

Modified - Slammed - JDM - Euro - Muscle

STANCEAUTO MAGAZINE

APRIL 2021



Geoffrey Eason
2013 Volkswagen GTI
@lowerclass_royalty

Rob Ferro
2017 Mercedes Benz

Kez Martin
2016 Mustang GT

Cristian Tyrrell
1988 10th anniversary
Mazda rx7



Since 2020

HOT For This Month

Written and Edited by Paul Doherty



2013 Volkswagen GTI

I'm a 34-year-old automotive fabricator/
builder currently living in northern Virginia.

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2019 Honda Accord Sport

I'd rather lose by a mile in the car that I built.
Rather than Win by an inch from a car
someone else Built.

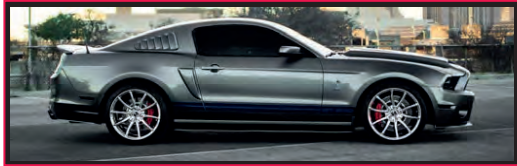
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Mazda rx8 231 2005

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

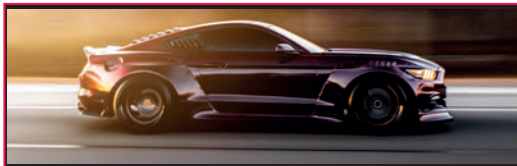
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2014 Shelby GT500

I've been into high-speed muscle cars for as
long as I can remember.

24



2016 Mustang GT

My name is Kez Martin, owner of Dapper
Auto Spa NYC and this is my 2016 Ford
Mustang GT.

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Geoffrey Eason

2013 Volkswagen GTI Drivers Edition

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I'm a 34-year-old automotive fabricator/builder currently living in northern Virginia.

Some of my best memories from childhood are going to car shows with my father and hanging out in the shop with him, helping when I could.

I would hold the light or turn the key, while he messed with the carburettor and adjusted timing, as a young child and would later do those things myself with his help. Because of that, my father played a huge role in me becoming the enthusiast I am today and a bigger part of the reason my profession is building custom cars.

While I watched and later helped him turn rusty run down parts into running and driving cars and trucks I knew I wanted to build cars when I grew up.

When I finally got my drivers license there was no way a plain stock car was gonna do. My first car was a 1974 Chevy Nova with a small block and racing stripes. It took some work to get it roadworthy but after that, I was hooked for life.

The taste of owning a custom car and competing against fellow enthusiasts left me wanting to do my best and win the top prize at everything I competed in.

A couple more hot rods, a couple of mini trucks, and a few Euro's have brought me to this point, of course, none stayed stock and they got better with every build.

As an automotive fabricator/ builder I have to challenge myself to do the best I can for my client and I have made it a practice to do that with every car I touch, including my own.

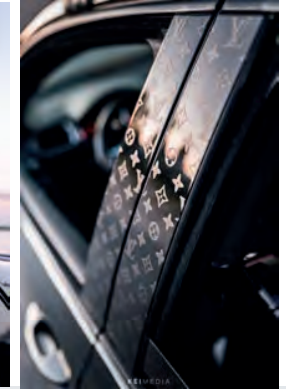
In my industry, you learn not to cut corners or you will end up doing it twice and the second time comes out of your pocket, so remember to always check twice to avoid any mishaps.



In 2014 my wife and I learned that we were going to have a child. One of the first things that came to my mind was being the father I had growing up with and making those memories with my own child, not only for them but for me as well. In late August we went to our 17-week ultrasound and found out that our baby girl was going to have some complications with a birth defect called gastroschisis, my heart hit the floor. I promised myself that no matter what happened I would give my daughter the chance to build the same memories with her father that I have with mine.

With my amazing wife being in the United States Marine Corps we were stationed in Okinawa Japan and they did not have the facilities to handle the surgeries to come with our baby girl. We were immediately cut orders to Quantico, Virginia so she could be seen at Walter Reed hospital. Thanks to the amazing doctors and God's grace her surgery went well and she only spent 21 days in the NICU before we were able to take her home, but the surgeries were not over yet. She spent her one year birthday in the hospital and we almost lost her due to complications from gastroschisis. She would go on to have 15 more surgeries in the first 4 years of her life, more than most people have in their entire life. When I bought my GTI in 2016 I promised myself that any modifications I did to the car would be done with her in mind.





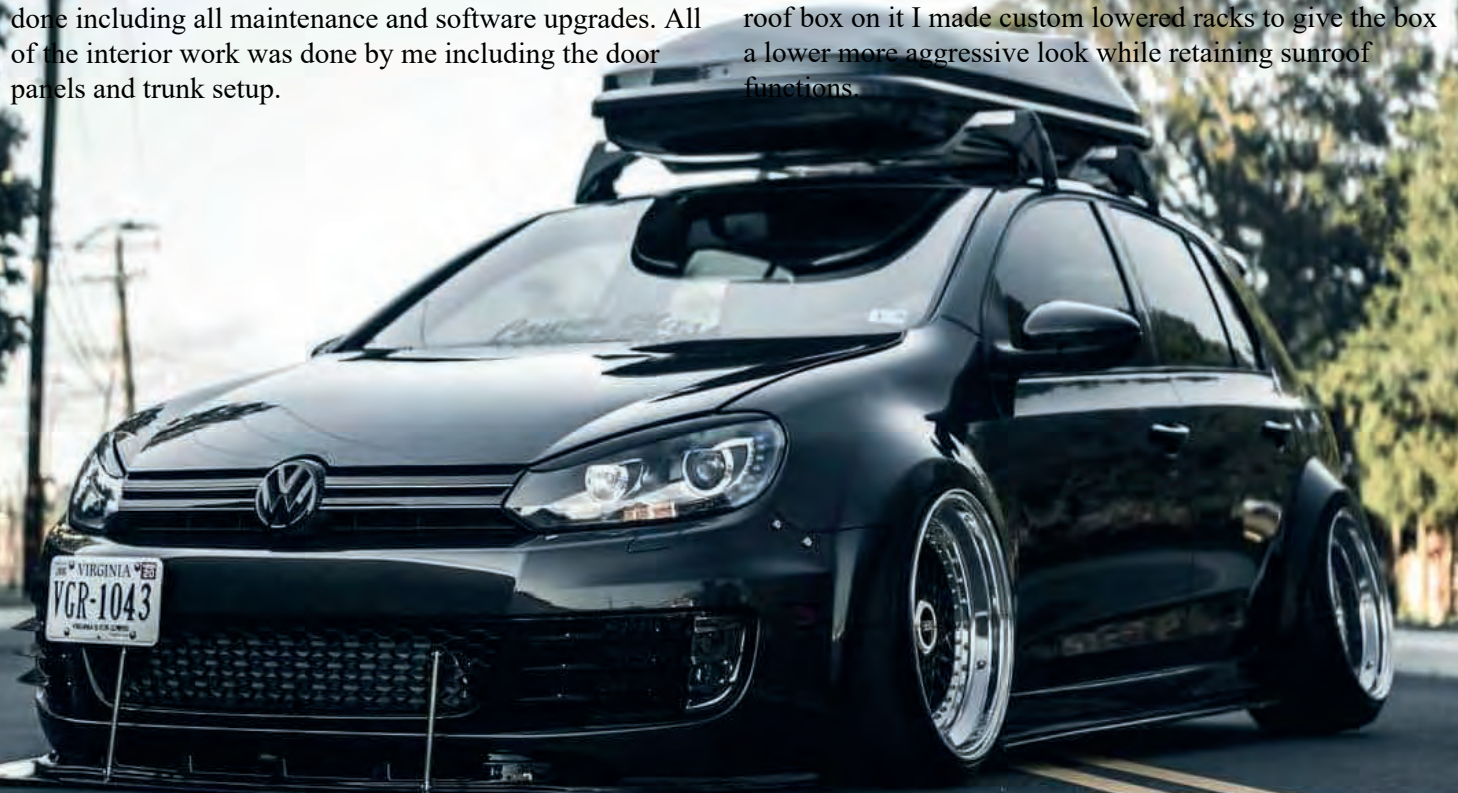
In no way would I make the car unsafe or modify it in such a way that she could no longer ride with daddy to shows and events. She turned 6 this past January and one of her favourite things to do is come help daddy work on his car in the garage. I hope that by allowing her to help me do things in the garage she can learn that with enough hard work and the right mindset she can build the confidence to do anything she wants, no matter how she was born or what she goes through.

I have a sense of pride I have developed from working on my own cars and I can proudly say that, with the support and encouragement of my loving wife and daughter, I have done all modification to my GTI myself.

From fabricating my own metal wide-body and painting it to any suspension/drive train modification that has been done including all maintenance and software upgrades. All of the interior work was done by me including the door panels and trunk setup.

I'm currently working on building a 4 door friendly roll cage and other interior upgrades that I hope to have finished for the 2021 show season. I think what sets my car out from others is the attention to detail I put into everything on the car. Even though the area isn't seen by anyone but me I can't just throw something together. For example, all the hidden air lines and wiring for the air ride and compressor is not only done in a professional manner but designed so that it is easily accessible. I still have a full-size spare tire in there and all tools to change it if needed most would probably remove all of that to make it easier to install the air ride components.

When my Braum harnesses didn't have pull straps, instead of leaving a hole there, I made custom "LV" pull straps to match the other "LV" interior and trunk modifications. When I didn't like the way the OEM roof rack sat with the roof box on it I made custom lowered racks to give the box a lower more aggressive look while retaining sunroof functions.



Wheels:
BBS RS 18"x10" et -13 18"x11.5" et -32,
17" faces stepped to 18" with 3" and 4.5" traditional step lips,
Custom painted gold flake faces and flat centres and gold hardware.
225/35r18 & 255/35r18 tires.

I'm building a different set of wheels currently for 2021 show season with similar specs, but you will have to wait for the reveal.

When I didn't like the looks of any of the widebody kits available I designed and built my own. Instead of painting things gloss black, I added a gold flake to tie them all together including the BBS faces and air tank.

Interior:

- Custom Louis Vuitton air tank setup with custom paint and alum hard lines,
- False floor with hidden air zenith air compressor, 3p air management,
- Hardwood floor trunk with leather tier, custom leather side and seat back panels,
- 9" touch screen Android radio,
- Raceseng custom painted shifter,
- Custom 3p controller mount with matching gold aluminium faceplate,
- Louis Vuitton door cards,
- Custom Louis Vuitton shift boot,
- Braum alpha-x seats,
- Braum harnesses with custom Louis Vuitton pull straps,
- Harness bar (currently building 4dr friendly roll cage),
- Forged carbon OEM style steering wheel (currently being made),
- Custom painted interior parts piano black and gold.



Little details like that and the panels in the trunk, that make it look more custom and cover the hideous trunk carpet, is what I believe sets my car apart from the rest of the pack. The car has a lot of modifications over the years but here are the ones I can remember:

Exterior:

- One of a kind custom steel widebody, everything on the car is painted not wrapped.
- Carbon fibre hood,
- Carbon fibre spoiler,
- Carbon fibre mirrors with the sequential led signal,
- Maxton design front lip,
- Custom 3pc front splitter,
- Custom designed fog light aero,
- Maxton design inspired custom rear diffuser,
- Custom painted golf r style grill,
- Custom painted front lower grills,
- Vortex side skirts with Maxton design extensions,
- Custom painted rear valance,
- Led sequential euro R style tail lights,
- Custom painted roof box with custom lowered OEM roof rack, "kill all wipers" rear wiper delete,
- Engine dress up bolts,
- Blacked out reflectors and corner markers,
- 23% tinted windows all around,
- Louis Vuitton accents.

Engine:

- 2.0 tsi with custom high boost tune and DSG tune,
- Carbon Forge Twintake,
- Front mount intercooler,
- Go Fast Bits Diverter valve,
- Performance engine and transmission mounts,
- Audi r8 coils,
- Alum turbo charge pipe,
- Alum throttle body pipe,
- 3" catless downpipe with custom 3" stainless steel exhaust and forged carbon 4" tips,
- Custom painted engine cover,
- Battery cover and fuse box covers,
- Billet aluminium fluid caps,
- Forge aluminium washer filler neck,
- Custom intake cover painted to match engine cover.

Suspension:

- Airlift 3p with airlift performance struts and rear bags,
- ORT billet upper rear control arms,
- Custom adjustable rear toe links,
- Custom rear lower control arms (current winter project),
- Autotech front and rear sway bars,
- Frame notch,
- Tyrol Deadset subframe kit.



Brock Beatty

2019 Honda Accord Sport

Instagram: [@Ahh_Senpaii](#)

Photographer: [@Stealth.Captures](#)

STANCEAUTOMAG BRYAN DE CASTRO



I'd rather lose by a mile in the car that I built. Rather than Win by an inch from a car someone else Built.

Your car is Your Story, Don't let someone else write it... I'm 27 years old, I live in Charlotte, Nc, but I was born in Oklahoma but raised on the east coast of the U.S, More so New York.

I got into cars at a very very young age, for as long as I can remember I was 3, playing Need for Speed Hot Pursuit 3 on the PlayStation, and I was always big on the need for speed franchises, Underground, Underground 2, Most Wanted, Pro Street, and etc.

