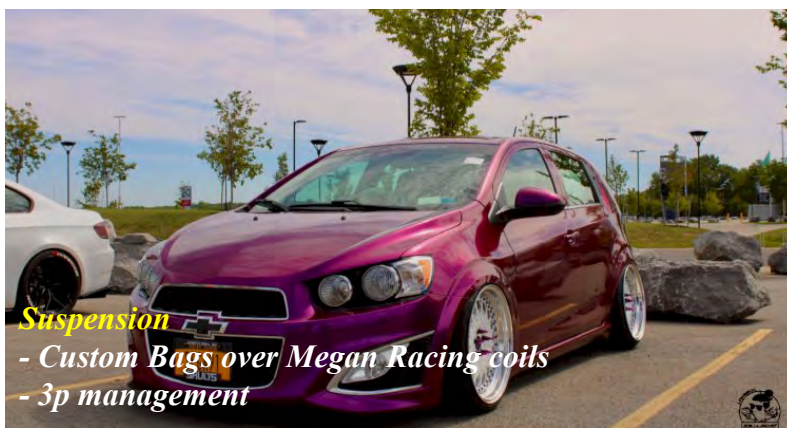
DD's Photography

However, it wasn't an easy task as kits are not made for these cars, thankfully with many Facebook Sonic page searching I came across Michael Ma with [@M2Motoring](#) who was able to help me out with a custom bag over coil suspension set up custom fabrication parts with a 3p management set up. Thankfully for the group of friends I had, they knew a guy [@97z28](#) Josh who was able to dial my suspension and rear camber for my car to get its amazing look and stance. After, installing the suspension I wanted to switch up colour, although I love the stock kinetic blue I wanted a change, and I fell in love with a candy purple Teckwraps. However, that colour was out of stock and got the next best thing to have me stick out on the road and [@thelab.na](#) got me a passionate purple wrap from Teckwraps and it pops so well on the right light.

I've come a long way from the kid playing need for speed and customizing cars in a game to do my very own in real life. I have my cousin and friends to thank for that if weren't for them pushing me to go bigger with my cars potential it'd still be on gold wheels. This is only the beginning of something big, I plan to upgrade my turbo, do an ls7 coil pack with 60lb injectors for my engine modifications. Over the next few months I'm finishing up my harness bar with Takata harnesses, in addition to getting a subwoofer put in the back and a Tesla touch screen to replace my stock head unit.



DD's Photography



Suspension

- Custom Bags over Megan Racing coils
- 3p management

What had started out as a car with some wheels lowered on coil overs, turned into wanting to make it go faster and lower, after all the hedgehog is a fast one and I have recently upgraded few engine modifications from the ZZP intercooler, bnr cold air intake and an aspirated wastegate to here the air each time the turbo would spool up as I shifted gears.

Although, going fast was only part of the fun I wanted to go lower with my car like my friends, who had bagged suspension and it was then I realized one day I too will be sitting on bagged suspension.

I'd like to thank my Cousin Chris and all the following:

- [@baggednblujee](#)
- [@lowriginal](#)
- [@m2motoring](#)
- [@97z28](#)
- [@thelab.na](#)
- [@de_le_rachet](#)
- [@fireblazinmedia](#)
- [@__dds_photography__](#)
- [@aaronmee1973](#)

Author: Paul Doherty

Looking For a New Car Club or Group?

We have found some very Friendly and active groups on Facebook, with a mix of all Ford styles and types.....

Modifying your car or keeping it standard we all like to be part of a club or group, with Facebook being so big and packed full of groups it's hard trying to find the right one, the one that suits you and your car. Facebook groups have become so popular over the last 10 years they are a great place to make new friends, get advice about your car, share experiences and events, they now organize car meets and shows, that are mainly well staffed and organized, so you can now show your car off and get to know the people you have been talking to Online, we have searched for some that are friendly and active, with plenty of events and competitions, our Online magazine as a vast list of some of these groups.



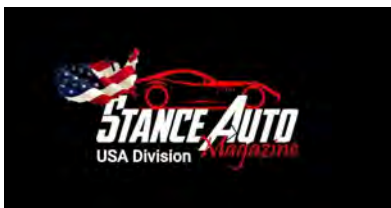
<https://www.facebook.com/groups/petrolheadsclub>



<https://www.facebook.com/groups/1540550646260067/>



<https://www.facebook.com/groups/496918954307857/>



<https://www.facebook.com/groups/stanceautomagusa>

This page is to keep up to date with all Petrol Heads events and meets Please feel free to post up any shows you think our members may be interested in If you have any memorabilia or man cave related items feel free to post them for sale.

