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STANCEAUTO

MAGAZINE

FEATURES - INTERVIEWS - GROUPS - CLUBS - EVENTS - NEWS - COMPETITIONS

JUNE 2021



Photograph: Bryan De Castro
Instagram: @Stealth.captures
Car Owner: Andres Daza
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Since 2020

Written and Edited by Paul Doherty

Photography by the Stance Auto Media Team



2017 Ford F-250 Lariat

The platform for my build is a 2017 Ford F-250 Lariat with a Platinum conversion.

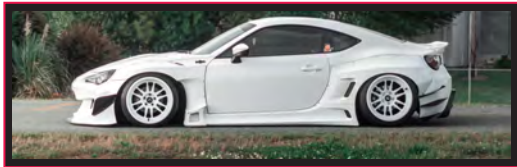
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1972 Chevrolet C10

When I walk up to it in a parking lot or wherever it may be sitting it always puts a smile on my face.

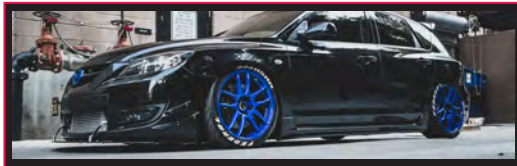
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2008 Mazda Speed

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This is a full stage 2 build including scorpion decat mid-pipe, apr carbon fibre intake

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This is a Monthly Car Magazine brought to you by Stance Auto and the car street scene, in this magazine you will find cars and real life stories from all over the world, groups and clubs that may interest you, and some of the best Photography from some very talented photographers.

All these stories are from the actual owners of the cars, they will tell you about their life in the car street scene, what inspires them and some handy tips and advice for anyone thinking of buying the same car, all their Instagram tags and them of the photographers are here for you to follow, we also highlight the people in the trade who are supplying the parts to make these cars look so good, we invite anyone and everyone with a high spec or modified car to submit their car and their story to feature in this magazine and also our online MAG, why don't you come along and join us in our Facebook group and get to know us and some of the owners, ask questions and submit your own car, you'll find we are all very friendly, this is a community for us all.

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TRUCK POWER!!

James Caceres

2020 Ford F-150 STX

Instagram: [@Fordboi2007](#)

Photographer: [@Jrice_visuals](#)

STANCEAUTOMAG JEREMY RICE

I am 31 years old, born and raised in Houston Texas. I am a graphic designer/plasti dip installer. In my hobby, I like to find ways on how to make my truck unique and stand out from the rest of the trucks here in Houston.

Watching movies like Gone in 60 seconds gave me the passion to modify any vehicle I owned and this is what got me into the truck/car scene.

When I was younger my father always hated me to try and modify any truck I had. He always said stock is better. But we all know that ain't true. I always have a thing to make vehicles look apart or at least look good.

Need for speed underground 2 has always been my favourite game so maybe that's why I have a passion for modifying cars/ trucks.

The first time I took my driving test was a 1998 Ford F-150. I was 17 when I took my driving test and passed on the first try. I always loved mustangs apart from the trucks. I have owned 3 mustangs and 3 trucks in my life and they have all been modified. I have owned a 2012 Ford Mustang grabber blue v6. That is what got me in the car club days.

I purchased a 2003 Ford Mustang GT. This car had full bolt-ons. Then purchased a 2012 Ford Mustang 5.0.

This car was modified to the Max. From being bagged to nearly full bolt-ons. Then I decided it was time to go back to a truck and I purchased the 2020 Ford F-150 STX 5.0 v8.

Why this Car?

I always loved FORD as a brand and automotive company. That's why they call me fordboi. I haven't owned anything but a Ford and I don't plan on changing anytime soon.

I always have loved how the trucks specially lowered look. As I became older and got to spend my own money I knew a truck would be fun to modify.

I've always loved the F-150 from the body lines to the design of the interior. I guess you can say I own my dream truck. I think that's one reason why I love these trucks. I have a goal to one day have my truck at SEMA.