That's really what started me and my passion, and love for cars. I just remember playing more of the customizable games of the Need for Speeds, Underground 2, Most Wanted.

I remember just saying to myself playing those types of games, when I grow up I will own a modified/stanced car. I was just so excited, always playing those games.

Then when the fast and furious franchise came out, I almost lost it growing up. Like, "Yooo!! It's real!?? It's not just in a video game!???" And that was a wrap for me.

Especially when Tokyo Drift came out, still to this day that is my favourite out of all the fast and furious. The way the Japanese jdm culture is and their execution to every aspect of the cars that they built is just beautiful. And, from there it was done, I was inspired.

When I turned about 15 I remembered we moved to NY, and that's where I actually saw my first group of modified/stanced cars walking to the mall with my brother. And I remember going, "That's going to be me one day." Then, I remembered getting my license, at 19.

The first car I bought was a 94 civic dx, bought for \$600 who could complain. Wasn't perfect, but hey, it was mine. Then, I got a couple of friends here in Charlotte, Nc from my first job working at the movie theatre. They were car guys!! Started talking to them and they invited me to a meet Friday night, I'll never forget it.

Now, at this point, I don't know everything when it comes to cars, but I know enough, so I thought...So, went to the car meet, Had a Blast!! But, on the way home, my head gasket blew, and I couldn't understand why?



Need for speed didn't teach me this. Haha! Come to find out the car had no oil. At this point, the car had served its purpose and I decided to buy a new car. From there, I actually started teaching myself, asking those first few friends about the engine and how it truly worked.

As I had some knowledge of how it worked but not completely, and I believe at this point in my story, most of us car enthusiasts have either severely damaged a motor, or blew it. Anyways though, so I learned!....and as time went on I started building my new car. Which was a 2012 Honda Fit Sport. Now, most of you are going to either say, "A fit?"

What's that, or why a fit?" Just as my friends said to me, I liked it, at first I didn't, But.....I built it and loved it. Ended it up doing heavy modifications to it, I had bagged it, wrapped it in sunflower gloss yellow. I had gone through so many different sets of wheels and tires trying to get the whole idea of "Fitment" down.

But, once I got it down everybody actually dug it a lot, I started going to actual car shows with it and met so many different people, made A LOT of new friends, I had a blast with the car and it ended up being everything to me, hey! It was my actual first love, to be honest with you. But, like all things, it came to an end, I was in a bad car accident and it was totalled.

So, that brings me to not the best luck with cars right? I was highly upset when I totalled my fit. 4 years with her, man that was my baby, the love of my life. I knew when Life was kicking me down I could just get in it and drive and feel 10x better. And now she was gone, I was so upset. But, I said well, it's time to start a new project.

So, I went and bought a 2018 Honda Civic hatchback, built it, coilovers, Work wheels, tablet in the dash, few things here and there. The car was okay but it didn't and wasn't giving me that I love you back feeling like my fit did. So, I sold it back to the dealership a year later and bought my Honda Accord.

Now, the accord wasn't you average "Jdm/Sport" type build as it was classified as Honda's, "Luxury car." So, I started looking up luxury cars, stanced luxury cars on Google. And I was in shock of the results of some of the luxury builds I had found. I found some Liberty VIP members, which are highly inspirational guys with old Ls430 builds and just other beautiful luxury cars.

I started learning so much, and I researched the luxury VIP builds in Japan. I started learning more and more about the Japanese and how they built their luxury cars.

Either air bagged suspension and most of them are on coilovers or also known as "Static." Then as my research furthered, I stumbled on the process of the things some of these guys would do to their interiors. And, honestly.....That's what did it for me, that's what made me be like okay, I can do this, I'm in Love with this!! Now, other than all of this, I have a Girlfriend, named Raven that I met back when I had the fit, at a car wash, at a meet, and she actually had an accord fully built, and that was the first time

I had ever really really seen a luxury car up close and personal.

She was some influence with me going into the luxury scene. But anyway, so....I researched some more on parts for the accord as I had bought my 2019 Accord brand new, only had 45 miles on her, and there wasn't too much inspiration on the platform, considering the car was so new.

So, I started buying parts, as I stumbled on body kits that started to come out for the car and suspension parts, and other pretty cool things.



As they came in, and I think we can all say, when you get a FedEx or UPS truck ringing your doorbell with your car parts, that feeling of excitement is like Christmas. But, I started putting them on the car as they came in.

Before I even knew it, I was at \$11,897.34 almost a whole year later. But, the car was beautiful and I was happy, and so were my friends, and my girlfriend.

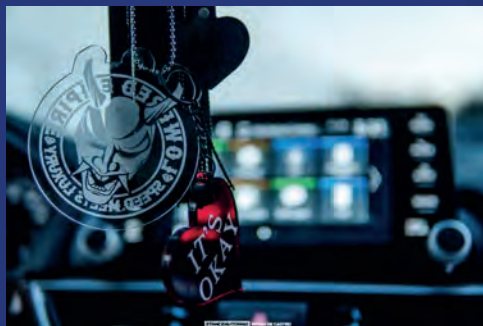
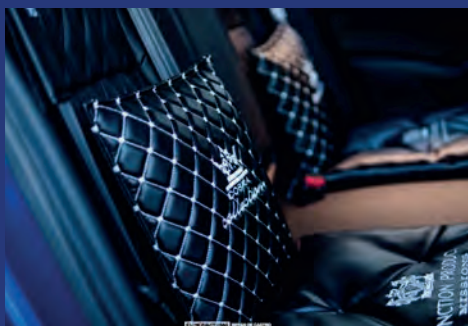
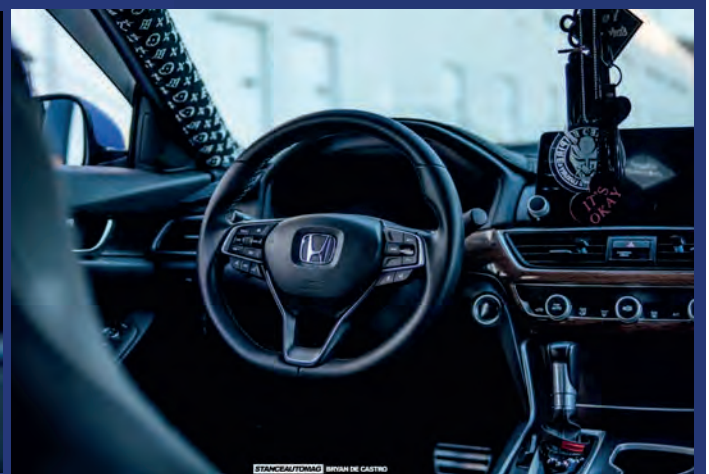
Today, I find myself back in love with my Accord, just how I was with my fit. I wouldn't trade my car in for anything in the world, I'm so proud I didn't give up on building cars completely, even after the accident and the civic and all the discouragement I felt with those two situations in my life.

Here's a full Mod list of everything I have done to the car. I'd say the car is pretty much done for the most part.

I believe if you're a car guy or girl and you really want to build a car. No matter if it's a drift, race, function over form, stance, luxury, or whatever it is, DO IT!! Follow your heart, everyone in this life deserves to be happy. And if cars are that passion that everlasting smile on your face, or that overflowing feeling you just can't stop, then don't hold yourself from that feeling.

My journey from a little boy on a video game up until now and all the friends and family I have met, and the experiences I have had with these cars. The people I have been able to touch and motivate and inspire and bring together, through love and this passion, is a feeling I wouldn't trade for the world. Sometimes I can remember when I was upset or I was just lonely or whatever I was feeling, my happy place was the cars.

It just gave me a release of pressure or weight I was feeling that day, off of my shoulders. Don't let it slip from you, follow your dreams, and be happy. Love, love life. I hope you enjoyed my story and my build as much as I enjoyed sharing my story, and I hope some of you take it as inspiration and use it. Remember, it's Your car, Your story, Don't let someone else write it for you.



Exterior Mods:

- Complete Yofer Under lip kit
- Trunk duckbill
- The front grille is Rose gold Sport grille

Exhaust

- 3.5 dual angled tips, with Custom Y-pipe

Wheels

- 19x9.5 +22 offset Infinite Werks

Suspension:

- BC extreme low coilovers with 6.25 spring rates

Engine Mods:

- The motor is a 1.5 turbo motor, no more Vtec

Interior:

- Fully Re/upholstered Diamond stitched seats
- A-pillars in front are Custom Suede Louis Vuitton Stitched
- Junction produce Sliding curtains
- Junction produce Curtain holders
- Junction produce seat cushions
- VIP'd out Neck pads
- Cobra Collection pillows
- Custom Suede dash matt
- Custom Diamond Stitched floor mats

Manny Carreto

2018 Ford Focus ST

Instagram: [@ST1.Carreto](#)

Photographer: [@Stealth.Captures](#)

Sponsors: [@Hard.Psd](#)

Club: [@UnitedStatesOfStance_](#)

My name is Manny Carreto and I'm from Concord, North Carolina. I am currently a quick lube tech at Ben Mynatt Chevrolet and I own a bagged Focus ST.

Ever since I was a kid, I've always been around cars that eventually bloomed my love and passion for them. Whether it was watching movies about cars or playing with toy cars around the house, I always had a love for them.

As I grew up during my early middle school years, I remember all of my brother's friends having nice 350z's, g35's and other captivating modified cars. When I got my first job, I knew exactly what I was saving up for. As I was deciding on which car I should buy, I saw a Focus ST come into my job and from that point on I knew I wanted to get a Focus ST.



The reason behind why I chose to build a stance/show car was because of my close friend, Jaleel. I remember him showing me his bagged and wrapped Acura TL. I instantly fell in love with it.

Everything from his trunk set-up, his eye-catching orange wrap, and airing out everywhere he went... is what inspired me to build a stance/show car. What I like most about the car scene is getting to meet new people every day through the car.

For anyone looking to buy a Focus ST, Do it! The car has been so good to me. It's a fantastic option for your first build or daily driver. What makes it so unique is not often do you see someone building a stanced focus. Where I live I mainly see track setups or rally setups.



So, it's something different than what people are normally used to seeing. I've had a mockup of what I wanted my Focus to look like ever since I got the car. Finally putting the pieces together and seeing my plans to reality is such a great feeling as I'm looking at my driveway.

My future plans for the car are just simply getting a nice set of 3-piece wheels and a wrap within the next few months. Other than the small changes like a rear valance, and working on my interior or other small modifications I plan on adding in the future, I love how the car currently sits and I don't plan on changing it anytime soon.

Maybe when I'm bored... I'll widebody it when the time is right. For the most part, a local shop, Exclusive Auto Garage, did most of my work due to the fact I hardly ever have time.





Engine

- CNT Catless Downpipe
- AWE Track Catback Exhaust
- Turbo Smart BOV
- Cobb Accessport
- Stratified 93 Tune

Exterior

- Maxton VI Front Lip
- Project Motorsports Front Splitter
- Project Motorsports Side Skirt Extensions
- Custom Gold "ST" emblems
- Custom White and Gold Ford emblems
- Thule Roof Rack
- Thule Cargo Box
- Custom Sequential Mirror Turn Signals
- Spyder Taillights
- 2% Tint all around
- 25% Windshield Tint
- Rally Armour Mud Flaps
- Custom Wing Risers

STANCEAUTOMAG BRYAN DE CASTRO

Although they have helped me so much, I do keep up with my own maintenance and simple modifications that do not take much time out of my day in the shop inop in which I work, along with the help of my closest friends.

For detailing, I mainly wash the car myself in my driveway but when I need that showroom finish for an upcoming show, I go to my close friend, Brock, at High Definition Detailing.

He's done everything from ceramic coating my wheels to getting me ready with a full-paint correction and sealant for my first show at [@Slammeduff](#) Myrtle Beach.

He's been a big help at answering any questions I have and has been my go-to guy when I need that showroom finish.

Overall, this build has been created by some of the best businesses along with the help of some of my closest friends. I wouldn't trade this experience for anything in the world.

Shout out to the quick lube boys, Jaleel, Brock, Hard.PSD, United States of Stance Fam and everyone that's either helped with the build or has supported me throughout it.



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Rob Ferro

2017 Mercedes Benz

CLA 250 4Matic

Sport AMG package



Instagram: [@mrds18_robferro](#)

Photographer: [@nilsongraphy](#)

My name is Robert Ferro, aka Rob, or Mr DS18 and I am your car audio specialist directly from Miami, Florida.

Since I have memory I've been involved in the car scene, and I wouldn't expect less coming from a family that was, and still is crazy about cars. My dad was an exotic and race car restorer and mechanic, which gave me a childhood full of fun experiences and beautiful sights.

I inherited much of the passion for cars, however, I didn't follow my dad's steps. I wanted to be different, and I was raised to be number one. I wanted to be the focal point. And at a very young age, I realized that car audio was everything I needed for such a purpose. Because sure, you can trick someone's eyes with flashy mods however, you won't ever trick their ears.

Through years of hard work in Colombia, I made quite the reputation and from being a car enthusiast, I became a Car audio connoisseur. Lots of car shows, car meets and several prizes during those years. I had my hands full but always trying to grasp and do more. I realized then that my ambition was far too great to stay where I had lived for the first half of my life.



