

CLASSICS - JDM - EURO - MUSCLE - EXOTICS +MORE

# STANCE **AUTO**

M A G A Z I N E

FEBRUARY 2021

# FD-RX7

*Madness*

feat. Sam Xiong

*lowkatski\_fds*



*Also Featured.*



*Jordan Owen*  
2006 NISSAN 350Z



*Joseph Ditchett*  
2013 DODGE CHALLENGER SRT8



*Alexander Crespo*  
2001 HONDA S2000

Since 2020

HOT For This Month

Written and Edited by Paul Doherty



**2006 Mazda MX-**

Her name is Xion; all my cars have been named after female Kingdom Hearts

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**2013 Dodge**

I had a goal of making the Challenger a car that I had fully designed and did all the work on

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**Triumph Herald Estate**

My first I bought when I was about 10 years old, it was a 1971 VW Beetle

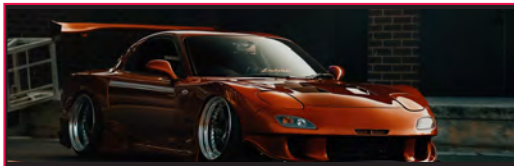
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**2001 Honda S2000**

As a child, I took an interest in "junk cars" telling my parents that I wanted a car from the junk yard

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**1992 Mazda RX-7**

I am still a college student with big dreams of being an entrepreneur.

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**Anton Watson**

# Mazda rx8 231 2005

Photographer: @autovisions

Photographer: @mariuszfotograf



Author: Paul Doherty

**I'm a Retired production manager. Working in many of Manchester's advertising agencies, for the last 45 years.**

I know quite a lot about cars, there is nothing better than modifying a car and doing it yourself, too many people nowadays are afraid, or just think they can't do it, you won't know unless you try.

There is plenty of help videos on YouTube, people who are more than willing to help in Facebook groups, people who have tried failed then managed to do it, so they have great tips, or at shows, you can always ask a like-minded person.

That's what's so good about this car community we are in, everyone is the same and always willing to give advice or help.

I Have been doing the modifications on this, and have been doing it myself, for over 13 years. I've had quite a few cars in my lifetime, too many to mention, this car has been the one I've spent most on in time and cash.

This has been my project car for quite a while and project cars are never finished. I have no plans currently to mod it any further, but I'm always doing something on it.

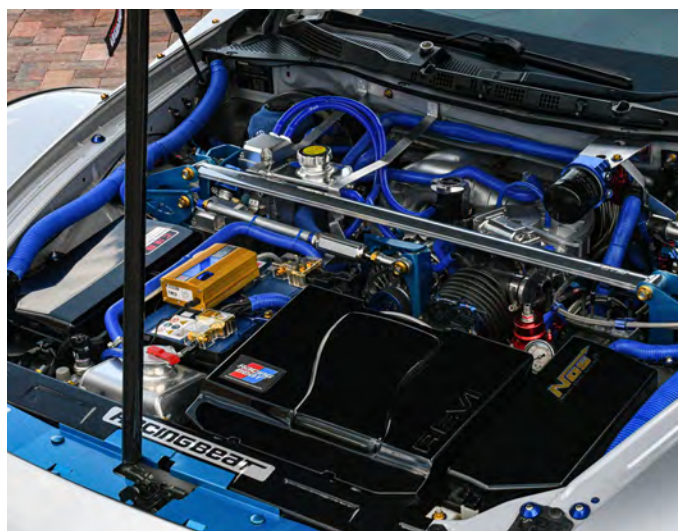






I'm a member of a few Facebook groups, they have the topics and people I like to be around as we are all into Jap cars, they are very active as well, lots of meets and events, so as I'm retired I have plenty to do, Jap2jap, JDM North, Exclusive JDM.

I normally do a show every fortnight, and local meets. But very rarely do evening meets. I've had a few stand out trophies, in competitions I've entered, gives you a sense of pride, no matter the prize. I attend quite a few shows, and as you can imagine I get a lot of attention, I mostly stick to Japanese orientated events like Japfest, Tunerfest, Japanese Performance, and anything that takes my fancy.



- Engine built by Rotary Revs in Batley, Yorkshire.
- Half-bridge ported, with lightened and balanced rotors, and full rotating assembly.
- Lightened Competition Clutch, flywheel and stage 2 clutch. Sohn adaptor.
- Racing Beat manifold, straight pipe, and single exit exhaust.
- NOS nitrous system, with purge kit.
- Updated oil cooler lines.
- Mishimoto radiator.
- Walbro 255 fuel pump.
- Racing Beat ram air, and Revi intake.
- MeisterR coil-overs.
- D2 big brake kit.
- Rota grid wheels, and Yokohama Advan sports.
- Seibon bonnet and boot.
- Lions kit wide arches.
- Custom made front and rear ends.
- Driftworks GT wing, with custom made legs, stays and end plates.
- Grams styling skirts, and rear winglets.





**Allen Cha**

## 2015 Honda Civic Si

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

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

EUEY MEDIA

Author: Eugene Rabinovich

My name is Allen Cha from Charlotte, North Carolina, I got into cars through my older brother, David. He was the one to spark my interest in cars. I saw him modding cars all my life and making them look dope and wanted to eventually do it myself.

He has been my go-to person for all my car questions and helps with builds. I have a 2015 Honda Civic Si, honestly, picked it because my brother had the car. But also it was the newest civic out at the time and haven't seen many 9th gen civics out in the scene. So glad to have chosen this car and put my twist on it.

Driving this car is fun, it has enough power to have fun especially when VTEC kicks in, and has the gas mileage to do it for weeks! The after market part scene isn't as strong as other civic generations, so I say get creative and build it your way just like I did. I think my car is quite unique and special because of all the little details I incorporated to make it my own.

Other than the wrap, wrapped by Brian Porter owner of Carolina Decal Company. I Have installed most of the mods with my friends from suspension, rolling and pulling fenders, fitment work, and adding in body kit parts.



**Shout out to David, Abe, and Mikey.**

EUEY MEDIA





### Engine:

- Password JDM cool air intake
- Password JDM engine bay dressing cooling plate,
- Battery cover,
- Pulley cover,
- Fuse box cover,
- Intake manifold cover



### Wheels:

- Desmond Regamasters MP

### Suspension:

- Megan Racing rear camber arms
- Airlift 3p

### Exterior:

- Bape inspired wrap
- Yakima roof rack
- Limited edition Yakima sky box (169/500)
- Side skirts
- Front lip and splitter
- Rear spats
- Rear diffuser



### Future plans

Working on custom work for headlights and body kit.





**Most people know me as Frodo. I'm a short boy and my friends don't let me forget it. It's fine though...kids clothes ain't cheaper which means more car part money.**

North Carolina born, raised, and residing. A Mazda dealership technician who thinks he could make it as a racecar driver when he's daydreaming on his lunch break. Growing up I was never really into cars. Yeah, I loved my Hot Wheels and stuff, but until I bought my own first car I was indifferent. I was much more into video games and books and Legos (all of which I still love.) Started with a '95 autotragic Integra LS that the previous owner riced out and I was too dumb to know better.

But it was a yellow car for some reason I had to have it. Was all downhill from there. Three cars and 15 years later I'm in my Miata. Went from a high school idiot in a riced out Integra to an adult mechanic in a ricer car Miata who plays being a racecar driver on the weekends.

I like the fact that despite all the different styles and takes and makes us all, at a very fundamental level, can be summarized by the statement we just love cars. Whether you're a muscle car fan, a donk lover, a VIP/stance aficionado (definitely not me), or a race/performance driver (me) you can almost always find something about someone else's car that you like. Even if just a small detail.

I've made some incredible friends, some incredible memories and definitely lots of connections that without cars I'd never have made. So this is my 2006 Mazda MX-5 Base model "Ricer car".



Her name is Xion; all my cars have been named after female Kingdom Hearts characters haha. A literally daily driven, heavily autocross, and frequently thrashed on in the mountains/touge car. I initially didn't want this car. My previous car, a gutted "race car" 2006 Mazda 3i Sedan (Naminé) was totalled and it was time for me to finally get a Miata.

I looked at a bunch of different NA's and NB's. But none of them really made me want to buy them. And working as a Mazda dealer technician I knew what to expect problem wise from the NA/NB, which also didn't appeal to me. I used to be an NC hater...until this car.



We took it in on trade and were going to send it to auction because everything was wrong with it (90% interior cosmetic) would make it unsellable to a normal customer. But mechanically it was perfect, just needed a new top. The GM of my store said to me 'You want a Miata. You know this one is mechanically great. Everything messed up about it you're going to gut and throw away anyway. And we'd rather sell the car to you than at auction.' Told 'em to throw the price of a new soft top in the deal and I became a Miata owner.

Tips for buying an NC? Pretty similar for buying any car really. Check fluids and suspension components for wear and tear. Mechanically they are pretty damn reliable. And any engine/transmission failures/problems are usually user errors on these cars, not bad design.

The coolant overflow tanks are more prone to cracking with age, but can literally be replaced in maybe 5 minutes. As with any convertible, check for leaks in the top and clogged top drains. They can back up easily if not checked. I will tell anyone who's looking to buy an NC that parts aren't cheap. Even on the older ones like mine. So prepare for more expensive repairs as they come up. And get a manual. The autotragic in the NC's is just awful and depressing. If you can get one with the LSD then do so.



I find driving this car is heaven for me. Honestly, nothing else in this world gives me the satisfaction and happiness that driving does, especially in this car. I can safely say that if it weren't for this car and the last car that I would probably not be here. That I would have done something drastic and permanent. All I'll say about that. Driving in this car is a sense of freedom and peace. I'm in my own world and everything else just goes away.

I'll spend hours just driving to keep that feeling. I'll drive 3.5 hours each way for day trips to the Dragon just because I can. The way she accelerates or how precise she turns in or the just instant bliss of a perfect heel-toe...nothing better.

Owning this car is interesting, to say the least, haha. The car stands out. Constantly, CONSTANTLY catching people staring at it as I drive whether they're in traffic or on the sidewalk. I'll park somewhere and half the time someone will track me down to just ask about the car or tell me how cool they think it is.

(I honestly don't see it), watching little kids point and get all excited seeing it is a really cool thing. Other Miata owners seem to really love it, I can't count how many NA/NB owners have told me they're reconsidering the NC after seeing mine.



## Spec List

### Interior:

- LRB Speed Aluminum Door Cards,
- Winding Road Racing Spec MX-5 Center Console delete,
- Winding Road Racing Spec MX-5 Radio delete panel,
- Max Pappis Innovations Miata Wheel Hub,
- Max Pappis Innovations 12.75" Suede Steering Wheel,
- NRG Gen2.0 SFI Quick Release,
- Joes Racing Roll Bar mounted steering wheel hook,
- OMP HTE-R driver seat,
- OMP TRS-E Passenger seat,
- PCI Seat bracket & mounts, Schroth 4-point Anti-Submarine Harnesses,
- HardDog Double Diagonal Roll Bar w/ harness bar,
- Beatrush Harness Bar,
- 5 Panel Wink Rear View Mirror,
- GRacing Short Throw Shifter,
- Blackline Titanium "ARC" shift knob,
- Center console mounted fire extinguisher,
- Near completely gutted interior

### Exterior:

- LRB Speed Undertray,
- LRB Speed Aero Panel,
- CCP 14 pounds Fiberglass Racing Hardtop w/ Treasure Coast Miata Lexan window kit,
- APR GT3 Carbon Fiber Mirrors,
- Blackbird Fabworx Lexan Adjustable Spoiler,
- Singular Motorsports Hood Louvers,
- Race-bred Components 5" frame-mounted Splitter,
- Race-bred Components Tire Spats,
- APR Adjustable Splitter Rods,
- AWR Brake/Cooling Ducts,
- Sabelt tow straps,
- NC2/3 Tail Light swap,
- Rolled fenders

### Engine:

- MotoEast Cold Air Intake,
- Racing Beat Mid-Pipe,
- Racing Beat Header,
- RoadsterSport Race Single muffler,
- Flyin' Miata Polyurethane exhaust hangers,
- TrackDog Facing Header blanket,
- Flyin Miata Stage 1 Clutch,
- Flyin Miata 8-pound Flywheel,
- AWR Race Engine Brace,
- AWR 95 Duro Engine Mounts,
- RoadsterSport Braided Clutch Line,
- RoadsterSport PPF/Diff Brace,
- DaveFab PCM cover,
- VersaTune

### Wheels/Brakes:

- 17x9 +45 +38 Enkei RPF1 in Bright Silver,
- 255/40/17,
- Toyo Proxes R888R,
- Techna Fit Stainless Steel Brake Lines,
- G-LOC R6 Front & Rear pads,
- StopTech Slotted front rotors

### Suspension:

- Tein Flex Z Coilovers,
- Progress Technology Front & Rear Sway Bars,
- AWR Heim Joint Front & Rear Endlinks,
- Energy Suspension Polyurethane Master Bushing Kit,
- BHP: All of it. If it makes 130 I'd be impressed. She's a 'slow car fast'.