Advice/Tips

I would recommend this brand of the truck to anyone that thinks about purchasing a truck. Can't ever go wrong with a Ford especially with the new coyote 10-speed automatics.

These trucks are something special on the road. I would love to twin-turbo my f-150. These trucks are very fast on the road and track. That's my goal to have its twin-turbo on the street.

What makes it Unique?

I believe my truck stands out on the clean and unique looks. The colour scheme on this truck is odd but looks so good together. Lead foot grey with bronze and black just looks perfect. I get so many compliments on the wheels with the colour of the truck.

Future Plans

Future plans are carbon fibre trim in the interior. Digital cluster, after market steering wheel, galaxy headliner. Engine mods I want a twin-turbo setup. Has it tuned by LUND racing? Want to make this truck an 8-second four-door truck.



Spec List

Engine:

- 5.0 10 speed automatic,
- Borla ATAKS exhaust

Exterior:

- Matte black emblems,
- Smoked tail lights,
- Alpharex-NOVA headlights,

Interior:

- Black leather seats

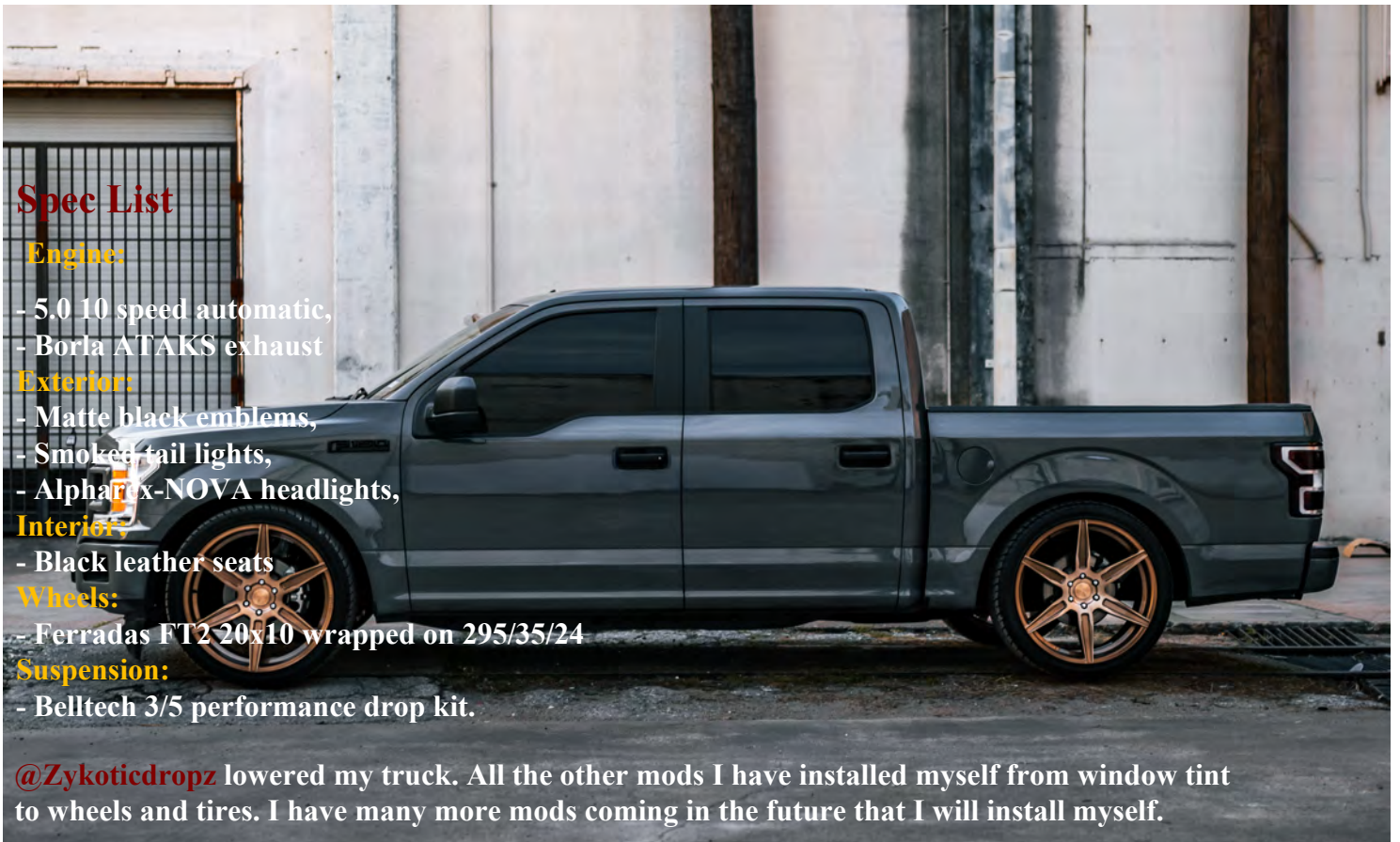
Wheels:

- Ferradas FT2 20x10 wrapped on 295/35/24

Suspension:

- Belltech 3/5 performance drop kit.

@Zykoticdropz lowered my truck. All the other mods I have installed myself from window tint to wheels and tires. I have many more mods coming in the future that I will install myself.



Eric

2017 Ford F-250 Lariat

Instagram: [@eric_teambillet](#)

Photographer: [@oadam7](#)

Personal business [@legacy_autostyling](#)



I am 35 years old, I live in Corpus Christi, TX but am originally from Atlanta, GA. The platform for my build is a 2017 Ford F-250 Lariat with a Platinum conversion.

I have been in the automotive scene since I was young. I grew up with my father building custom hot rods and muscle cars for shows, his personal hobby.

As a teenager, I was into JDM type builds and grew into customizing Harley Davidson motorcycles in my 20s.

I recently just got into the lifted truck scene in 2019 while living in TX. I saw many amazing lifted trucks here in the great state of Texas and wanted to get my feet wet in these style builds.

I am currently active duty in the military and have been for 17 years. On the side I do automotive detailing, wrapping and tinting building up my portfolio and clientele for my side business that I started named Legacy Auto Styling. I plan to open my own show when I retire from the military.



I am making use of the last few years in the military to market and brand myself through social media and grow my known presence in the lifted show truck community.

My F-250 is in its starting phase of the build that I have planned for this year. Currently, it has factory gloss black paint but will be getting a custom wrap in the coming weeks with a neo chrome colour flip pattern.

The truck is a 6.7 Power stroke diesel fully tuned and deleted with Ezlink with a straight piped exhaust and after market 7" exhaust tip. All the lariat badges and accessories have been removed and replaced with platinum model items.



My interior has a links well tablet in the dash, LED Bluetooth star headliner and gloss black wrapped trim.

My suspension is powder coated with Prismatic Powders Shocker yellow to include my axles. The lift is a BDS Suspension 8" lift converted to a 10" with FOX 2.0 shocks. I have AMP research electric steps. The brakes have all been drilled and slotted.

My bed mat is from Black Armour Bed Mats and I have custom license plate covers from Effenfast. I have 2" spacers on the truck with American Force Wheels "Genesis" 26x 16 Gloss black milled rims. My tires are Fury M/T 38x15.50R26 and have True Spike Black wheel spikes.



All of my exterior trim pieces, mirrors and lights have been colour matched in gloss black. In the fender wells, I have 12 white rock lights as well as a Viking Horns train horn kit. The drive shaft on the truck has been fully polished as well.

The name that I have chosen for this build is "LEGACY" in dedication to my business and my sons Greysen and Sebastian.

I plan to raise them in the automotive scene just like my father did for me. My truck is still in the beginning stages of the build.

My future plans for is this year are:

Custom grill with truck name “LEGACY” in it, powder coat wheels black and shocker yellow, full coil conversion and reservoirs with air bag set up, custom mats with truck name as well as interior mats.