I moved to the United States where DS18 kindly opened their doors for me. (DS18 is an electronics manufacturer specializing in Mobile, Marine & Home Electronic equipment with its headquarters in Miami, FL, USA.)

They knew that my experience could make a difference in the game and I became their car audio specialist. It's been a long journey, and I have not stopped growing ever since we started to work together. Not only did they offer me a career in what I love, but gave me the opportunity of being part of something way bigger than anything I've ever been part of.



It hasn't been easy though. The DS18 team and I keep growing exponentially, and we are learning how to deal with the success we were having in such a powerful and demanding industry.

Alongside DS18, we have brought my ideas to realization with some crazy builds.

I've gained notoriety in the truck and Jeep scene with some extravagant set-ups. To keep up with my ever-going ambition and love for vehicles, I decided to build up a new car with the experience that I've stacked in the past years.

Throughout the years I've had several custom cars that have represented a stage of my life. Ranging from a 1991 Honda Prelude to a 2005 Honda Accord.

All of them have a special place in both my history and my heart. But what I am presenting to you here is a representation of what I am and how far I've come until now.

My custom 2017 Mercedes-Benz CLA 250 4Matic Sport AMG package is a real head-turner, an easy-to-spot vehicle, and the usual nuisance for the haters. On a side note,

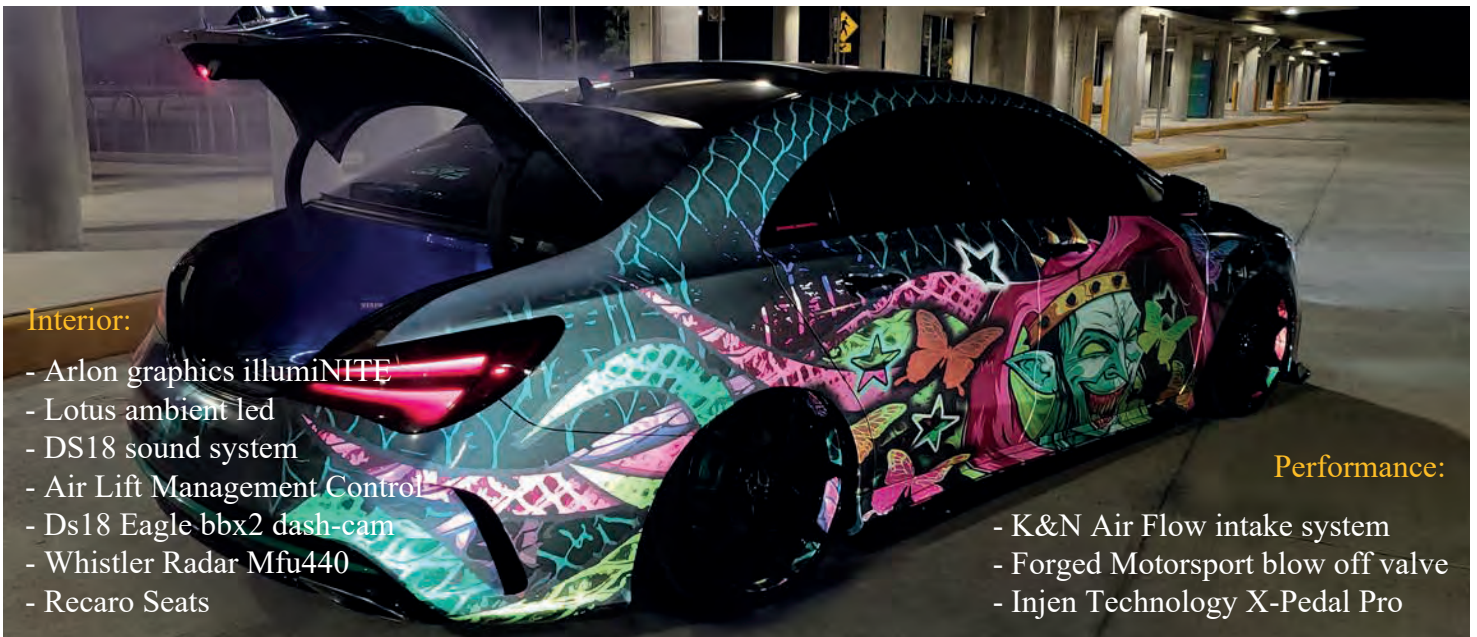
even though haters are going to hate, I don't do anything of what I do because of someone else. I do it because that is just who I am.

This car brings to life my ideas and part of my experiences. I wanted it to be a sports car but not a Coupe because I am a family man and family comes first. I wouldn't be here if it wasn't because of my family; my always-supporting wife and the engine of my life, my son, Mathy.

However, I wanted this car to represent the different sides of me; my devotion to my family, my character, my passion, and the love for what I do.



Being a car audio specialist, the sound needed to be at the same level as it looks. With the help of Kenny Alcala, from KK Customs and Diego Navarro, from DS18, we created a theme-based sound system that features: 8 Elite Z Subs powered by a Hooligan KO2. The doors have Pro X6 Series mids and TWC Tweeters all in factory locations powered by an EXL SQ 600.4 amplifier. And all the system is controlled by the new DSP8I Sound processor.



Interior:

- Arlon graphics illumiNITE
- Lotus ambient led
- DS18 sound system
- Air Lift Management Control
- Ds18 Eagle-bbx2 dash-cam
- Whistler Radar Mfu440
- Recaro Seats

Performance:

- K&N Air Flow intake system
- Forged Motorsport blow off valve
- Injen Technology X-Pedal Pro

With Ernesto Camba from EC Wrapz, we created the most ostentatious wrap portraying exactly that. The custom-made IllumiNITE wrap has many details drawn from my own life that mean something personal.

It features a jester, a medusa, butterflies, jellyfishes, and many things more. However, the most important detail is the seven stars, which is the same tattoo I've got on my skin representing my seven siblings. The car looks better than I had imagined and it took approximately six months to put it together. All these DS18 products put together make up for a great concert that not only sounds loud and clear but also looks great.

Further more, the car features a custom made license plate, True Spike Lug Nuts, Mercedes-Benz 20x9.5 rear and 20x8.5 front AMG rims. We added an AirLift Performance suspension kit, so the car can almost kiss the ground when parked. In its first-ever show, thanks to all the collective effort to take my car to its full expression, we won the Best Paint or Wrap Award at the SoFlo Season Opener Clean Culture event held at the Palm Beach International Raceway.

It was a total success and I can't wait to see what the future will bring. 15 minutes, that's what the car is. 15 Minutes of peace of mind. A journey that disconnects you from the world. Behind the wheel and out these doors there is nothing that can get my attention.

Because that's what all is about. The only time of the day where I just am, and nothing else matters. If this is the only thing that I truly own might as well make it an extension of who I am.

I'd like to extend my most sincere thanks to Stance Auto Magazine for sharing my story, my wife and son for the continuous love and support, and everyone who has been part of my journey, from my parents, to my friends and colleagues, and all the people that thought I would never make it to where I am today.

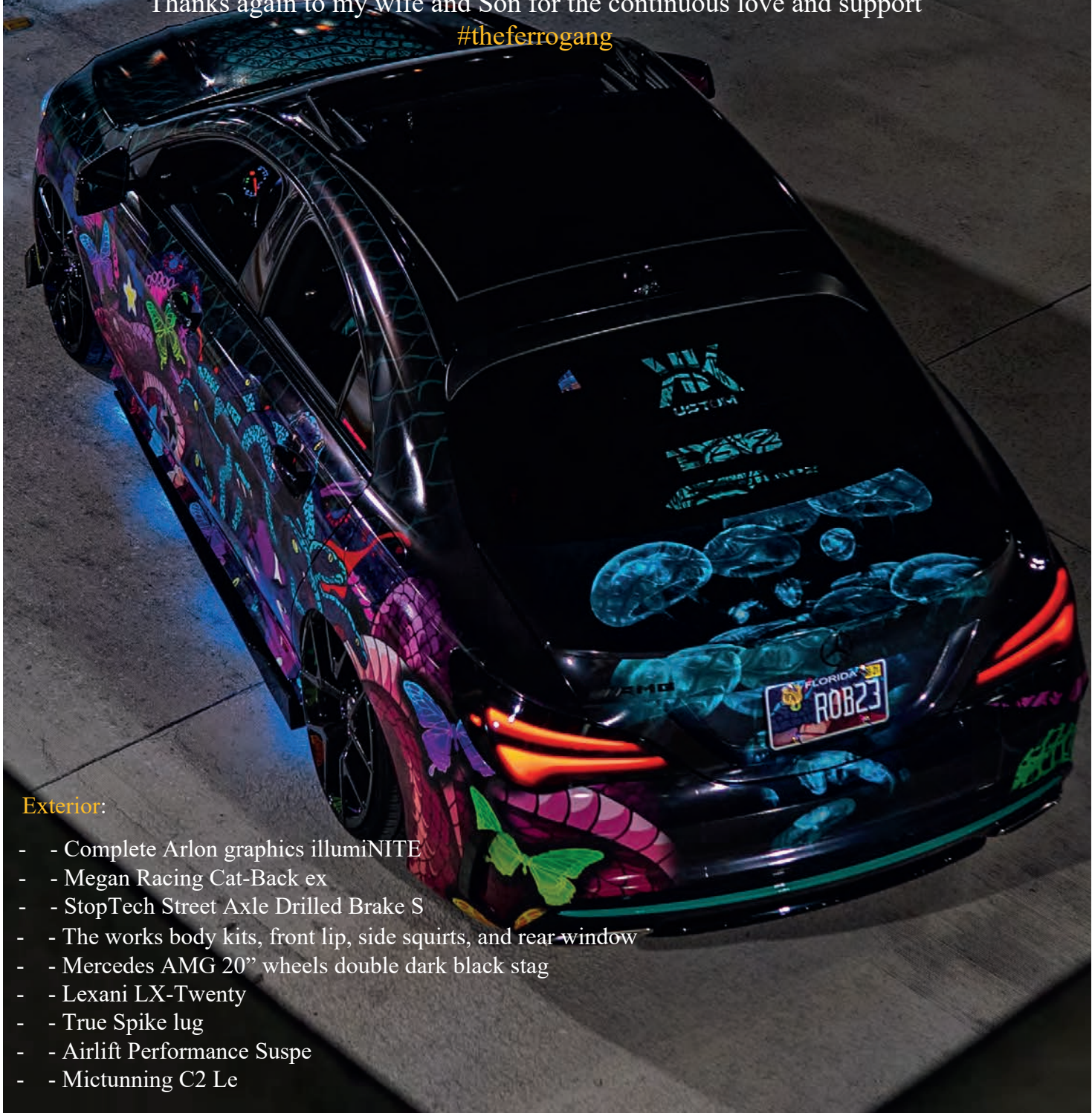
I promise you that I have just started and the best has yet to come.



Follow me [@mrds18_robferro](#) for updates, give aways, and upcoming projects. And feel free to check out the people that have been part of this and others insane set-ups:

- DS18 car a [@ds18_official_](#)
- EC W [@ecwrapz](#)
- KK Cus [@kk_customs_corp](#)
- Stephanie at Elite W [@q60_stephanie](#)
- EA sound Des [@easounddesigns](#)
- TrueSpike Lug [@truespikelugnuts](#)
- Nilson Photogr [@nilsongraphy](#)

Thanks again to my wife and Son for the continuous love and support
[#theferrogang](#)



Exterior:

- - Complete Arlon graphics illumiNITE
- - Megan Racing Cat-Back ex
- - StopTech Street Axle Drilled Brake S
- - The works body kits, front lip, side squirts, and rear window
- - Mercedes AMG 20" wheels double dark black stag
- - Lexani LX-Twenty
- - True Spike lug
- - Airlift Performance Suspe
- - Mictunning C2 Le



Anton Watson

Mazda rx8 231 2005

Photographer: [@autovisions](#)

Photographer: [@mariuszfotograf](#)

AUTO VISIONS
ARRON COLLINS

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.

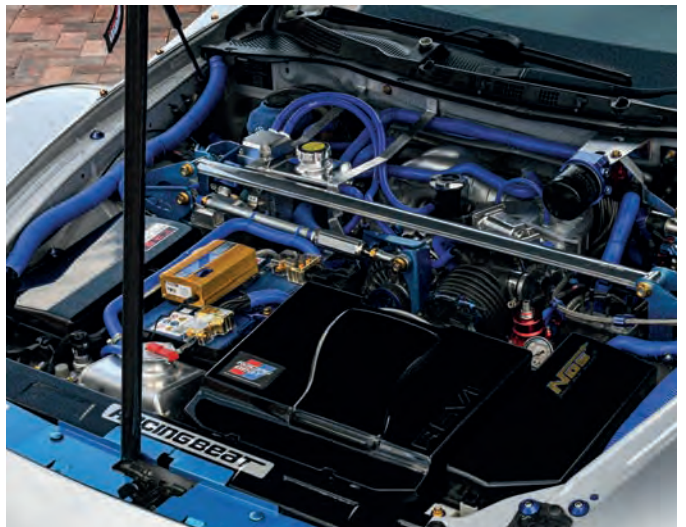
This has been my project car for quite a while and project cars are never finished. I have no plans currently to mod it any further, but I'm always doing something on it.