The Ultimate Japanese Car Club. For all things Japanese. Cars, bikes, standard, modded or ratted we are interested. One of the biggest Japanese communities wants to meet you whether that be at a meet or online. For the U. K. 's biggest slice of Japan

Welcome to Drift Kingz! If you're a car enthusiast and hope to be a part of a community that you're welcome into, then look no further. This group was made for people that are interested and passionate about their car(s)

This a group to help grow our community in the good ol USA as we venture forward and attract an ever-growing community we want to be able to reach out to each other no matter where we are from, color or creed this is a community for us all to be a part of.



JDM VS THE WORLD

Myself and Mark Dymond started/Founded the group back in January/February of this year,

I own a Subaru Impreza WRX300 No.158 / 300 IG: @Scooby_Wrx300

Mark Dymond owns a Mitsubishi Evolution 6 IG: @Neo_With_The_Evo

The group started when we held a small mini meet of around 20 cars in January which had around half the cars being Japanese so the name came from that, after that meet everyone asked if we were doing it again so we decided to make a group just to create an event post for the next meet, within a few weeks the meet and received a lot of interest and on the day we had around 150 cars attend with also the attendance of youtubers with the likes of Adam C etc,

The following month of March we had around 250 cars attend in which turned out to be a brilliant night including the attendance of the police who were happy with everyone's behaviour and aloud us to continue, Unfortunately due to Covid 19 our meets have now been put on hold as they are too big for the government guidelines to go ahead, Our meets are currently held in Woking, Surrey

The group goals are to have a friendly community where people can make friends, look for help with their cars and show of their pride and joys no matter what car they own or how Modified it is but also we want to grow and hold monthly meets that everyone can enjoy and also attend shows and events around the country,

<https://www.facebook.com/groups/215335436250217/>



Zachary

2018 Dodge Challenger T/A 392

Instagram: [@hastur392](https://www.instagram.com/hastur392)

© ZMMPhotos

Hi all, My name is Zachary Morse, from Dalton in Georgia, United States. I am currently studying in university to become a 'Behavioural Analyst'.

I used to drive a Semi-Truck (in other words a 'Lorry') however, I had a bad fall and broke my back while on the job. I became medically disqualified after the incident so now, after recovery I am getting my degree.

I currently drive a 2018 Dodge Challenger T/A 392 however, the Dodge was not my first car! My first car was in fact a manual transmission 1979 Toyota Celica Lift Back GT and I have probably owned around 20 cars throughout my life.

I have always loved and had an interest in cars and I would say my interest derived while growing up. I remember my father working on an AMC Javelin and his 1969 Camaro. I also recall going to drag races as a child and I never stopped being excited about cool fast cars since then!

When I was a teenager, due to the success of the Fast and the Furious movies, the JDM scene took off here in the states in the mainstream.



© ZMMPhotos

It was then when I became aware how cool imports could be too! The Silvia, the Supra, S2000, E45 M3, Integra Type-R, 3000GT, XK8 Jags and so many more.

Unfortunately here in the States, high performance imported vehicles were almost impossible to get and those that did make it over the ocean were all prohibitively expensive so, I focused on the domestic US market for my choice of cars. To that, I have now owned five third generations F-Body GM vehicles (3 Camaros and 2 Firebirds).

As awesome as the JDM and European market automobiles are (and they ARE awesome), I have always gravitated towards big, overweight American cars! I love the long hood, overly wide width and of course the large displacement V8 rumble.

So, when the time had come to buy a new car, I chose the Dodge Challenger. I love this car! I think if your streets are wide enough and you do not paying for petrol, this car is an absolute blast to drive and I highly recommend owning one.

Challengers are common place here in the United States but from what I understand they are somewhat rare overseas however,

Dodge did not make any TA392 cars and less than 600 in the colour code 'YellowJacket' so mine is pretty rare in the factory livery. In order to stand out from the crowd, I have been modifying the car to my personal taste since.

Modifying my car has been a fun endeavour but, doing this does not come without any problems! The biggest problem I have faced so far is the wheel fitment. I purchased after market wheels and wider tyres and then lowered the car.

I had to heat and reshape the fender liners so they would not wear against the tyres. It is a small issue but it is something of note to mention.