My interior will get wrapped in the neo chrome colour shift to match the planned exterior wrap. I will add 18 more rock lights and white led wheel rings. I will add new piping under the hood all colour-matched with shocker yellow. I will have a custom sub box made for the rear seat and add subwoofers as well as speakers in the truck bed and underneath the truck. I will also add a tonne-au cover, a new Geny hitch drop hitch and accessories for it.

I have a large presence on social media and enjoy interacting with everyone from the community. The truck clubs that I am in are Team Billet and Sky-net Team.



Ty Morris

1972 Chevrolet C10

Instagram: [@mytorris](#)

Photographer: [@haydenburchettphotography](#)



I'm from Nashville Tennessee, I am a diesel mechanic at a shop called Boost Addicts, hang out with friends, go to car shows, drift events, drag races, anything that involves wheels, I'm usually there.

My dad more or less would always take me to car shows as a kid and I would always watch TV shows that had to do with customizing vehicles or racing or really anything that goes with a vehicle.

As I grew up me and my friends always had trucks we would add wheels to or tint the windows or paint match exterior pieces or change the exhaust just anything we could do to get more attention.

Which wasn't always a good thing. Local police loved us. Just getting to meet new people and see new things every time we all go out is always my favourite thing.

Yes, I have had the truck for over 10 years, my father bought it to use around the house and I had always told him I wanted it then he eventually gave it to me. I've had many other trucks and cars and have always had a custom vehicle.

It was the first thing I have ever drove and I've always had a sweet spot for these trucks. They are such a simple design and you won't ever see any other one that looks like it.



When I walk up to it in a parking lot or wherever it may be sitting it always puts a smile on my face. It's proved to me that Hard work can inevitably get you what and where you want in life.

Every time I get it out and go to a local cruise-in or just take it out to go cruise around I always get thumbs up or a big smile on someone's face. It always brings me joy to see that I can make someone else smile or that something I have is actually cool to people.

The truck lays on the ground so I feel like that's a huge part. I try to keep the modification period correct with everything I do. The truck is also swapped and has a big cam and pretty much open header exhaust so it draws attention before you ever see it.



Advice/Tips

Very simple to work on if you want one as your first vehicle. Parts are more and more available to get now than ever. Very easy driver in stock form and as obvious there's always potential to make something cool out of it. Plus it's a truck, who doesn't love a truck!

I eventually would like to repaint the truck and redo the suspension and frame. I and my friends built the truck a few years ago and I was pretty much scraping up what I had to build the truck so a lot of things aren't the best. Just make sure you have your ducks in a row and never cut any corners on anything, it's still an old truck that only has a lap belt seat belt.

It always gets driven hard too and people see it and hear it and think it's the coolest thing ever.

Spec List

Engine

5.3 LM7,
BTR Stage 4 V1 truck cam,
Speed engineering shorty headers.

Exterior

Everything's relatively stock on the outside minus the wheels, they are 15x6 steel wheels I painted white. I found a period correct rear dealership bumper and a period-correct topper for it.

Interior

Stock seat wrapped in a serape blanket I found at a local gas station, Old glass doorknob shifter, Dash pad is wrapped in the same blanket as the seat, Sparkly gold moon eyes steering wheel.

Wheels

- 15x6 steel wheels

Suspension

Custom-built control arms and bag brackets, the front cross member is "pancaked" in which drops the front of the truck another 1.5" so it will lay, the rear is the factory trailing arms, 2" blocks and a monster notch with a watts link.

Have you done the work?

For the most part, yes, but I can't keep all of the glory, a lot of my friends have always helped me get the truck to where it is today. From just bagging the truck to the ls swap or just simply from me breaking something I have always had a lending hand and I can't thank my friends and family enough for the help and support they have given me.