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.



Chris Kirby

1991 R32 GTR

Instagram: [@riskyboostness](#)

Photographer: [@Stealth.Captures](#)

Cartier Kirby

1995 R33 GTR

Instagram: [@jdmearchick](#)

Photographer: [@Stealth.Captures](#)



We're all supposed to get married, settle down with kids and allow society to tell us what is expected of us, right? Husbands and wives are meant to put up with each other but it's impossible for them to share the them to share

the same hobbies or passion. If you are nodding your head in agreement right now, I'm sorry.

My name is Cartier, and I am married to the coolest guy I know, Chris Kirby. Chris and I met in our early twenties, almost 15 years ago, where our early twenties, almost 15 years ago, where our journey and passion for cars as a team began. At the time I had a custom painted hot pink Pontiac Grand Prix, and he was building an Acura Integra that he had since he was 16. Although our taste in cars was much different, modifying our cars made for a fun pastime that we could encourage, motivate, and enjoy together.

Over the years, Chris helped to refine my taste in cars as he introduced me to the import scene. His love for Honda builds inspired me to support him through the journey of spending hard-earned chunks of money.

We would purchase car parts just as quickly as we could save up for them and always had our eye on the next thing.

With that in mind, we continued over the years to step up our game and things escalated.

After years of focusing on the Integra, Chris shifted his attention to the Nissan world.

He would reminisce over a 240sx he had when he was younger and finally decided to buy one. After he purchased the 240sx he decided to import an RB25 for his dream swap, although his real dream was to own a Skyline. We eventually sold the 240sx to a guy that bought it and drove it all the way from NC to AZ.

In 2016 Chris and I co-founded a car enthusiast group called Insane Imports. Since then, it has grown to have a quality following in the local Charlotte, NC car community. We have hosted car cruises, meets, and car shows that have not only provided a fun outlet to car enthusiasts, but some have also supported local non-profit organizations with cash donations raised from the proceeds from paid events.

Although Insane Imports is based in Charlotte, NC, we welcome folks from any part of the world to join us online in our Facebook group or follow on Instagram.

In 2017 Chris and I went out to eat and on the way we passed a beautiful blue R32 GTR. As we gawked out of the windows of our 2013 Honda Civic SI, Chris told me that it would be his dream to own one of those cars. We arrived at the restaurant, ordered a cold beer and continued talking about how amazing that GTR was that we saw.

That's when I started asking questions about what it would take to get one. After hashing out the details, we left that restaurant with a decision. Our decision was easy once we said this out loud. "Why continue paying a car payment for a Honda Civic when we can finance an R32 GTR for the same amount?" Now, this may not work for everyone, acknowledging this is a 25+-year-old car and will need wrenches turned on it when something goes wrong.

Luckily, Chris is very mechanically inclined and has always worked on his own vehicles.



When something goes wrong, he will be able to navigate through it effectively. We started the search online for Chris' GTR and came across a newly posted listing from Driver Motorsports in Virginia.

It fit the criteria that Chris was looking for which was low miles, little to no modifications, in great cosmetic condition. After a thorough review of pictures, Q&A with Chris Driver at Driver Motorsports, and quick deliberation, we decided to pull the trigger and purchase the car. The car was listed for roughly 40 minutes before we snagged it up and we had it delivered to our driveway about 1 week after making the purchase.

The day came as we stood outside at our house and anxiously awaited the arrival of the GTR we purchased sight unseen except for some photos. This was the first time either of us ever saw a Nissan Skyline in this capacity, up close and personal.

The truck and trailer turned into our cul-de-sac and there she was. I remember my mouth hurting from smiling so much. A friendly face with a giant afro jumped out of the truck and began unloading our new GTR from the trailer.

We had the pleasure of having Ed Anderson with Driver Motorsports as the delivery driver. If you know Ed or have seen him in the Driver Motorsports YouTube episodes, then you know he is a stand-up guy. That day he was the epitome of Santa Clause, delivering the most special gift of all.

Now, let's get to the good stuff. Modifications! To Chris, the most important thing to do when you buy a vehicle is to get the wheels, tires, and suspension up to par. He decided to go with Volk CE28 SL in 17" along with Megan Racing coil overs and Nitto XXXX. Why did he go with 17" and not 18" you may be asking yourself? Chris knew that he would soon dive into performance modifications, so he wanted to make sure that the wheel size supported performance goals while remaining street-friendly. He determined that the 17" is the best size to leave more room for the tire side wall.

A few months after Chris purchased his GTR I started to consider purchasing my own RHD fun machine. At the time I was driving a 2004 Acura TL and it had been paid off for years. I was able to afford a car payment but there was one issue in my way... I didn't know how to drive a stick shift.

If you know me, you know that I rarely let things stand in my way if I really want something. I decided that small hurdle wasn't going to stop me and I began my search for our next JDM vehicle.

It was between an RX7 or S13. Of course, being a dedicated Driver Motorsports customer, I went to their site to review what they had in inventory. There she was a beautiful, stock S13 Silvia coupe with an SR20DET and Kakimoto exhaust.

With less than 85,000 km, this Silvia was the quintessence of classic JDM goodness. As my impulses continued to get the best of me, I decided to push forward and make an offer.

One week later she was delivered to our front door. The only difference this time is the delivery driver was a more mature and handsome version of Ed Anderson, the previous driver. It was his dad!

Chris and I were ecstatic to own, at this point, two pieces of JDM history. Our obsession was

growing stronger as we continued down the path of not only owning these beautiful vehicles but tastefully modifying them, keeping true Nissan or reputable parts as the top priority.

Just like with the R32, we needed to look into new wheels, tires, and suspension. Just like with the R32, we needed to look into new wheels, tires, and suspension.



The S13 came with some old school gold Advans with a horrible offset. They literally poked inside of the fender. The experience of picking out wheels began and I explored a ton of options until I came across the perfect wheels.

Password JDM, a California based company that makes carbon fibre accessories, had a division called Password Wheels. Custom forged wheels at a premium price.

After going back and forth with myself on if I should bite the bullet and buy the wheels or find something less expensive, I decided to go all-in and order the wheels.

Copper plated barrel with a gunmetal face and copper-plated hardware. These wheels are a must-see in person because pictures do not serve them justice.

Shortly after installing the wheels, we attended an Import Expo car show and my S13 won best wheels.

Just as quickly as I was getting into my S13, Chris was chipping away at performance modifications on his R32. The end result got him into the 500 HP club with a Precision 6266 turbo complemented by a 6Boost turbo manifold, a set of ID 1050X fuel injectors, and a Haltech Pro Plug-in ECU. He finalized the first phase of the build with a professional tune by Soho Motorsports. As of now, Chris is enjoying his car however, if there is a phase one there must be a phase two, right? Of course! Chris has plans to take the R32 build even further adding a Nitto 2.8 litre stroker kit along with the entire PRP catalogue. Until then, his attention has turned back to the Integra build and you won't believe what he is doing with that. To keep this article to an acceptable length I will only share with you that the Integra is becoming a mean AWD big turbo machine (parachute included). That is for another article.

In early 2020 Chris and I had to take the S13 down to address a misfire. As he chipped away at replacing the ignition and fuel system, we also decided to do some fun upgrades. We added a front mount intercooler and did some powder coating work. Did I mention that Chris is a powder coater and owns his own company called Best Damn Powder Coating? Poor guy can't catch a break as I point out everything metal and am constantly asking which parts he will freshen up on our cars. While the S13 was down, I started missing the exhilaration of driving an RHD manual car.



R32 GTR (Gray)

- Precision gen 2 6266
- Precision 46mm gate
- Tial 50mm BOV
- Id1050x injectors
- Deatschwerks fuel pump
- 6boost manifold
- Hks fuel rail
- Megan coilovers
- Volk ce28sl
- Custom downpipe/exhaust work
- Haltech Pro Plugin ECU
- Haltech wideband/boost controller
- Nitto NT05 in 275/40



R33 GTR (Purple)

- 17" BBS LM
- Stock! Lol

My Acura TL became less and less satisfying to drive, so I came to the conclusion that it was time to sell my daily and replace it with something a little more gratifying. The two options I took into consideration: MK4 Supra or R33 Skyline GTR? After 5 whole minutes of consideration, I decided that the R33 was the no brainer of the two. There was nothing left to do but reach out to the best of the best, Chris Driver at Driver Motorsports.

It was January 2020 and the R33 Skyline GTR was finally becoming legal to import. My goal was to purchase a Midnight Purple R33 GTR with low miles and as close to stock as possible. Driver Motorsports does not only offer amazing vehicles off of their showroom floor, they can also hunt down almost any JDM vehicle and bring it to the US.

Chris had the criteria, and in less than one week sent me the following message, "I'm 99% sure we got your car. It looks to be a hundred percent stock. Midnight Purple with 52,000 actual miles, grade 4. Gold BBS LM wheels are the only modification that I can see." We pulled the trigger, and after a pleasant experience working with Driver Motorsports once again, the car was delivered to us in March.

My plans for the R33 are to enjoy it as it is. Outside of a full paint correction and Ceramic Pro treatment from our friends at Charlotte Auto Spa, I haven't changed much on the car. I want to put it on a nice aggressive wheel setup at some point in 2021.

I have my eye on the Work Meister S1 3-piece wheels with a matte gunmetal face, bronze anodized barrel and matching finishing bolts in 18x10.5 +12 on a stretched meaty Nitto tire. I'm sure a nice exhaust will be in the future plans as well. Outside of our Nissan collection, Chris and I have also taken a liking toward Kei trucks. We have a newly imported 1995 Honda Acty truck and just purchased a second one that arrives in March 2021. These trucks are so much fun and really come in handy for Chris' powder coating business.

Fortunately, they are fully legal and are a breeze to tag in NC. I envision a future of owning a Kei truck fleet on a large chunk of land along with a warehouse-sized garage. As you can imagine, Chris and I are running out of space to keep our vehicles so we will need to make a move to continue accommodating our growing family, I mean a collection of cars.



Thank you for following our journey. If you would like to see more make sure to follow us on Instagram.

- @jdmcarchick
- @riskyboostness
- @_insaneimports_
- @bestdamnpowdercoating



Fred Alvarado

Thunder – 2014 Shelby GT500

Photographer: [@merrick_media](#)

Facebook Page: [Thunder by Fred Alvarado – 2014 Shelby GT500](#)

STANCEAUTOMAG | MERRICK HARDING

I've been into high-speed muscle cars for as long as I can remember. My Dad grew up working in his father's car repair garage, so he knew a lot about cars. As a kid, I helped my Dad rebuild my grandfather's Ford Fairlane, engine, tranny and rear-end, the works. I loved it! In high school, my next-door neighbour's father was a mechanic and collected Jaguar XKE's.

His backyard was littered with old Jag's he was restoring. I would go over to their house and watch him rebuild a 3.8 litre grey XKE convertible. I remember thinking what a beautiful, classy car and vowed that one day I would own one.

When the rebuild was finished, he gave it to his son John as a graduation present and off John went in his XKE convertible to spend the summer touring Colorado.

Four years later I graduated from high school and bought my

first car, a 1968 Dodge Charger R/T with a 440 Magnum engine. That car and I got into sooooo much trouble! We'll just leave that right there! I was hooked! My life has revolved around fast cars, going through several Camaro Z-28's and a Jaguar XKR convertible.

I have always loved the looks and performance of the Shelby Mustangs. But, when in the Fall of 2013 I heard the 2014 Shelby GT500 would be the last of the big block supercharged V-8's, I just knew I had to buy a new one that was built to my specifications. I immediately started looking for my Shelby. It was in

January 2014 when I finally located my Shelby, soon to be known as Thunder. I was in Munich, Germany attending a conference.

Every night after the conference I would get online and search the internet for a Shelby that wasn't overpriced and had all the options I wanted.



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I finally found her in Tarboro, North Carolina, of all places. The car was one of 29 made in 2014 with this vehicle's options and colors listed below.

Thunder is painted Sterling Gray Metallic with Sonic Blue metallic stripes that are painted on. This 2014 Shelby GT500 is #2488 of a build of 4816 coupes and is #309 of 600 manufactured in Sterling Grey Metallic in 2014.

Initially, I wanted to track Thunder to see how she would do in a track environment. While I was able to get to a speed of 150mph, I ran out of track on the short straight away, she did suffer a minor hit to the heat exchanger by a rock. The resulting hole was a slow leak that was difficult to detect.

When my factory vinyl stripes started to de laminate and my dealer refused to honour the warranty, claiming normal wear and tear, I decided to take Thunder to my custom shop to have the factory stripes removed and painted back on. When the shop did that, they removed all panels and glass so the painted stripes would not show a seam. As a result, the shop found the leaking heat exchanger and after 6 weeks and \$2800, I made up my mind to no longer track the car. Instead, I decided I would turn Thunder into a unique show car.

So, to prep Thunder as a show car, the paint was completely colour corrected and covered in 6 coats of clear coat. The custom hood had a custom airbrushed cobra scene painted under the hood to represent the Shelby cobra logo. 6 coats of Ceramic Pro 9H paint protection were applied, which gives Thunder her constant just waxed look.