Car meets and car shows are always interesting because it's definitely not a show car, but it always draws lots of (presumably) positive attention. I remember one time at a local Cars and Coffee that I ended up parked next to a Lamborghini Huracán (maybe?).

Regardless it was some newer Lamborghini. Anyways I saw more and more people checking my car out and taking pictures of it and talking about the ricercar Miata instead of the gorgeous Lamborghini parked next to it.

The Lambo guy was maaaaaaaaad. Idk why though...he gets to go home in his Lambo with his VERY attractive wife. And he was salty about some Cars and Coffee "clout". Idk...but it's never a dull time owning this thing. Everyone appears, it seems, to love it. In the grand scheme of Miatas and "racecars" (mine's really more like a ricercar), it's not really that unique or different.





The one thing that I think is cool about it though, is that it's an NC Miata, the redheaded stepchild of the Miata name. Everyone "does up" NA's and NB's. And even the ND has more people tinkering on them. Not many people really mess with the NC platform because it gets so much hate for being a "boat" when in reality they're not really any heavier in stock form. And people hate on the NC's styling big time.

Most NC's are kept in garages by your grandparent's bingo friends and they drive it once a year. So the NC gets an even further bad rap. Which is a shame because it's such an excellent platform, especially for racing. Outside of racing the NC just hasn't been as looked at as a car to do up, but that is changing. Of the four generations of Miata the NC is the worst Miata...but the best car. And I'll fight over that statement.



I took a completely stock Miata and completely went full send doing everything I think the car should be. It's gutted. It's stiffer than hell. Loud, obnoxious and not comfortable for most people. Everything that has been modified, added, or removed is purely for the sake of making the car drive better. If it doesn't do something to make the car turn harder, brake later, accelerate faster, just perform better than it's not done. If "Function over Form" was a car design, it would be this.

The A/C will be coming out once it breaks and I can then justify that removal is the cheaper route. Further weight reduction as I find places that I can. And hopefully, maybe, a full roll cage. It's not advisable to daily drive a caged car for obvious reasons, but I'm so beyond rational thinking with this car and my love for it that I don't care. "If he dies...he dies." Haha

I've done a lot of the work myself. Definitely had some help for sure, not gonna lie. Working in a shop with lifts and people who've been working on cars as long as I've been able to walk is a plus. But compared to my last car, I've done most of the work for this one.

The 2021 autocross season is fast approaching. Looking to start doing track days and hill-climbing in the car as well. And as many trips to the Dragon and mountains as I can manage and as often as possible. Will be upgrading from the current rear spoiler to a full-fledged aluminium adjustable wing very soon.

And gonna have to upgrade the safety equipment in the car to meet Hillclimb/track day requirements as well. Other than all that, just keep burning through tires, brakes, and gas.



# Wesley Pham

## 2019 Subaru WRX.

I'm 21 years old, born and raised in Charlotte NC, Vietnamese. Like many other kids, fast and furious sparked my interest in cars. In my experience, however, it was the interest in the physics side of things that pushed me to dig deeper into what it means to be a car enthusiast. Still blows my mind to this day that you got little pockets of exploding gas to push you to 80-100 mph. I love seeing unique builds and meeting people who are passionate about making their dream car builds come true.

I needed something that was good on gas, tunable, and could handle well. With the flat boxer motor in combination with the AWD, this car is a blast to drive around corners. Also, Subarus have their own distinct look that I couldn't stay away from. Always remember Maintenance, maintenance, maintenance. The reliability of the Subaru depends largely on the amount of care you take for the car. Many people will call Subaru an unreliable platform for building power, but don't know how to change their own oil.



There is something so satisfying about a flat motor AWD car. Every corner you take feels like it's gifted to you. Also, if you're more of a street racer, definitely give a look into flex-fuel. For me, flex-fuel added about 80 HP raising my 220 HP bhp to 310 Bhp, with no other modifications but going on E30. Even though there are a lot of stanced Subaru's out there in the world, if you have a decent sense of taste and motivation to chase what you want, you'll find yourself building yourself a Subaru that may be similar but is certainly not the same as others.

I believe I fall into that category, where I did not want to be the craziest build, with the most camber, but I wanted a setup with Varis inspirations that could go to the show and to the back roads. I did everything except painting the side skirts and hood and mounting my tires onto my wheels.

 EUEY MEDIA

Instagram: [@subieboypham](#)  
Photographer: [@eueymedia](#)

Author: Eugene Rabinovich





### Interior:

- Bride Stradia Seats,
- Starlight Headliner,
- Junction Produce Neck Rests,
- Boomba short shift plate,
- Perrin solid shifter bushing,
- JDM coin box,
- Drift Dialects Active Tire Information,
- Escort Max radar detector,

### Exterior:

- Painted Seibon Hood,
- CS style front lip,
- Modified technologies c-lights,
- Subiepsed V1 Sequential Tails,
- Con10der8 diffuser,
- Fly1 Motorsports spec-v side skirts,
- Project Kics RL53 leggdura lug nuts.

### Wheels:

- Work Equips 05 wrapped with Nitto Neo Gens

### Suspension:

- Airlift 3p
- BHP if you Know its performance specs, 370 HP





# Michael Le


## 2002 Lexus IS300 Boosted

Instagram: [@mikexay](#)

Photographer: [@eueymedia](#)

I started to appreciate and get into cars around a young age (maybe 10 years old-ish?). I was always surrounded by people who had modded cars. My brother also has an IS300 when it was new and I instantly fell in love with it. Being in the car scene I like the new people you meet. I love the shows. I like that most people will be willing to help if you need it. I get the enjoyment of seeing new builds which sometimes inspire me.

My car is a 2002 Lexus IS300 Boosted. I picked it because my brother had one when I was a young boy. I believe it is a fun car to drive (especially if you have a manual). It likes to drink a lot of gas. It's a reliable car as long as you keep up with it. Personally, owning the car is a money pit... but I'm sure any cool car I own would be. The look/style. The fact I grew up with one of these cars.

I've done a lot of exterior mods such as body kit(s), paint, wrap, wheels, custom lights, hood, trunk, spoiler, exhaust, and miscellaneous parts. I intend to add a widebody onto it and re-do my wheels. me, my girlfriend, my friends, some shops (i.e. body shops, exhaust shops). I want to say most of the work was done by my friends, girlfriend, and I. But I leave the bodywork and what not to the professionals.  EUEY MEDIA

Author: Eugene Rabinovich



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### Exterior:

- TRD NEO V1 front bumper,
- Vertex side skirts,
- Chargespeed rear bumper,
- Chargespeed diffuser,
- Altezza front grill,
- Custom headlights,
- Custom tail lights,
- Inozotek midnight purple wrap,
- TRD spoiler,
- Ganador mirrors,
- Subaru wrx front lip,
- Underglows, wheels, HKS muffler

**FUTURE:** widebody

### Interior:

- Bride bucket seats,
- Vertex steering wheel,
- Works bell tilt hub,
- Works bell short hub,
- Raceseng shift knob,
- Raceseng extension,
- LV SUPREME shift boot,
- Optic lighting,
- Cherry blossom fabric on the headliner

**FUTURE:** harness, harness bar



### Wheels:

- Blitz Type 03

### Suspension:

- D2 air suspension (w/ 3P management),
- JZX100 front upper control arm,
- EIBACH sway bars

### Engine:

- 2JZ GE-t







**Joseph Pritchett**

**2013 Dodge Challenger SRT8 392**

Instagram: [@moparsillest](#)

Photographer: [@jloveli\\_photography](#)

Author: Paul Doherty

My name is Joseph Pritchett originally from Norman, Oklahoma but after serving in the Army I settled in Houston, Texas. I started customizing cars when I was sixteen years old. My first car was given to me by my mother. The car was in bad shape and we didn't have the money to get a better car or to even fix the one I had, so I took a Vo-tech auto body paint and repair class that was offered as part of my high school classes. I then took the skills I learned from the Vo-tech and started customizing my own car.

Over the years I have customized multiple vehicles cars, trucks and SUVs. I was able to trade a car that I had customized for a 1937 Dodge D5 which will be my first full car restoration build specifically built for car shows. It's definitely a must for me to go to car shows to get ideas for new builds.

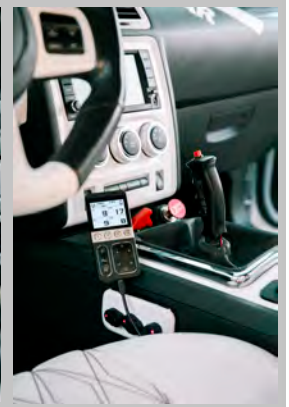
These ideas constantly just flow through my head. I can spit out an idea and my wife is just stunned and as excited as I am to bring these ideas to life. Customizing is more than just a passion for me it has turned into a way of life. We had customized so much that my wife and I decided to start our own company called Dead Bird Customs that will eventually be a customs build shop.



In 2015 I bought a 2013 Dodge Challenger SRT8. I had a goal of making the Challenger a car that I had fully designed and did all the work on. It would be my show car. In 2016 I took my Challenger to its first car show in Dallas, TX called We Are Mopar and then to two more shows that year before changing the car completely for a whole new look!

All the work on my car, I have done myself outside in my driveway, with the exception of the front seats, which were done by Chinos Custom Interior in Houston, TX.





### Engine Bay:

- Under the hood, there is a Drake strut Tower brace bar.
- Billet aluminium caps and catch can.
- Custom painted motor accessories.
- 3gcustomz ABS cover
- Firewall cover painted to match the car.
- K&N Black Hawk Performance cold air intake.
- Dead Bird Customs clear and lighted fuse box.
- Painted valve covers.
- Killer glass radiator hose.
- American Brothers Design.
- Nitrous Outlet HEMI plate kit
- Big show purge kit.

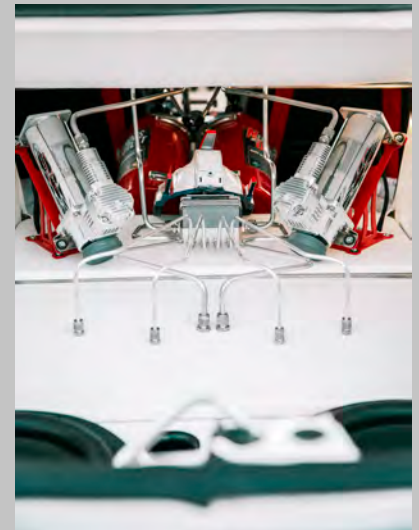
### Trunk:

- Air force suspension aluminium air tank.
- Two Viar air compressors.
- Custom aluminium hard lines.
- Two 12" DS18 subwoofers
- Two DS18 8" mids
- Two DS18 6" mids
- Two DS18 amps.
- Custom trunk moulded box in white leather.
- RGB lights in the trunk.
- Two 10LB Nitrous Outlet bottles custom painted red.