Dream Car

A 1952 Chevrolet Belair. My grandfather had one when he was in his younger years and he always told me how much he loved them. It's funny because when he first told me about it I had always thought they were the ugliest cars but at the time I had never seen





Future Plans

Eventually, I would like to redo the frame and suspension as I stated earlier, and eventually, I would love to repaint the truck. It's still going to be a driver so I don't want anything perfect.

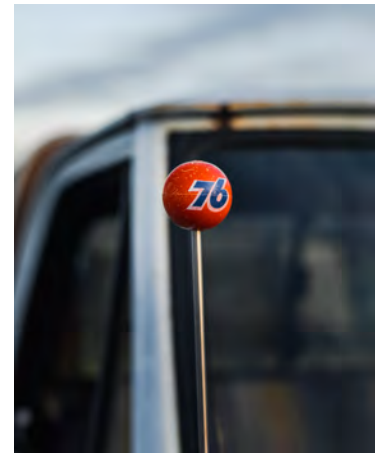
I drive the truck too much and have too much fun in it for it to have a nice paint job. Wheels and tires are always on my mind. I'd like to add heat and ac to the truck eventually as well. The engine will also get pulled back out at some point and get a full overhaul and maybe a turbo kit.

Groups/Clubs

Not a part of any Clubs or groups or anything of that order, I and my friends just hang out and go cruising around or just help each other get their vehicles back going.

It brought me closer to a lot of people and helped me meet a lot of new people. It had always been a hobby of mine. I enjoy seeing what everyone else can build and think of.

There are always new ideas popping up for everything you can do to these trucks and the vehicles that we all have and love.



Kiron Phillips


Porsche 981 GT4

I'm 25 years old and the founder of British vodka brand, RK Vodka.

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

My current car is a 981 GT4 wrapped in our own RK VODKA livery, the car itself is stock and is most likely to remain that way. Some likely changes will be upgrading the infotainment system and potentially changing the alloys. I'd love to get some BBS wheels on the car one day! This is my third Porsche Cayman, I started with a 987.2 Cayman S and then moved on to a base model 718 Cayman.





“It`s the silkiest spirit
we`ve ever tried”
- Novel Wines

The goal was always to get a GT4 one day and it really hasn't disappointed. The 981 GT4 is the first time Porsche put a 911 engine in a Cayman chassis, this combined with a manual gearbox makes for a truly engaging driving experience. My passion for cars started when my brother (and now business partner) took me to London to go and see all the supercars on Sloane Street.

I instantly fell in love with the car scene and it became a goal of mine to get behind the wheel of something special. The car scene provides a fantastic hobby with events all over the country every weekend and a group of like minded people that come together from different backgrounds and places with one common passion, cars!

I am members of loads of Facebook groups and actively attend events hosted by:

Supercar Driver [@Supercardriver](#) and slammed UK [@Officialslammeduk](#)

Special thanks to:

That's a wrap for the great work they do
[@thatsawrap_2020](#)

My favourite events to attend are drives, it's a great way to have fun with friends and also explore some amazing places. I've done the North Coast 500 and Monaco twice, both amazing roads trips and highly recommended.



I am hoping this car will stay in my life forever if I am honest. The car was originally white before being wrapped by our good friends at Thats A Wrap.

I always knew that I would brand the car up for our business so it was always going to be a black or a white GT4.

The black and white wrap is the same design as our vodka bottles and the copper stripe running up the centre represents our copper pot distillery as well as being a nod of that hat to Porsche GT racing heritage.

I wanted the car to look very on brand for Porsche, so at a glance you would assume it's a Porsche race car and then when you look closely it's clearly a vodka brand.

All of the sponsors featured on the car as brand partners of ours, people who we have worked with for a while now.

I didn't want random names on the car, it was important the brands on the car helped paint the picture of who we are and what our brand is all about.

I hope you like what we have done with the car and hopefully you will see it at some events soon.