My thinking was to turn her into a unique, kind show car and not to mimic other Shelby's that I would be competing with. That was the philosophy of doing the modifications that I did to this car. I wanted everything to be unique to Thunder, to differentiate her from other Shelby's at car shows.

I absolutely love showing this car at shows and answering questions about her modifications. I am surprised at the number of people who see the amount of detail I put into this car. One of the biggest show stoppers is the custom painted Shelby logos, one on each fender, the front grill and the back on the faux gas cap.



Wheels and Brakes

Shelby Alcoa Durabrite Wheels – Fifty Years Special Edition
Nitto 555 G2 Ultra High-Performance Tires – Nitrogen Filled
Baer Extreme 15” Front Disc Brakes – Fire Red Calipers
Baer Extreme 14” Rear Disc Brakes – Fire Red Calipers Billet Pro Shop - Custom Shelby GT500 Wheel Caps



Performance Upgrades

Trinity 5.8L Supercharged Engine
700+ Horsepower
VMP Gen III 2.65 supercharger
Revan Racing Power Package
American Racing Headers Long Tube H-Pipe with Cats
Jet-Hot High-Performance Coatings - ceramic coated headers in Opalescent Blue
Corsa Sport Axle-Back Exhaust Mufflers – Black Pro-Series Tips
Revan Racing/Fore Innovations – Black Brushed Aluminum Fuel Rails
Bob's Ultimate Oil Separators – Passenger and Driver
Shelby American SVT Blue reusable air filter



The logos are custom painted body colour and the scales are custom painted Sonic Blue to match the stripes. Minor modifications, via a Revan Racing Power Package, were made to this Shelby to produce a rating of over 700+ horsepower.

This 2014 Shelby GT500 is #2488 of a build of 4816 coupes and is #309 of 600 manufactured in Sterling Grey Metallic in 2014. Only 28 Shelby GT500's were made in 2014 with this vehicle's options and colours. The custom paint and bodywork were meticulously applied by Extreme Customs, Woodbridge, VA by owner Chris Milleson and his crew.

After the custom Cervini hood was installed, the entire body of the car was colour corrected to ensure uniformity. The stock Sonic Blue Pearl Metallic vinyl stripes were removed and then painted on. Six coats of clear coat were then applied over the paint.

The Cobra logo mural under the Cervini hood was designed and painted by owner Chuck Gamber at Jack of Arts Studio in Ellicott City, MD. Four coats of clear coat were applied to the mural and four coats of Ceramic Pro 9H paint protection to protect it. Custom made Blue Silicone engine hoses were ordered from Samco Sport, in the United Kingdom.



Shelby American aluminium radiator and intercooler overflow tanks were installed along with carbon fibre engine caps featuring blue highlights.

Revan Racing/Fore Innovations Black Satin brushed aluminium fuel rails were installed for better fuel flow.

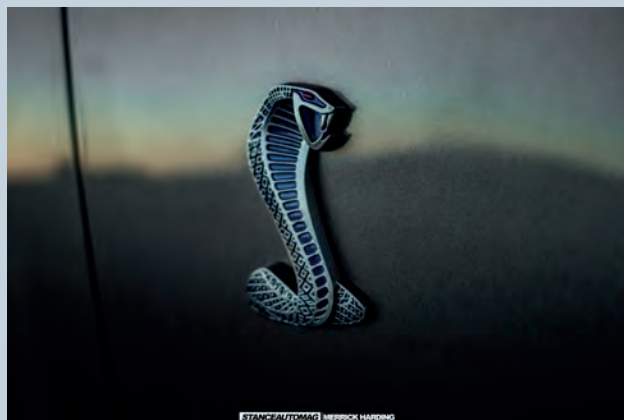
Baer 15" Front and 14" Rear Extreme disc brakes, with steel braided lines, were installed with custom Fire Red callipers. Custom carbon fibre and the leather steering wheel was ordered from SoCal Garage Works.

Finally a new in box, never installed, set of extremely limited edition Shelby Alcoa Durabrite, "Fifty Years" Special Edition, wheels were located in northern California. These forged aluminium wheels are sized 20x9 in front and 20x10 in the rear.

The nitrogen-filled tires are Michelin Pilot Sport 4S Ultra High-Performance tires in sizes P 255/35-20's on the front, and P 275/35-20's on the rear. Billet Pro Shop provided the custom wheel caps. All these unique modifications have

resulted in numerous Best in Show, People's Choice, Kid's Choice and Best Custom Car awards for Thunder. I have one last modification to Thunder, once the pandemic resides. I plan on having MVP Motorsport in Chatsworth, CA fabricate and install custom matching carbon fibre splitters and rocker panels all the way around the bottom of the car.

The carbon fibre would match the carbon fibre on the steering wheel. I have no plans to get rid of Thunder anytime soon. I'd like to continue to show her as much as I can so others can enjoy her as much as I have.





The following is a list of modifications that I did to Thunder:

Special Features

- Trinity 5.8L Supercharged Engine
- 700+ Horsepower
- Sterling Gray Metallic/Sonic Blue Accents
- Recaro Leather Seats
- SVT Track Package
- Electronics Package w/Navigation and Sirius Radio
- 3.31 Limited Slip Axle
- Carbon Fiber Driveshaft
- Shaker Pro Audio System
- Factory Shelby Logo Car Cover

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Appearance Upgrades

- Custom Paint and Body Modifications – Extreme Customs-Woodbridge, VA
- Patriot Auto Detail – Ceramic Pro 9H Platinum Package Paint Protection, Lorton, VA
- Jack of Arts Studio– Custom Cobra under hood mural by Chuck Gamber, Ellicott City, MD
 - Cervini Custom Ram Air Type IV Hood
- AutoBadges Inc. – custom body colour-matched Shelby Cobra Logos, Los Angeles, CA
 - Shelby American Aluminum Brake Reservoir Cover
 - Shelby American Aluminum Battery Cover
 - Shelby American Aluminum Coolant Reservoir Tanks
- JLT Custom Body Color Matching Fuse Box Cover with Logo
 - Redline Hood Lifters – custom body colour-matched
 - RTR License Plate Surround with Body Color Matched Ducts
 - Roush Side Splitters – custom body colour matched
 - Rear Diffuser – custom made/body colour-matched
- Shelby American Billet Aluminum and Carbon Fiber engine caps with blue highlights
 - Samco Custom Blue Silicon Engine Hoses – United Kingdom
 - JLT Custom Body Color Shock Tower Covers
 - Custom body colour-matched powder-coated SVT coil covers
- Custom carbon fibre and leather steering wheel – SoCal Garage Works – Cerritos, CA
 - Tinted windows – MVP Motorsport – Chatsworth, CA
 - Smoked headlight and fog light lenses – MVP Motorsport – Chatsworth, CA



Ray

2012 Audi R8

Instagram: [@privatr8](#)

Photographer: [@momentummediaatx](#)

I'm a simple guy really. Originally from Tampa Florida. Entered the military as I wasn't really seriously into college coming out of high school. Went in wanting to "do computers" as I told my recruiter, and ended up in what would become Cyber Security.

From there I travelled around the world to Japan, France, Saudi Arabia. Overall I'm a boring guy...no drama. I guess that's why I like wild cars.

I grew up in the Fast and Furious era; street racing, Honda's, Supras, Underglow and body kits. Though I was into cars before the movie. I always loved cars. Though they were cool. The engineering complexity of the different engines.

I remember late-night secret race spots, real car guys and girls hanging out talking mods, busting our ass to afford a standalone or rebuild a turbo, before the stupidity of the car scene today and everyone doing anything for the Gram. It was simpler back then.

The first real car was a 1996 Acura Integra GS, I did some bolt-ons and then blew it up boosting it. Then came Audis and I fell in love.

First was a silver 2000 Audi S4, bi-turbo V6, APR tuned. Got rear-ended by a drunk driver and totalled it. Then came the black 2000 Audi S4; same treatment as before. I Tee Boned a guy that ran a stop sign and totalled it,



next up was my 2004 Imola Yellow Audi S4, Piggie pipes, tune, fast intentions exhaust, forged wheels, Porsche BBK and two-piece rotors, I still have it and it's a keeper.

I got the itch for a new car after paying off the 2004 S4 but didn't know what to buy. I also got my graduate degree so decided to treat myself, nothing excited me though...nothing that wasn't outrageously expensive.

I didn't think about an R8 at first because they weren't common. Started looking at R8s online and went to see one in Houston, fell in love and decided to go about getting one, V10 and manual was a must.

I wanted this car because I love Audi's engineering, the manual gearbox, the rock-solid power train.

It feels awesome owning it. It's a blast to sit in, look at, and drive. It's a pretty good car for someone that loves to drive. I drive the hell out of it, the mileage shows.

The design, the curves are almost timeless. It's still beautiful now, almost a decade later, I just love looking at it.

Engine

- VF Engineering Tune
- Fabspeed exhaust

Exterior

- Wrap by Apex Vinyl Solutions
- CF rear diffuser
- Maxton Design front lip and side skirts

Interior

- Recaro CS seats with Planted Technology
- Carbon Fiber/Alcantara flat-bottom steering wheel
- White instrument gauges

Wheels

- 20" BC Forged RZ10 or 19" Fifteen52 3 piece Formula GT forged

Suspension and Brakes

- Girodisc 2 piece rotors
- Öhlins TTX 36 Advanced Track Day coilovers



Tip/Advice

Get a PPI! and decide what you want to use the car for. Track beast? Then probably a V8 configuration with paddles and good aero is what you want. Exclusivity? Then probably a 1 of xxx GT.

The wrap for sure. I don't like camo wraps but I saw this design online and there was something about it that made me instantly want it. Nothing else compared, I wanted to recreate it but didn't want to break the bank.

I would eventually be pulling it off and replacing it because of the many rallies that I do. Printing it would've been expensive.

So I worked with Apex Vinyl Solution to piece it together using lots of knife less tapes. End result came out pretty good I think. Oh and no air ride.

Everything except the exhaust and wrap. Purchased the car with the exhaust and AVS (@apex_vinyl_solutions) did the wrap.

I've been wrenching on cars since I was 16 and learned from my mistakes.

Future Plans

Since I'm tracking the car more at COTA I'm looking to improve the aero. a proper LMS front splitter and a Verus Engineering wing.

I'm more of a loner and really just enjoy the drive. It's hard to find like-minded folks that are into driving. I'm part of a small group of car friends that enjoy spirited drives through the hill country, for me, this group has allowed me to enjoy the car more by finding a reason to just get out and drive.

Much more enjoyable with a group of friends.



Alex A.

2007 Porsche 911 Turbo

Instagram: [@_turboalex](#)

Photographer: [@jrice_visuals](#)

I'm a 34-year-old physician currently living in Houston, Texas with my wife Kourtney.

I was born in Poland and moved to the Chicago area where I grew up, before moving to Texas at age 22.



Despite no longer living in Chicago, I remain a steadfast supporter of the Bears, Blackhawks, Bulls, and White Sox. Although cars are my main hobby/passion, I also enjoy Texas barbecue, strong whiskey, and 80s music.

I've been interested in cars since I was young, but my passion really took off once I started doing my own work.

When I was in grade school, my dad would take me to the Chicago Auto Show where I loved sitting in the new cars and collecting all the brochures I could get my hands on. I've always enjoyed German cars, starting with BMW and eventually moving to Porsche and Mercedes.

Working on my own cars brings me tremendous joy and I love tackling challenging projects.

My first car was a red 2005 Toyota Matrix XR - it's actually the car that I held onto the longest. Once I got established in Texas, I traded it in for a 2009 Honda Accord V6 coupé which was a tremendous mistake.

That car had so many problems. After having the steering column replaced twice, I decided to cut my losses and finally move to German cars, so in 2013 I picked up a gorgeous black 2007 BMW Z4 Coupe. The Z4 spurred me to learn how to do my own work so that I wouldn't have to pay so much for maintenance and repairs but eventually wrenching became my main hobby.

After the Z4, I picked up a 2008 911 Carrera 4, which was followed by a 2001 Mercedes SL500. Once I got done working on the Carrera, I sold it and bought the 2007 911 Turbo which is the subject of this write up. In the meantime, I had sold the SL500 and purchased a 2002 Mercedes E55 AMG and a 2009 BMW Z4 35i, both of which I recently sold in favour of a 1998 Mercedes SL600.

Suspension

- Bilstein B16 damptronic coilovers
- DSC sport suspension module

Exterior

- Avery Dynamics gloss intense blue vinyl wrap
- Design911 Aerokit replica wing
- Fabspeed quad exhaust tips

Wheels

- Starke SC19 Fuchs replica 19x8 front 235/35/19, 19x11 rear 305/30/19

Interior

- 991.2 GT3 steering wheel

The car was wrapped by Garage Houston (@garage_houston) and the tune was performed by Markski Tuning (<https://www.markskituning.com/>)



Although my wife isn't into cars, she loves her 2016 Cayenne very much and I enjoy doing all the maintenance and repairs on it.

My 2007 911 Turbo is a special car because of the legendary "Mezger" engine. I had wanted one for a while but they are typically rather expensive and beyond what I was looking to spend. I lucked out and found a relatively inexpensive high mileage but a clean-titled example that certainly needed some love, but since I was looking for a project, it was perfect for me.