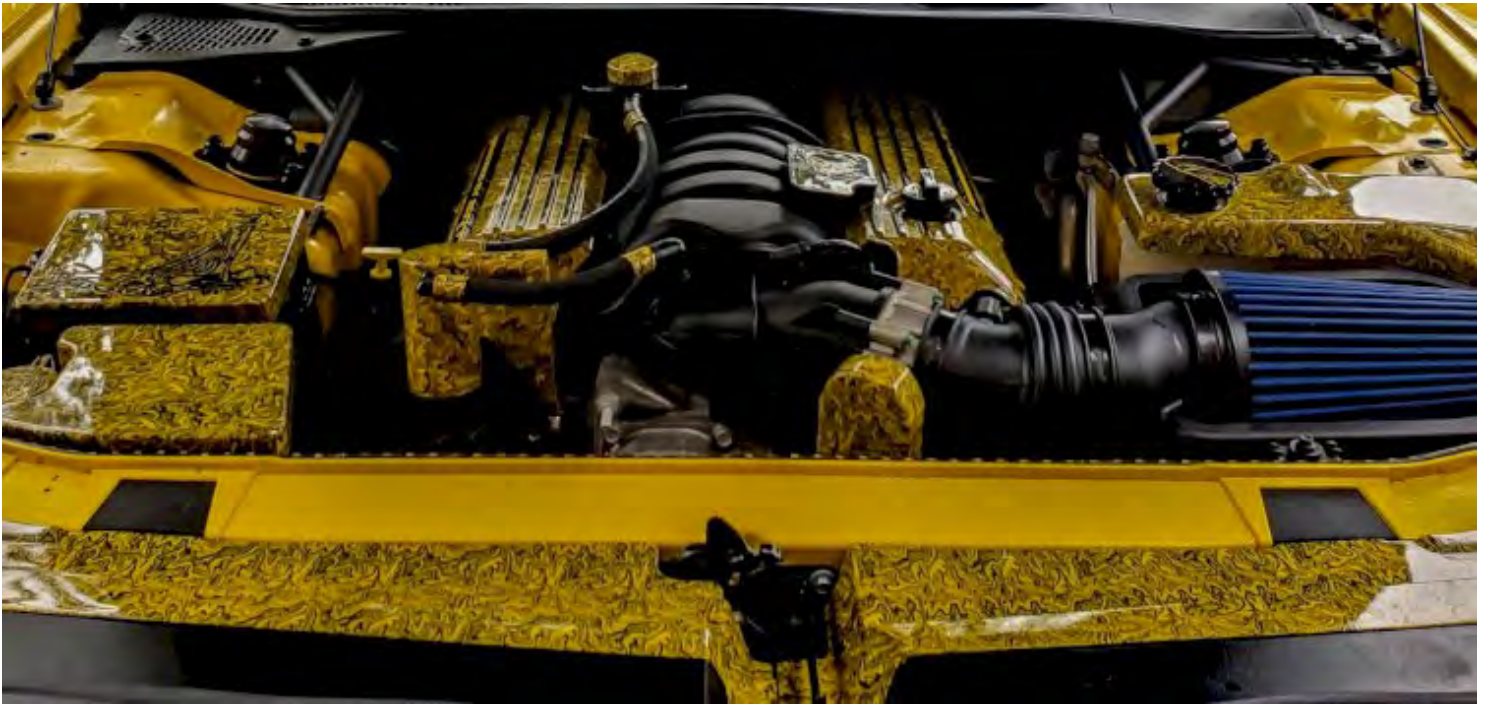


I am not quite done yet with the car. I would like to add a custom carbon fibre steering wheel from [@carbonsteer](#) Vertical doors from [www.VerticalDoors.com](#). I need to start working on my trunk, adding more speakers. Also, I would really like to change over to air suspension at some point. Eventually, I will have the heads ported, install a custom camshaft and get the car dyno tuned.

As far as shows and events go, as an administrator in my car club [@southeastchallengers](#) I plan events, runs, and attend shows with my club mates. I have been somewhat successful this year in competition.

I have earned awards for "Best wheels" "Kids choice" "Best club" "1st place modern car 2000-2020" "Top 5" and several "Top 25 and top 50" awards.

