

- A Magazine Packed With Ford Performance From Around The World -

STANCE AUTO MAGAZINE

Cover Design @dohertycreations

Ford Edition

UNDISPUTED *WYBEZ*
@MADFOCUS9



Since 2020

HOT For This Month



Focus Station Wagon

I currently drive a Ford Focus MK2 Station Wagon.

8



Escort Cosworth

Believe it or not I own a hair extensions company.

20



Focus ST 225

I've always been into fast cars. I've owned my ST for 6 years.

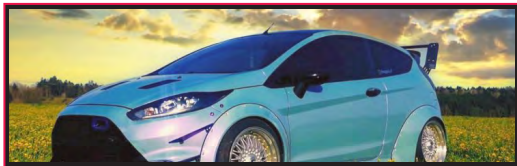
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Themed Cars

So many of our cars are different in so many ways.

42



Dropped Fiesta

At 15/16 came the first tuning magazines and from then on it was clear to me that I don't want a series vehicle

52





James Smith

Bagged Infra Red ST 220

Instagram: [@V60_JMY](#)

CARDELL

I'm from a town called Caerphilly in South Wales, been in the car scene for a few years now, used to drive static cars and tend to be part of the static scene but bags were a thing and I've never looked back.

I got into cars through my Father, he's bike mad and he got me into bikes, which was a gateway in a sense to the car world. I love cars because I feel they're an extension to your personality and there are endless possibilities to what you can do to them.

Reason I have this car in particular is because its been a huge part of my childhood, my dad used to own it when I was a kid and I ended up getting attached to it and when it was time for him to sell it I couldn't bare to see it go, so bought it off him.

What makes this car unique is the colours mainly and the air set up. Its number 25 of 25 of the Infra Red Saloon ST220s and only being number 6 of 6 with the Light Graphite leather Recaro interior.

With it being the ONLY infra red bagged in the world and the ONLY ST220 on Airlift 3P management.

All I really want to do now is swap the wheels next year, along with tidy up a few things and do some interior VIP mods! And that's me happy with it.

My dream car has got to be a Noble M600.



Photographers are as follows...

[@philthyfreshmedia](#)

[@mad.visuals](#)

[@kingdomautomotive](#)

[@willsadxms.media](#)



What I've done to it is as follows :

- Custom JR23s
- Side skirt splitter
- Bonnet vented with Jaguar XKR vents
- Bumper vented with Mk1 FRS vents
- Bumper smoothed
- Angel eye headlights
- Second compressor set up
- Wooden floored boot build
- Grills and fog surround painted gloss black
- Cambered AirLift 3P management
- BC to BAGS conversion
- TGR wheel nuts
- BC Racing VI coil overs (BC to bags conversion base)
- ASBO brake upgrade
- EBC coated grooved discs
- EBC yellow stuff pads
- MTEC rear brake upgrade
- Braided brake lines
- New LED brake lights
- Colour coded armrest
- New gear knob
- Embroidered gear gator
- LED dash upgrade
- All hard lines copper
- Rear bumper plastics sprayed black
- Smoked side repeaters
- Chrome ST door plates
- New ST220 badge
- Led fog halos
- Black eye headlight base
- New custom reg
- TRC splitter
- New red and black ford badges
- CDA air filter
- Miltekk exhaust swapped for power flow



Author: Paul Doherty



Michael Instagram: [@thatmansmike](#)

Bagged 2013 Ford Focus ST.



My life in the car scene consists of local meets and car shows I attend with my friends and family. Going to meets allowed me the opportunity to meet some of the guys in the group [@TeamConcept](#). It did not take long before I knew I wanted to be a part of the group, rather than just standing by at car events.

This group has opened me up to so many new car friends and amazing experiences and opportunities. I remember back to when I first got involved with the car scene, like many other car enthusiasts I fell in love with cars because of the Fast and Furious franchise. Throughout high school, my friends that were a couple of years older than myself began buying cars, after being with them at meets and helping them with car projects my love for this hobby grew.

The first car that brought me into the scene was an Mk4 Volkswagen Jetta. I loved this car; it was tornado red with a 1.8-litre turbo and 5-speed gearbox. Like many older cars, this Jetta was far from perfect. Eventually, it began leaking oil beyond repair, although this was a sad realization, I was ready to find something else to provide me just as much fun. In early 2017 I set out once again, to find a new car. I knew my next car needed to be technologically advanced, turbocharged and manual.

My selected fleet was a turbocharged Mini Cooper S, Fiat 500 Abarth, Volkswagen GTI, and an Mk3 Ford Focus ST since I could not afford the Mk3 Ford Focus RS that was recently introduced. After a long weekend of going back and forth, I went to test drive the Focus ST and almost fell in love instantly. Everything about it was perfect to me, the way the Recaro's held me in place, the growl from the motor, the smooth shifting of the 6-speed gearbox, I knew this would be my car.

A few days later, I went back to the dealership and purchased the fully loaded Focus ST in tuxedo black. I drove the car as it was for about two years until I became bored, but I saw potential in the vehicle, and this is where the journey really began. I knew immediately I needed a tune and mapped the car with an off the shelf Cobb tune.

My next move was purchasing a catless downpipe, an AWE track edition exhaust and had my mind on loads of other bits to make the car quicker.

After about one year of the car being mapped on nothing but an off the shelf tune, I decided it needed more. I purchased an intercooler, intake, motor mounts, new plug upgrade, tial blow-off valve, and charge pipes, everything that was suggested for a proper Stage 3 map. As for tuning, I paired with Brian Tyson at JST- Performance for a 93 map that woke the car up tremendously.



During this time, I also ordered a complete aero kit from VegaModified.com, this included a front splitter, side skirt extensions, canards, rear diffuser, and a spoiler extension. I then added Race land Coilover suspension and put Fifteen52 formula GT wheels on the Focus.

Next to my list of purchases was a carbon vented hood by Seibon composites and Mk3 Focus RS Brembos. What I thought would top off the final piece to my car was my license plate which reads 2BRKE4RS, I thought this was pretty fitting since back when I purchased the ST, I couldn't afford the RS at the time.

After a few years of the car being tuned and fitted with its new look, I decided once again it was time to do something different. I then bought an Airlift 3p kit from a friend that was parting his ST. I soon after started my hunt for the perfect wrap colour.

I wanted to stand out and do something that was never done on an ST. Teckwraps Acid Lime won me over right away. I slowly began to see the vision I had in my head come to life. Soon enough, I got a lead on a guy located in Poland that makes custom wheels in any desired Specs or colours you could want. I expressed to him my interest in having custom BBS RS2's with white faces and high polished stepped lips. A month passed and my wheels were finally completed and shipped from Poland all the way to me in New York.

I then purchased more carbon fibre pieces to compliment my hood. I ordered carbon mirror covers, vented carbon fenders from Anderson composites and a carbon trim package which includes trim around the mirror, both B and C pillars, door handles, gas tank door, scratchplate on my rear bumper, trunk garnish, and a custom set of full carbon fibre Ford emblems from a person in Turkey.

I decided my headlights needed updating so I got my hands on a set of circuit demon retrofit headlights. The final steps to having my car complete were to revamp my aero with a new set of canards, updated spoiler extension, rear diffuser and a V1.5 front splitter from Vega Modified. Lastly was to dial in my fitment on my new wheels.



Looking For a New Car Club or Group?

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

Modifying your car or keeping it standard we all like to be part of a club or group, with Facebook being so big and packed full of groups it's hard trying to find the right one, the one that suits you and your car.

Facebook groups have become so popular over the last 10 years they are a great place to make new friends, get advice about your car, share experiences and events, they now organize car meets and shows, that are mainly well staffed and organized, so you can now show your car off and get to know the people you have been talking to Online, we have searched for some that are friendly and active, with plenty of events and competitions, our Online magazine as a vast list of some of these groups.



UK Fords Owners Club (Ukfoc)
The UK ford owners club is for all types of ford no matter how old or new they are so come and share.

<https://www.facebook.com/groups/600549030135201>



Lancs Ford Owners
This is a local friendly group for the love of ford in and around the Lancashire area. The group is here to share knowledge.

<https://www.facebook.com/groups/2189796441031504>



Ford Club GB
We Are Ford FMOC group ,its great to talk about fords new and old models,dealerships etc,

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



BTCC Styling
BTCC Styling showcases BTCC styled cars and builds and is here for Everyone who has an interest in BTCC styling and BTCC cars.

<https://www.facebook.com/groups/1125451350976448>



Fiesta fez and Focus fanatics

Instagram @fezfocustanatics

Group was created on 14th February 2020 with nearly 3k members

Welcome to Fiesta Fez And Focus Fanatics we here are a Fiesta and Focus group looking to change some of the car scene. We are a fun friendly atmospheric group our group is mainly for build performance Fords whether it be from standard to high modified builds. We do local meets and car shows all over the country. We aim to help others on their builds and to show support no matter how you choose to build your vehicle. We will never judge because that's not what we are about. It's how you build your car that counts.. I made this group with the intention that people will bring respect back to the car scene and not judge how other cars should be built. We are looking at a respected car community and lately, there's not much of that about anymore, unfortunately.

Owners

Christopher McDonald

Steve Mcdonald

@fezfocustanatics



What sets my ST apart from others is my attention to detail. I took a chance and did something unique that I have not seen done before, in order to stand out. The colour of the wrap, the customization of the BBS wheels, my one of fifty Beeks Deep Dish grille, the real carbon fibre additions, and the colour matched Thule cargo box made my car one of a kind. I am more than happy with the way the car has turned out, and how much love and respect the vehicle receives.

Interior:

- OEM ST3 leather Recaros,
- Full Sony head unit
- Sony 8in subwoofer

Performance mods:

- AWE track edition Exhaust,
- Depo racing Catless downpipe,
- Damond racing motor mounts,
- Cobb intake,
- Cobb intercooler and charge pipes,
- Steeda sound Symposer delete kit,
- CPE tial exhale kit,
- Custom JST Stage 3 tune

Suspension:

- Airlift performance 3p management,
- Steeda massive end links
- Godspeed camber arms



Exterior:

- Vega Modified aero side skirts,
- Front splitter,
- Rear diffuser,
- Canards and spoiler extension)
- Teckwraps Acid Lime vinyl,
- Custom BBS RS2s,
- Mk3 Focus RS Brembos,
- Beeks deep-dish grille,
- Window Louvres,
- Thule cargo box,
- Circuit Demon retrofit headlights,
- Diode Dynamics led fog lights,
- Spec D smoked tail lights,
- Smoked sequential mirror signals,
- Fifteen52 Cup spoilers,
- Seibon Carbon fibre vented hood,
- Mirrors and trunk garnish,
- Anderson composites carbon vented fenders,
- AWD mods Carbon Trim,
- California pony cars carbon - scratchplate,
- Custom carbon fibre Ford emblems.

Big thanks to all the below, give them a follow

[@whoribly_3uro](#) and [@oneupperformance](#) for helping me install things.

[@vegamodified](#) for the kit.

[@teamconcept](#) for allowing me in the group.

[@fireblazinmedia](#) for the solid photos and support.

[@thelab.na](#) for the vinyl work.

[@pat_solchaga](#) and [@brianlohouse](#) for installing the air ride with me.

[@shaudi_blue](#) for all my detailing and ceramic coating needs.



Author: Paul Doherty

Dennis Focus MK2 Station Wagon



Instagram: [@dns_CarDesign](#)

My name is Dennis, aged 24 and I am from Germany!

I currently drive a Ford Focus MK2 Station Wagon. I drive it because, it comes from my family and I actually purchased it from my parents which isn't something a lot of people do these days. I still drive it because, my ideas and inspiration made it something very special however, it does give me a lot of pressure.

What got me into the car scene? Well that's a good one! It all started with my old rusty exhaust. This is literally no joke. As my exhaust broke I was forced to get a new one, after a long search on the internet I managed to find a stainless steel duplex system for my car and that is how it all started.

In terms of growing up in a family of petrol heads unfortunately, there has not been anyone in my family who were car enthusiasts, I have come into this scene myself.

I think overall package of my car makes it super unique. All the details and the fact that most of it no longer exists. Of course, not forgetting the eye-catching car wraps which I renew year after year myself.

In my opinion, there are challenges in every single project which people need to overcome. There were many challenges I faced in my project too! Its life.

All those challenges can be overcome with the correct people by your side who will support you and provide you with all the required advice and action forward.

I would also advise to plan in advance in order to allow you the time to approach and ask any experts if necessary. You should just never give up even if something seems hopeless.





In terms of car stats and Bhp, it definitely does not have as much power as I like. Due to my studies I have not managed to make a major investment as of yet in terms of performance so, this is definitely a work in progress.

Car Specs:

- RS Frontbumper
 - RS Fender Side wings
 - RS Bonnet
 - RS Look side skirts
 - RS Look rear bumper
 - Coil overs
 - 19" Original Rs Wheels (Black)
 - 19" Keskin Wheels (Silver)
 - 18" ST Wheels (Slate grey)
 - K&N Air intake system
 - Stainless steel exhaust system
 - Ceramic brake system
 - Rally Flaps
 - Full Car wrap in Toxic Green / bright blue metallic
 - Revised steering wheel
 - Interior covers in real carbon look
 - Recaro Seats
 - A few Interior Parts with Alcantara
 - Tail lights in full Led
 - Front headlights in Xenonlook with LED Park lights
 - Android Car Navigation System
 - Interior lights in LED with colour change Function
 - Raidhp Gauges
- I might have forgotten something but that is roughly the whole list!*

With regards to all the work undertaken, I try and do all the work on the car myself. Throughout its renovation I have only had to involve a professional company called Alzen Racing, as it involved body work to the rear otherwise, I always have the assistance of my experienced friends who are always by my side helping.

For many people, they do not always keep their first car however, I am proud to say that the Focus is my first car and project.

Are projects ever finished? A car that you modify with all your passion and love should never be finished therefore, no my car is not ready yet! There are modification plans for the future which involves the overall performance and interior.

To this current date, I have only been to one car meet where it involved prizes for certain categories. I was very happy to have received a prize in the Ford category although the competition was very strong. I do not attend these shows to win awards, the most important thing for me is having fun and the socialisation. Getting a prize is just a bonus!