The 997 chassis is, in my opinion, the last mostly analogue driving experience from Porsche. The body is classic 911 and still small and nimble enough to feel like a proper race car. The 997 Turbo is wickedly fast, and I love how the turbos spool before launching like a rocket.

Whenever I park the 997TT, I always look back a few times because it is such an attractive design. I love photographing it and it certainly gets many compliments and thumbs up on the road. Unfortunately, it is also attractive to the police who seem to enjoy pulling it over.

I love chatting with other enthusiasts about the modifications and work I had performed on the car.

Driving the 997TT is an exhilarating experience because of how much power it puts down and the fantastic feedback it gives from the updated suspension. However, it is a very capable daily driver and comfortable enough to take on long road trips.

I pulled the engine in my garage on jack stands and did all of the work and modifications on it myself. I made some really great friends from the Porsche forums who helped and encouraged me with the work.

I was able to get my hands on a workshop manual so I have confidence that it was put back together reasonably well.

I don't have future plans at this time. At some point in the future, I would like to work on the interior by repainting the centre console and reupholstering the seats, but it's already in pretty nice shape.

I love German cars from the late 90s and early 2000s. My dream car is a Ferrari F355 - I hope to pick one up in the next 1-2 years, hopefully before they sky rocket too far out of my price range. A friend picked one up about 2 years ago and they are as good.



Specs List

Engine

- Fabspeed carbon fibre competition intake
- Do88 intake pipes
- 63.5 mm VTG turbos
- GT2RS intercoolers
- FVD Brombacher sport exhaust
- Injector Dynamics ID1050x fuel injectors
- Markski custom tune
- Pinned coolant lines
- Sharkwerks metal elbows
- Pinned intake camshaft sleeves



Tip/Advice

I would strongly recommend a qualified mechanic to look over a potential 997.1 Turbo purchase. While these models are relatively robust, they do have some expensive failure points. Coolant leaks from failed hoses or lines are unfortunately quite common and require an engine-out repair. Ideally, one would find a 997.1TT with the coolant lines already addressed, but if they are original, it would be wise to budget for that repair.

Sharkwerks sell a set of metal coolant elbows that are a must - the OEM rubber elbows are a common failure for the cooling system and the metal elbows eliminate that failure point. Intake camshaft sleeves have also been reported to spin inside the hub, blocking oil passage and resulting in decreased engine performance. Pinning of the intake camshaft to prevent this failure is highly recommended.

Having a plan for your mods and using only quality parts. These cars can hold a ton of power once you start upgrading the intake, turbos, exhaust, etc, but I found the most valuable asset to be a knowledgeable and responsive tuner.

I highly recommend Markski tuning; he did a wonderful job setting up my car after I performed all of the engine modifications. It stands out because of the gloss blue vinyl wrap, which pops compared to all the silver, black, and white cars on the roads today.



Justin Arthur

Acura TLX

Instagram: [@Coral.Baskin](#)

Photographer: [@momentummediaatx](#)

STANCEAUTOMAG ERIC EARLY

I'm Justin, currently living in Austin, TX and I am an IT administrator for a commercial real estate company.

I moved to Austin a little over a year ago from Oklahoma City, Oklahoma where I had lived for the last 15 years and really got into the car scene there. I have always loved cars since the very first time I played a Need for Speed game and really got into after the NFS Underground series.

Once I started modifying my first car (99 Plymouth Neon lol) it instantly became an addiction. I have had lots of cars over the years but currently, my car of choice is a 2015 Acura TLX V6 Advance.

I am in a pretty well-known stance scene car crew Team DiVerse which started in Oklahoma in 2011 and the club has inspired me to always be different and to have a very high-quality build.

I have always liked the older Acura Integras, Preludes and TL type-s so when the TLX launched in 2015 with those awesome jewel eye



STANCEAUTOMAG ERIC EARLY

headlights I instantly saw the potential of the car. The first few years I had it really didn't grab many people's attention but as I added more and more mods it became the attention grabber it is today.

Wanting it to really stand out so I went with some limited edition Vossen wheels and a colour that screams look at me! Not really being a fan of pink or orange, when I saw the Coral Peach colour option from Teckwrap it just said dude send it! and they did such an awesome job, its flawless.

I couldn't be happier with how the car has turned out thus far.



STANCEAUTOMAG | ERIC EARLY



Suspension

- Airlift performance struts with Airlift 3p
- Dual Viar 444c compressors

STANCEAUTOMAG | ERIC EARLY



Wheels

- Vossen VLE-1 Limited Edition 20x10.5 Square +25

STANCEAUTOMAG | ERIC EARLY

The car scene has been an absolutely huge part of my life. The car scene has been an absolutely huge part of my life. I have made lifelong friends and it has connected me with some of the best people I know.

Moving down to Austin I did not know anyone and our car club didn't have any other members here but I quickly made friends by just showing up to local meets.

My car is always a conversation starter and I love to talk to other people about ideas for their own builds and happy to share any advice I can about my experience with different products. With Team DiVerse our motto is family first and that is exactly how we treat each other. Always helping and always growing not only with our cars but as humans.

If anyone is interested in getting a TLX I highly recommend the car as it has been very reliable and overall easy to modify even though there are limited options for the car. It is a fairly heavy vehicle so I would go with the v6 option (no longer available) or when the new TLX type-s 3.0t launches grab that one!

The biggest advice is always to start with suspension first! It will help immensely with your wheel options and fitment and fitment is key.



My TLX stands out because there really aren't that many on the road and when you do see them they are hardly ever modified. Honda/Acura people always absolutely love my TLX because of the overall aesthetic

I have achieved with the brightly coloured gloss wrap, unique wheels and my custom circuit board hydro dipped engine bay.

90% of the work on this car and was done by me and various members from Team DiVerse. We all help each other out, and everyone knows different things, so it's a great collaboration.

The engine bay Hydro dip was done by OKC Hydrographics in Oklahoma City, OK. The wrap was installed by Cloaked LLC in Austin, TX.

STANCEAUTOMAG | **ERIC EARLY**

Engine

- 3.5L/290-hp/267-lb-ft SOHC 24-valve V-6
- Engine bay LED lighting remote controlled
- Custom hydro dipped engine bay in Techtron silver circuit board.

Exterior

- Teckwrap Gloss Coral peach vinyl wrap
- Custom black trunk spoiler
- Gloss back vinyl wrapped roof
- Custom LED Acura jewel eye headlights with 200 colour shifting modes

Interior

- Advance trim level to include Dual-screen infotainment
- Woodgrain
- Heated and cooled premium leather seats
- Acura chrome kick plates
- Custom Acura symbol door lighting
- Airlift 3P controller.
- Carbon Fiber trim
- Diamond Stitched Leather floor mats



STANCEAUTOMAG | **ERIC EARLY**

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FBM

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COVERING **WESTERN NEW YORK** +
SURROUNDING AREAS



Rayziel Santa

1987 BMW 535is

Instagram: [@Ray_e28](#)

Photographer: [@chrshoots](#)

I'm a 29-year-old US Army veteran, native from Puerto Rico, whose second home is in Texas. My hobbies are cars, Brazilian Jiu-Jitsu and gaming.

Currently a contractor for the military and going to school for a bachelor in Christian Theology.

I first got into cars because of my step dad, he used to drag motorcycles, so I was exposed to the sights, the sounds and the smells of a drag strip from an early age. There was always something quick with a motor in my house, bikes, Atvs, boats or scooters.



Growing up in PR is all about the Japanese car so gravitated towards them, my first real modded car was a JDM RHD AE86.

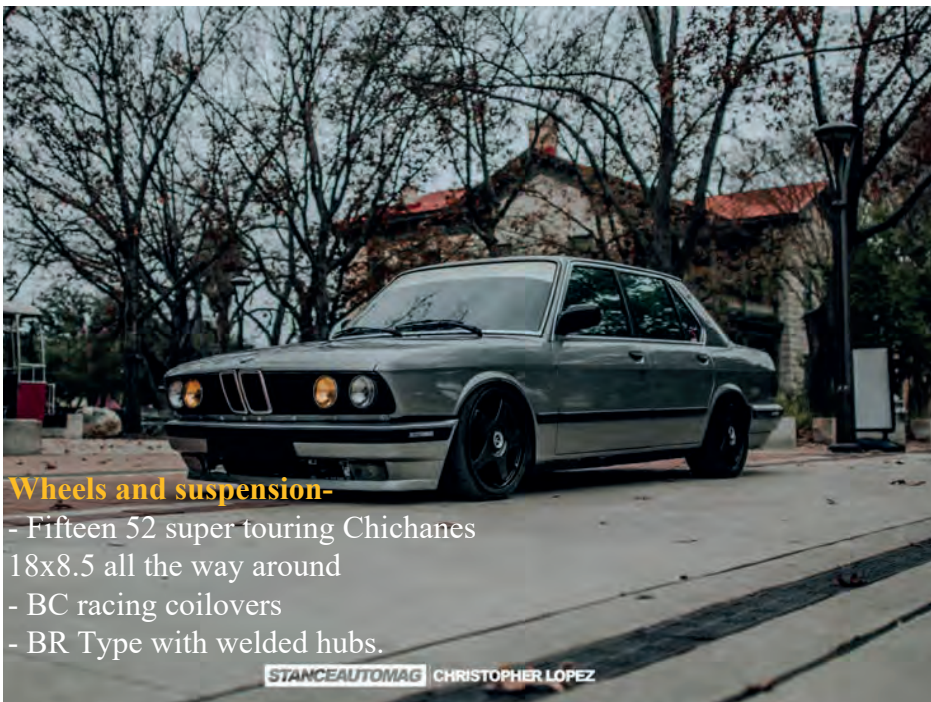
This opened the floodgates to who I am now! I love the car scene and what I like is that it is a place where you can express your individualism, your creativity and at the end of the day you get to drive, cruise with your friends in your ride!

My car is an E28, 1987 BMW 535is. Car kinda fell into my lap after I got divorced I had 2 other BMWs for sale and a friend had the e28, he offered it to me and at first, I was hesitant. I only knew about the 90s early 00s BMWs.



Interior-

- Viilante 350 leggera Alcantara with tricolour stitching
- Garagistic solid mount shifter.



Wheels and suspension-

- Fifteen 52 super touring Chichanes 18x8.5 all the way around
- BC racing coilovers
- BR Type with welded hubs.

STANCEAUTOMAG CHRISTOPHER LOPEZ

But I always loved the off centred exhaust and the quad headlights, it needed some engine work and other maintenance fixes.

So we traded and then Rona hit. Fixed most of the issues and started modifying it. It has become one of the cars I truly enjoy and I think is very representative of my personality.

My advice if you want an E28, E30 pretty much any older BMW don't wait, prices are not going to go down. Get it as soon as possible. Be careful when you slam them the oil pan seat below the frame so you will break it. Already broke mine.

Driving and cruising it's fun and you can throw it through some twisties with confidence or just slow it down and enjoy the ride. But with how low it is sometimes is a little stressful.



Even when it was stock it gathered attention because most people think it is an E30 and there are not a lot of them on the streets. I think what makes mine unique is definitely the bumper, the bumper, they are from a 1990s BMW 5 series, E34.

Most of the work was done by myself and my best friend Tony Hudson. Many others have helped Angel, David, Peka and Jerry. Painting the bumpers was my friend Joshua Gonzalez at "Inline six paint + body" who did an awesome job at paint matching them with the rest of the car.

Future plans,

e46 M3 s54 engine swap, reupholster interiors, airbag suspension system and a DTM inspired livery



STANCEAUTOMAG CHRISTOPHER LOPEZ



Engine-

- Custom engine mount risers and skid plate

Exterior-

- E34 bumpers,
- French High beams,
- Chrome tints,
- E28 "is" spoiler
- Modified Shadowline tail lights

STANCEAUTOMAG CHRISTOPHER LOPEZ

Sergio Gonzalez

BMW 2007 e92 335i

Instagram: [@n54gasm.e92](#)

Photographer: [@Stealth.Captures](#)

I've always been a car enthusiast, but something about BMW stood out to me. I purchased a BMW 2011 328i not knowing anything about the car or engine.

Then to figure out that the engine didn't have anything big modifications worth it. I then heard everyone talking about a German 2jz aka the notorious n54. Not too long ago I purchased this E92 335i 6 Speed Manual. The car was well taken off, garage kept, and never has seen snow.

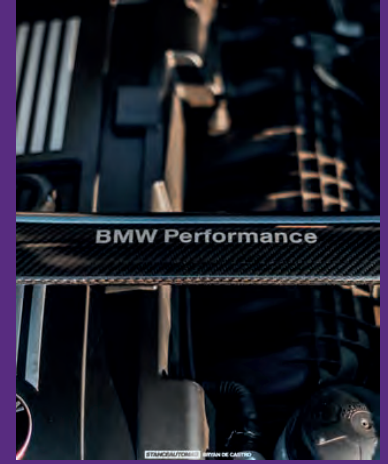
Its original colour is sapphire black. Best black you've ever seen. Now it's Midnight Purple by Inozetek wrapped by Bosworth Customs. This wrap is a wrap to see in person. Photos don't do it justice.