### Interior:

- Custom painted dash.
- Custom white leather seats with red dual diamond stitching.
- Tanaka racing seat belts.
- 3gcustomz door props.
- Wind restrictor.

The back seat has been removed which now opens up to the trunk and makes it one area. You can now see through the front windshield all the way into the trunk. The tank for the air ride is where the back seat used to be, with custom hard lines running to the trunk area.







I have staggered 22" Elegante Luxury Wheels so to make them stand out more I painted them red with a silver face. I also continued the same red on the spoiler, tailpipes, engine bay, and interior. I wanted to make sure that all the colours on the car are all the same colour and not variations of red. I painted all the interior dash pieces to give it a clean white glossy finish and had the seats done in white leather with unique red double-diamond stitching.

The exhaust has electric cut outs which open up right after the catalytic converter to give it a deep growling rumble. I had also customized the trunk and took out the back seat to make one large area to display the Air force Suspensions air ride kit and custom hard lines.

Two 12 inch DS18 Subs with led lighting, Two DS18 6 inch mids, and two DS18 8-inch mids, and two DS18 tweeters all powered by two DS18 amps. Underneath a Carbon Creations full carbon fibre Viper Hood, I painted the half covers with the same matching red and black lettering for the 392 HEMI.

The fuse box has also been customized with a clear glass face cut out finished with the red paint. I had installed a Killerglass clear radiator hose, a brushed aluminium strut tower brace, the brushed aluminium catch can, overflow tank and caps. I also installed a K&N Blackhawk Performance Cold air intake.



#### Wheels:

- Staggered 22" Elegante luxury wheels.
- Custom painted red with a silver face.
- Staggered tires 265 in the front 295s in the rear.
- White Spiked lug nuts and spiked valve stem from true spike lug nuts.
- Drilled and slotted rotors from SP Performance rotors.



I have also added additional various upgrades for car shows such as new two-toned 392 side badges, from American Brothers Design, brushed aluminium door-sill plates, white LED SRT Windrestrictor, an MFR Engineering wickerbill, white spiked lug nuts, along with Oracle wheel lights and halos, Engine bay, underflows, and grill lighting, and X-Lume illuminated badges on the front grill and in the trunk.

At the beginning of 2017, I took the car to the Heat Wave car show where we won our first trophy which was the first place in Muscle Car class. We are attending car shows almost every weekend to show people what my company can do. I feel it's important to show people that you can have a daily driver and a show vehicle at the same time. You can express yourself in the car you're driving no matter what year you make or model. In 2018 I went back to Dallas for my 3rd We Are Mopar car show and won Best of Show for the modern vehicles. This was a huge reward for me because it shows that my work has been noticed and that people really liked it.



In 2017 I co-founded a Mopar car club called Blacklist Mopars and became the Vice President. After having a few bad experiences with other clubs we wanted to create a club that was family-friendly with a crew who can appreciate the passion we have for our cars.

The club then grew with new chapters being created in Georgia and Florida. Also, 2017 I was invited to Dallas to have the car put in a video for the X-lume commercial for their illuminated badges then in 2018 Oracle lighting technology put my car in their 2019 catalogue.

In 2018 I was also asked to have my car be featured in a music video for Kendal Untamed with Untamed Media. In 2019 I was invited to SEMA in Las Vegas, to have my car featured in the XM booth

**Lomeli Films**

**<https://jlo meliphotography.mypixieset.com/>**

**Questions?**

**Contact [jlom.mtz5@gmail.com](mailto:jlom.mtz5@gmail.com)**



# Glen

## 1999 Subaru Sport

*Poppy The Subaru*



Instagram: @PoppyTheSubaru

Author: Andz Stinton

I am an Ambassador for a Registered Military charity called [#Hull4Heroes](#) and studying as a gas engineer from, Hull, East Yorkshire.

I am The Proud owner of [#PoppyTheSubaru](#) what is fully airbrushed paying respects to our past, present service men and women of Great Britain but also a personal tribute to my family members who served in different regiments from world war 1 all the way through to current times in the prince of Wales own regiment, now formally known as the Yorkshire Regiment. She also bares their names of my family on either side of her rear spoiler with pride.

How poppy come about is that I wanted to do something a little different than I normally seen at car shows , many kind hearted people raise funds for many different charities on the car scene which is of no surprise as car enthusiast around the UK and indeed the world have a big Heart when it comes to helping others and everyone knows that.

So I had my Subaru sat there and it just come to me one weekend that having her Airbrushed with something close to my Heart and that can help others is a must .....from there the military was a must and a tribute to my family who served and also lost lives on active service come to mind so that's when Poppy The Subaru was destined to be Born. I set about looking through probably what was 2000 plus images on Google from many different topics of our British armed forces but it was clear not every one of them was going to make it onto the car.





I realised I needed to keep it simple, respectful but most of all wanted her to capture people's hearts and remember the sacrifices that was given to us for us to have out today and 5 years ago this November 2015 on remembrance Sunday when she was unveiled at the Cenotaph in Hull she has been doing just that up and down the country ever since.

Attending many car shows around the UK and military events having proudly leading the **#RideOfHonour** and the **#YorkshireRideOfRemembrance** every year escorting over a 1000 motorbikes, quads, scooters, trikes around Yorkshire to the cenotaph to lay a wreath every remembrance Sunday is something special. Having support from overseas, been the pride of many clubs who support the charity and Poppy from:

**#ScottishSubaruOwnersClub** **#ExtreamBHPMotorsport**  
**#TheLestWeForgetVeichelGroup** **#CumbrianScoobs**  
**#ScoobyFestUk**

you name it they have shown support.



Local car clubs, from Hull scoobs as they were known back at the start, Hull modifiers the list is endless and, to poppy having her own following of 1500 people just on Facebook and people carrying the **#TeamPoppyMotorsport** stickers on their pride and Joy's means so much.

So yeah the support has been huge and now you guys and girls of Stance Auto Magazine can only generate that further needed support towards poppy and the charity that helps so many veterans day in day out to adapt into civilian life when leaving the armed forces.

As a charity we are finalising the plans and have been given a 22-acre site which sits on the border of The Hull city council and East Riding council domain. This site will boast the world first of its kind The Veterans Village with 42 dwellings ranging from shared accommodation to 2-bedroom houses all the way to 4-bedroom houses as a transitional project into civilian life from leaving the armed forces.



Even 2 years ago the well-established **#HullMotorshow** in poppy's home city of **#Hull** made the event in aid of the charity and raised a massive £4000 on the day to help the veterans and their families who the Charity Hull 4 Heroes support on a daily basis. Again people travelled from all over the UK to attend.

In fact one of the organisers Simon came to me and said the public are turning up in their 100s not asking where the usual GTR or Ferrari is they wanted to meet the veterans in attendance and see the **#MilitaryModified** stand that had been created by myself and with the help of Scottish Subaru owners club rep Paul Gills specially for the event with Subaru's, Porsche GT3, even 1 of only genuine 5 Robin Reliant that was used in the **#OnlyFoolsAndHorses** series was on our stand, a Subaru called Dext was specially built for the event too that travelled from the Isle of Bute.

It will have a horticultural centre, learning and development centre, garden centre where fresh produce grown by our veterans will be on sale to the public, a nice welcome centre for the wider public to come and engage with everyone on site and have a nice cup of tea or coffee and perhaps something to eat, a nature reserve where local schools, colleges, and again the community can come and visit and take advantage of the facilities available the list is endless what will be generated on the site and building will start in 2021.





Now back onto poppy she is far from standard however she doesn't not hide away that usual TD04 turbo that many think is under that bonnet. She is as many say the Dreaded T reg 1999 sport that needs a starting handle to get her going lol, but that sport engine has taken quite a transformation in simplicity and catches many people off guard .

She runs bigger injectors, has a fuel pressure regulator that is optimised at 4 bar on the fuel pressure itself , has unequal headers on the manifold, that runs a 3inch pipe through to a ninja back box with a resonator in the middle to just keep that nice bubble of a flat 4, she runs a pro drive ECU that also has been chipped , doesn't make much BHP but hey not everything revolves around the ponies you can produce right?

However she produces around 200bhp and many of the lads will tell you she will happily leave a wrx off a standing start giving them a sweat to hit 3rd gear in full boost to pull level again and stop them having a nervous breakdown but in turn gives me the right to say at the finish line.....dude I almost had you.

Her cold air intake runs from a carbon dynamic Air box straight from the offside front wing. Air con is none existent because who needs fresh air on a Hot summer's day right. She has custom Samco hoses in blue, lightened flywheel , cosworth gaskets, Updated assin water pump , and timing belts along with auxiliary belts and pulleys. Custom metallic blue coolant overflow bottle and the same with the oil catch can which is finished in a moonlight metallic blue.

Poppy rides on Good Year Eagle f1s on a 18"Gun metal bola rim but again as many know she always has new shoes and these are just one of many pairs she sports through the show seasons. She runs on standard shocks with a 30mm lowering spring now as the BC coilovers did not do much help for ones back travelling the country to many events lol so the suspension is no frills but my god is it comfy to drive.

She has two 11" DVD screens in the rear to keep my little sons occupied on them trips and with a standard double din pioneer screen in the front for them important road trip tunes we all crave. Her interior is a factory red leather which only 12 sets was ever produced as an optional extra costing an eye watering extra 1700 at the time.

Poppy's shell design consist of the near side paying respects to our Royal Air Force and Royal Navy the legendary #Spitfire flying over the white cliffs of Dover with a #Hurricane and spitfire hunting a messerschmitt Just behind. In the centre we Have the Euro Typhoon and to the rear door we have the pride of the fleet #AircraftCarrier #HmsQueenElizabeth with a #35jet taking off from her bow.

To the front wing we have a young looking Winston Churchill with a Lancaster flying in the background and a spitfire to his left with his famous words. We will never surrender. To the offside we have the desert storm theme which consists of a #FoxHound patrol vehicle and a ww1 tank. In the centre we have a communication troop landing two Chinooks



On the rear boot we have a special piece which is dedicated to the Normandy Landings it's a view from the landing craft in black and white which depicts the landing doors opening the craft as they approach the beach to the soldiers covering their eyes as they see the flashes of light before them. I need say nothing else on that these boys become men in the space of 5 minutes but for me this is a real sense of why we must keep that promise of the **#LestWeForget** I'm sure many will agree.

Now to the bonnet we have a Lancaster Bomber flying above the famous dam with a field of poppies at the bottom with the 3 brothers in arms silhouettes. The one in the middle is clearly injured whilst his brothers carrying him signifying pride , passion and belief. The roof depicts a very special soldier many of us know as Riggers.

It's of **#Drummer #LeeRigby** we have a close connection to Lee and his family and at times working alongside the **#TheLeeRigbyFoundation** and the charity car **#RiggersTheSubaru** is a regular occurrence but the image on the roof holds sentimental values for both us and Lyn , Ian and his family. We attended a family event unknown to the family at the time as a surprise, they hold the family day in Middleton Lee's hometown every year where the image was flown above poppy on a beautiful hand made flag on a pole from poppy as we entered the show alongside to park up with **#ManchesterSubaruOwnersClub**.

It is the same image on the roof that is on the flag that is framed and mounted in the family home. We had this done as a gift for Lyn on mother's day a couple of years back and to keep that promise he will not be forgotten.

Stand easy soldier now on duty with gods Angels

**#LestWeForget #LeeRigby**

And we come to the rear quarters where they are of the Hull 4 Hero logo depicting silhouettes of snipers and troops ascending from an Apache helicopter. To the left of the image has a pilot walking towards his aircraft to depart. I think we all get the just and it means so much to so many and I hope she brings the same to many others to come . I may be the owner on the V5 but poppy belongs to everyone and she is and always will be the people's car.