Generally, I love attending meets and shows as often as I can. It is always nice to talk to new people who also share the same passion as me.

What is my dream car? Well good question but also a difficult one. Since I drive a Ford myself, I would actually choose a Ford GT or the Focus RS 500 nevertheless, the choice falls on the Porsche GT2 RS.



Author: Carla De Freitas



DNS Car Design

Instagram: @5.tampicoh

Alejandro Bahena

2018 Stanced Mustang GT

I chose this car because it's a great platform for either going fast or making it look good



As cliché as it seems The Fast and the Furious movies got me into cars. I also had a buddy who was into cars and had a mustang as well he had a 2007 GT and I had a 2014 v6.

Fast forward a few years and I met my crew Rejektz and they're what inspired me to have a Stanced car. Now I have a Stanced out 2018 GT.

I chose this car because it's a great platform for either going fast or making it look good. My mustang is unique from the majority of the other mustangs because of the camber.

With these wheels, I'm running -6 upfront and -10 in the rear. It's still an ongoing project and hopefully should be done with it in 2021.

A big shout out to my boys for all their help with the car and my Fantastic Club

*@bagged_ats - @most_h8td -
@ghettoroyalti over at @lowlife_est15,
My Club - @rejektz_cc!*





Exterior

- Carbon fibre two-piece front lip,
- Carbon fibre side splitters,
- Carbon fibre diffuser,
- Carbon fibre trunk with integrated spoiler,
- Carbon fibre front and rear license plate frames,
- Fourth flashing brake light,
- Euro tail lights,
- Vip puddle lights,
- Colour changing DRL's,
- Airlift 3p suspension,
- Steeda modified camber arms,
- GMR AS-5 wheels,
- Colour-matched callipers.

Interior

- 12" digital cluster,
- Carbon fibre full front dash,
- Carbon fibre radio bezel,
- Carbon fibre centre console,
- Carbon fibre a/c vent outlets,
- Carbon fibre window control panel,
- Carbon fibre passenger dashboard strip,
- Carbon fibre door handle trim.

For the trunk set up, I have a colour-matched air tank paired with viair dual 444c compressors and two 10" subs. Under the hood I just have a colour matched engine cover and colour-matched fuse box cover and the car also has a custom exhaust from the headers back with the active exhaust.



Photographer and Author: Merrick Harding



Simon Gronland

S197 Mustang GT/CS 4.6 V8

The car started life as a stock Shadow Edition V8 GT, the stock specification didn't last long!
Instagram: [@british_american.rarecarz](#)



My love of cars comes from my father, he owned a Navy Blue Rover P5 V8, this car had an instant impact on the 7-year-old me!

From then on I had a love of cars. My first car was a Navy blue Ford Cortina, the colour was the only thing it had in common with my late father's Rover V8 but at least it was mine! Over the years I looked for slightly more unusual cars including 2 Opel Manta GTE and a Panther Kallista V6.

More recently I had the desire to own a V8 to pay homage to my father's V8 Rover back in the day. This was in the form of an S197 Mustang GT/CS 4.6 V8. Beautiful car in black with Saddle interior. Completely stock with the exception of an SLP cat-back exhaust, K&N CAI and engine bay improvements.

The bucket list continued to a TVR Cerbera Speed Six, a fully restored car that was stunning in Jaguar Ice Blue,

the straight 6 (speed six) sounded brutal but the unreliability reputation of TVR ended the relationship after a little over a year of ownership.

So this brings me to.

My current car - My Grabber Blue Mustang S550 GT V8 convertible, this car has all the brutality of the TVR along with the rarity that's still experienced owning a Mustang in the UK. It's also one hell of a car. The car started life as a stock Shadow Edition V8 GT, the stock specification didn't last long!

The first addition was a Scott Drake rear spoiler, great design that reflects the design features of elements in the car. Roush external body modifications followed to give the car the stance it deserves. All lighting has been changed to LED, including switchbacks for front indicators and sequential smoked rear tri-bar lights.

The most controversial modification I have installed is the Vertical lift doors, totally Marmite, some love them some hate them. I love them! The works to the doors along with most of the large modifications have been carried out impeccably by GT101.CO.UK in Colchester Essex, 100% knowledge of all things Mustang and a must for any works or servicing.

The sound of the stock exhaust was too timid, so an H pipe installed by [@gt101](https://www.instagram.com/gt101) and straight pipes thereon designed and installed by [@demand_engineering](https://www.instagram.com/demand_engineering) of Stowmarket have made the car sound exactly as it looks and drives, Awesome.

Engine power has modestly been increased to 460 Bhp with the help of Roush CAI and rolling road custom Mapping by [@gadtuning](https://www.instagram.com/gadtuning) in Burnham Essex. Engine bay presentation has been improved by adding a Carbon Fibre Plenum cover

Ford Performance strut brace, coil covers, the previously mentioned Roush CAI and the 'jellyfish' expansion tank has a black cover to give the engine bay a more uniform appearance.

All the modifications so far needed something to make the car more striking - here is where [@tailoredwraps](https://www.instagram.com/tailoredwraps) came in and hand-laid the black Lemans stripes with 6mm white pinstripes, the single most striking alteration to this build.

As the car is now nearly 3 years I wanted to ensure reliability so back to GT101.co.uk for the installation of a Custom oil cooler.

Whilst there we took the opportunity to replace the already upgraded Power base speakers with a combination of Pioneer Subwoofer, Rockford Fosgate and Power ass speakers along with sound deadening has made a massive difference to the sound quality.

This car is a labour of love and will keep on evolving.

The most important thing for me is to try to keep it tasteful whilst being completely unique to me, I've ended up with a blue V8 - think Dad would approve



Spec List

Royal Steering Wheels custom Alcantara and leather wheel,
LEDs in replacement of factory lamps including engine bay and boot/trunk

Roush bonnet scoop
Roush winglets front and rear
Roush side scoops
Scott drake rear spoiler
Diode dynamics led side markers
Shadow Edition de chromed
Shadow Edition wheels
RTR rear diffuser
Sto n sho front number plate
Sequential smoked rear lights
Switchbacks front indicators
Pedders suspension - 25mm lowered

US-spec rear decklid
US-spec grills
CJ Pony parts stubby aerial
Indicator/fog light Splitters
Door latch covers
Ford Performance Hood struts
Ford Performance strut brace
Ford Performance coil covers
Roush CAI
Vellossa tech air ram
Carbon plenum cover
Expansion tank cover from [@nemesis_uk](https://www.instagram.com/nemesis_uk)

Steeda jacking rails
Vertical Doors Inc' doors
Heated and air-cooled seats
Upgraded speakers throughout
Custom car mats
Carbon tray
GT101 H-pipe
Demand Engineering exhaust
GT101 oil Cooler
Front and rear spacers
Rock guards
Twin Lemans stripes

Shaun Black

2016 Mustang GT 5.0 v8



Author: Paul Doherty

Shaun Black, I'm 27, Cars are just an escape for me.

I grew up admiring them and dreaming of getting my own collection of cars, when I was young my dad was always changing cars, the excitement to see something new was always unreal, at a later date with the arrival of Forza and Need for Speed on the Xbox all I did was play car games.

So I guess in summary, family & getting to spend time with



them, going out every weekend with my brother and the cars, in which there was never a bad day, got me into cars. I love the bond between man and machine! I was just hooked.

My father Colin has always been a car guy; his passion was the Ford Capri (which he likes to tell me is basically a Mustang) and his old Sierra and Cortina. Now he is older he is very proud of his Jaguar xj8 !

My brother Steven. Has had an interesting car history to be fair. His first performance based car was the fn2 type R , like me he always changes cars. After the type R he has had an Evo x , two M3s and now an M5.



The Mustang 2016 GT 5.0 v8

- Mishimoto x pipe
- Custom back boxes
- Eibach lowering springs and wheel spacers. Bmr lockout kit
- Mishimoto intake with k&n filter.
- Chasing lights and mirrors (indicators)
- Colour coded stitching and a full tint kit.



We are quite competitive but it's all good banter

For me , there's nothing quite like muscle cars, I've had an appreciation for my Jap car phase and British phase , my German phase probably contained the best cars but lacked personality.

Now however onto the American phase I have this mustang and a 99 Chevrolet blazer.

The cars have soul , personality, presence, and heritage. What I love in mine is the old fashioned layout and heart but with up to date tech. Absolutely a perfect blend.

I plan to supercharge it , wide body kit and perhaps scissor doors.

I'm involved with many clubs. But the main two for this car is [@mustangsunleashed](#) and [@streetscenestatics](#)





Ryan Macduff

Mustang GT S550

Kenne Bell supercharged

Since I can remember I have always been obsessed with fast cars and Bikes. I started off on Motorcycles and then got my car license about 7 years ago.

I have always dreamed of owning Bikes and cars, specifically Kawasaki Bikes, Ford Mustang and a 67 Corvette Stingray. I have been fortunate enough to own the Bikes and the Mustang (current car), I haven't managed to own the Corvette yet, owning the Mustang is different to any of my previous cars I have owned.



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I have been fortunate enough to own the Bikes and the Mustang (current car), I haven't managed to own the Corvette yet, owning the Mustang is different to any of my previous cars I have owned.

The power is insane in every gear throughout the Rev range and is easy to use once you have mastered exactly how the supercharger works. Now it's slightly lower and has upgraded suspension and a few other supporting mods it handles way better than stock. I still have to pinch myself sometimes to acknowledge that I actually own in my opinion the most iconic motor vehicle ever. I have never had a car before that I feel is actually part of my family.

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- Roush axle backs.
- Mishimoto coolant tank, chrome.
- Mishimoto H pipe.
- Under hood cosmetic colours change from factory black to grabber blue.
- Gatar guards rim protectors orange, no marks on the alloys just wanted the orange stripe around the rims.
- Removed front & rear reg holders.
- Private plates.
- Boot pony rubber insert.
- Shaker pack.
- Redline hood struts.
- Exotic pony mods Sequential rear lights.
- Wheel nuts changed to glass black.
- Mmd foose hood scoop.
- 5 spurs blue ignition button.
- Official ford Spare wheel.
- Rally innovations full splitter kit with custom orange paint.
- Brake calipers painted blue.
- Evans waterless engine coolant. Cervini stalker side scoops.
- Harrison custom mats.
- Steeda ACTIVE pro action struts & shocks. Steeda lower springs-linear-minimum drop.
- Door check covers.
- Door latch covers.
- Steeda clutch spring.
- Blue x 3 dash aluminium dials.
- Blue coyote badge. Steeda IRS Base kit (alignment bushes, subframe support bushes).
- Speedform rear smoked covers.

The one that stands out is the 2.8 liquid cooled kenne bell mammoth supercharger which changes the whole car, 724 Bhp (octane 91).



Author: Paul Doherty



Instagram: @65stangsteve

Steve Pattenden

1965 Ford Mustang Coupe
Mustangs Age With Beauty

Author: Andz Stinton

I'm 27 and I am from Surrey in South East England and I work in the Security Sector (Shhh it's all secrets).

When I'm not at work I do photography on the side it's an easy way to relax and escape to your own world.

So let's get started...

Once upon a time there was a young boy that always was lucky enough to go on holiday with his family...(even if it was only the Isle Of Wight) The holidays were great fun but there was this one hot summer night that he will always remember.

It was just a normal night, a walk along Shanklin beach, warm air blowing at you from across the sea, laughter and chatter all around.

This soon changed when you could hear tyres screaming and deep rumbling noises from the end of the road, along with a noise at the time that sounded like a high pitch whistle.

I asked if we could go have a look, my old man being into cars himself took my hand and we went that direction.

There were loads of people gathering in a car park and all along the seafront. There were cars with music blaring and they were racing two at a time up and down again along the coastal road.



I was loving it. Then the show stoppers turned up. I remember three cars (Japanese Tuners) all with different colour glowing lights coming from underneath the car, they were all loud and stood out from the rest, the crowd was cheering and all admiring. This was the night I became a lover for cars.

Many, many chapters later I got my first car... It was a 1996 Honda Civic EK3. By this point I had also watched the first couple of the Fast And Furious films, I wanted to be just like Brian. It brought back the memories of the holiday all over again, my old man still is into the car scene and sprays them.

So of course this meant any choice for colour. It was a deep purple which popped in the sun. It was lowered in bigger wheels and also had a body kit and purple Underglow to match. I then moved onto a Honda Civic Type R which I still have and is bright orange with scissor doors and a bodykit to look like a Max Power era car.

A few years went by and I found myself getting startled by an old man starting up his American muscle on a cold morning. He had a dark grey Dodge Charger, and I remember thinking ooo that's like Dom's car (Fast And Furious). So this then became a frequent thing I'd pop down to see him and his car and that's when my love for American Muscle came out.

So carrying on from the end of the story I am now a very proud owner of a 1965 Ford Mustang Coupe. It has a 5.0L V8 engine which just sounds heavenly. It is black with two gold stripes running over the car. This is a Hertz replica. Back in the 60s and 70s Hertz rental did a program called 'Rent a Racer' this was the colour scheme that they used. For around \$17 a day you could rent yourself a Mustang.



It took me a while to decide on whatever American car because of the size of the roads and parking issues. The Mustang coupe seemed like the perfect choice and when I found this one that had been restored and was immaculate I had to have it.

I'm not sure about any future plans for it. I've bought a Monte Carlo bar just to make cornering better but apart from that I haven't added any touches yet. I have found the American car scene probably the most welcoming of all. Everyone is so chilled out and just wants to talk about the old times. I myself am part of Surrey Mustang Owners and we have monthly meets and shows that we all go too.

These kinds of people are family, not just friends. Being part of the American scene everyone is always so helpful and wants to help where they can so I am going to do it bit by bit by suggesting a little local garage called Thunder Road Speed Shop Ltd. Two great guys who are very friendly and know pretty much everything about American vehicles.

My Mustang is no trailer queen. I use it a lot daily. I can't keep her in the garage, never to be seen, she needs to run the open roads. I go to local car meets with friends who are still part of the Japanese scene and the Mustang is always welcomed. I look forward to hopefully seeing some of you guys and girls soon whether we are competing at a show or passing on the road. Stay safe and keep the rubber side down.



Instagram @simonfox99

Simon Fox - Escort Cosworth

The Classics Never Get Old

Author: Andz Stinton

Believe it or not I own a hair extensions company. I live in Newcastle and have always loved my cars!