As for engine modifications

The car is a full bolt-on stock fuelling, stock twin turbos, including a 5in VRSF intercooler, 3.5 VRSF Catless Downpipes, Dual Cone Intakes. Stett Charge Pipe, with upgraded forged diverter valves, as well as a 550i Clutch. Tuned with JB4 MHD Backend Flash On E85 Map, the car does shoot flames, as it is fully straight piped equipped with a BMW OE M Performance Exhaust



It's lowered on Eibach Pro Springs. The ride quality is amazing. It sits on Avant-Garde M359s, one of the most common wheels for the E9x platform.

The car has all the M Performance Exterior Mods, from the front bumper, side skirts, and rear bumper. Also has an Arkym style front lip, carbon fibre rear diffuser, and a subtle carbon fibre spoiler for now. The biggest addition to this car is the Seibon Carbon Fiber Hood.

As well as carbon fibre mirror caps, yellow intake grills, M4 Style Gloss Black Grills and one of my favourites the DTM style angel eyes done by rushcuatomsatl. The interior is pretty simple as it has been partially gutted. The Corbeau FX1 Pros make the driving experience so much different, as they hold you in around the curves.



These engines are capable of making 750 HP on stock blocks, and you best believe that's my goal. The car will be going single turbo, the kit will be coming from CES Motorsports.

Power goals will be 700, of course with supporting mods, to later on building the motor. Other future mods are a Studio RSR half cage, Clinched Duckbill, widebody, on bags and some different wheels.

This car is here to stay and that's why I am willing to dump money into it.

Kez Martin

2016 Mustang GT

Instagram: [@dapperkez](#)

Photographer: [@icynsPICy_](#)

My name is Kez Martin, owner of Dapper Auto Spa NYC and this is my 2016 Ford Mustang GT. I started loving cars at a young age. My Dad had plenty of cars growing up from euros, American muscle to JDM cars.

I guess that's why I'm so open-minded to different builds. I've owned more BMW's than any other car brand. I'm a big fan I must admit, but I can't stay loyal to any brand. I can find something I love with almost every car brand.

I'm just a car guy, my brother Chaz owner of Dapper Auto Sports in Las Vegas and is another person I would say, has got me into cars. He had plenty of builds growing up. One, in particular, I can say is one of his best was his Liberty Walk GTR R35.

That's the car that really got me into widebody kits. Growing up I worked for many dealerships in the service department. I worked for Audi, Lexus, Honda, Mopar etc. I just love how every brand is unique in its own way.

I purchased my Mustang in Florida, October of 2019. I never owned a Mustang before this one. I just loved the way this body style looked from the factory. I know some Mustang purists at first did not like the way the s550 looked but I loved it.





I had so many modifications ideas and couldn't wait to get started. The very first modification I did was upgrading my stock suspension to an Airlift Performance 3P air suspension.

Shortly after I began looking at widebody kits. I just loved the way the Mustang s550 chassis looked with a widebody kit.

When I finally made up my mind on a kit, a new kit was getting ready to launch. I love the idea of having something different and new. So I reached out to Shirokai who specialize in Japanese inspired Widebody kits.

Their staff was amazing and was excited for me to join the Shirokai Army. After I purchased the kit I began searching for wheels. I decided to go with Rennen Forged wheels. I just love the way they look in my car.

I have so many plans for this build. Will be adding a Supercharger kit and other supporting performance modifications. I'm also planning on doing a complete interior makeover.

I'm very into sports luxury cars. So I'm definitely planning on adding leather, Alcantara, and carbon fibre to many parts of the interior.



I also would like to complete my trunk set up in the near future. This build has been going so great. I'm thankful for all that has come so far and I'm excited for what's to come on this long journey. Stay tuned!!!

Exterior

- Shirokai Widebody Kit
- Zbr hypershift black pearl paint (autoflex)

Wheels

- Rennen Forged Wheels
- Airlift Performance 3P kit
- Performance
- Airaid MXP intake
- Borla Atak Exhaust

Interior

- LED Lights Stars in Headliner
- Tesla Screen Android Radio



Emma'Louise

Fiat 500 Abarth 1.4 Turbo.

Instagram: [@abarthqueen12](https://www.instagram.com/abarthqueen12).

Photographers :

[@ninety2automotive](https://www.instagram.com/ninety2automotive)

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

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

I'm 27, from Gloucestershire, and I work in the plant hire industry.

Abarth is my 4th car. I previously owned a black Fiat 500, but that stayed standard throughout until I was able to find myself an Abarth. Before that, I had a baby blue Corsa haha! It was the worst car ever. We won't go any further into that one.

The car is not all finished, it's only really just started again! I have many more plans this year ready for 2021! But it's all keeping hush until then, so keep your eyes peeled guys.





I would like to say a massive thank you to **@mirrorimagecarcare** for their amazing support and love throughout, it's truly an honour to be part of the amazing team. I love you guys! (Use mirror15 for 15% off cleaning products) also, check out there website – www.mirrorimagecarcare.com

Secondly another huge thank you to **@forgemotorsport** for their support and kindness in getting the Abarth looking and sounding amazing! The Abarth wouldn't be where it is today without Forge. The team is always supportive and helpful for any issues or help you need. Check out there website – www.forgemotorsport.co.uk

Also big thanks to - **@deadly** (use deadly Abarth for 10% off), **@msracing** and **@autovisions** for all your continued support.

So last year I entered a fair amount of show & shine competitions, and I was very grateful for them to choose the Abarth. Unfortunately, I have never won anything in the competitions. But I always say it's the taking part that counts and just appreciate being chosen.



Mods:

- Full Wrap (Purple)
- @forgemotorsport Induction kit
- @forgemotorsport Blow-off valve (BOV)
- @forgemotorsport Intercooler upgrade
- @forgemotorsport Top mount strut covers
- Re-map
- @fifteen52_uk Genuine wheels
- Custom exhaust
- Full de-chrome
- Window tint & Sun strip @toptints
- Lights tinted
- Purple Steering Wheel from @kode_shop

Following mods at home:

- All help was by @luke_cupratdi
- Battery & fuse cover
- Abarth aluminium coolant & oil cap @msracing
- Wiper delete @kill_all_wipers
- Maxton splitter @maxtondesign
- Personalized plate
- Short aerial
- Rear seat delete @msracing
- Purple gear stick @kode_shop
- DAB radio
- Seats changed
- Blackout side indicators @msracing



Lucy Page

BMW 120D

Instagram: @E87DAILY

I'm 25 years old. I work as a response officer for West Midlands Police. Don't judge a girl by her career just because I'm a police officer doesn't mean I'm not human. I still love the sound of a V8 and the smell of fuel. Only issue is I'm not allowed to run as much camber as I'd like to for obvious reasons.



I have an older brother called Josh who got me into the car scene from a early age he's has more cars then I've had hot dinners from Ford fiesta's to Nissan 350z there really is no in between however he's mainly into his Jap cars he currently drives a MR2 rev 4 T Bar which he plans to do a turbo conversion on over the winter.

I then met my partner Dexter who is also a massive car enthusiast so really I had no choice but to stay in the car scene but let's face it. It's not a bad place to be.

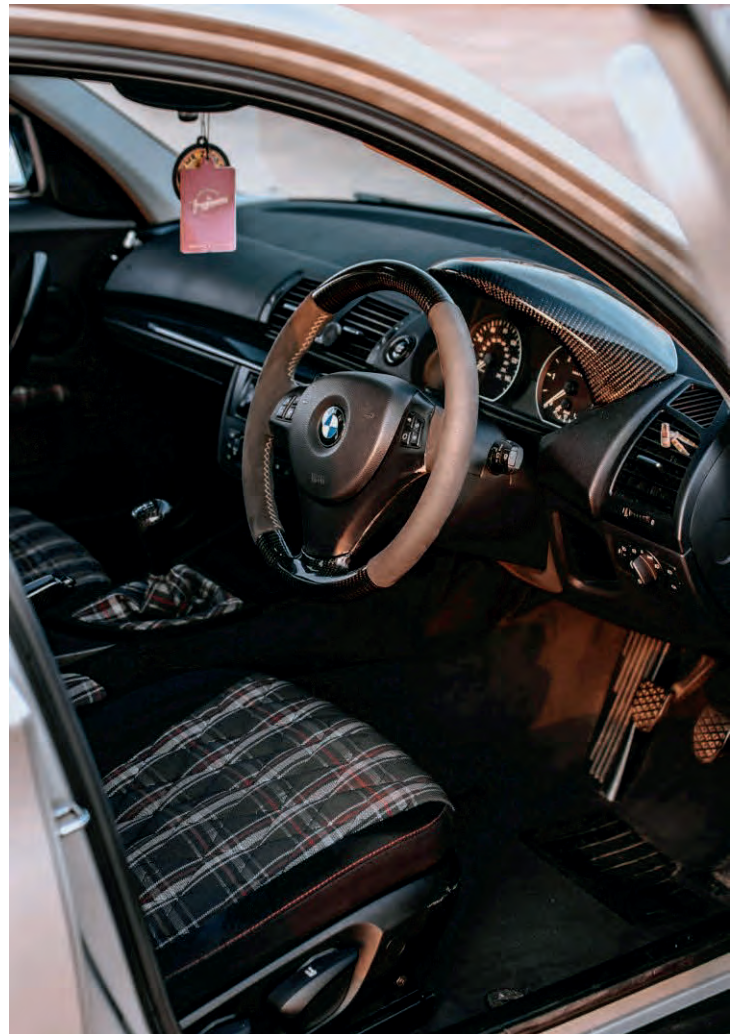
I purchased the car with the intention of keeping it standard and just using it to travel to and from work however after owning the 4 months now it has had fully retrimmed interior carbon skimmed dash trims m sport sport rear bumper with carbon diffuser and carbon fibre spoiler exclusive edition front bumper and some custom made wings with m3 vents,

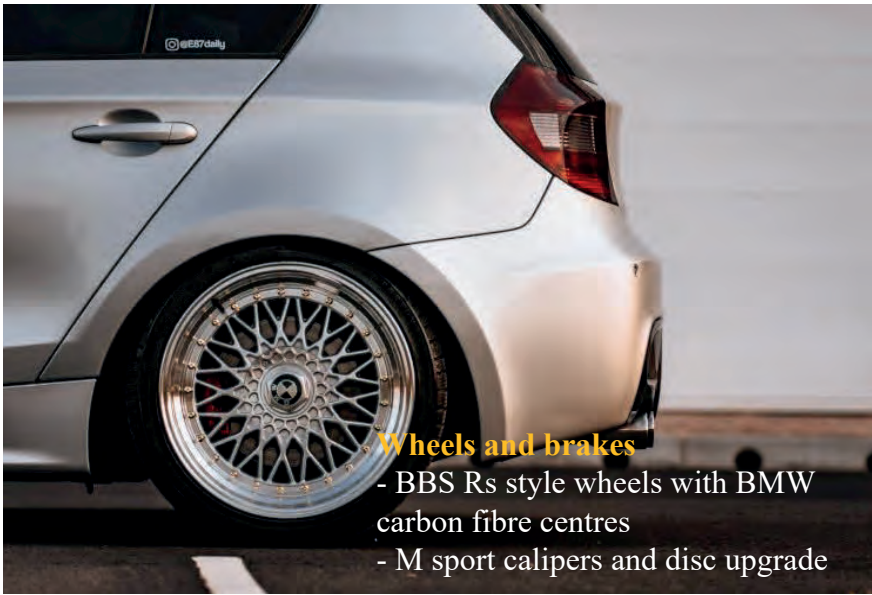
The car is currently lowered on coilovers however I plan to put it on air within the next month or so.