A special thank you to the editors at Stance Auto for this write up , also **#SubaruPartsHull #A1s** mark and Simon sands for all the hard work they have done for poppy over the years at times dropping other work to make poppy fit and ready for shows and events at such short notice.

For further information please search

**@PoppyTheSubaru** on Twitter, FaceBook and Instagram for regular updates from the team at Hull4Heroes [www.Hull4Heroes.org](http://www.Hull4Heroes.org) and Hull 4 heroes on Twitter FaceBook and instagram





# James Evangeli

## Triumph Herald Estate

Instagram: [@lord\\_jse](#)

Photographer: [@angell\\_photography\\_](#)



Author: Paul Doherty



I am 26, Structural Draftsman and cars are basically my life. If I am not at working I am probably playing around with my car or buying more projects. I have been brought up with cars, my dad had loads of

classics when I was growing up and he still does, from a very young age. I was helping my dad work on them or going to car shows. From a young age I have been in the classic car scene and when I started to drive I got into the modified scene too.

My first I bought when I was about 10 years old, it was a 1971 VW Beetle and from then on I just carried on buying cars and have a small collection now. But the car I had always wanted was a Triumph Herald Estate.

My dad had one when I was younger and I just loved them. I saw this one at a show and was trying to buy it for about 6 months and finally, I took ownership.

The car is a Triumph Herald Estate, I have always loved them, as my dad owned one when I was younger. I was just waiting for the right one to buy.

Spec, 1147cc when it was new, it was running a whole 48bhp, 0-60 was around 28 seconds Spec, at the moment it just lowered and 5.5J Weller Classics steel wheel, with a carb upgrade of a Weber 32. The car has never been painted, but where the red had faded over the years we have put a gloss clear lacquer over it.





I have in the process of buying all the parts ready to do an engine build on it. I am planning to replace the engine with a bigger Weber DCOE44 carb. Port the head and get a lightened flywheel and other bits. So far I have done more of the bits myself and a little help from my dad and my mate Callum. It's all good buying a classic car, but you have to know what you're doing and where to look for parts as it's not always the easiest. Everything has been done by myself mainly. I am a part of many many different clubs and groups. Ohsoretro, young retro motor club, Static take over, Royal Herts Static, and loads of others.

I go everywhere for meets, shows and events. I go to local meets and run my Royal Herts Static and Static takeover. I go to local classic and retro meets. I also went to Modified Nationals, roll hard, players and other classic cars show and end events. I go to these events and meet up with friends that I don't see all the time, and even though we all drive different cars, we all share the same passion. I do enter some competitions but really the cars are just for fun. My favourite car, that is a hard question, there are so many cars I love for different reasons, but one car i would love is a BMW Z8.

ANGELL  
Photography



RKE VISUALS



ANGELL  
Photography



ANGELL  
Photography



# Drew Jackson

## 2016 Ford Mustang EcoBoost

**Instagram:** @slammed\_ecostang

**Photographer:** @eueymedia

I've worked for Verizon wireless for the past 15 years as a small business account specialist and store manager. I grew up in a small town right outside of Charlotte NC called Kings Mountain and still live in the area today with my wife Ashley, daughter Savannah and son Camden.

I've always been into cars. It started at a young age helping my dad and grandfather work on their classic cars and taking late-night trips to the dealership with my dad to walk around and look at cars on the lot. To me, the car scene is all about friendship and experiences. Some of my best friends and best memories are from car shows and friends met through the car scene, I've always loved Mustangs. This came from growing up in "Ford Family", My first car was a 1993 Ford Mustang, I've had a few JDM and DSM cars which I loved but always had a soft spot for Mustangs, so when the s550 platform was introduced I knew I had to have one.



If you buy a car like this or any car that you plan on modding. Get the base model and build it from there. Most of the factory parts you will end up changing out anyway. Also, do what makes you happy. It's your car. Build it for your happiness and no one else', this car is awesome. It gets attention everywhere I go and it's just fun to drive, Turbo noises are cool and nothing better than airing out every chance I get.

I guess a bagged mustang isn't that unique nowadays. But one of the reasons I chose the EcoBoost platform was to be a little different than most of the 5.0 cars out there ( can't beat the sound of a coyote) I've done some performance mods like water/methanol injection and turbo upgrades, The wheels had to be custom powder coated to get a polished lip with the style of wheel. But the most unique part of the car is the custom hydro dipped engine bay. It draws a crowd at every show.



**Author:** Eugene Rabinovich





I have a few Mods on it but plan for more, It has airlift performance suspension, a mix of Gt350 and Gt500 aero mods, Esr 19x9,5 and 19x10.5 wheels, Euro style tail lights, custom racing stripe and roof wrap, custom hydro dipped engine bay. Its FBO car with precision turbo upgrade and water/methanol injection.

#### Engine

- Custom hydro dipping
- FBO
- Precision Nx2 turbo
- Water/Meth injection

#### Interior:

- Kenwood Wireless Android Auto,
- MGW short-throw shifter

#### Suspension:

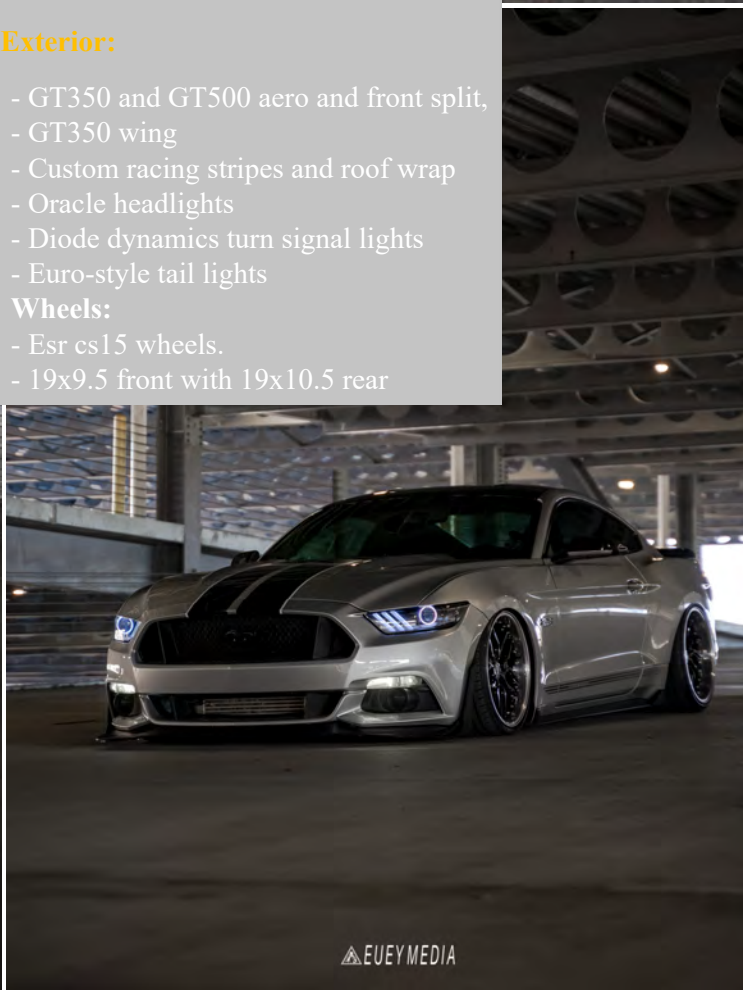
- Airlift Performance 3P

#### Exterior:

- GT350 and GT500 aero and front split,
- GT350 wing
- Custom racing stripes and roof wrap
- Oracle headlights
- Diode dynamics turn signal lights
- Euro-style tail lights

#### Wheels:

- Esr cs15 wheels.
- 19x9.5 front with 19x10.5 rear





# Luke King

## 2000 Subaru Impreza P1 (No. 500/1000)

Instagram: @L21\_LKG



Author: Paul Doherty

When I was very young, we always attended the Grizedale Rally with our friend who was participating in the event in his Evo 5. Whilst watching all the cars there was one that always caught my eye... the Impreza! Ever since then I have always wanted to get my hands on one.

My first ever car was a 2009 Fiesta Zetec S, doing the usual XXR wheels, Zunsport Grills, LED lights, etc. But after a year of driving I had the chance to own a UK2000 Impreza from a friend, surprisingly could get insured on it at 17!

However, the inevitable knock came which short-lived the car, I replaced the engine with help of a local garage and sold on.

Fast track to 19 when I caught my dream car, the Impreza P1, I started to save like mad. Eventually went to go pick the car up from Aberdeen and the drive back to the Lake District was unbelievable. Bits had already been done to the car, however, we thought we would continue what the previous owner had started.

Now 21 and the cars running sweet as ever, along with the daily that is a 2008 Fiesta Zetec S Anniversary Edition – with the help of Lakeland Car Centre.



Big shout out to Lakeland Car Centre who have allowed the car to be stored on their land for future use with the other Subaru's they own.

Check their website out:

<http://www.lakelandcarcentre.co.uk/>

Dream car for me has always been the Impreza P1 and Nissan R34 GTR – if I can ever afford one lol



## Spec List:-

### Engine:

- Mapped to 498.1bhp @ 1.6 Bar & 435ft. Lb
- 2.1 Stroker Kit
- STI 8 Semi-Closed Deck Block
- STI 8 AVCS Heads
- Mahle Pistons
- Manley Rods
- ACL Race Bearings
- ARP 11mm Head studs
- Modified 11mm Oil Pump
- Mambatek GTX3076R 0.63 Rotated Turbo
- Funk Motorsport TBT43-T1 Turbo Blanket
- 1000cc Lateral Performance Fuel Injectors
- CDF Racing Lightweight Pulleys
- CDF Racing Parallel Fuel Rails
- Braided Fuel Lines
- Aeromotive Fuel Pressure Regulator
- Gates Racing Timing Belt
- Cosworth Head gaskets
- Roger Clark Motorsport 340lph Fuel Pump
- Roger Clark Motorsport 25cm Cone Filter
- Roger Clark Motorsport Sump Baffle Plate
- Roger Clark Motorsport Billet Timing Guide
- Roger Clark Motorsport Thermostat
- Roger Clark Motorsport Oil Filler Cap
- Tial 36mm External Wastegate
- GT Spec Gen 2 Unequal Length Headers
- Newage Coil Pack Conversion
- NGK Iridium 7 Spark Plugs
- Design Engineering Gold Heat Shroud
- Blitz Nur Spec R 3" Exhaust
- HKS Performance Oil Filter
- Custom Downpipe for Rotated Turbo Setup
- Hardrace Engine Mounts
- Mishimoto R Line Intercooler (Gold)
- Mishimoto Magnetic Sump Plug
- Badass Performance Brake Reservoir Cover
- Badass Performance Fuse Box Cover
- Badass Performance Battery Cover
- Badass Performance Washer Bottle Cover
- Mac 3 Port Boost Solenoid
- Gm 3 Bar Map Sensor
- P1 Alloy Slam Panel
- Oil Catch Can

### Transmission:

- STI UK 6 Speed Gearbox
- R160 3.54 Differential
- Competition Clutch Stage 3
- Beatrush Pitch Mount
- SuperPro Lever Bushes



### Suspension/ Wheels / Brakes:

- P1 Prodrive 17" Alloy Wheels
- AP 6600 4 Pot Calipers
- Ferodo DS2500 Pads
- STI Type R 2 Pot Calipers
- Meister Zeta R Coilovers
- STI Carbon Fibre Strut Brace
- Hardrace Adjustable Trailing Arms
- Whiteline Anti Lift Kit
- Whiteline Subframe Lock Kit
- Whiteline Outrigger Bushes
- Whiteline Steering Rack Bushes
- Whiteline Adjustable Anti Roll Bars
- Beatrush Differential Brace

### ECU / Sensors:

- Syvecs S6 ECU
- AVSD Activated
- NTK Lambda Wideband
- JTI Charge Temp. Sensor
- JTI Flex Fuel Sensor
- Launch Control / Anti Lag