Im 40 now so my first dream car at 14 (1993) was an Escort Cosworth I actually lived through all the Max Power days and went to many a show all over the country.

I passed my test in 1997 and bought a Nova 1.3SR I did loads too GTE lookalike 16" wheels and always big audio back then, Next a Astra GSI 17" alloys Irmscher kit and more audio, A Renault 19 16V on its arse, 17" alloys and huge audio (I was on the Big Breakfast sound off with doing 151.9db) then a Pulsar GTi R before getting into the Motor Trade and having company cars!

I literally always wanted an Escort Cosworth though and nearly pulled the trigger a few times but never did! After having my own business I've had Range Rovers, a GTR and a 600bhp F80 M3 I recent rolled on the M6 in a storm however it was only about 3 years ago I actually finally bought my Cossy a 1993 K plate Big Turbo LUX, lowish miles 74k with a proper history, low owners win win and in the very rare Polaris Grey! It's pretty standard looking,

- **Big brakes,**
- **Carbon fibre splitter and hockey sticks,**
- **Nomad rear lights,**
- **Morette headlights,**
- **RS500 fog light grills,**
- **A rare Wolf Spoiler**
- **17" Rondels (Engels actually they're tougher).**





I had a bit of a nightmare to start as a "Very Reputable" specialist down should completely balled up the electrics and put an iffy MOT on it and it was shocking the state it came back in!!

So I literally went back to basics and started again!

Since I've had it I've literally been into everything, well the boys at Galltec in Cramlington have, Jordan and Jeff are amazing and very reasonably priced and pure experts.

They are the only people I'd ever let touch it or any other car, I have for that matter!!

In the past 2 years it's gone from a very old set up to now it's running a full link ECU (No cold start issues)

I've updated everything, literally everything is new (gearbox and diff have been rebuilt) even down to the underside where I've even reinstated the weak jacking points with new stronger plates.

- Engine mounts,
- Gearbox mounts,
- Diff mount,
- Bushes,
- Gaskets,
- Fuel pump,
- Injectors

I have re-done the brakes, the carbon fibre parts are all new or refreshed and I just love it!



Nothing gets a head turning like an Escort Cosworth on the road in the sun!

It's now running a good reliable 350bhp but I never wanted to go daft with it just reliable as I say I had the M3 for daft until the crash but hey ho you live n learn!

Clubs wise I'm just in the RSOC and yes it will be at events once all this is sorted (Covid-19) so probably 2021 now I may not even tax it this year as I've still been working so not had time to use it through all this.



Car: @xgswhippsx.

Instagram: @xgeorgina17x

Georgina Whipp - MK2 Escort

The reason I've gone for a MK2 Escort is purely because they look amazing!

Hi, my name is Georgina Whipp I'm 18, and I live in Mid Wales.

I'm currently waiting on an apprenticeship in car body repairs college, but corona has put a rather big halt on that!

I love to draw so I'd love to make a career out of that as well! I'm looking at doing some personalised stickers in the near future! I am also a competition secretary for a motor club in Tregaron who hold events such as night rallies, targas and auto tests.

I've always been into cars from a very young age, was never the typical little girl to play with Barbie dolls, toy cars was definitely my interest! I also loved playing car games on the Xbox and played till stupid o'clock in the morning!

My Dad used to speak to me about all the cars he'd owned from when he was young, his first car being a MK1 escort, he'd had several MG Midget's, Jaguar's and Alfa Romeo's!

He now has a Free lander.. downgrade much, he also told me of when he used to work with my uncle (his brother) and Brands Hatchback in the 1980s.

My partner who I've been with for nearly 4 years got me into actually going ahead and buying cars! In other words, a seriously bad influence. He's taught me to drive and I now have started doing hill climbs at our local track in Pontrhydfendigaid in my MG ZR.





Since I've been with him he's owned 2 Volkswagen T25s, Mk2 Astra GTE, Series 2 Land Rover, Nissan Sunny, Ford 100e, several Mk1 MX5s, MK2 Mini Cooper, BMW E36 M3 and he also currently owns a MK2 Escort.

So really I've always been around the car industry. I have family elsewhere who are also petrol heads, my two cousins who live in Dubai have some insane cars out there. One has a Mercedes C63 AMG which is running 580bhp.

The reason I've gone for a MK2 Escort is purely because they look amazing! I've also been around a lot of them in night rallies here in Wales so they're quite a familiar car. I've always loved classic cars and I'm thankful I'm able to have one so early in life!

I'd like to keep my escort as standard as possible! It's original, it hasn't been touched, the interior is immaculate and the engine runs well! It will be going for work soon to have some bodywork done as it isn't 100% perfect, I'll be helping out with this as I'd like to learn as this goes on.

I am debating doing a right-hand drive conversion as it is an import but will be having a long think about it. I'd like to add a spoiler which had been taken off by a previous owner and add some nice little changes, maybe a front splitter but nothing too big of a change!

Like I said the more original the better for me. I will be having it resprayed in it's original colour which is Cosmos Blue. My partner will be helping with making the engine run just that bit better and teaching me more about it, he's more the mechanic so it's helpful to have that support.

I'm hoping to soon have this as a weekend road car or maybe a daily depending on costs. The Escort will be restored in memory of my Aunt and Uncle who passed away a couple of years ago.

My first car was nothing special and only caused me hell which was a 2001 Suzuki Jimmy! It was a serious love-hate relationship, I swapped that for two cars one being an MG ZR 1.4 which is now my rally car and gave the Peugeot 206 2.0 to my partner which he used for night events.

I then bought a Nissan Micra which was again a love-hate relationship, after the Micra I bought a Skoda Fabia to be daily for when I pass my test. I then bought my first project which was a Classic Austin Mini 1988, this project didn't go to plan hence why I now have a lovely MK2 Escort. All in the space of 3 years! and yes, no driving license still damn you Corona.



At some point in my life I will definitely own a MK3 Ford Capri, always has and always will be a dream to me. I'd also love to start another project Classic Mini and then to hope it goes to plan!

Becky Smith - Ford Escort Eclipse

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

Make - Ford
Model - Escort Eclipse
Engine Size - 1.3 OHV (62 Bhp)
Mileage - Genuine 47,000
First Registered - 20/11/1990

Author: Paul Doherty

I was never as they say a “girly girl”. I didn’t want dolls and houses. I wanted cars and garages.

Growing up as a child I was always involved with cars & trucks with my father & grandad being truck Drivers. All I ever wanted to do since as far back as I can remember was to drive.

After leaving high school I went on to complete college courses to become a qualified level 2 mechanic & a qualified level 1 body repairer, but then after passing my driving test in 2014 I then decided I wanted to drive vehicle's for a living and not fix them as driving is in my blood. Excitingly I can also say February 2020 I got my class 2 HGV license and in the near future, I'm hoping to get my Class 1 for driving artics.

So at 22 years old, I could proudly say I owned my first classic! I had always grown up with my mum owning escorts so I knew that an Escort would be the 1st classic car I ever personally owned. I purchased the car in March 2019 with genuine 43,893 miles and a full 12 month MOT.

The bodywork was shabby and the engine bay needed a little TLC. So after a good servicing, new HT leads, spark plugs, thermostat and rocker gasket she was back to running how she should be.

Then came the struggle to find suitable colour-coded bumpers which are very hard to find for this vehicle with only just over 200 of these cars left in the UK.

Internet searches show there are 158 sorn and only 54 still licensed on the road, which resulted in me putting black bumpers on the car (in my opinion I think the car looks better with these on) and also swapping the clear indicators back to original orange.

My final touches were adding a set of original Ford spotlights, mud flaps and a lot of elbow grease washing, polishing and waxing her to bring that shine back.



My main club is Glossop Vehicle Enthusiasts Club ([@gvec_club](https://www.instagram.com/gvec_club)) I attend the majority of shows within and around the North-West.

*I am also a member of
[@HeadTurnersUK](https://www.instagram.com/HeadTurnersUK), [@SK_Retros](https://www.instagram.com/SK_Retros),
[@ThrottledByFord](https://www.instagram.com/ThrottledByFord), [@CarGirlCulture](https://www.instagram.com/CarGirlCulture),
[@ModifiedGirls](https://www.instagram.com/ModifiedGirls) & [@GirlspeedUK](https://www.instagram.com/GirlspeedUK).*



Carl Skingley

1959 Ford Anglia 2ltr Zetec

I'm a 53yr old mobile service forklift truck engineer from South Wales.

I've always been into classic cars but I'm leaning towards American muscle trucks lately, I own a 5.4 supercharged 2003 f150 Harley Davidson but I'm after 1955 f100 because I want to slam it and stick a spiced up coyote engine in it just like the Stallone f100.

The Anglia was a designed way ahead of its time. The very distinctive rear window, which had a reverse slope, and the overall shape and functional rear fins gave it the appearance of a small.

The engine was completely new and quite a departure from the side valve, flat-head of the 100E. The new power plant was a high revving, overhead-valve, that produced 39 horsepower at 5,000 rpm.

In addition, the four-speed synchromesh manual transmission was the first of its kind fitted to a production saloon built by Ford's Dagenham factory.

My 1959 Ford Anglia 2ltr Zetec powered, it's had a few little improvements from when it came off the factory line, I don't think Ford would have believed you could do this with their little car, from 39 HP to just over 200Bhp.



Spec List

- Black top Engine
- Ported & polished head
- Fast road rally cams
- Vernier pulleys,
- Running 46mm zx14 throttle bodies
- Nodis engine management,
- Rx8 gearbox with h/duty pinto clutch,
- Rear-axle is a 105e converted to Cozie brakes
- Front brakes rs2000 escort fitted to front coil overs
- Retro four-spoke Lazer wheels with Rs centre caps
- Interior half cage and rx8 electric seats with racing harnesses
- Carpets 'door cards fully restored
- New black headlining
- Speedo and Rev counter have demon tweaks flight range
- Matching gauges in 4 hole bezel fuel/ volt/ oil pressure/water temp
- New full wiring harness
- The boot consists of two alloy fuel tanks with pre-pump + h/pressure pumps
- Custom billet battery tray
- Maxed out on chrome
- External visor not fitted yet





Author: Andz Stinton

I moved into the Scottish Borders 6 years ago from Stoke on Trent, I'm 23 years old and love messing with cars in my spare time, I live and breathe cars (especially classic cars) I'm a CNC programmer/setter/operator.

I'm the Admin of 2 cars groups, which are

Mixed motoring enthusiast and also Outkast rollerz

The first car I bought when I was 17 was a 1977 Austin mini Leyland the car was brilliant, the reason for having a mini was my brother (who was still living in Stoke at the time) was a whiz kid at them and always pressured me into having one, the car just kept going no matter what, the thing was bulletproof.

This gives me the insensitivity to have classics and have as much fun as I possibly can with them. So my dream car is a Ford Capri mk3 which I bought 3 years ago for my 20th birthday, so when I bought the car it was a full-on Frankenstein car, as not as in looks but as in parts, not one part was original.

To make the car original would have cost thousands, but that's no fun is it now, let's make something a bit more crazy and mental. All these idea's of how I wanted it to look, I loved Mad Max and death race so I wanted to link the 2 together with an apocalypse car fit for war.

I told people what my plans were and they all said I was stupid and to grow up, but this gave me more of an incentive to make my idea come together. So I had a plan and had a place to build it, as my parents have a barn conversion with a lot of outbuilding's. I say outbuilding's, it was an old run-down barn, literally.

I couldn't have done this task alone for the past 3 years. I've had a lot of help from my brother and my 2 best mates from welding to wiring they all chipped in where they could.



Photographers:
[@straightthrough](#)
and
[www.loz.pics](#)



Straight Through Images



James Fowler
PHOTOGRAPHER
www.jcfpics.com

The car is bare metal with 2k lacquer over the top for a bit of protection in the not so great UK weather. I spent over 1 month alone with very long nights taking the paint of this car, I'm lucky to have a Mrs which is so understanding of my hobby.

Specs

- . It has an Essex v6 3litre engine with 5 speed Manual Type 9 converted box
- . Custom-built box blower intake
- . Custom seats (personalised)
- . Custom chain steering wheel
- . DJ system converted into the back
- . Custom fabricated body kit
- . Front wheels - JBW banded steels 13s
- . Rear wheels - custom made 15s banded steels fitted with chunky copper cobras
- . Reinforced sunroof (plated)
- . Custom made machine gun for the roof from chain and tube
- . Custom side guns
- . Bull bar (recently fitted)

I may have forgotten some mods because the car is that modified, my insurance is kit car insurance if that gives you an understanding of how far this car has been pushed.

It's a pure show car but one day I would like to think I could stick a big lump in it and head for the strip!

The car is most common in the Scottish car scene as it has been in the top 50 cars of Scotland twice at the Scottish car show, the first time I showed it there I walked away with the best-modified car out of over a thousand very expensive well looked after cars, my little old ratted Capri was up there with the best.

The second year of going to the show, I had no motivation to even wash the car, turning up with my brother in the passenger seat, we were based on the blue carpet indoors for the top 50, we get out the car and see everyone staring whilst polishing their beautiful cars.

My brother looks over to me and starts to laugh, and shouts over to say "you could've at least got the bird crap of it"

Yet to my disbelief the car was awarded for Angel wax show and shine award which still makes us laugh to this day. One of my proud moments was the car being featured at Scotland's comic con.

I love this car, it's my little escape from the world, love it or hate it, I'm no amazing car builder or perfectionist, I just keep trying with this car and will never stop with it, I hope by reading this all you car fanatic's understand that even if people say it's a stupid idea or not to do it, you all have your own opinion on cars and we are not sheep, so don't be a sheep!



© 2 Fast 2 Photo / Edinburgh Modified





Lee Gibson

Focus ST 225

Instagram: [@revo_stealth_v2](https://www.instagram.com/revo_stealth_v2)



I've always been into fast cars. I've owned my ST for 6 years.

I bought it standard and my plan was never really to modify it a lot but as time went on I wanted to make it stand out from the rest.

Before I owned the ST I was never really a Ford guy but the more I got into the Ford scene the more it opened my eyes to how many parts were available for these cars.