BMW 120D New unseen build Purchased vehicle completely standard on 01/04/20

Interior mods

- Front and rear seats retrimmed in black suede with tartan centres with Bentley diamond stitching and red piping
- Front and rear door cards retrimmed in black suede with tartan centres with Bentley diamond stitching
- Carbon fibre and Alcantara trimmed steering wheel
- Carbon fibre handbrake lever with trimmed Alcantara gaiter with red stitching
- Carbon fibre clock and speedo surround
- Carbon fibre gear knob with custom trimmed tartan gaiter
- Carbon fibre start stop button bezel
- Carbon fibre dash trims
- Carbon fibre roof lining grab handles x4 Retrimmed centre console in Alcantara Flocked Ash tray and gear surround
- Retrimmed parcel shelf in Alcantara and tartan with Bentley diamond stitching
- Professional made boot build by bespoke car audio trimmed in black Alcantara and tartan with ice white led mood lighting
- Retrimmed air tank to match interior
- Led ice white interior lights





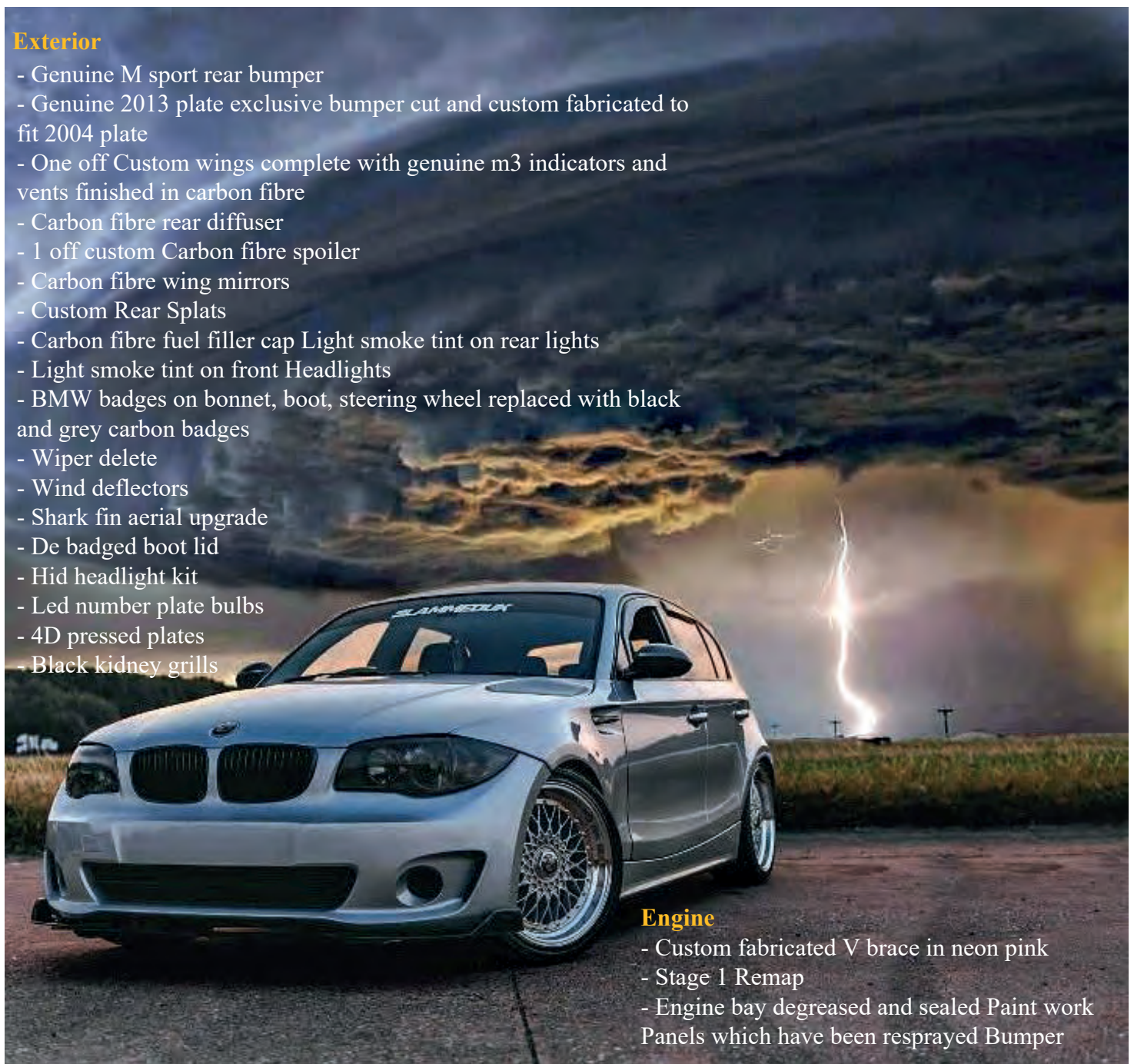
Wheels and brakes

- BBS Rs style wheels with BMW carbon fibre centres
- M sport calipers and disc upgrade



Exterior

- Genuine M sport rear bumper
- Genuine 2013 plate exclusive bumper cut and custom fabricated to fit 2004 plate
- One off Custom wings complete with genuine m3 indicators and vents finished in carbon fibre
- Carbon fibre rear diffuser
- 1 off custom Carbon fibre spoiler
- Carbon fibre wing mirrors
- Custom Rear Splats
- Carbon fibre fuel filler cap Light smoke tint on rear lights
- Light smoke tint on front Headlights
- BMW badges on bonnet, boot, steering wheel replaced with black and grey carbon badges
- Wiper delete
- Wind deflectors
- Shark fin aerial upgrade
- De badged boot lid
- Hid headlight kit
- Led number plate bulbs
- 4D pressed plates
- Black kidney grills



Engine

- Custom fabricated V brace in neon pink
- Stage 1 Remap
- Engine bay degreased and sealed Paint work Panels which have been resprayed Bumper



Cristian Tyrrell

1988 10th anniversary Mazda rx7

Instagram: [@finalformfc](#)

Photographer: [@merrick_media](#)

STANCEAUTOMAG | MERRICK HARDING

I drive a 1988 10th anniversary Mazda rx7, what actually first got me into cars was a lack of an outlet after an injury.

I grew up skateboarding throughout my whole life and around the time I turned 18 I had broken my wrist for the third time in a row. I ended up having to get surgery for extensive nerve damage and my wrist has never been the same.

Having my passion and creative outlet taken away from me I was in a state of depression, looking for something that would feel close to the same feeling without major risk of losing Use of a limb.

I came across some old junk house videos of the guys in Chicago street drifting, the vibe was the same. I just felt that spark come back and the videography was so reminiscent of classic skate videos.

A couple of the guys who drove FC's and ilias, in particular, was a big inspiration to me in the beginning.

I went through a few chassis before I ended up on this one in particular.

Having started with an 81 Corolla SR5 and knowing nothing about rotary I was approached by this guy at a gas station but was receptive since he was the first person I'd met that knew I had a corolla.



STANCEAUTOMAG | MERRICK HARDING

I remember hearing “ hey man nice corolla, you know what we do in Puerto Rico is throw in a rotary.” I thought, “the hell is a rotary?!?!?” instantly went home and did my research, it was at this point, I was hooked. I watched countless videos dreaming of driving one, so I sold the corolla and got my first FC, a 1988 gxl, I remember

I remember I was so used to the slow corolla I tried drifting the first night of ownership and wrecked it. Luckily back in 2011 parts were cheap and available, unfortunately later down the line I was t-boned in that car and it was a total loss.

On the bright side, the insurance money allowed me to upgrade to a turbo model. I didn't know anything about S4 or S5 model FC's, I just knew I wanted another 1988 white rx7 but turbo.

Lucky for me, I found one in my budget only a few hours away in San Antonio. Come to find out what I bought was a 10th-anniversary edition that only 1500 were ever made, and it was the best gut decision ever made.

This car though felt special I instantly bonded. It was strange. This feeling from driving the streets learning the car and how it handles and how it sounds is unbeatable.

I don't care how unreliable people say these engines are, there is no feeling like it, and that is priceless. Before I got serious about actually building it and just having fun I always had a vision in my head of what I wanted this car to look like.



Once my first engine blew, I attempted to rebuild the engine myself but that didn't turn out quite the way I wanted. I ended up hauling three engines up to Dallas to have the guys at Rotary Performance fix my errors of stubbornness.

That kind of propelled everything since I wanted the exterior to match the engine build. I've gone through a lot of exterior looks and I've done 100% of my own work on the car,

with the exception of building the engine and tuning done by Rotary Performance, and this most recent widebody and paintwork done by Infinite Worx.

So the only way to make my dreams become a reality was to do the work myself. My point is to follow your dreams and dive in head first, and with enough hard work, sacrifice, determination and perseverance you can make it happen.



I'm the perfect example of how anyone can do this and you can start from nothing. I did, and I worked at a grocery store the entire time.

I built this car while supporting myself and another person at the same time. You just gotta ask what you are willing to sacrifice to accomplish your goals than just make it happen.

I've gotten very close to my dream, there's so much I've done to the car, and the better question is, what haven't I done. Well, I haven't taken the carpet out yet, and that's about it.

All jokes aside, I plan to revisit the engine bay again for an update to hold me over for my actual dream of throwing a 3-rotor on this chassis.

The exterior is complete minus two pieces I plan on getting in the future and then there's the interior. I always said interior would be dead last in mods.

In order to get the Tamon Kit, I actually had to have a friend befriend Shoji-San. Apparently, he hadn't made my pieces from that kit in over a decade. It's actually the seventh full kit ever completed and the first in North America.

A lot of the molds had to be remade for my kit so technically it is the USA demo car for Tamon Design FC

The thing is, I'm not rich, in fact, I come from a broken family and never had anyone to lean on, I didn't even graduate high school because I had to provide for myself.

Full Spec List

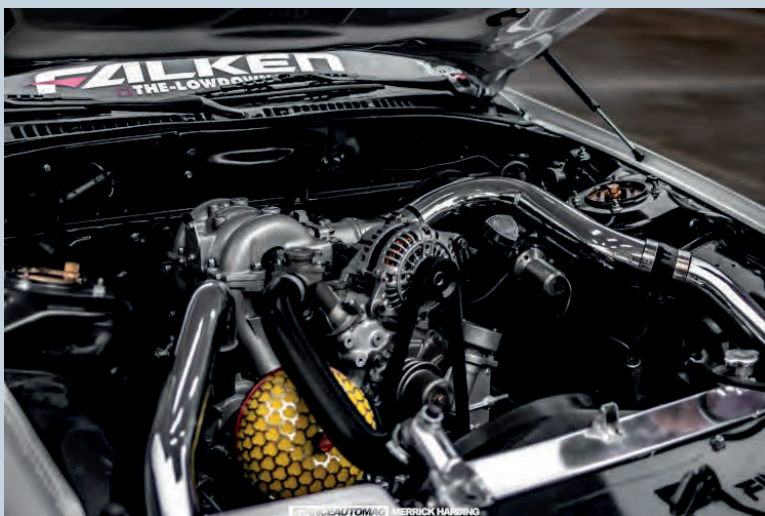
Engine:

333 BHP on 8psi

- Street ported and built by Rotary Performance
- BNR Supercars Stage 4 turbocharger
- Apex'i Power FC engine management
- Apex'i Twin Chamber blow-off valve (1 hot side, 1 cold side)
- Apex'i GT Spec SS 3.75" cat-back exhaust
- ACT 6 puck clutch
- Greddy front-mounted intercooler
- Koyo radiator
- Kemetic Racing coolant
- SuperNow oil cap
- Blitz Racing radiator cap
- Pineapple Racing Oil Pan
- GReddy Oil filter
- Idemitsu 20w50 Rotary Racing Oil
- Banzai Racing FD3S to Series 4 jumper harness
- Walbro 255lph fuel pump
- Aeromotive Trick-Flow fuel pressure regulator
- 1680cc secondary injectors
- Series 5 89-91 rotors
- S4 to S6 Underdrive pulleys
- Stainless Steel braided clutch line
- Stainless Steel braided custom brake lines (from the master cylinder)
- GM 3 bar MAP sensor
- FD3S air intake temperature sensor
- Custom trailing ignition system
- Custom straight mid-pipe
- Powder-coated Lower intake manifold
- Powder-coated upper intake manifold
- Powder-coated alternator
- LRB Speed cooling plate
- HKS 100mm Super Mega Flow Reloaded air filter
- Black Magic 160 electric fan
- Tucked and simplified engine wire harness
- Tucked chassis wire harness
- Graphite Gray painted engine bay
- Phaze2motortrend hood dampers

Interior:

- Nardi 330mm deep corn rally steering wheel
- Apex'i PowerFC commander
- Banzai Racing PFC commander holder
- Blitz boost gauge
- Innovate MTX-L plus Wideband gauge
- OEM Mazda RX-8 seats
- NRG quick release
- NRG short hub
- Custom Arduino sequential shift like designed by chip peanut



Exterior:

- Car Shop GLOW LED tail lights custom made 1 of 1
- Tamon Design FC3S-GT vented hood with carbon fibre overlaid vents
- Tamon Design FC3S-GT front fenders
- Tamon Design FC3S-GT rear fenders
- Tamon Design FC3S-GT rear bumper
- Tamon Design FC3S-GT door mouldings
- Tamon Design FC3S-GT Carbon fibre front under sweep
- Tamon Design FC3S-GT Carbon fibre front fender diffusers (demo cars only)
- Tamon Design FC3S-GT Carbon fibre side diffusers
- RE-Amemiya Style FC2000 front bumper
- RE-Amemiya Style FC2000 side sill extensions
- RE-Amemiya Style Carbon Fiber Pro rear diffuser
- RE-Amemiya Style Carbon Fiber Side vortex generators
- RE-Amemiya Style Carbon Fiber Center air Diverter
- RE-Amemiya Carbon Fiber GT SPEC wing
- RE-Amemiya Carbon Fiber Front Canards
- Aerowolf ganador mirror visors
- Lexan headlight covers
- OEM Series 5 body mouldings
- LED 4" headlights x4
- LED 2" turn signals
- Aero wolf Ganador mirror visors

Wheels/Tires:

- Volk Racing TE37VSL 2021 edition 18x9.5 +15mm, 18x11 +18mm Pressed Graphite
- Falken Tire RT660 255/35/18, 315//30/18

Suspension/Brakes:

- Powered by MAX Coilovers
- Powered by MAX Upper pillow ball mounts
- Powered by MAX Adjustable Camber Plates
- Powered by MAX Solid subframe mounts
- Powered by MAX Solid differential mounts
- FD3S 4 piston callipers
- Stop-Tech brake pads
- Solid Aluminum motor mounts
- Stainless steel braided brake lines