Though there is an element of competition, I usually go to the events and shows just for fun. I do not go expecting to win anything. I just like to hang out with other car people. If I win something, that's nice. If I do not win, it is perfectly ok, I will still have fun



*My Challenger is rated at 485BHP/470TQ from factory and has a ZF8 transmission.
My modifications so far are as follows:*

- Katzkin Leather interior
- Carbon Fibre interior overlay
- Barton industries pistol grip shifter
- Custom Floor mats by Lloyd Mats
- Merrick Motorsports colour matched intake rings
- Downforce Solutions aero kit
- Z11addons rear diffuser
- Lightingtrendz RGB waterproof halo rings
- XkGlow underbody lighting
- E&G Classics Louvers
- Billet Technology under hood engine accessories
- Hydrodypz hydro dipped engine bay parts
- Eibach Pro-Kit lowering springs
- Petty's Garage rear strut brace
- Razors Edge front strut brace
- Ferrada FR3 wheels Staggered 20x10 +13 in front and 20x10.5 +20 in rear
- BFG Sport Comp 2 A/S+ 275/40/ZR20 in front BFG 305/35/ZR20 in back
- Kicker Solobaric 10" subwoofer in a ported box powered by an Alpine 600w amp



Author: CarlaDeFreitas

Dan hancox

Nissan 350z 3.5l v6

Instagram: [@Danh_350z](#)



Photographer: [@mondogheckphotography](#)

Author: Paul Doherty

Hi, my name is Dan Hancox I am 37 years old, living in the lake district up in Cumbria. I run the Cumbria Jap Car Club, and work in a joinery and plastics store.

I love tattoos, Boxing, MMA, driving with friends, meals out and cocktails. The first car film that got my attention was gone in 60 seconds, but the main person and movie has to be Paul Walker in the first Fast and the Furious film. This was the movie that is responsible for me wanting to modify my car. If it wasn't for him and the franchise I can't imagine that I would be into cars at all.

The car scene is amazing, I absolutely love it, it's a massive part of my life. I don't know that if I hadn't got into cars I would never have met so many of my very close friends that I have today, I didn't even know these guys existed before I met them through cars. Personally, I'm always attracted to unusual builds, I have so much respect for someone who dares to be different and not just follow the sheep, we can all buy a car, put some nice wheels on it and lower it, yeah ok it looks nice but that's not a build!

We need more people willing to try new things, to make the scene evolve, it takes a real enthusiast to make a car their own. I get so much satisfaction from every single head that turns when they saw or firstly hear the car, or for every comment, I receive whether it is positive or negative as this means that the car is being talked about.

I grew up as an only child with Play Station and football being all I cared about. I didn't get into cars until I was around 18 and had passed my test. I'd like to say I grew up around cars and petrol heads but the truth is I just didn't.



I drive a Nissan 350z 3.5l v6 300bhp rear-wheel-drive car. The reason I fell in love with this particular car is again down to the fast and the furious franchise, in particular, the Tokyo drift movie which featured around 3 350z cars but the one that I loved was the one DK drove with the Veilside wide arch body kit.

As soon as I saw this car I just had to have one. I was only 22 at the time and just couldn't afford one then but did dream that one day I would own one of these awesome machines.



Eventually, circumstances changed, and a gentleman I knew was selling is 350z for £3500 an absolute bargain, something I couldn't pass up. It was a 2003 gt model with no mods, it came with the rays alloy wheels, Brembo brakes and heated leather seats. The age and body condition didn't bother me at all as I had wanted one for such a long time and new id started modding it straight away.

What I have created over the past 7 years is something very different and unique. It has a lot of custom work and parts on the vehicle to make it stand out from the crowd, all the work apart from the painting has been carried out by myself (not much) and cliff Anderson sod it just mod it without him this build could not be possible. The car isn't very economical as I use it every day, I don't see the point in building something you love only to have it used at weekends or garaged for 6 months of the year.

The plans were always to have it widebody eventually, but early on I just modded it best I could with what money I had but always kept my eye on the ultimate goal. Once I had funded me and Cliff sat down and came up with ideas and plans to make one of the most unique ZD's around.