**Sponsored by:**

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@carboncarteleo



**- Interior (2 Year Ceramic Coating):**

- P1 Prodrive Bucket Seats
- P1 500/1000 Centre Console Plaque
- LUKE 4 Point Pink Racing Harnesses
- Prosport Amber Boost Gauge
- OMP Steering Wheel
- Genuine Prodrive Floor Mats
- Pioneer SPH-10BT Stereo
- Clifford Concept 650 Immobiliser

**Exterior (4 Year Ceramic Coating):**

- RPG Carbon Fibre 22B Bonnet Vents
- RPG Carbon Fibre Mirror Covers
- RPG Carbon Fibre Fog Covers
- RPG Carbon Fibre Exhaust Shield
- Seibon Carbon P1 Style Front Splitter
- Seibon Carbon STI Style Hood Scoop
- STI Type R Rear Lights
- Scoobyworld Blue Mudflaps w/ Black Anodised Brackets
- P1 Front Gel Badge Overlay
- P1 Boot Lid
- P1 Spoiler
- 4D Crystal Plates





# Elliot Haywood

## Nissan 370z Nismo



Instagram: [@that\\_nismo.z](#)  
Photographer: [@wolfies\\_garage](#)

Author: Paul Doherty

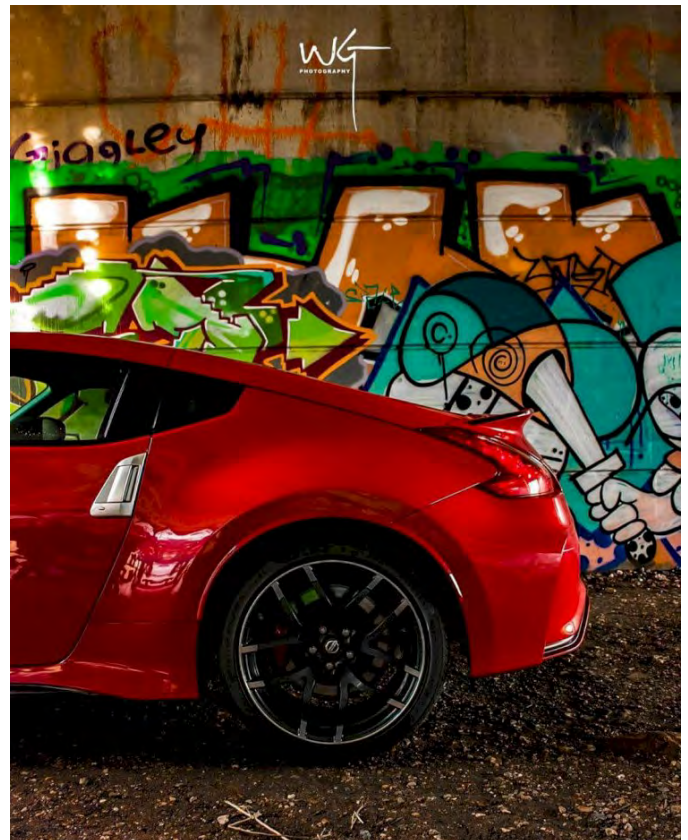
I also have a Suzuki Swift Sport on the side. I worked in the prison service for 3 years before leaving and now I work at Southampton University. There are few things as much fun as car shows and car meets with good mates and I hit 1k followers only a couple of weeks ago. It's a proud milestone of mine.

So, less about me and more about cars.

I will start with the main car which is my Nissan 370z Nismo Tech, named Lucy. I have only owned her since January so I've only got a couple of minor bits sorted. This includes a gloss dark smoke tint on the rear lights and a gloss black sun strip. But I take so much pride in keeping her detailed and shining.

I have some big plans for her this year, but no immediate rush as there are no car shows as of the moment. My plans include full carbon fibre vented bonnet, front splitter and rear diffuser as well as custom exhaust. Watch this spot as she will come along very well. But for now, she's being entered into show and shine competitions. Nothing quite as relaxing as cleaning and detailing your car with a cold beer at the side.

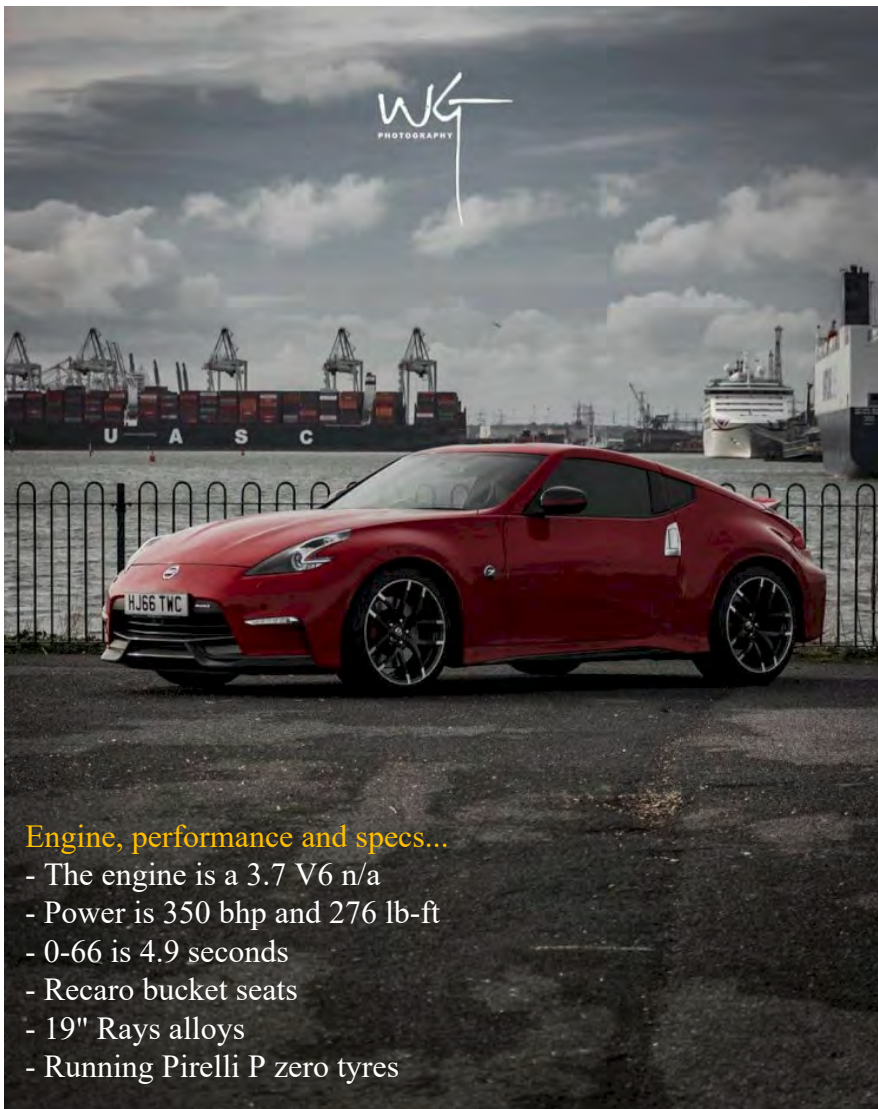
Along with my Instagram, I run a car club with 5 admins called "Southern Modified UK" based in Southampton with nearly 2k members. Our meets are not the biggest, but we always have a very social turn out and no one ever feels left out.



It's all good fun and it helps me get out amongst new people.

I frequently enter shows, whether I'm at shows, local meets or even on Facebook, as admins and a club, we have a variety of sponsors and frequently attend shows.





#### Engine, performance and specs...

- The engine is a 3.7 V6 n/a
- Power is 350 bhp and 276 lb-ft
- 0-66 is 4.9 seconds
- Recaro bucket seats
- 19" Rays alloys
- Running Pirelli P zero tyres



I'm also a Moderator and Rep for Stance Auto, if you ever need to ask anything to do with the magazine drop me a line, and if you have a car you would like to have featured, like this then I'll be than happy to help you out with any questions.

Last little thing about me, my ultimate dream car would be a 1963 Ferrari 250 GTO, (possibly the most beautiful car) or a '67 Mustang. (Whoop mine too, a red convertible)

Join us on Facebook at Southern Modified UK and if you're ever in Southampton, come along to our meets and see for yourself!



## "Southern Modified UK"

Welcome to Southern Modified UK  
Introduce yourself by posting on a photo of your car on our page. We welcome all cars!  
We have Two simple rules..

### RESPECT

And local event advertising only (South UK)

We hold monthly meets and aim to bring the car scene together again and make our meets social, and not just about showing off your cars.

All sales must be posted on our selling page.

Founders: Kerry Gatehouse  
Admin- Elliot Haywood  
Matt Wilson  
Tony Eccles  
Sharna Robertson  
George Melville

<https://www.facebook.com/groups/884003681711173/>





Instagram: [@alex01s2k](#) **Alexander Crespo**

Photographer:  
[@shutter.studios.david](#)

## 2001 Honda S2000

**I'm 23 years old, from San Antonio, TX and this is my 2001 Honda S2000. Growing up, I was always around cars.**

I remember my mom picking me from school in her eye catching yellow 6 speed TT mk4 Supra. With my parents and older sister being car enthusiasts and growing up in the shop watching their project cars flourish, it was in my blood to be an enthusiast as well .

As a child, I took an interest in "junk cars" telling my parents that I wanted a car from the junk yard to fix up and build. When my parents opened a business buying, rebuilding, and selling salvage/rebuilt titled vehicles from the insurance auctions, I knew that's how'd I'd find my first car. After months of searching through many different makes and models, I finally figured out what I wanted when I found the s2000 I still own today.



At the time I just thought the car was cool since it is one of the very few RWD cars Honda makes. The price was right and we won the bid. It didn't seem like much considering it was a no start and was hit in all 4 corners.

Deep down something told me they just didn't know how to start the car and my dad was willing to take the risk with me. I was so excited I finally had my first car. I made sure to take a jumper box when we went to pick it up. After hooking up the jumper box I turned the key and pressed the start button and it fired right up. Since that day, it has been a project resurrected from the "dead".

My dad and I worked on it at the shop then took it to the body shop to get the body work done and have it repainted. After months of owning it, I was finally able to drive my s2k as a daily driver to and from school at 16. When I was 17, I started auto crossing the car, won novice of the year, and decided to move on to other things after that with a different car. In celebration of 2018, I "rang" in the new year doing burnouts, doughnuts, and just having fun for WAY too long.

It resulted in me spinning a rod bearing. I couldn't believe my first car would have to be put to rest as I initially thought I should part out the car and move on. I just couldn't give up on something I loved! That thought quickly got thrown out of my head because well, if I could bring her back once then surely I could do it again. I contemplated doing an engine swap. Maybe the common LS, or a 2jz or even a K-swap. I looked into all three and even after doing research none seemed right for me. I finally decided it would be best for me to rebuild the factory F20c.