I joined a club called fordaily which sadly are no longer running anymore but loved attending meets and shows and modifying my car turned into a passion and it was an escape.

I now own my own club which I run with friends called [@BoostedMidlands](https://www.instagram.com/BoostedMidlands) it's run by a group of car enthusiasts.

We used to hold monthly meets with pretty good turnouts and we have held a few charity events just to show the car scene isn't as bad as portrayed on social media.



I'd like to shout out:

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

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

[@Levid-design](https://www.instagram.com/Levid-design)

It's fully stripped out in the back of the car ready for a cage.

We have just bought a WRC big wing and KMS roof scoop and an OMP snap off steering wheel.

The car will be going widebody in the near future, and just waiting on my new custom monkey wrench bespoke headlights to arrive to fit in with the wrap design.

Future plans will be to up the power and eventually put a big turbo on the car to push for nice figures and also finish the interior off with some new custom seats and cage.

I've got loads more things to buy for the car but slowly getting there it's pretty well known the car's name is Stealth

Its an an ongoing project but still loads more to go on it, the Specs of the car are

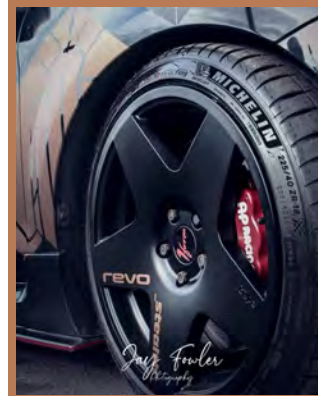
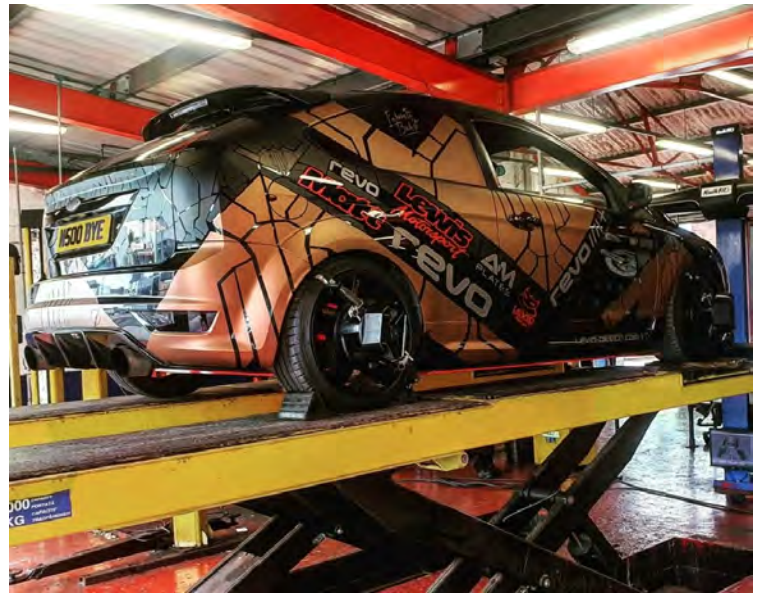
- Fully forged engine with k1 rod and wiseco piston, it's also block modded.

- Stage 2 Rs intercooler with pro alloy big boost pipes. Anembo plenum,

- 750cc injectors and an upgraded matt Lewis Motorsport fuel pump.

- Rs oil cooler.

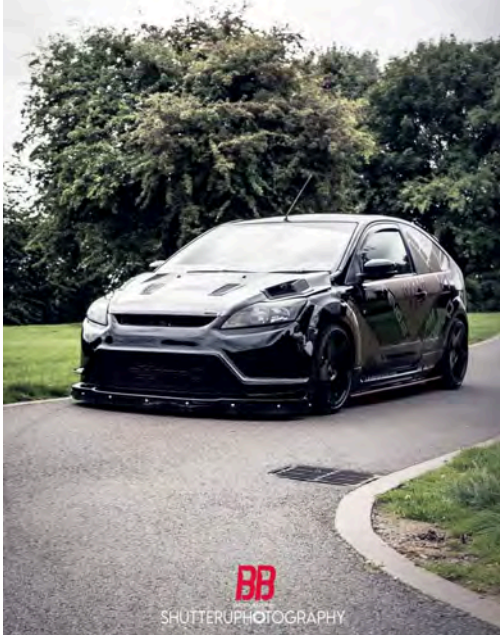
- Turbosmart actuator and recirc.



- Rs turbo with an AirTec crossover & pro ramair filter.
- Matt Lewis Motorsport breather kit.
- Rs clutch with a Quaife LSD.
- Mongoose 3" downpipe,
- Decat to a section 18 catback.
- It's currently running Revo stage 4 plus
- It has an AP racing big brake kit with Ferodo pads.
- White line anti lift kit with Cobra springs.

Exterior

- 1 form edition 2 wheels,
- NG developments front bumper.
- Custom wrap by Levid-design



Author: Paul Doherty



I have only been active in the car scene for just under 5 years, but I have been a big Motorsport fan for a very long time, especially motorbikes and touring cars.

My background was in mechanical engineering, but for the last 18 years I have been looking after buildings and property, but engineering is always in my blood. That showed itself when we bought our 2009 Ford Focus ST225 and I met some of the local car guys around Portsmouth in Hampshire.

Having had Mondeos estates for years, Mrs and I decided it was time for something different, and we ended up looking at hatchbacks and narrowed it down to the Focus ST or the Mitsubishi Lancer. On test driving a Focus, we were hooked on the sound of the 5-pot engine and looked for a decent example in black, finally settling on the one we have now.

Looking at what we wanted from the car, more noise and more power, we went to a couple of shows, talked to people, listened to their cars and stories and decided what exhaust we wanted and that's how it all started and the car has eventually become the car it is now after 4 ½ years of modifying.

I have made some amazing friends along the way, and really enjoy all the shows as well as local meets. I love my ST, but I also like lots of other cars, so I'm not just a Ford guy! That's what makes the car scene for me, being able to talk to anyone about their cars and their journeys.

Currently the car is running 340 Bhp using REVO stage 2 software thanks to JKM Performance, but with the extra power, I also wanted the look. I took a lot of negativity at first as people stated it's a 5 door, why do that to a 5 door, get a proper ST, but now, most people don't even recognise that it's a 5-door model and just see it for what it is.



Author: Paul Doherty

I'm not one for following the crowd; I tend to make my own decisions of which way to go after talking to people that have different solutions or ideas.

The only things that I have not fitted myself were the clutch and obviously the REVO map.



The engine bay was always something that had to look right, and it has taken a fair bit of effort to get the look, with some parts being painted 4 times before I was happy with the finish. That's also where my engineering hands started to get itchy! When I couldn't find something I liked, I would look to see if I could find my own solution or make something myself.

*I have a Facebook group called **Panther Mods**, which stems from people asking if they could have a part like I had made or had bought for mine, and that's where the group helps people find solutions, not just in parts, but in advice as well.*

Finally, I wanted a wrap on the car, and hit a real roadblock, as no one was interested in designing something for me along the lines of what I wanted, and if they did agree to look at it, they were talking silly money before it was designed, as I wasn't after a printed wrap.

So, I bought a vinyl plotter, watched YouTube videos, taught myself and created my own "wrap", giving me that one off individual look. Now she is known as Black-on-Black and easily recognised wherever I go.

Shout Outs:

@bonb_st

@cmcomposites

@blackonblack

@only_the_driven

@rsparts_uk

@only_revo

@triplercomposites

@jkmpformance



Panther Mods was born from the requests to myself to make parts for other people who liked what I had made for my car, and wanted the same custom parts.

Panther Mods now can provide custom cover plates for Focus Mk2, and a bespoke design service for car graphics (decals, not a wrap).

Panther Mods provides this service to a number of Ford car groups, including the design of custom club graphics and t-shirts.

This is a hobby and not a full time service, so please bear with us, as at times the day job can be very busy.

<https://www.facebook.com/groups/1312597035564952/>

Admin

Mike and Tracey Greenwood



Mikey Rowlands Mk2 Ford Focus RS

I'm 26 from north Wales
Instagram - @MikeyRowlands
YouTube - MikeyRowlandsRS



Mikey Rowlands
PHOTOGRAPHY



The car was completely stock when I first bought it and my original plan was to keep it stock... yeah.. so... after talking to a few ST/RS owners about mods I could do to make it sound / perform better.. Before I knew it I had dropped some serious ££££ and then I had a strong custom stage 2, 400 Bhp / 600 nmt RS with crackles, big flames & anti-lag tuned by DDG in Manchester @ddgremapping

Mikey Rowlands
PHOTOGRAPHY



Mikey Rowlands
PHOTOGRAPHY



Mikey Rowlands
PHOTOGRAPHY



Full spec -

- Previously - Revo Stage 2 'BD Performance Wrexham'
- Currently - Custom Stage 2 'DDG Remapping Manchester'
- AirTec Stage 3 Intercooler
- AirTec 3.5" Downpipe
- AirTec Plenum
- Airtec Big boost pipes
- Pro Hoses Full upgrade
- Group A K&N induction kit
- Turbosmart Recirc valve
- Turbosmart Actuator
- Milltek Exhaust system
- Eibach 30mm Lowering Springs
- Rear Eibach 25mm Spacers
- Front Eibach 20mm Spacers
- ACR WRC Bonnet Vents
- KMS WRC Roof Scoop
- Carbon Fiber Style Engine Covers
- Autobeam Strobe Wing Mirror Indicators
- Autobeam Full light upgrade
- Maxton Design full Splitter kit
- Kode Steering wheel
- B-G Quick release
- Custom Led Rear Tail lights
- Custom Headlights
- Custom Halo Fog Lights
- Rallyflapz Mud Flaps
- Autowatch Ghost



Mikey Rowlands
PHOTOGRAPHY

Driving my RS always puts a smile on my face and it always turns peoples heads (sometimes for the wrong reasons haha) but I can honestly say I've never had a dull moment owning it!

Yes it can go wrong and cost me a lot of money but just seeing it sitting on my driveway or parked up somewhere and thinking to myself,

"that's my car! I own that!"

There's no better feeling!

Engine Modifications:

- Full Auto Specialists CAIS and crossover to turbo,
- Stage 3 Intercooler,
- Airtec Plenum,
- Big bore hoses all round,
- RS plugs,
- RS injectors,
- RS clutch and flywheel,
- Turbosmart recirc valve,
- Auto Specialists ECU holder,
- REVO mapping with SPS switch and full turbo back 3" KMS Thunderstorm



Engine Bay Modifications

- Engine bay plastics,
 - Summit cross brace and Plenum all colour coded Panther Black,
 - Auto specialists hood lifter kit (modified to fit how I wanted),
 - Symposia delete cover plate,
 - Engine and fuel rail cover plate,
 - Battery base cover plate,
 - Carbon custom bonnet show brace and 3D printed the mk4 Mondeo latch conversion handle extension.
 - Slam panel smoothed and colour coded.
- After melting some Ebay slam panel end plates, I then made myself aluminium slam panel end plates,



External Modifications:

- Full TRC lowline kit with CM Composites
- Fiesta race splitter bolted to the
- TRC splitter to create a one off race style splitter,
- TRC diffuser,
- TRC eyebrows,
- Zunsport grills,
- Xclusive Customz RS style wing,
- Rear wiper delete,
- Lowered on Eibach springs with Fox wheels in gloss black (of course) with 20/15mm spacers,
- Self-made "devil eye" headlights and RGB LED light strips installed on custom brackets for the grills,
- Switchback halos,
- Audi style wing mirror indicators.
- Then RS Parts bonnet and WRC style vents,
- Rear lights wrapped in fly eye
- Black-on-Black custom wrap.



Author: Paul Doherty

One of the smaller details people notice is the replacements for the stupid OEM plastic trim fittings by using special M4 screws and fixings and regular M6 dress up washers, amazing how something so small can make such an impact



Hi my name is Tony Halliday, I am 39, I've owned my focus St 500 for about 4 years.

I have always loved Fords since I was young and I had an St170 which was costing me a fortune to keep on the road so I needed a new car so my wife Cheryl Halliday bought me the St 500 for my birthday, It's the wheels for me that makes it unique as there 18" 9.5j as almost every other sets are 8.5j which makes it look wide

When I get it out of the garage It just puts a smile on my face and I can't stop smiling when it comes on boost since I got the car 4 years ago it has come a long way after a year of owning the car the Aux belt jumped off and went into the timing belt and bent all 20 valves 2k later, someone vandalised the car they keyed the car on every panel so I got it painted and new stripes

It's mostly just my weekend car, I have a new Cobra Venom exhaust coming soon which is going to give it that sweet sound.

All this would not have been possible if it was not for my friends and family helping me out and not letting me get rid of the car when I was so low with the vandalism that took place.



Spec List

***Delta RS splitter kit with the rear diffuser
RS spoiler
18" 9.5j Bola b1 alloys K & N induction kit
Coilovers
Cobra exhaust and waiting on my new cobra venom coming
All lights have fly-eye tint on them
Engine bay carbon red dipped with red pipes Costume st500 ECU holder
Smoked all the lights
Private plate***



Author: Paul Doherty



Oval owners club

Group created on December 7, 2015

We are an all Ford club that welcomes all fords from Kas to gt40s if it wears the ford badge its welcome.

We are well known for our friendly and welcoming approach we don't stand for negatively or bullying people are removed straight away, Craig Weston and Natalie Weston decided to start the club as there weren't any local ford clubs in our area we started oval owners club in January 2017, we have local meets at our sponsor's car park Autobrite Direct on the last Sunday of every month and also attend many cars shows coming away with 6 trophies since we started for best stands, we have done lots of charity drives and even held our own charity car show that raised over £7k for Sepsis UK

We are also returning to the Nurburgring for the 3rd year for our car holiday we are going in October and it's one not to be missed (non-fords also welcome); if you love fords its a club you definitely need to be part of. Come and get involved at meets, charity events and the big shows. Remember you guys n girls make it what it is

We have our Instagram page - @ovalowners

YouTube channel - ovalowners

Any issues you can PM any one of the Admin team below

Natalie Weston - Craig Weston - Advan Jenkins - Craig Atkinson - Zoe Varley

Dan Kenny - Andy Shaw - Mick Grant - Andy Dawson - Nathan morris Nappa - Louis Dickson

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



Modified Max's

Group created on June 27, 2017

This group has been set up for those of you who are interested in modifying or already modifying your S-max, B-max or C-max. We set out to put Modified Max's on the map and succeeded with being the "very first Max group" to hold a stand at Ford Fair and Ford Fest 2018. This was a huge success, and we welcome anyone wishing to join us in future events and join the very friendly Car Family that we have built up over this last year. It's free to join.