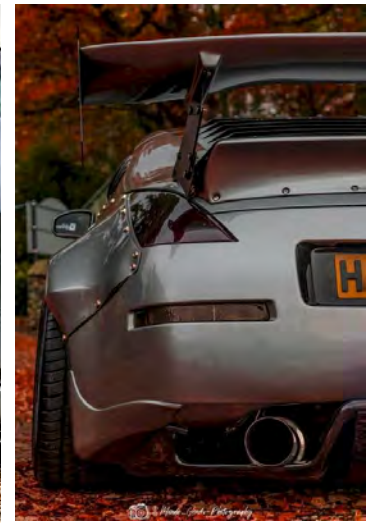
Firstly I purchased some rota gtr-d rims doem mac motor sport up in Scotland, who kindly repaired them and sprayed them for me. We went for 18x12 on the rear and 18x10.5 in the front. Tarmac sportz rear over fenders were next on the list to fit the rear quarters, we went for the rocket bunny 50mm front fenders and lowered the car 35mm.

the v2 front bumper was next, we smoothed out the badge and recess for a smoother look, the problem was the rear sat perfectly but the arch gap on the front was too much, so we made a lip from fibreglass to lower the RB front fenders and extended it onto the v2 front bumper to make it look that little bit more unique and a one of design. We then fitted some smoked indicators into the arches and tinted the headlights.

Next was the bonnet, I had seen one from Poland that I really liked so we took a chance and purchased it. When it came it was in awful shape, fitment was nowhere near and was so light, we had to strengthen the bonnet and then get the adjustment right to make it fit perfectly and added some headlight covers for a more aggressive look.

But still, there was something missing..... I managed to find a rocket bunny front splitter cheap but had never seen one fitted to a v2 front bumper, I Googled and You Tubed to try and find one but couldn't,





we bit the bullet and had to chop up a lot of the v2 lip to make the RB splitter fit. It looked absolutely perfect. We were so happy with the front end.

The rear end was next, we wanted to keep the standard bumper and make it different ourselves so we purchased some g35 rear spats and a tarmac sportz top-secret diffuser painted the number plate recess black and tinted the tail lights and indicators.

I then purchased a single exit isr exhaust system which looks awesome, but we had to do a bumper take to get rid of the dual exit exhaust cut out, once fitted it looked good but was again missing something..... So we decided to make some diffuser fins from fibreglass once again to make it a little more aggressive.

After this, we added a tarmac sportz vortex roof spoiler and a rear window aluminium louvre before finishing off the tailgate with a wiper delete and rocket bunny duck tail spoiler which looked to finish off the rear end rather well..... Or so I thought

So now we had the front and rear ends just about where I wanted them. It was time to make the sides of the car match those. So we made and cut up some custom side steps to fit the skirts and added some carbon rx7 vents to the rear quarter panels. We added some carbon B pillar covers and some carbon wing mirror covers before spraying the door handles and roof of the car black.

We had reached a point where I thought I was happy with how the car looked, so we moved onto the interior of the car. Replacing the heated leather seats with RWD bb7 recliners, added a nice red deep-dish steering wheel and nice silver Nismo gear stick.

I ordered up some grey/black and red bride material as I wanted to wrap my dash and roof lining in this. We made a gear gaiter and handbrake gaiter from the material, also doing the centre console. We did the roof lining, rear strut brace and A-pillars in the red material to make it look a bit different.





*We both thought the car looked epic, but.....
There was still something missing.*

The car needed a big wing to match the rest of the aggressive-looking kit. I started to Google big wings and came across the big country labs wing and instantly fell in love with it, I just had to have that wing.

I contacted the guys at drift works who were brilliant with me, but also told me there was no chance of it fitting with the rocket bunny spoiler I already had!!!

So I and Cliff knew once again that a lot of custom work would be required but both agreed that the car needed that wing. I wasn't too sure how it would look with the RB spoiler so tried to YouTube and Google it to find out, but couldn't find one anywhere (still can't)

We had to chop quite a lot of the RB spoiler away in order to get the big country labs wing to fit. But in my humble opinion, it looks absolutely epic, especially with the colour coded blade and executioner end plates. I am not too sure how accurate this is so some people can help me and give me some feedback but I think I might be the first 350 in Britain to sport both the rocket bunny and BCL wing together..... Possibly the first in Europe to???



Darren O'Brien
PISTON BROKE PHOTOGRAPHY

People say about their dream cars, but to be totally honest I have built mine and made my dream come true over the past 7 years and just can't see me selling it.

- Engine mods are 3.5litre v6 engine 300bh
- Carbon engine cover
- Carbon slam panel
- Carbon battery and fluid covers
- Polished strut brace
- Polished plenum
- Plenum spacer with uprated injectors
- Polished intake and pop charger filter
- Blue radiator hose kit and oil catchment tan .

My future plans are a possible 1jz engine conversion, roll cage and air suspension.

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