## Engine:



- Injen cold air intake
- Invidia N1 exhaust
- Arp head studs
- BC Retainer caps
- Full OEM gaskets refresh
- Polished crank
- Hps Silicone Hoses
- Feels Radiator Cap
- Powder coated valve cover
- Powder coated head
- Powder coated block
- Powder coated oil pan
- 2 12in Spal Fans
- Custom wiring harness
- Polished AC drier
- Powder coated brackets
- Powder coated subframe
- Polished brake master
- Polished clutch master
- Polished abs module
- Polished brake/clutch lines
- Polished AC lines
- Polished AC drier
- Acl race bearing main and rod
- Mishimoto/hoonigan oil cap
- Powder coated spark plug over
- Custom laser cut fan shroud
- 1 off aluminum laser engraved radiator
- Powder coated intake manifold
- Downstar and Zspec Dress up hardware
- Majority of the bay is shaved and tucked

## Exterior:

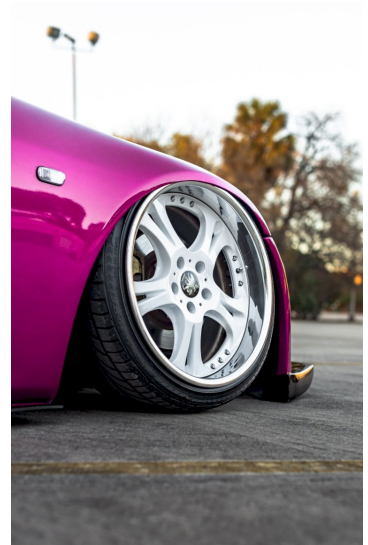
- Custom Fuchsia Candy Paint with heavy Rainbow flake
- KBD front bumper
- Spec D headlights
- Clear side marker lights
- AP2 soft top

## Interior:

- Sparco Pro2000 bucket seats
- Buddy club seat rails
- Cusco 4pt Cage
- Gforce 5pt Harnesses
- Vertex steering wheel
- Nrg short hub
- Nrg quick release
- Ricks2k countersunk and weight knob
- Broadway mirror
- S2000 full length floor mats

## Wheels/Suspension:

- Airlift struts
- Spc adjustable ball joints
- Weds Cerberus I
- Achilles ATR Sport



## Future Plans Short Term:

- Install my diffuser
- Change color on intake tube and valve cover
- Install the underglow, interior lights, trunk lights
- Do the trunk setup
- Upgrade head units
- Upgrade door speakers

## Future Plans Long Term:

- Tuck Abs Module
- Shave abs corner of bay
- Turbo setup
- Upgrade Fuel System
- Stand-alone ECU
- New front bumper
- Repaint Car and Engine Bay



As I started my rebuild I thought of all the issues I wanted to avoid like not having a baffle in the oil pan which caused the motor to blow. I made sure it was ordered for the new set up, along with all gaskets and piston rings straight from the dealer, ARP head studs, ACL main and rod race bearings, and Brian crowd retainer caps.

While waiting on parts I couldn't just sit around. That's when I decided I wanted to clean up the engine bay. As I started tucking the harness, I couldn't help but think a shaved bay would look sick. Slowly, the start of one project led to the idea of the next quickly. I started making cardboard templates, bought sheet metal, and got to work welding to make my vision come to life.



I then realized I'd need to paint the bay now which also meant I might as well paint the car too. It quickly became a "When you give a mouse a cookie" situation and next thing I know I was reaching out to my friend, Nate, to search for the perfect colors.

We pulled a lot of long nights at the shop making my vision come alive. Some days we even watched the sun rise while we're working or on the long drive home. After the car was painted, the engine itself was too ugly to simply install it and be done so I started powder coating everything; the block, head, valve/spark plug cover, intake tube and manifold.



I polished the brake master, clutch master, fuel rail, and strut bar all by hand. Slowly, I started assembling the parts and eventually installed the engine into the vehicle. After nearly 2 years of hiding and building the car inside our family shop, Controlled Khaos Garage just in that first drive, every second put in, every dollar spent, every drop of blood, sweat, and tears finally paid off. It was completely worth it.

Although many think the car is done, the truth is it will never be "done" ; it has been and will forever be an ongoing project since the moment we won the bid years ago. I constantly think of what to change and what's the next move on the car. This car holds a special place in my heart not only as my first car but an endless list of so many first experiences. And although it is my first, it definitely is also not my last project.



# Som Xiong

## 1992 Mazda RX-7

Instagram: [@lowkatski\\_fd3s](#)

Photographer: [@buckys\\_photography](#)



**I'm from Merced, CA, a little town that is located two hours south of Sacramento. I own one of my many dream cars, an imported 1992 Mazda RX-7. I am still a college student with big dreams of being an entrepreneur.**

I was lucky enough to meet my good friend, Kevin AKA Deebo, from an early age and still had a tight friendship till today. Kevin and I lived down the street from each other. He had older brothers who were into cars. Every time we hung out at Kevin's house, he would always make me watch racing videos on YouTube and we would go on Craigslist to look at Japanese cars for sale.

Even though I was forced to watch racing videos, I was still not into cars....until one afternoon, I saw a stock dark green MKIV Supra roll down our street and it pulled into Kevin's yard. From then on, I started looking at JDM cars on the slow dial-up internet and fell in love with cars.

We grew up and got our licenses then the rest was history. Now, some of my close friends and I have created a brand called, "Lowkatski" and we hope to make our mark in the car community by hosting car shows and car-related functions/merchandise so everyone can come together to enjoy. I like how motivated people are to get together and enjoy each other's company.

Adding on, I feel welcomed when I am surrounded by car enthusiasts, even though I know nobody when I attend meets/shows in different cities. It's Kind of funny, but I chose the FD because it was the most realistic dream car from my list that I can afford. A bit of advice if you're thinking of buying one,



I have owned this car for almost two years now and I still pinch myself just to be sure I am not dreaming. As for driving, I still get butterflies when I gas the car up to hear the stock twin-turbo spool. I would say that the body kit makes it different from others.

FD's are known for their smooth timeless body design, but I have a kit that adds aggressive sharp body lines to the front and rear fenders. Adding on, the paint job that my painter, Shao X. aka NUCCA BUILDZ, for me the car was unique. From different angles, my hood vents and other pieces of my exterior would reflect a different colour, similar to a pearl paint job.





The rotary community is going to hate this, but I plan on swapping the rotary engine out for something else other than an LS. \*wink. The most work done on the car is the bodywork. I could not have achieved this without my very good friend Shao X., owner of [@Nucca-Buildz](#), for working on my car's bodywork and paint.

Without his talent, my vision of the car would not have been achieved. Also, my friend Keng T. rewired my harness and helped me with a bunch of electrical issues because I know NOTHING about the electrical side of cars. Do not buy a Right hand drive RX7 if your living in Californie. Buy a left-hand drive model and save yourself the headache.



## SPEC LIST



### Exterior:

- RE- Amemiya front
- Kazama front and rear fenders
- Rocket-Bunny rear diffuser
- Big-Country Lab Wing
- Custom Vented hood
- House of Kolor Tangerine Candy

### Interior:

- Bride Low Max seat
- Defi gauges
- HKS turbo timer
- Nardi steering wheel
- Mazdaspeed White cluster

### Engine:

- 13b (stock)
- RE-Amemiya intakes

### Wheels:

- Work Meister S1
- 18x9.5 & 18x10.5
- Federal Tires 595 RSRR

### Suspension:

- Air tekk Air-Suspension





### **Future Plans:**

**One** is a swapped motor, which I already put down.

**Second** is, add a roll cage.

**The third** is if I'm not swapping the motor out, I am probably going to go with a single turbo setup.

**Fourth** is trying to hit up every show I can possibly do in the US.

**Fifth** is maybe change the colour up after I complete the single turbo or motor swap.

**And finally**, change the widebody if I get bored with it.



STANCEAUTOMAG BUCKY HOHOLIK



STANCEAUTOMAG BUCKY HOHOLIK





Over the years I've owned lots of cars, mostly 2 at a time, 1 family car which I would have a few years and a second car for work that I would get bored of too quickly and change on a regular basis.

The first car I had from passing my test was a Vauxhall cavalier Sri. To be honest I hated it. After a few breakdowns and faults, I got rid and bought a little mk3 fiesta 1.1 lx and loved it. From that nearly all the cars I have now had have been a ford, never wanted to own another Vauxhall again. I suppose everybody has their preferred make and I just love a ford.

Although I have had lots of cars, I have never really been bothered about tuning them up or doing any kind of modifications. The odd car I have owned has had a sports exhaust on or changed the wheels but that was mainly due to existing items needing to be changed. I think that the car I loved the most was my escort gti, that's the only car I wish I had never sold.

I bought the focus nearly 3 years ago, at 40 years old some say mid-life crisis. Apart from an exhaust and dump valve it was standard. It was one car I had always looked at owning, mainly because of the noise from the 5 pot engine. The dream would be to escort Cosworth but budget stops that. I knew what I wanted, it had to be electric orange, st3 for the leather and facelift model. I did look at others but my heart was set on orange.



The day I bought the car I went straight onto Facebook and looked at joining a club as I knew then I loved the car that much it had to be tuned. I joined the **EOSTOC** run by Alex Gorden. A week after this I went to my first ever car meet at the opening season event at Squires.

Another owner Jamie Thorpe got in touch and showed me the way forward. Once there I met up with Alex and they introduced me around other clubs. It was during this outing when around lots of beautifully modified cars, my 12-year-old son turned to me and said - "dad, your car's boring compared to these ". That was it, let the modding begin.





### The mods running at the minute are;

- Block Mod
- Full Scorpion Exhaust 3" with 4-inch tips
- Decat
- High flow downpipe
- Forge Recerc Valve
- Forge Actuator
- Airtec Stage 2 Intercooler
- Rs Plugs
- Induction Kit with K&N cone Filter
- Little Devil Boost Gauge
- Dream science Imap Running Modx with V2 Overrun

The first thing was the exhaust. Section 59 was too loud for me being a daily driver and going to work at 3 am the neighbours weren't keen either. After advice and guidance from the club, I looked for a place to entrust my motor, and Mark Kent @Automodz was chosen. With him being local as well it was a no brainer and so far they have done all the mechanical work on my car and advised well on what parts would work best.

I also paid Nick Wiley a visit to get the bonnet vented for the looks and to help release heat from the engine bay. Blueprint was also used for most of the striping and the roof, other graphics have been put on myself whilst bored during the first lock down so went for a colour change to the wheels and something down the sides of the car - thanks Ebay. The addition of a little devil boost gauge and DRL lights fitted by Alex Gorden I was getting closer to what I was hoping for. With the mods on the car which Automodz have done, I spoke to Dream science and purchased their Imap and put on Modx. The car is now running beautifully and although not been on a dyno yet, told by @dreamscience it should be around 320bhp which is perfect. With the car looking well I had CM Illustrations do me a few renderings to frame and put up.



Future mods will include RS clutch as still running standard without issues, RS vac Pipe, Plenum, change tips to 5" - in the shed just not fitted yet and change all hoses in the engine bay.

Externally will be rear diffuser and side skirts, roof scoop and possibly big wing.

The car clubs I'm apart of are EOSTOC, #TeamTicTacs and Rolling Oval, they are more like family than just car friends.

Like most people, I'm in lots of car clubs, all through Facebook mainly as I love to see other cars and see what's happening with shows and meets.







**Michael Nguyen**

## **Bagged Lexus SC300**

Instagram: [@michael\\_nguyen63](https://www.instagram.com/michael_nguyen63)

Photographer: [@shutter.studios.david](https://www.instagram.com/shutter.studios.david)

**STANCEAUTOMAG** | **DAVID BARNHOUSE**

**Author** David Barnhouse

My first vehicle was a 1985 Toyota Corolla, which was a complete disaster. I was just a kid with no money, trying to build a drift machine. I ended up selling the Corolla, saved up some more money, and got a more reliable vehicle, my first SC300.

I started with basic upgrades like lowering springs and knock-off wheels. I kept it pretty basic like that for 2 years then swapped the motor. 4 months later I traded the car for a 1997 Toyota Supra, which I still have till this day. Like most builds, it's still a project 9 years later, but I love it.

A little down the road, I ended up missing the SC300 I had, so I went through 3 more and finally landed this perfect, rare, royal sapphire pearl, SC300 in California. The overall condition was 8/10, it was fairly clean but for sure It needed a little bit of work, and I'm a perfectionist.