We hold fun meets in all areas of the UK and are looking to expand worldwide. If you know someone with the above vehicles feel free to add them.

We are a friendly community with lots to offer the Max world

Please answer the 3 questions as it is a requirement to join the group.

We do not allow advertising of any kind in this group without permission from the Owners/Admin Please visit the Club shop for Merchandise, decals and Clothing.

Keep it friendly. And Drama free

You can also find us on Instagram @modified_max_s

Thank you

ADMINS

Ste Jordy, Sean Knight, Paul Sturch, Steven Jordan, Deborah Bromley,

Moderators

Sarah Loveridge, Anton Taylor, John Dyer

<https://www.facebook.com/groups/144563716098233/>

Car groups can be a great place to make new like minded friends with similar cars to yours



Adam Hopton PumaBuild Focus ST

Photographer [@om_photography1](#)

Instagram: [@project_st_rs](#)

I'm 29 years old currently living in Birmingham and studying Level 2/3 Motorsport in college. I've also recently attained a race inter club (ARDS) competition licence with Motorsport UK.

Cars have always caught my attention from an early age from catching my eye on the roads or playing car games on consoles. From the age of 12 I was collecting the iconic MAX Power magazines. For my 13th birthday my father brought me a first time driving course at Rockingham Racetrack where I drove a Mini Cooper S. Then for my 17th birthday he gifted me with a rally driving course at a track in Eversham.

I got my first car, the Peugeot 106, at 18 which 3 weeks later, I got a bit too enthusiastic with the accelerator pedal whilst cornering and crashed it through multiple trees and a fence. Lesson well learnt but didn't discourage me from my love for cars.

Since then I've owned a Ford Cougar, Toyota Celica, Custom Audi A3 1.8 T Sport, BMW E46, Alfa Romeo, Hyundai Coupe Si and a BMW 116 1 Series. I currently own a Range Rover Sport with the autobiography body kit and custom exhaust, and the Ford Focus MK2 ST being featured today.



Why I picked this car -

The Ford Focus ST caught my interest when I was around 21 years old as my stepfather had one. I was in awe of the sound and the look of the car, I just loved everything about it and could see it's potential. I'd wanted one ever since.

How it is unique to others -

The idea is to make this car completely unique, the blue and orange colour theme is a big part of it as we chose not to play it safe with colours to make it really stand out.

The Project ST-RS is also unique in not only the ST to RS conversion but also the modifications involved alongside, making this car an absolute beast in the making.



What has been done to the car -

Since I got the project car in March 2020, this is what has been done so far:

- Fully forged RS Engine 9.5:1 RS Spec
- K1 Con Rods
- Wiseco Pistons
- Ductile Liners
- Full Stage 2
- Puma build 300 Map
- Anembo Ported Plenum
- Airtec Intercooler
- Airtec 3" Downpipe & De-Cat
- RAM Air Induction Kit
- Mongoose Cat Back with 4.5" tips
- Uprated Recirc Valve
- Quaife LSD
- Uprated Pro Coolant & Boost Hoses
- Pandora Alarm System

She is now running a comfortable 320bhp.

Appearance:

- Zunsport Front Grills
- Anembo Tow Eye
- Front Splitter, Side Skirts & Rear Spats
- DMB Ford Badges
- Orange ST Wing Badges / Wing Vents
- RSP WRC Bonnet Vents
- Genuine RS Spoiler
- Carbon Fibre Wrapped Wing Mirrors & Petrol Cap
- Orange Fog Light Covers
- LED Sequential Light Side Mirror Indicators
- Front & Rear Fog Light Surrounds Sprayed Black
- Refurbished Orange Genuine ST Wheels
- RSP Rear Diffuser
- Rear Seats taken out ready for Roll Cage



Plans for the car -

Next year's plans are to get it running 500+ Bhp. Thinking bigger turbo (possibly Garrett or Borgwarner), bigger Intercooler & Induction Kit, bigger Cams, custom Downpipe, Syvecs ECU, Uprated Fuel Pump and a few other bits to get her running comfortably above and beyond the target figures. Once at this stage, the plan is to do an all wheel drive conversion.

The Project will also have more exterior and interior modifications including a full RS Body Conversion and possible wrap with our sponsors.

This is a 4 year project where we are 7 months in from buying the car and have done so much already. Watch this space!

Author: Paul Doherty

Thanks -

Craig Airey - @craigairey123

**Mick Ellis - @mickyellis123 Pumabuild
- @puma_build Anembo**

- @anembo_engineering Top Wrapz Ltd.

- @topwrapzLtd ThatFogLightGuy

- @thatfoglightguy Pandora

- @pandoracaralarmsuk



Blake - (Bagged)

2009 Focus Zetec S

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

I am 23 and from the Midlands.

What got me into cars, hot wheels, need for speed, gaming in general around kind of modifying cars and just doing some crazy stuff, growing up racing games was always the choice over war games etc.

That love was always there till I passed my driving test, as then I took the games into reality, and found out it's not cheap.

My car is a Ford Focus Zetec S 2009, it is my second car, which I have owned for nearly three years now, the cars been on a hell of a journey and has been an amazing base for me to learn.

I'm a hands-on kinda person and all the work I have got stuck in and done it myself or with friends, as that's what the car scene should be about, built not bought.

So like most done the usual, low line kit, exhaust, lowering springs (may have cut them as it was too high) after a couple of months of being static, air ride popped up at an excellent price and I thought, it's different, gotta try it At least once, and go with being different as back then not many focus's were on bags.

So that trigger was pulled and set the car in a different direction as I felt like that was the childish mod stage over and time to change a bit.





This again was another built not bought moment as the swap was done in a friends garden, this took us a couple of weeks due to work and travel issues, but it was really worth it with the first start up.

The car is going to be an ever going project, once the inside is finished I shall start on some power mods and catching up on the exterior side of the car as a low line kit, wide arch and some paint correction is on the list. The aim with the car is for me to learn as I go along, I'm a designer, not a mechanic but building and creating is what I enjoy, and I'll learn it and make mistakes to show I've created what I want.

Shout out to the cleaning sponsor as well [@buffit](#)

Never thought I'd partner with a company as have been with them since early doors and can't fault what Ryan sells, as the products are spot-on for and the UK produced.



So that trigger was pulled and set the car in a different direction as I felt like that was the childish mod stage over and time to change a bit. Nearly a year later due to uni, not a lot changed.

I saved enough to get some jr15's and get them to powder coated white, which is really what set the car off, and it showed that on social media with followers and likes.

Skipping forward, along came covid, all of 2020 the cars been on the drive, I wanted to go the full nine yards with an audio build, so the whole inside got stripped, sound sheeting, expanding foam, wiring, building speaker pods, new boot build.

I didn't set myself an easy task. I finished UNI in may and mid-project bought a written off St, this then extended the time scale a lot as the top priority was to engine swap it from a 1.6 to the 2.5 turbos.



Author: Paul Doherty

Mark Ford Focus Mk2 Taz

Instagram: [@st2_taz](#)



I have loved cars as long as I can remember. I started driving in the early '90s, and used to go to Chelsea cruise and Southend Seafront. I used to play around a bit with mods but nothing too serious, I loved all the Max power stuff.

Then kids came and although I still loved cars other things came first. Now the kids are grown up I am enjoying getting back into the car scene.

I bought my car in 2017 and while I was waiting for it to be delivered I had already started buying mods.

The day I picked it up I jacked it up in the drive and cut the exhaust off, fitted a de- res, short shifter and air filter.

I joined st-oc and started going to shows with them, some of the cars already had character names and mine became Taz so then it was off to mark one graphics for the stickers.

St-oc is where I first met Simon and Luci lemon and when they started hi-tec characters I was lucky enough to be asked to join the club.

The club has gone from strength to strength and has some amazing cars and people. The club is very family orientated and everyone helps each other out.

They support club ausome which is an autistic charity which is close to home for me as I have 2 stepsons who are both on the autistic spectrum who both enjoy the car shows.

Through the club, I met Shane from [@hypertune](#) and after a chat, the car soon gained a kms section 18 exhaust and Airtech de-cat.



Next came the Airtech intercooler and ram-air induction then off to see Shane for a stage 2 remap with pops and bangs.

It made 291 Bhp and 498 nm torque which I was happy with.

After this, I decided I wanted some bass so I had a custom sub box made and then added two 12 inch edge pro subs and avatar amp which I fitted myself. I will be adding more speakers and upgrading the standard speakers in the next few months

I have a lot more I want to do to the car. It's never-ending but hopefully, I will get there one day. I will be going back to hyper tuned to have the map turned up a bit in the new year and then start on the inside.



Spec List

- Airtec short shifter
- Airtec intercooler
- Airtec recirc valve
- Airtec big boost pipes
- Airtec decat
- Kms section 18 exhaust
- Ramair induction kit with pro filter
- Ngk one step cooler plugs
- Trc lowline kit with ally aero front splitter
- Underglow LEDs
- Grille shaved open
- Bonnet Vents
- Zunsport lower front grille with Airtech logo sprayed on
- Alloys powder coated with metal flake lacquer
- Delta styling srr rear spoiler with riser
- Custom sub box with 2 - 12 inch edge subs and avatar amp
- Roof wrapped
- Window tint by t&w cars
- All other graphics by mark one
- Uprated footwear lights
- Rst design big mouth intake
- Hooligan crash bar cover
- Uprated bulbs
- Carbon side window louvres

**Hypertune stage 2 remap with Pops and Bangs running 291 Bhp and 498 torque
Another Remap coming soon**



Author: Paul Doherty



Instagram: @fordstbrianofficial

Simon Lemmon

Ford Focus ST Facelift 2011

I've been into cars for a lot of years but it's only in the last 4 years or so I started to go to more and more shows and loving every minute of it.

After being part of so many car clubs over the years like ST-OC, Ragit, Ford Mania, Slammed society to name a few and all the drama that seems to be around the car scene me and my wife Lucinda Lemmon decided to start Hi-Tech Characters back in June 2018.

We have said from day one that this would be a drama-free club with no exceptions and to date it has remained that way.

We are a very family-oriented club so we thought we would be a little different and make our cars not just for adults but to also get the kids involved and hopefully 1 day they follow the same passion like so many of us have and steer clear of the drink and drug route.

*Since starting the club we have taken on a couple of main charities like Club **AU**some which is a fairly new charity for children and young adults with autism and Essex and Herts Air Ambulance as well as many more we raise money for.*

We attend as many car shows as possible whether it be with 5 cars or 20 cars as long as we are around the cars, the smells, the music we are happy. We also use our cars for Proms, weddings and sadly children's funerals which is really heart wrenching as a lot of us have kids but at the same time an honour to be a part of.

So many of our cars are different in so many ways and not everybody's cup of tea but when we explain to people why we do what we do it does change opinions.

We have cars that have just graphics, or cars that are highly modified and some with big sound systems but each and every 1 of them and their owners have that 1 major thing in common (THE PASSION).

Most of the people who have worked or done modifications to our cars are

Hypertune, BRC Performance, Mcnealy brown coatings, Mark One graphics, Daywraps, Fairs Autos, DNA Bonnet props, SAS Conversion, Car Audio Motions, CSB Bodyworks, Car Audio and Security.



Photographers:
@np1977_she.devil

Mods List -

- 386 BHP at the flywheel
- Nemesis stage 4 remap
- RS software conversion
- RS Group A induction kit
- Stage 4 hybrid turbo
- 650 cc injectors
- Section 18 KMS exhaust de-cat
- Intercooler stage 3
- Inlet plenum
- Silicone hoses
- Rs slam panel
- Rs ECU holder
- RS Clutch
- RS Plugs,
- RS Spoiler,
- RS Vacuum pipe,
- Block mod,
- Turbo smart actuator
- Turbo smart recirc valve
- Braided brake lines
- TRC front splitter with side skirts and rear spats,
- Zunsport upper and lower grilles
- finned rear diffuser
- GROUND ZERO sound system
- Tracker (META tracker)
- Soundproofed
- Reversing camera
- Kenwood stereo
- Graphics
- Air ride suspension
- Rear seats removed
- Header tank uprated
- Under bonnet dress-up kit



Author: Paul Doherty



Neil Mcrae - Focus St225

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

Rachel

I'm 48 and work as a Carer, my life in the car scene started a long time ago, I originally got interested in cars when I was around 14 working in my friend's cars one thing I remember is building a new engine for an old Vauxhall viva, yeah remember them, I left school & went straight to college to do my NVQ in motor vehicle mechanics.

The real love of cars continued their & having past my driving test just after my 17th birthday in an old Metro, then was the time to get my first cars which included a Talbot sunbeam, ford Cortina a Fiesta then I moved into an Xr3 Xr2 etc only wish I'd have kept those icons now knowing what we know now, so you can see from an early age the love of the Ford badge was coming through.

I'm only involved in a few car groups on social media there are far too many tbh, the ones I'm involved in are Essex Ford Meet, Rolling oval & Collins Performance and a couple more but I can say they have all made me very welcome to their groups hence why I attend shows & meets with them.



Now onto my car the Focus St225 & how I came about owning it, well it all started from a previous Focus I owned which was a standard 1.6 which I did a full St replica on & went into win a trophy at Ford Fair 2016 but unfortunately the car was sadly written off 3 weeks later not my fault I may add I was absolutely gutted after building the car for over 2 years.

So I moved on to my second love a Subaru Impreza which I liked a great deal as was an import Sti, but it wasn't a ford so kept for a short while then put up for sale, I had a guy up in Scotland message me asking if I wanted to swap for his Focus St so after many conversations he agreed to travel all the way down from Scotland to see each other's cars & we did the deal & that's how I got my Focus St.

The car had a great spec on it running stage 2 etc the gent had spent a lot of money on it and had been very well looked after, I have made a few changes to it to put my mark on it i.e. wheels added a Roll Cage and a few other items, the future plans for this car is to finish the engine bay adding more spec to it i.e. oil cooler bigger intercooler & Turbo and going up to stage 3 with Collins Performance, I also will be extending the roll cage and adding some nice race seats and harnesses etc as I do plan to take on a few track days in the coming years I've also added graphics to the car so big thanks to Blueprint for that the car is very well known now and often gets spotted.



Wheels and Suspension

- Genuine Rs 19" Alloys
- Eibach lowering kit 30mm
- Polly bushed arms
- 5mm Hub centric wheel spacers
- Grooves discs & pads



Interior

- Roll cage
- Recaro seat trims
- Black leather heated Recaro seats

Engine

- Stage 2
- Cp320 map
- Block mod
- Airtec plenum
- R sports stage 2 intercooler
- Rs clutch
- Mongoose downpipe
- Mongoose decat
- Kms thunderstorm cat back 5" tips
- Dream science induction kit
- Turbosmart recirc valve
- Gloss black header tank cover
- Blue hose kit
- Rs vac pipe
- Rs plugs



Exterior

- Rs spoiler Genuine
- Zunsport grills
- Full Rs parts splitter kit
- Wrc bonnet vents
- Rs wing vents
- Rallyflapz mud flaps
- Wind deflectors
- Ford gel badges
- Graphics by Blueprint



Author: Paul Doherty



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

Grant 2007 Ford Focus St

I have been a FLT driver for about 3 years now. Before that, I was a courier for about 18 years.

I have 2 children and I live in Birmingham, UK. My Spare time is spent working on my car and playing Xbox.

I got into cars and the scene after playing Need for speed underground. Always loved cars but this gave me a passion to modify my own car.

My Love for fords started after I bought and modified my ford Orion. As for the car I've always tried to do my own work on the car learning as I go along fixing when needed installing what I can like the intercooler all my own work.

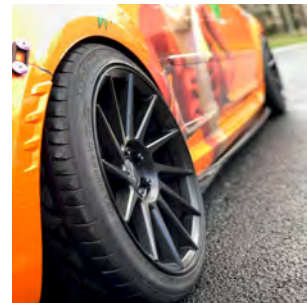
This is where friends in the community come in very handy, some great tips and tricks, also checking through YouTube, for idea's and know-how, the Engine bay was designed and spray painted by myself not hydro dipped, I just thought it would look better and knowing I did it myself is well worth the hours of getting it just right, people should try things themselves more nowwa days, instead of just taking the easy options, is more satisfying.

The Car is currently running close to 300bhp. Hopefully, in a couple of months, it will see 340bhp with more work underway.



Work currently done

- Dsci and dream science mapped.
- Block modded,
- Rs clutch installed by Matt Lewis Motorsport.
- Full Milltek exhaust sounds sweet, not too loud.
- Eibach lowering springs.
- After market intercooler custom built piping to make it fit.
- Delta styling low line kit deltastyling.com.
- Most of the wrap done by Blueprint.
- Sitting pretty on 18in RH allured race rims wrapped in p zero Nero GT Pirelli.
- Sponsored by shopjuiced.com Author: Andz Stinton



I'm 26, living in York originally from the West Midlands.

My dad is to blame for me being into cars at such an early age, we used to go to his friend's garage every weekend (Chevron Motorsport) where they time attack Subaru's and fast road set up Evos and scoobies.

So my first car was a clapped out Renault Clio 1.2 British racing green, I've had multiple cars before this one the likes of Saxo's, Golfs, BMW's I had a Saab 93 estate twin-turbo diesel a proper granddad's car.

I drive a 2007 Ford Focus ST225 in electric orange, top speed 150mph or thereabouts 0-60 under 5 seconds if you don't break a shaft the ST owners will know the dread of this.

I don't think a car is ever finished, I'm constantly changing my mind on what I like and what I want so not a lot gets done, I'm debating on getting a respray to freshen the car up and a few carbon parts like front arches and bonnet for the exterior there's a long list of stuff that could be done but it's doing it in the right order for me.

Everything has been done by myself apart from mapping and setting up the actuator.

Andrew Fischer at A&K performance very good to me and top quality customer service.

Dawud Afzal at DDG custom remapping services always helps me out if he can.

Mods list

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

- Block mod
- Stage 2 map ddg map
- Purple uprated coolant hoses
- Stage 2 forge fmic
- Rs style vac pipe
- Auto specialist orange plenum
- Rs ecu holder
- Airtec crossover
- Cossy cone
- Poly bushed
- Hard race engine mount
- Hard race black series gearbox mount
- Vibra-technics lower torque mount with new
- Powerflex black series bush
- S60r clutch
- 3" turbo back with a small box in the centre pipe
- Hard race rear anti roll bar
- White line locking collars for the ARB
- Dimple and grooved discs
- Loder diffuser
- Delta styling side splitters
- Crash Bandicoot gauge clusters
- Usdm drl side lights
- Shifter extension and nylon gear knob
- Roof wrapped in Morpheus black tints
- Wind deflectors
- Turbosmart actuator
- Turbosmart recirc
- 15mm front wheel spacers and 25mm rear

Author: Paul Doherty

Gary Miller

Fiesta ST2

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



I am a single dad to a great 5 yr old boy and he is the reason my passion came back for the car scene.

When I was a kid the car I had always wanted when I grew up was a MK1 Escort because my uncle had one and I just loved everything about it, the sound it made, the lines. From that day that was my dream car.

In 1996 when petrol was only 0.52p per litre I did a one-week crash course and passed the first time I then bought myself a 1982 Mk2 Fiesta 1 Ltr after six months I finally found my dream car which was a black 1973 1300 Gt MK1 Escort which I bought for £500, now this car was everything.

In 2013 my flatmate who works for Ford told me that they were bringing out a new Fiesta ST and when I saw it that was it I knew I had to have it. I thought it was time I started thinking of myself.

When I finally managed to sort out my finances and sold the MK6 I bought myself a 13 plate Fiesta St180 with red seats and I loved it. In 2014 my friend at ford needed to make numbers so I traded in the white ST for yes you guessed it another white ST180 with red seats on a 64 plate.

The first thing I did was have the car mapped with Mountune MP215 along with the cat back and Exhaust by my local Ford Garage Pertwee and Back in Great Yarmouth I then bought the Maxton Design Front spoilers had them sprayed pearl black along with the rest of the bottom part of the car all around

The hardest part to do was the wrap done by [@Reproart](#) in Great Yarmouth who are a great bunch and they did a great job and not too expensive, once I found the right movie clip to go on the side and make sure it was in the correct format it came out well and as you can see well worth it then engine bay was and again this took a while as I had to give the artist some ideas. In the end, he watched the film and once he was ready I got the engine bay parts from [@paintmodz](#) who again are a great bunch of lads and who are really helpful and good value for money, the artist who is based in Norwich J Spurgeon email address. He did a great job and at a great price please drop him an email.

My headlight and interior light and dials along with the new design door seal done by SAS Conventions on Instagram and Facebook Simon and Trevor Sibthorpe, again great work and fair in price, the Ally love line kit was bought from Triple composite, all my LED bulbs bought from Autobeam. I just rushed and got the work done in time for 2019 Fordfair would have gone to more but money and other stuff would not permit it in 2018 I went to FordFest and Ford Fair I would like to be on company stands but the waiting list it long and I tried to get sponsors without joy again was late on the scene.



Maxton design abs sprint splitter painted frozen white paired with TRC Ally splitter and fins also painted frozen white, TRC ABS and Alloy side splitters with fins and rear spats also painted frozen white

- Mountune MP215
- Mountune Cat-Back Exhaust,
- Exhaust Isolators
- Short shift
- Refurbished Alloys
- Resprayed Spoiler, Side Skirts, Wing Mirrors
- Black Sequential Indicators
- Smoked LED rear lights
- Wind deflectors
- Maxton Design Front spoiler painted black
- Dark ice design gas bonnet struts
- Interior lights and foot well
- Dashboard light changed to red
- Carbon motorsports Rs mk2 bonnet vents
- Headlight conversion
- Fog conversion
- Underglow
- After market dials and door seals
- Kenwood touch screen stereo
- Part vinyl wrap
- Engine bay dress-up kit airbrushed and painted
- Door handles, centre console painted race red
- Cruise control
- Steering wheel surround painted race red
- Dual smoked rear led fog lights,
- Gloss back bumper plastics



Author: Andz Stinton



Instagram: [@LukaHocks](#)

Luke Hockedy

Ford Fiesta MK6 ST150

I am 26 and live in Plymouth, growing up my parents both always had nippy cars and my dad had some old classic Fords including an Escort rs2000.

I own a Ford Fiesta MK6 ST150. This is the second fiesta that I have owned. I owned a moon dust silver fiesta for 4 years that had a paisley roof and wing and was on air ride.

I took that car to many shows across the country and drove over to Austria for a trip to Worthersee. Unfortunately in 2019, the car failed an MOT due to needing a bit of rust work sorted. I decided to strip the car for parts and then later sold the rolling shell.

When it failed MOT, it was during show season and I couldn't have a car to show. This is why I then decided to buy my current car, the performance blue ST that had had 1 lady owner from new and mileage was 46k.

I then had to start building another show car for the 2020 season as I wanted to make loads of changes to the car ready for show season.

I took both cars down to Harley at [@shedwerx](#) who did my original air install on the first fiesta whilst I was on holiday in Cyprus with my girlfriend.

He took the air and boot install from the old and put into the new. Also, whilst it was down there he did a little notching on the front and added some camber for me on the rear so it sits lip when aired out on the rear.

We landed back in Bristol about 6 am from Cyprus after a week in the sun, we went home, we got a few hours' kip then headed down to collect it.

We landed back in Bristol about 6 am from Cyprus after a week in the sun, went home, got a few hours' kip then headed down to collect it.

I then started the build process, took the car to a body shop to get the front bumper smoothed and the grills resprayed gloss black.

When I got the car back I took the headlights out, split them and painted them gloss black with blue rings. I later installed a set of USDM lights to finish the headlights off.

I then wanted some new wheels for the 2020 season so got in contact with my wheel supplier [@wheelpoweruk](#) who helped me choose some wheels. They got them in stock for me to go and collect.

THEN BAM, THE CORONAVIRUS HAPPENED

I decided to make the most out of Lockdown and was looking for different things to do to the car. I looked around the house and found one of my mum's old summer dresses and started cutting it up and glued it to my interior pillars.

On my girlfriend's birthday, my TRC low line kit arrived so I got that installed and fitted the same day, unfortunately for my girlfriend, she had to take a back seat, oops!

Having finished (for the moment) building this car and because of the Lockdown, I and my girlfriend are finally able to buy a house, including an amazing garage.

There will be loads more projects happening in my new garage from now on.



RISKYBOYZ
REDEFINED.UK



Engine

- Standard 2 litre petrol
- K&N induction
- Frankenstein exhaust
- Chrome engine covers with blue dressing
- Power steering relocation

RISKYBOYZ
REDEFINED.UK



Concavity Performance



Suspension

- Airlift 3P management with custom struts
- BC camber adjustable top mounts



Exterior

- Smoothed front bumper
- Gloss black plastics
- Custom diffuser
- TRC low line kit
- Split headlights with USDM mod
- LED fog lights with acid green fog light covers from @thatfoglightguy
- Raised spoiler with homemade raisers
- Jr18 wheels wrapped in Falken tyres

Interior

- Standard blue half leather front seats
- Homemade pillars
- Grip Royal steering wheel
- Audio build
- False floor with sunken air tank and hard lines
- Twin sub in the boot
- Upgraded door speakers
- Vibe speakers behind the seats and 6x9 speakers in the boot



Photographers:

@rtwentsix

@willsadxms.media



Author: Paul Doherty

I'd like to thank everybody for the work they have done on my cars over the years, a big thanks to Harley at @Shedwerx, I 100% recommend him for any air-related issues, great guy and knows his stuff.

I want to thank **Monstershine** for the amazing partnership we have had together and all my mates that have helped with doing bits along the way. **Wheel power** for sourcing my wheels and steering wheel. And mainly shout out to my girlfriend Ashleigh for having to put up with all the early mornings for car shows and the ferrying around to drop and collect the car and parts.



Instagram: [@dropped_st](#)

Jan Cornelissen

Dropped Fiesta ST180

Thanks to:

[@onlycarsmediaphotography](#)

For Discovering This Car For Us



Nine years later came the first Ken Block videos, and I found the Gymkhana Fiesta horny. Because of the videos I tried again to get my driver's license again because I wanted THIS car :D.

When I got my driver's license again I bought a Fiesta mk7. With the new car also new friends came and we formed the Bavarian Custom Crew. Unfortunately, the interests went in other directions, so the friendships also broke down. From then on I didn't want to put the car in any more groups.

2 years later I decided I finally wanted to widen my fiesta. Unfortunately I took my car to Nothing-like who destroyed the car, the repair would have cost 10k. For this price I preferred to buy a Fiesta ST180, because I already had enough parts for this platform. With the ST I never let a company touch it, I built everything myself.

I'm 34 years old and I live in Allgäu in Bavaria.

My father used to repair my family's and friends' cars, the enthusiasm came when my father brought an old Alfa Romeo Spider and we restored it together over 2 years.

At 15/16 came the first tuning magazines and from then on it was clear to me that I don't want a series vehicle.

I then got my driver's license and my first car, a VW Polo 86c Coupe for 150Euros, after the first 2 weeks the first changes started to come, new rims, chassis, seats and Hi-Fi. Over the first winter we installed a Scirocco 16v motor. On the first ride I had an accident and I had to give up my driver's license again.