### Wheels

- Weds Kranze bezerias
- 19x10.5 +12
- 19x11 +0



### Exterior

- Big win front lip
- Auto couture side skirts
- Auto couture rear bumper
- Fender and quarters professionally flared

### Suspension

- Megan complete rear lower arms
- Buck performance rear upper control arm
- Japspeed front lower control arm
- Buck performance front upper control arm
- Air Force air struts
- Airlift 3p management

### Interior

- Custom leather wrapped Recaros
- Nardi wood grain steering wheel
- Custom LCD climate control



To me, my Lexus SC300 stands out because nowadays, people get SC300/400's and make drift machines, and throw on body kits and ruin them by hitting walls. You rarely see a VIP style build sc300/400. My vision was that I wanted to restore it and keep it clean, so when people see an older Lexus like mine, they can see the effort and pride put into it. I do love the drift machine builds, and don't get me wrong, I've seen well put together drift style sc300/400's, but personally, I just appreciate the VIP look. This is just my little cruiser and anyone wanting to get into a Lexus sc300/400, I highly recommend it. These cars are built tough, and as long as you maintain it, they'll run forever and they're easy to work on.

### Future Plans

I have a 1jzgte swap getting rebuilt as we speak with an r154 5-speed swap, but I'm thinking about the grannas racing t56 swap. Going to change my wheels to work Meister s1 (my favourite wheels.) Trying to keep it simple and clean. As far as my suspension, I will add thicker sway bars and that's pretty much it.

Shout out to Wale for making this vision come true. Wale repainted the whole car and is the reason the car looks the way it does today.

**STANCEAUTOMAG | DAVID BARNHOUSE**



# Ian Walley

## Cortina - Tina (the shed)

Instagram: [@cortinav8](#)

Photographs:

[Ian Blacket](#)

[@bluearmyphotography](#)

[Callum pudge photography](#)

[Martin drake photographer](#)

Author Paul Doherty

The builder and driver of the Cortina is Ian, In the racing world, there are 2 types of racers. Those who get others to build their cars and those who build their own cars.! Ian Walley is the latter.

His mad Cortina is the result of years of work which no one sees. Ian has designed and built this insane car in a shed in Darlington From custom one-off space frame chassis to the silly stickers of the mad professor as he is locally known he did a lot.

You have seen some fast cars then there is Tina with well over 1000bhp under your right foot this car can do 0 to 60mph in 1.5 seconds and quarter-mile in 9 seconds at 145mph.

The best bet it's fully road legal so if you need some shopping you can take it. The car Tina or shed as it is also known as is believed to be the fastest mk2 Cortina in Great Britain, and can be seen at many shows and racing events as we can get her to.

When you have this level of performance to race you need a team behind you and Ian has one of the best. I know this as I am part of the team. So as myself and Ian are getting the car race ready our partners are running around loading the trucks making food getting fuel all sorts and without them, we could not race.



- With a Dart sportsman pro 351
- Power glide 2-speed gearbox with Neal Chance converter
- 120ml Turbo
- Nitrous
- Methanol





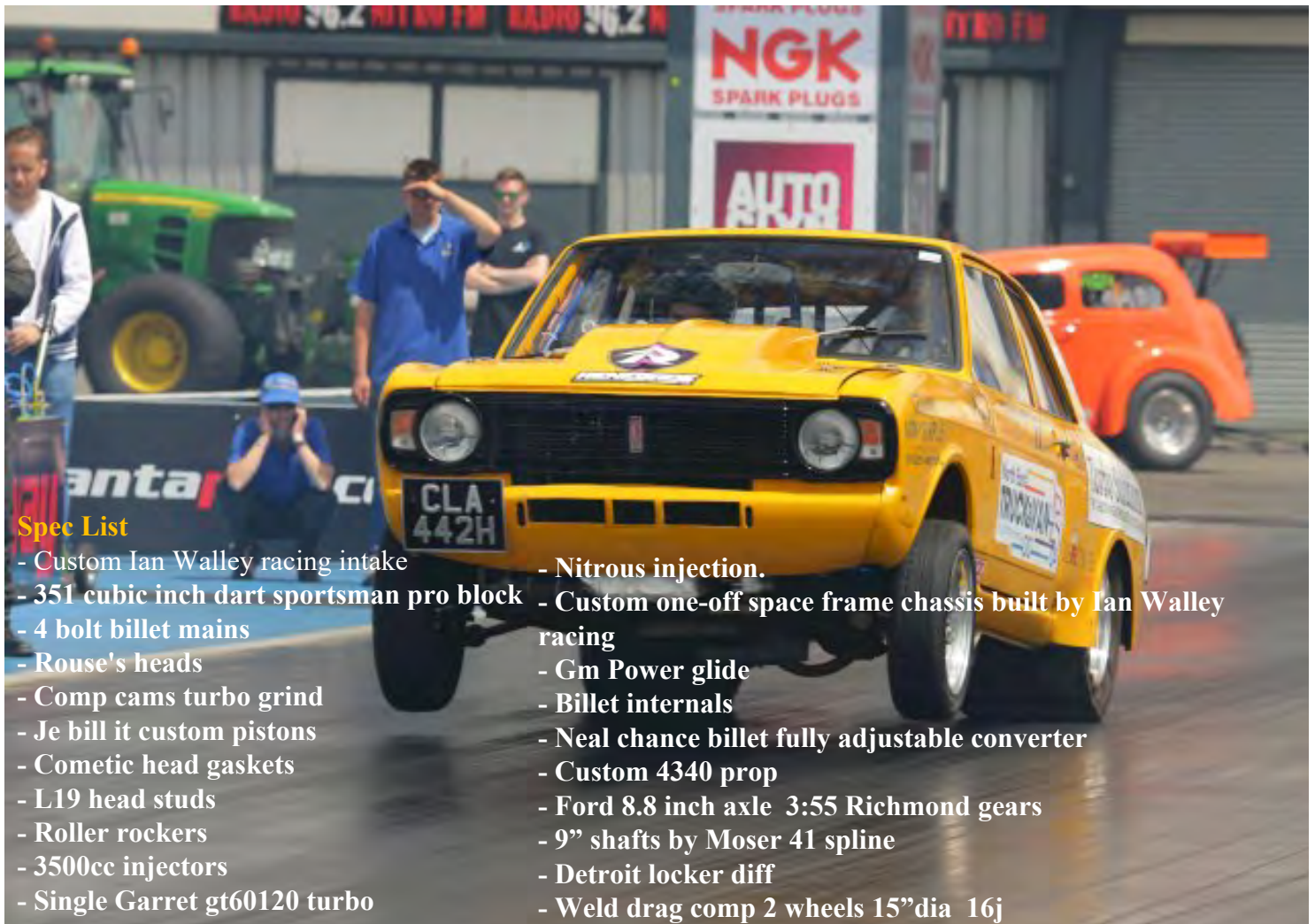
So why did Ian build this car? Simple answer: he is feeding his inner child. What does he like most about the car apart from the performance? Well, it's his. It does not belong to anyone else or a finance company and he built it. So when someone asks who did this he can hold his head up high and say I did.

Tina can stress every member of the team out especially Ian with constant improvements and maintenance to make her the best she can be. How much does it cost to run her.....a lot we sat down one day and worked out on a run she does 0.4 mpg. So why do we all do it?

Trust me when you have spent months and months in the workshop and more money than you care to think about and you watch it launch off the line watching it pull hard waiting for the time to pop up and it's a new PB there is no better feeling.

With thanks to

Everyone at Ian Walley racing  
Blackett and Blue Army Photography and everyone  
who has helped over the years



### Spec List

- Custom Ian Walley racing intake
- 351 cubic inch dart sportsman pro block
- 4 bolt billet mains
- Rouse's heads
- Comp cams turbo grind
- Je bill it custom pistons
- Cometic head gaskets
- L19 head studs
- Roller rockers
- 3500cc injectors
- Single Garret gt60120 turbo
- Nitrous injection.
- Custom one-off space frame chassis built by Ian Walley racing
- Gm Power glide
- Billet internals
- Neal chance billet fully adjustable converter
- Custom 4340 prop
- Ford 8.8 inch axle 3:55 Richmond gears
- 9" shafts by Moser 41 spline
- Detroit locker diff
- Weld drag comp 2 wheels 15" dia 16j



# Ollie Cowap

## 2015 Alfa Romeo Giulietta

Instagram: [@Giuliettair](#)  
Photographer Credits to:  
Sam [@ArielMotion](#),  
Mat [@N4styMedia](#)  
Leon Leon [@D6lrl](#)

ARIEL.MOTION

Author Paul Doherty

I am 24 years old and from Cheshire.

This is my 2015 Alfa Romeo Giulietta (Sprint Speciale)  
Growing up as a kid I was always into cars but it wasn't until my second car and a decent job that I started to express myself through modifying my car and here we are now, nearly 3 years since I took the keys and an amount of money I don't dare think about!

When people think of modified cars, the 1st thing that comes into most people's head is either VAG or JAP platforms, not an Alfa Romeo – this is one of the main reasons I picked this car. I wanted something different, at the age of 21 insurance was still sky high so something fast and powerful was not an option, I wanted to stand out at the local events with a car you didn't really see, a bit of an outsider you could say. What's less likely to see at a supermarket car park on a Sunday night surrounded by Corsas, fiestas and golfs than an Alfa Romeo!

Everyone knows the best thing about an Alfa Romeo for the 2nd hand market is the depreciation! I feel for anyone that not only buys a car new but buys an Alfa new! I got this car with 8k miles on the clock less than 18 months old for a whopping 60% off what the original owner paid.

Funnily the one thing I told my parents when purchasing this car is that like my last one, as much as I love cars and the whole car show scene is that I wasn't going to modify this one as it only decreases the value of the car & it was already great to look at – sorry mum and dad! I lasted about 6 months before I travelled down to Bicester for a custom cat back made by Wizard Exhausts & Ryan Edwards Fabrication, one of my top purchases to this date for sure!



This is without a doubt where the modifying bug bit me! I didn't go all out and cover my car in stickers, whack a sound system in the boot and some eyelids; I have always tried to keep it a clean build that turned heads without screaming look at me.

It would be false of me to say I have built this car myself, if it wasn't for my friends a lot of this car would not be as it is, my knowledge is basic at best and as willing to learn as I am, sometimes it's best being left to the professionals, especially as a lot of this car is custom.



For me, it has always been about looks with this car, We go to shows every year to look at cars parked up, it doesn't matter how fast it goes, and if it isn't visually appealing we wouldn't attend these shows, Please don't assume this means the car's engine has been untouched, it was never the plan too but after some bad ownership on my part the turbo died and well who needs an excuse to upgrade?! The little Garrett GT1446 went hybrid, the Cat came out, an @MultiAir Tuning & Developments front mount intercooler went on, a K&N air filter, mapped in by the guys over @The Vehicle Tuner the car made a healthy but reserved 203hp 297nm (150hp stock).

I always wanted to keep that OEM + Clean vibe with this car, although I wanted it to stand out I don't want it to be a ghastly looking thing, that's not what Alfa Romeo's are, they are meant to represent sophistication and style – I know I've messed with that a bit but I hope you agree I haven't made a total mess of it?! I always dreamed of dropping the Giulietta on air, unfortunately I can not say I was the 1st in the country as I know there was one before me that lasted a few months before being split and sold but there was not an off the shelf product, I knew of no other Giulietta's on air in Europe and with the one in the UK no more, I needed to be next!

A kit was sourced from Italy however this was a disaster as it did not work and they would not refund, this meant the build was all but put on hold for a year whilst we fought to get my money back, once the bulk of this was recovered I handed the car over to Aaron @FocusFiveAutoworks to make one from scratch and the boot build was designed and built by Jake @FocusFiveDesigns, nothing too fancy but a perfect balance between function and form.