Photographers

[@c.m.photographie](#)

[@unltd_cstms](#)

[@surigraphy](#)

Entire Spec List

- Japan racing jr9 17x8.5 et20,
- Lock in candy pink,
- Kw v1 gefpert coilovers,
- Full foil grey pink flip flop unique wrap with batman 3d appliques,
- Roof in rainbow glitter foiled,
- Triple r carbon front splitter,
- Triple r side splitter,
- Carbon back diffuser,
- Carbon back spoiler approaches,
- Carbon nasty look,
- Running flashers in mirror glass ,
- Black led rear lights,
- Black led fog lamp,
- Yellow led front fog,
- Ducktail extension,
- Wing riser,
- Mountune reinforced motor bearing,



- Wiechers domstrebe top and bottom,
- Performance increase 364ps,
- Hjs 3" downpipe,
- G-tec 2.75" from downpipe with 2x 4.5" tailpipes from akrapovic with carbon,
- Bride low Max carbon half-shells seats,
- Epman 3" 4 point belt purple,
- Foot space rear special strut black high gloss,
- Wiechers clubsport bar in candy purple powdered,
- Wiechers domstrebe rear in candy purple powdered,
- Eton soundanlage,
- Alcantara trunk extension with hifonics final stage 2x30er subwoofer boschman "Cable Encased,
- 7" display with super Nintendo
- Legostein battery cover



- Heck completely cleaned in carbon, front cleaned,
- Front machined for better charge air cooler air,
- Nebulous dazzle black.
- Glossy lacquered,
- Widebody of clinched 7cm rear 4cm front,
- 25mm sprint plate front 25mm rear,
- Rear axle crash plates 4degree,
- X47r hybrid turbo,
- Puma forge wastegate hard pipe suction with heat protection belt,
- Large turbo knee Pumaspeed,
- Suction trunk,
- R sport large stage 3 charge air cooler,
- Charging air cooler water cooling,
- Puma forge suction,

- Additional instruments in the a column, a
- Column and center console in camouflage foiled,
- Batman door lighting,
- Carbon mirror caps,
- Interior carpet in black with purple and embroidered fiesta,
- Hoodlifter,
- We are likewise diamond shift knob,
- Large frittentheke,
- Maxton canards,
- Large "maul" painted,
- Carbon motor hood,
- Mgc big gay wing
- Carbon cooling water cover,
- Carbon climate ventilation cover, **Author: Kevin J Tabrah**



Stewart Baxter

Ford Fiesta Zetec S EcoBoost

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

I live in Chatteris Cambridgeshire, I am 27 years old and my job is a private hire driver around all the local area.

I've always been into cars ever since I was a little lad, getting into the car scene was for a friend of mine called Liam Kerrgrey he used to own a club called Collide car club in Peterborough he asked me to attend one of his events where it was hosting a charity event the money from Peterborough to Hunstanton was going to the local seaside.

I hadn't long passed my test, ever since then I've never looked back, his club was behind the scenes it was like a small family and it was just amazing to be a part of it, we did as many shows as we could with as many meets as we could, it was brilliant.

I wish the scene was still the same as it was then but over the years the car scene is changed around my area Peterborough, it was the main place where everyone came together old school, new school, classic, low riders from around here and everywhere else always used to gather but like I said it's just gone quiet now and it's a shame.



I get a lot of my inspiration from the car scene as I am a Ford guy but I do love my JDM cars as well as I am into drifting as much as show cars.

A lot of my inspiration comes from my family as I have been brought up around cars or had some sort of remote control car when I was younger but if it wasn't my family it was my sponsor.

I have got with the car like my first one which was [@buff-ituk](https://www.instagram.com/buff-ituk), being a part of a cleaning product brand was something I never thought I would be.

Then so many other sponsors came along or people asked can I rep for them as well, it was just an amazing feeling and if it wasn't for the people involved in the car as you can see from the photos I wouldn't be as far as I am today.

There are a few other people who inspire me in the car scene as well like Paul Walker always look up to him as a role model, Rich Fox who owns one of one monster RS it's a king of Isle of Wight, Jamie FYD with his out of this world YouTube videos and Ian Taylor who owns Ford Mania and owns one of best looking Focus St going.

Well, my car what can I say about my car I think it's just a colour that makes it stand out because the number of times people come up to me and said is it a wrap? I tell them it's not, I think it really makes it stand out without and being made an eco-boost but underneath the bonnet is a Zetec S engine not just as normal EcoBoost

The fiesta, I've always liked doesn't matter if it's the old school or the new school as they are today, but if I had a choice of a dream car it would have to be an mk1 Ford Escort Mexico, Focus RS, Sierra Cosworth as I love my Cosworth engine, Nissan skyline GTR R32 with a 2jz or RB26 twin-turbo



Photographer - @matt_warren_photography

Spec list

- 121.90bhp with 200.09 N.M
- Preface lift kit
- 15mm spring
- LED white fog light
- LED headlights
- Green headlight/fog light tint
- Maxton design front splitter in carbon
- Maxton design side skirts and back Half skirt in Carbon
- Fall Mountune induction kit
- Airtec cross pipe
- Funk Motorsport Performance hair filter Funk Motorsport heat shield/rap
- Cobra venom 3-inch exhaust
- Bola 17 Inch wheels
- Under glow and in the Engine bay and inside the car is all led up



What's to come for 2021 Will be a new boot build and lights, false floor, rear-mounted spoiler, new v2 Maxton design splitter, Engine bay dress-up kit with new glow and new glow in the engine bay as well as the grill, a whole new look for 2021 all being by done me or by CSA customs on Instagram @csa_custom_work

The car is not just to show what I can do it is a part of a group as well called Squad all my last out which I own and @LayLowUK which I also own, but without being a part of my own group, I'm a part of ford mania If you are a ford guy and you love your ford's doesn't matter what style it is @Ford-mania is one of the best ford groups going because it's not just the UK it's worldwide

Author: Paul Doherty



Andy Sutton

Miss Pink Fiesta ST150

Instagram: @boss_man_asbo

I got into cars when I was around 15 as most of my mates were older than me. I got hooked into learning how to repair and paint cars as I loved seeing changes take shape and make something unique.

By the time I had got to 17 it had really taken hold, I was installing stereo systems exhausts and other mods for people and getting people finding me to help them out with ideas they had and making them into reality for them.

It really got serious when I bought a Ford Fiesta XR2i that's when the blue blood really started flowing. So from a standard car to a race engine lowered custom XR2i in just 3 months and from there it's been no looking back.

So after a couple more of Dagenham's finest I ended up buying probably one of the best known Dagenham Dustbins, a Ford Focus Mk2 ST.

The Focus has been a 9 year labour of love so far it has had a few alterations in that time the most recent being getting it to a healthy 417.3 Bhp and painted in a full Custom Paints Sparkle Purple and ASBO livery.

This car however did give me a bit of a hiccup in the form of an official Section 59 so this opportunity was taken to take the Focus off the road and rely make it stand out so watch this space for another mad build on its way.

So to go back a little bit 6 years ago I officially started ASBOS it all started in my parents garage and with a lot of hard work and late nights we get to ASBO Auto's Performance Centre where we are now doing full custom paintwork and body modifications and now including full mechanical services including everything from an oil change to full forged engine builds.

Once the decision was made to take the focus off the road I needed to organise a daily so after a quick search a salvage Fiesta ST150 was found.





It was firstly planned to just repair it get it back into its original Performance Blue and daily it. But as with all plans they never stay still so it was time to do something and that was I wanted a white van so where do we go I though classic Diamond White or maybe even Ice White no not good enough I wanted this ST to rely stand out.

So we started off into a full van conversion, repairing the rear damage and fully metal panelling out the rear window spaces and getting it back to a rolling shell while I decided on the final colour it was at this point that the engine decided out of nowhere that it didn't like its bottom end any more and promptly spat it into the sump. So a new engine was also needed as well, it would appear that it was not going to be as easy as I thought to sort a simple daily.

So it was settled that another engine was ordered and my colour of choice being Xrillac White so the final steps were in motion. A full respray including its door shuts a new engine and it was starting to come together. Still needed more so a shopping trip with TRC and Maxton was in order for front and side splitters and a nice rear diffuser.

Decat with sportex cat back system, Maxton designs rear diffuser custom pinstriped Trc side skirt splitters and front splitter also pinstriped 35mm lowering springs all round. The interior has a custom floor and boot build with 12" sub with the front seats re trimmed in pink and white carbon fibre look vinyl. All speakers swapped out for alpine and Kenwood in the stock speaker holes Tinted windows all round

Interior needed a bit of something so I had the front seats retrimmed in white and pink diamond stitch to match in with the outside. Finally some company sign writing pink wheels and custom gel badge overlays really finished off the outside and helped it to stand out. Where ever "Miss Pink" goes it always grabs attention and really helps to show off what we do here at Asbo Autos



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 Cornwall
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Author: Paul Doherty



Lee Brown

Ford Focus ST3 225 Facelift

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

I've had an interest in cars all my life, my parents bought my first car, a Vauxhall Chevette but having switched to a Cortina then an Orion, the Orion had a few things tinkered with - wheels, windows etc.

My next car was an F reg XR3i. I changed all the gaskets, oil & filters as it had been sitting around for a few months. I then had 5 wonderful children so I had to buy a practical vehicle for a few years i.e. people carriers.

Once they grew up, I had a Mondeo, Escort, Sierra - no mods were done to these vehicles. A few years ago, I bought a focus S, again - a practical car but deep down I desired an ST or RS. Unfortunately, 4years ago, I split with my long term partner and went 7 months without a car.

I was on the lookout for one and I saw the car I currently drive, a Ford Focus St 225 Facelift, which has had the following mostly installed by myself.

I've had the car for 3 1/2 years now from a standard ST to what it is now when. I was introduced into a car group [@East of England Fords](https://www.instagram.com/eastofenglandfords), these became my car family, always giving me advice and a lot of laughs along the way.

Leading to what I have today, people ask me haven't I spent enough or had enough of the car. The simple answer is NO, it's so much fun to drive and potentially more to do.

I've been to a few car shows now and my 18-year-old daughter and 11-year-old son come with me on quite a few (petrol heads in the making). I believe car groups are like an extended family to me, always looking out for you, never abandon you - if you ever have a problem then they will try and sort it out.

Unfortunately, with the majority of car shows being cancelled this year, I'm hoping 2021 will be much better and I shall be attending what one's I can.

My advice is to follow your dreams, you never know what's around the corner.



Styling:

- Decals by Rock Solid Graphics
- Splitter kit all round by Maxton Design
- Rear Diffuser by TRC
- Carbon fibre vents
- RS look-alike wheels protected by Alloygators
- Tinted rear lights
- White instrument dials
- Bonnet struts
- Sill lights
- Genuine RS Spoiler
- Wind deflectors
- Puddle lights
- Interior foot well lights
- Fog ring lights
- Underflows
- Grill lights
- After market headlights with indicator sliders & DRL's
- Rally mud flaps
- Zunsport grills top & bottom
- Plastics under the bonnet, Hydro Dipped 3 wise skulls
- LED interior door handle lights
- Door indicator sliders



Tuning:

- 3" Exhaust straight through
- 3" Downpipe
- 4" Tips
- Collins Performance Actuator
- Turbo Smart Recirc Valve
- Stage 2 Intercooler Airtec
- Upgraded Plenum Airtec
- Roose Motorsport Induction Kit
- Silicone hoses cold feed
- Header tank silicone hoses
- RS Vac pipe
- Stage 2 Nemesis Motorsport pushing 318BHP & 399 lb of torque
- RS Clutch & Flywheel
- Cold feed intake in grills
- Suspension
- Lowering springs front
- Coilovers rear

Sound System:

- Sony WX-920BT head unit
- Auna 6000 watt AMP
- Auna 2000 watt Sub



Author: Paul Doherty



Instagram: @damocrewe

Damo Crewe

Mk2 Focus ST Preface Lift



I have only been in the car scene for around 2 years, it all started after seeing a modified Focus St parked in the street I lived in.

I started talking to the owner Tim walker about his modifications he'd done to his car, the next thing I knew I had bought the big WRC wing before I even owned a Focus St.

*Once I had bought my Focus St (December 2018) I was then introduced to the **MK2 Wings Owners club** where I met some amazing guys and girls who share the same passion for big wings.*

I drive a 2006 Ford Focus St, when I originally bought the car it was electric orange, but I knew I wanted to create a WRC replica focus of my own.

One of my good friends Kevin Kavanagh-Bromley who owns a Texaco big winged Focus St and TJ'S Paintworks helped me out by spraying the car a unique colour that isn't seen on most cars.

We decided on the colour matte gold which stands out in a line up of cars, at this point after the car was sprayed gold, we had the ford RS200 decals added to the car.



after 6 months I wanted a new half wrap as I felt the car didn't get the attention I wanted.

I contacted **Blueprint Nottingham** who then came up with the shell design you see now, currently, the car is running 320 Bhp using dream science mod x remap thanks to:- **@MattLewisMotorsports**.

Full spec list:

- WRC wing,
- Kms WRC roof scoop,
- NG developments
- WRC front bumper,
- WRC rally light pod,
- Zunsport grills,
- RS clutch,
- TRC lowline kit,
- Kms section 18 exhaust system,
- Stage 3 AirTec intercooler
- Big boost pipes hot and cold side,
- Group A induction with pro ram air filter,
- Turbosmart recirc valve and actuator,
- OMP quick-release steering wheel,
- Wat racing coilovers,
- Mod x dream science remap,
- Race switch panel,
- Shell custom wrap by blueprint.

Over the next few months I will be fitting a full roll cage, bucket seats with harnesses, hybrid turbo with 550cc injectors and various other little supporting mods.

We are in the process of designing a new half wrap but staying with the gold so be on the lookout for this.

Shout Outs:

Wrap by **@blueprint_nottingham**.

Spray job by **TJ'S Paintworks** give him a follow on Facebook.

Matt Lewis Motorsports for making sure my car runs flawlessly, wouldn't take it anywhere else.

Rik Burbridge for doing all my electrical work and interior work give him a follow on Instagram **@anglia105_e**

Author:Andz Stinton



Engine bay,

Waynes Fiesta ST200

Author: Paul Doherty

Wayne Allan from West Anglia and I'm a Coach Driver

I have owned this car for about two years and ever since have had a lot of the modification carried out by Puma speed.

When i first got the car I had the x47 turbo that was 336hp and then when the x57r was released I bought that and upgraded the injectors and fuel kit to make 393hp. But due to the stock engine, it was too high so they lowered it to 383.3hp. I have upgraded to the big brake kit (330mm).

When this bad time is over (Covid) I shall be going back to Pumaspeed to get a forged engine, plus an upgrade to my turbo to x57rs. Hopefully, I should see around 400+HP.

I would like to thank Tony, Nathan, Lewis and Danny who have helped me get my car where it is is now. I love it so much; I have done some of the work Myself, but most of it was through Pumaspeed. It was a standard ST200 when I first got the car the and first mods I had done were performance-related.

Then it was the outside of the car where I invested. I have spent so much money on the car but I don't regret it. I have owned two now and I can say they are very good cars which allow lots to do with regards modifications.

My car is on YouTube by [Hampshirephotos](#). He has done so many videos on hot hatches that I couldn't resist having some footage of my own. He is very good at what he does. You can see in one of the photos how much the car has changed since I first got it. The car doesn't have the "pops and bangs" which is really common amongst other similar cars.

- Pumaspeed x57r
- Milltek full decat exhaust
- Airtec stage3 intercooler
- R-sport cross over and silicone
- Big boost pipes
- Itg air filter
- Pumaspeed uprated fuel cam kit
- Bosch uprated injectors
- Double sealed Stock fuel pump
- Stage 4r maxed out the map
- Quaaffe LSD differential

Exterior mods

- Rally Innovations Rear Spoiler carbon fibre
- Pumaspeed racing fiesta St 4 pot
- 330mm big brake kit
- Carbon fibre roof scoop
- Pumapseed full wrap
- Led black smoke mirror indicators
- Set of 4 TrackLite Alloy Wheels 17x7.5J 4x108 et35
- Tinted front and rear lights
- Bonnet Vents
- Full splitters kits
- Rear diffuser fins in race red
- Front remote led lights from auto beam
- Race red mirrors caps



Thomas Carrington

MK1 Ford Escort

Instagram: @specialised.engineering

As with all of you reading this, I have had a passion for cars and Motorsports for as long as I can remember, as a small boy My Dad managed his own workshop, maintaining mainly HGV,s and the occasional car. This is where my passion began and grew!

Firstly watching, then learning and finally helping Dad most Saturdays and during School holidays I picked up the basic knowledge. I remember the tools being much bigger and heavier than I actually was, but over the years I learned a lot from Dad In that workshop, by the time I was a teenager I was able to confidently carry out services, brake changes etc on a variety of vehicles.

The passion grew, due to a friend's dad who was re-building a 1968 Mk1 Escort for rallying, I became a Marshall travelling to different locations including the British round of the World Rally Championship held in Wales.

Fast forward a few years, leaving home and 2 children later everyday life took over, Unfortunately rallying was a passion that had to come second until last Summer, catching up with my friends dad who was now competing in that 68 Mk1 Escort.

Following lengthy discussions and lots of thought, I agreed to join his team as a service member with only 2 rallies left,

both ending prematurely due to electrical problems, the decision was made to give her a winter rebuild as it hadn't been for a few years.

Those harsh forest stages of the Yorkshire and Welsh rallies had taken their toll and really beaten the old girl up. We originally planned on removing the gearbox and diff to be sent away for rebuild, fix the electrical problems, change the fuel and brake lines for stainless steel braided hose as soon as I began removing parts the damage became clearer.

The diff had a chip out of one of the teeth on the crown wheel, the rear axle was curved like a banana causing the car to run excessive negative camber, a new rear axle was now added to the to do list. December arrived and with it the bug for my rallying life returned, this time with a fiancé showing a keen interest as well!!

Children grown and now with spare cash we to decided to get our own little rally car, after a fun search, we now own a 2004 Suzuki Ignis Sport (I secretly always wanted one after seeing them complete in the British Rally Championship)

In exchange for working on the Mk1 my friend let us keep and work on the Suzuki in his workshop.

Word soon spread! I had workshop space!!

So not only was I working on the Mk1 and Suzuki but now carrying out services and repairs for family and friends as well. February this year I had been working 7 days a week since November, Monday-Friday doing my full time job as a Hydraulics Engineer and then weekends at the workshop.

Enthusiasm and passion for what I was doing in the workshop I decided to turn it into a business. With help from my fiancé we created the website, social media had business cards printed all ready to start. March – LOCKDOWN game over for the rallies, car shows to promote the new business, my ideas and plans all brought to a sharp halt!!! I continued as before with the Mk1 and Suzuki, and occasional work for a friend.

As more and more rallies were cancelled due to the ongoing pandemic, the owner of the Mk1 decided he would strip down and rebuild the car, and rebuild his rally team. I was promoted to Service Chief, my fiancé would become co-driver, but more help was needed with service, I approached one of my most oldest and trusted of friends, he was happy to join us the team was now complete (be it a quite inexperienced one apart from our driver of course)

We had our first rally date October 4th, with our co-driver busy learning what was required of her to become a co-driver, it was up to the rest of us to rebuild our rally car. Everything removed and just a painted shell, the new braided fuel and brake lines went in, quickly followed by the almost indestructible new rear axle.

Engine was next, a beautiful 2.1 pinto. The top end was pulled apart, cleaned up and rebuilt with new gaskets and seals, the bottom end was checked for excessive wear then put back into the freshly painted engine bay.

Front suspension was refreshed with new poly bushes back and front. A faulty electrical plug between the cabin and engine bay (cause of previous rally stoppages) was replaced with new, some rewiring and just for good measure a new battery and alternator.





It was all coming together nicely, our co-driver was as ready as she could be, the Mk1 just needing an MOT and some shakedown miles before competition day. MOT ticked, miles under her belt, she was ready just as well October 4th was upon us.

Travelling from Essex to Fulbeck Airfield! What a sight at 4am in the morning the Mk1 on a trailer in front of me.

Its new rear axle lit up like an art exhibition, its aluminium rear brace reflecting the light from my headlights. Arriving at just before 7 service set up and breakfast cooking, we were all buzzing and excited for the rally to begin.

Car warmed up and ready to go, our co-driver donned her fireproofs and crash helmet, we were ready for stage one both car and team ran perfectly all morning and in the afternoon, putting competitive times and climbing the order (other competitors running into problems) our mood was good, unfortunately on the second from last stage running 4th in class a loose bolt on the rear brake calliper sheared off causing the car to stop mid chicane.

That was it, rally over, a broken car and deflated team heading back to Essex. Not to be put off, a new plan in place, upgrade the brake calliper fixings to the axle all ready for next year's season In the meantime we have managed to acquire some exciting winter projects



Author: Paul Doherty

David M Taylor

Colin McRae Ford Focus



Photographer: @kjimagesautosport



My love of cars started when I was very young watching the Lombard RAC rally of Great Britain with family members on stages like Greystoke, Killer Kielder, Caic and many more growing up around cars and helping my dad fix many old bangers back in the day started my love of cars.

After seeing the Rally cars on the stages really got me hooked, after many years watching Jimmy McRae and loads of others there was this young lad called Colin McRae driving flat out in a little Nova then onto the likes of the Sunbeam and his dad's 5-time winning Sierra through the forests sideways really captured me, for many years.

I watched the rallying from the Lombard, Network Q, then Wales Rally GB always watching for Colin.

To cut a long story short myself and foster brother lee was sitting in Sweet Lamb on Wales Rally GB in 2017 and it was then the decision to replicate Colin's Last year at M Sport of his and our favourite, his 2002 Martini livery M sport Ford Focus.

I have always wanted to do a tribute car in Collins Memory since he passed away in 2007 and I'm honoured and privileged to be in a position to have done the tribute to this amazing rallying hero not just to me but to millions of others too.

So when we got home that Sunday the mission was to find a 3 door 2002 Focus omg was that a hard thing to find that wasn't rotten or had a million miles on it, we found the car that we have now for £200.00 and started the work to make it into a road-legal rally car a near-perfect replica, the car was done in stages through the build.

The car was sanded down and prepared ready to be painted in white, the blue and the orange (a lot of people think it is wrapped but it's all painted) once this was done I hit the livery made and installed as you see it in pictures.

I ordered the OMP roll cage and went to London to pick it up, once I came back I started stripping the car inside, I installed it and bolted it into position.

I Got the bucket seats made, the runners and mounting brackets so they would fit the Focus, by this time the harnesses had arrived.



So I welded and fitted the eyelets and fitted the harnesses, fitted a helmet net in the back also some intercom with headphones (dummy set) as seen in the pictures, a friend gave me a K & N air filter system from an St170, fitted that and another friend played around tuning it.

Not much gain for a 1.6 Zetec S but it goes well enough for me, I changed the wheels to 17 inches put bigger brakes on it, St170 clocks and I do have a flocked dash that's to go in but will have to take the roll cage out to do it and that's a project in itself.

I suppose like all projects they develop over time, always improving and it is now 2 years later we've nearly got it to what we want it.

In addition, I have since done a Ford Transit Rally Van identical to the car, I have also done a Rally Trailer to match the car and van so I have now got a full Rally set up in Colin's memory which has Colins dad Jimmy McRae, Colin's brother Alister McRae, Allister's son Max McRae, Collins Co-Driver Nicky Grist, Elvyn Evans and lots more signatures on them both.



It is very popular and known by so many in and around the car scene and clubs around the UK.

I love having it and I'm going to enjoy it for as long as I can.



Author: Paul Doherty



My story started 23 years ago. From a very young age, I have always hooked on pretty much anything that moved with an engine especially the ones with four wheels.

As a child, I would always make up scenarios ie police chases, traffic jams and street racing in the playroom on the road map carpets just like we all did and that's pretty much where it started.

My first ever car show I went to with my father at Alexandra Palace, all I can really remember from that show was a purple E46 BMW M3 on the stand and that's where the love for modified fast cars began.

Fast forward about 13 years, to the day I passed my driving test. This was a massive achievement for me and opened up a whole new world. My first car was a 1.4 Diesel VW Polo. Now this car was immaculate to the point where it was getting recognised on Show and Shine stands at Edition38.

I then managed to bag myself a job as a car salesman and that's where the bug really took off. I started buying and selling my own cars, ranging from MK5 Golf to a Mini Cooper S and I even managed to have two E46 BMW inspired by the one I saw back when I was a young boy, admittedly there were both diesel but they were still awesome.

Then life sadly took a turn for the worst I managed to lose both BMW's and my job at the time. 8 months went by with no car and no job, I didn't know what to do or where life was going and then one day the sun shone through the dark cloud over my head and I began to force myself out of a hole.

I started working as a Traffic Management Engineer in September 2019 and by January 2020 I managed to buy my First Fast Ford, Frozen White MK2 Facelift Focus ST, which I have always wanted since the day I drove an Electric Orange ST at a dealership I worked at about 3 years prior.

So, I bought the car pretty much standard. It had a useless air filter on it which was ripped out and replaced the day I bought it and from that day, let's say I got a bit carried away.

So let's start with the exterior, one of the first things to be done was to replace the damaged wheels due to a Herefordshire pothole, so a nice shiny set of Gold Bola B1's was quickly added to the list of many things to be changed.

The car already had Zunsport grills and a Maxton splitter so I decided to follow the trend and add RSP Side skirts, a Maxton diffuser, accompanying rear spats



and a genuine RS Spoiler because the original one was a-bit unnoticeable. I added EBC discs which are drilled and grooved with yellow stuff pads.

The original suspension was a bit worse for wear so a brand new set of shocks and springs was a must. Sadly, the car had a couple of underlying niggly oil leaks from the sump, oil filter housing and an oil breather pipe so there was only one thing to do.

As if that wasn't enough, a quick shift was installed, a new clutch and a Collins Performance dump valve was added, but that's not where the expense will stop.

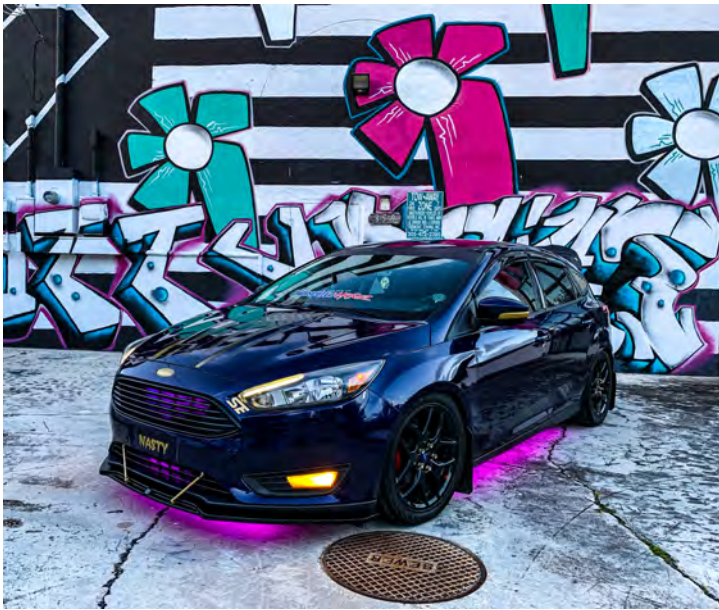
Out came the engine!

- The shims were fitted between each cylinder,
- A new head gasket,
- A new cam belt and water pump,
- New auxiliary belts,
- Every single rubber pipe replaced with silicone,
- The battered and bruised intercooler was replaced,
- New turbo to crossover,
- A new crossover pipe,
- New intake plenum,
- New air intake system,
- New exhaust system
- New engine mounts were all fitted courtesy of Griffiths Autos.

In the near future, the plan is to replace the original turbo with a slightly bigger K24 setup, completely strip and repaint the entire car and hopefully by the end of it all it will make for one hell of a show car.

When I say repaint I mean to keep it as OEM as possible because with it being White it is extremely unique especially where I live as it's the only one. Speaking of being unique, my next car, my dream car is an R35 Nissan GT-R.





Matt *Instagram: @madfocus9*

2016 Ford Focus SE

One Of Our Reps Cars

I'm in the states in South Florida, A little about myself.

I have always been a Ford fan since I could remember playing with hot wheels as a kid. I'm a fan of all makes and builds, but Ford has my heart, even though they ripped my heart out by discontinuing the Focus line here in the States. That's a soapbox for another time, I came about my Focus after buying and selling 2 1975 F100s. I had a '75 Custom In-line6 short bed and flipped it after cleaning her up and getting the interior up to par. After that I bought my Kona Blue '75 F100 Ranger 302 all Edelbrock decked out with a short bed. After a couple of years of owning her and wrenching every weekend, I had to sell her to a friend as she was taking up all my time from my 2 young boys.



Make sure to give him a Follow on Instagram and any questions he is more than happy to help if he can