#### **Engine & Exterior:**

Hybrid Garrett GT1446  
Front Mount Intercooler  
Performance Air Filter  
Facelift 2016 Grille  
Linear F Side Skirts  
Alfisti.net Rear Diffuser  
Smoother Front Bumper  
Short Shifter  
De Cat Downpipe, Resonated centre pipe with back box delete

#### **Interior:**

OEM Carbon backed Sabelts (out of a MiTO)

#### **Suspension and Wheels:**

19" EtaBeta Venti-R in Anthracite (8.5J 5x110) – SOLD!!!  
Custom made air suspension (using Bilstein Shocks & air lift bags)  
3P Airlift Management powered by 2 Viaair 444c Compressors &  
TA Technix 5 Gal Tank





### Top 3 Modifications?

#### OEM Carbon Backed Sabelts

– Air suspension was always the party piece of this build however those amongst the Alfisti circles will know how rare these seats are! These were optional extras for MiTO QV owners (an expensive extra of course), I know of 2 Giulietta's with these fitted in the world so after [@FocusFiveAutoworks](#) built the rails to make these fit, I am nearly adamant I will not see these in a Giulietta again

#### Air Suspension

– I know every Tom, Dick & Harry has it nowadays, but not on a Giulietta and knowing how unique that is, brings a smile to my face every time!

#### EtaBeta Venti-R Wheels

– Now I've actually sold these, may sound daft with them being in my top 3 most favourite mods but the 2 years I have had them, they are what has brought the most attention, I've dreamed of owning 3 piece wheels for some time, not that I could ever afford a new set! An opportunity has arisen so the EtaBeta are sold and the new ones are being collected Mid-November ready for next year.

#### Special Thanks:

Aaron & Jake Allen over at [@FocusFiveAutoworks](#) & [@FocusFiveDesigns](#)

Jamie Simpson at [@cheshirewestCustoms](#)

Phil Bateson & Tom Allen at [@MADCOW](#) for keeping my car always looking shiny



#### Future Plans:

As above the splits are being collected Mid-November, I have a RaceDesign.PL splitter to fit! A fresh map should see it at 220-230, I'd happily finish it off here as it is my daily so to speak so reliability is key, a custom steering wheel would be great for Christmas if the Mrs reads this, then just getting the car in tip top condition with a paint correction etc. ready to hit the show circuit next year!

I know a lot of people moan that the scene is toxic and it's all about chasing clout nowadays and not appreciating builds, I can't say this has been my personal experience as it is where I have met the majority of my best mates and I live for these shows every year, always been Good Vibes, Good People and Good cars! I hope to catch up with old faces and meet some new ones at the next proper shows next year – hell I hope to be allowed to display at some!

Worthersee has been re-booked for 2021 so that is the main thing to look forward to next year. I'd love to do some more shows in Europe in the coming year/2 before I even think of starting with a blank canvas on a new build!



# Fredo

## Bagged BMW E92

Instagram: [@baggede92\\_704](#)

Photographer: [@stealth.captures](#)



The reason I got into cars was that I have an older brother that took me everywhere with him to underground meets and shows, he had a Subaru STI. My first “meet” was a drift event and ever since I fell in love with the scene. I feel like a little kid at every show I attend my car with. Also, I was a big fan of F&F and always had the new NFS(Need for Speed), people called me the DK(drift king)on NFS.

I got a BMW 335i M Sport E92 because of how known the platform is and the N54. These engines are capable of 600whp with no internal motor work done to them, not bad for 3.0 inline-six engine. They are easily tunable and look amazing. I’ve had the car for 2 years now, the first year I got it full bolt-on, catless downpipe, aluminium charge pipe with HKS Super SQ BOV, 7.5 inches stepped intercooler, dual cones intakes, 3.5-inch straight exhaust with resonator for the rasp.





All parts from VRSF, best prices in the game for quality BMW performance parts. Tuned on MHD Stage 2+. Then I got it the way I wanted to always look.

First I bagged it, went with Airlift 3P management and struts. These guys know what they're doing, rides A1. After that, I got my dream wheels, Work Meister S1, 19x9.5 +22 front, Rear 19x11 +24. I got my headlights done by @simplycleancustoms, blacked-out housing, full DTM LED rings and LED carbon fibre eyebrow, from @bavgruppdesigns to give an aggressive modernized look.

All the parts are from @RushCustomsatl, OEM fitment and awesome quality.

I went with dip your car peelable auto paint (plasti dip for cars) Stage 3 kit. I chose this because I was going for a satin/matte look and loved how easy you could customize the colour, also if it scratched you can just spray right over instead of trying to buff it out or get it rewrapped.

The colour I went with is Nebula Red, with gold flakes to make it really stand out. Waiting on the stock turbos to go out so I do a big single turbo and fully send it.



### It has M4 style

- Carbon fibre grilles,
- Carbon fibre ARKYM style front lip,
- Carbon fibre M style mirror caps,
- Carbon fibre diffuser,
- Carbon fibre rear fins and carbon fibre side skirt extensions,
- Smoked LED sequential side markers,



# John

## 2004 Honda civic ep2 sport

Instagram: [@that\\_punto\\_evo](#)

Photographer: [@tylerh\\_photography\\_](#)



### Help and support

[@the\\_blue\\_350z](#) (my garage)

[@lilziller33](#) (sprayer and body man)

[@that\\_black\\_ms\\_mx5](#) (my go-to)

[@\\_manic\\_modz\\_](#) (sponsor)

[@dynamic.decals](#) (sponsor)

I am 25 years old and live in North Yorkshire, I currently work for one of the biggest food disruption companies in the UK. From a young age, I've always shown interest in cars but with the help from my family and friends, I had learnt a bit over the years and used my knowledge to try and create something a little different and unique.

I saw a friend Mike was selling a two-tone grey 2004 1.6 Honda civic ep2 (type r replica) cheap and at the time I was passing my test, I put a deposit on the car with the intentions of buying the car after passing my test but one night I got the train home and as I got to the station there it was outside, my partner had paid the rest of the car off as a surprise and at the time I had my test booked so I was still a learner.

After passing my test a couple of weeks later I thought I would add my own little touches to the car like wheels, stereo, led lights and clean and paint the engine bay. Not long after I hit a deer and made a bit off a mess so I decided to go a little further and decided I wanted something different to any other ep2, I had never seen an EP Civic with a smooth rear so I decided I would give it a try and it was my first time filling and smoothing.





I custom made my own front lights by splitting them, painting them satin black, installing some colour changing halos and modding the lights to give a JDM look moving the sidelights down and making them orange. Before long I had spent more than the car was worth in parts and mods and decided on a colour with my friend Dave who's a painter/body man and removed the type R look as it wasn't a status it deserves.

With help from friends and family, all the parts were fitted and the car was prepped for paint. I suffer from multiple mental health issues and my car was my go-to when I felt low rain or shine and to work on something.

**Here's the following of everything I can remember as there was such a lot done in a year and a half**

- HKS mushroom filter
- New battery
- Engine bay dress-up kit
- 17" Evo 8 Enkei in metallic black
- Mtec drilled and grooved discs
- Brembo pads
- FK coilovers
- Yellow speed racing camber top mounts
- Sports cat
- M2 centre pipe
- M2 sidewinder backbox
- Mugen spoiler
- Samurai rubber lip
- Custom headlights (10.000lm led bulbs)(dipped beam)
- JDM side light conversion
- 15.000lm led bulbs (main beam)
- Wing mirror puddle lights
- RS style Bonnet vents
- Side skirt extensions
- Type r seats
- Aluminium gear knob
- OEM fog lights (15.000lm led bulbs)
- Badge and lock delete on the boot all smoothed out
- Full respray in Porsche 911 peppermint green
- Matt nardo grey roof
- Skunk 2 racing Lower control arms
- Beaks tie bar
- Gel plates
- Carbon door garnish skins
- Led number plate lights
- Double din stereo
- Front pioneer 900w speakers, Bose rear speakers and -
- 900w 6x9 pioneer speakers in the parcel shelf
- White footwell lights

This car is well known and over time some haters turned into lovers, yes Honda's are like Marmite but some minds can be changed and this car did that, everywhere I went I was flashed by other cars, waved at and photos sent to me.

All the work from start to finish is on my Instagram [@that\\_punto\\_evo](#) so please feel free to check it out and use it as some form of inspiration, anything can be achieved and overcome if you put your mind to it and the most important thing is

**DON'T GIVE UP!**

Dream car would be either an Evo 5 or Evo 6







**Deborah Bromley**

## Ford S-Max Titanium X sport

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

I'm a mom of four who started out with an S-Max for school runs and holidays and going on to Modify our bus. It all started with a club sticker at Ford Fair, to Mods that hadn't been done before on an S-Max. We then went on to running a car group for Max's and supplying car enthusiasts with mods, decals and graphics.

[@dare2bedecaled](https://www.instagram.com/dare2bedecaled)

Max'd-Out came about because we wanted to create a 7 Seater version of the Focus RS. Steve has Modified cars all his life and said: "if we have to drive a 7 seater, it will be the most modified 7 Seater in the world." Having owned an RS already, We had our inspiration. And set about creating a giant version of the Focus RS.

Our car got its name after mentioning we wanted to Max it out when getting our graphics done. So we had "Max'd-Out" put on our sun strip. After that, the mods began. After some different looks, we thought long and hard about the right graphic design for our car. when we saw a Focus RS with a wolf all over. we knew that's the look we wanted. Our first obstacle was getting someone to make the RS spoiler fit the S-Max, after lots of refusals we found a Body specialist who would take on the challenge. We knew what we wanted and didn't stop until we achieved it.

That was the first of our body modifications. Max'd-Out is my daily run which turns a lot of heads on the school run. I get a lot of positive attention from passers-by and other car enthusiasts. I feel it's something different in the car scene other than your run of the mill focus, fiestas and Mondeos.

We found that when trying to modify it, there was nothing available to buy, as 7 seaters were not considered modifiable cars. Therefore we had to think outside the box so we took our inspiration from the Focus RS and began to fit parts that were not meant to fit an S-Max. We were told it couldn't be done by many experts but that didn't stop us.



We went on to widen the arches, Chop the bumper up to add an RS rear diffuser, custom fit an RS front grill along with many other Modifications listed. Our next Modification is going to be another first. As we believe it's never been done before.

### SPEC

- Ford s Max 7 seaters one-off show car
- Focus RS grill custom fitted into front bumper
- S Max ingo noak lower splitter
- Focus RS bonnet vents cut into bonnet with a vinyl lip to mimic the Focus RS
- Focus RS custom-fitted boot spoiler made to fit the s Max boot lid
- Airtec intercooler
- Focus RS rear diffuser custom fitted to the rear bumper
- 4d private number plates
- Custom wide arch kit
- 25mm spacers all round





With Mayfair Mania wheels 10.5j rear, 8.5j fronts, Powder-coated Asbo orange all fitted with 255 35 20 tyres

- Powerflow focus RS exhaust system 4inch pipes
- Dpf EGR delete with de-cat and custom map 200+Bhp
- Wolf graphics applied to the body
- Heko wind deflectors pinstriped Asbo orange
- 2.5t front brake upgrade pads and discs
- Under car neons controlled from the phone app
- Illuminated sill plate lights all round
- H&R lowering springs 35mm
- Audi sequential indicators built into the front bumper
- Fly eye applied to all lights



We realised that there were no groups for “Modified S-Max’s” that Offers meets, Help with Mods or shows. Apart from the Ford groups, we attended who didn’t give us much recognition because it was “only a family car” We didn’t feel we fitted in alongside the other sports cars. so we started “Modified Max’s” on Facebook and Instagram [@modified\\_max\\_s](#)

We established in 2017 with just 17 members and now have a massive following of 2700+ members and hold regular meets. We have members who travel from all over the country for meets and worldwide for shows. We have since created Modified Max’s global for members overseas. We were the first “Modified S-Max’s” to have a stand at Ford Fair 2 years ago with 20+ Cars. our main aim was to show the car scene that just because you have a family car it didn’t mean you had to give up your love for Modifications.

We have a fantastic line up of Modified cars in our group that proudly wear our stickers.

We like to think Max’d-Out has influenced many members to show their cars. And today there are more and more Max’s and car groups following the trend.