RK Vodka

What You Ought To Be Sipping

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Office | 01327 261160

Mobile | 07817 296994

Mark Reyes

2015 Honda Accord



Instagram: [@maccord_libertyvip](#)

Photographer: [Donnie Roc / @r0cean11](#)

Mark owns this 2015 Honda Accord Sport. He got into cars because of his dad, he loves cars too but was never able to modify his car and pursue a full build since life was hard for them growing up.

His Dad loves cars as much as he does. One of the main reasons Mark chose this specific car to build is because of his father.

His dad had a 1991 Honda Accord which he never got to build so Mark decided to build this to pay homage to the build his father never could do. He ended up buying this Accord from his dad, an older model, with the original plan to use it for Uber/Lyft as a side job. Well, that lasted about 6 months until he decided that wasn't the best route to take.

He went to a couple of Automotive events and began to see more vision for his car and he peeped at a Honda Accord online from Thailand fully built that gave him the inspiration he needed.

Mark decided to do a full transformation and colour change. It took months of work and it was a roller coaster process. It took about 9 months for him to get to where he wanted the car to be.



Wheels:

- Racing Harts C2 Front: 20x11 -0 / Rear: 20x12 -2





The body kit (Nekkestsu K break Kit or NKS) you see on the car was obtained by an unfortunate/fortunate accident. He had a friend who purchased this body kit from Nekkestsu; based in Thailand.



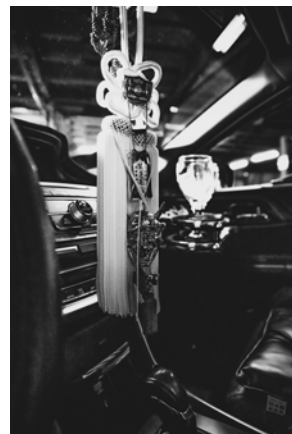
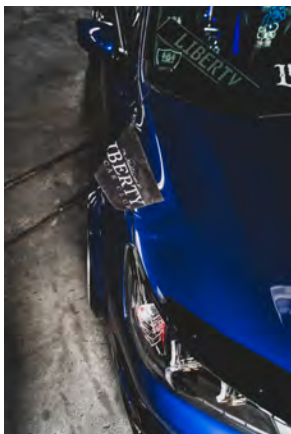
Just as the kit arrived here in the USA his friend who purchased the kit for his own build got in a bad accident which ended up totalling his car and in turn sold Mark the kit, at that point, Mark had only installed an OEM lip kit, wheels and air suspension, but that wasn't enough for his taste.

So what makes the car unique to other Accords out there? To quote Mark "There aren't that many Accords with this specific year and model that has a body kit custom modelled and painted. It feels great to be different from other Accords out there as this model is limited with after market parts."

The body style and interior goal led him to pursue a VIP inspired build; which he feels he has accomplished. The build is never finished.

He has tackled his first goal and now wants to focus on the aesthetic portion which is a slow process as his car evolves even further. Next up for him is a custom one-off air suspension and audio setup in the trunk. Keep an eye on this one as it's nowhere close to finished.





SPEC LIST:-

Exterior:

- Nekketsu Kbreak Body Kit from Thailand
- Ulterior Motives Metal Fender Flares
- Custom LED Tail Lights (made by Babybear Gangster in Thailand)
- Custom Headlights built similar to that of Thailand Designs
- VIP Out Pillars
- MasterWorks Carbon Fiber Spoiler

Exhaust:

- Tsudo SP2 with Vibrant Resonator
- Custom Quad Tip by Ulterior Motives

Suspension:

- Airforce Air suspension Struts,

Wheels:

- Racing Harts C2 Front: 20x11 -0 / Rear: 20x12 -2

Tires:

- Federal (feddy) SS595 Front: 245/45/20 Rear: 265/45/20

Brakes:

- R1 Concepts rotors and pads

Interior:

- Full Junction Produce Interior
- Mr Vip Tables
- Swapped front and rear seats to leather

Future Plans:

Full trunk setup to include air suspension and audio; along with floors throughout the car.



Andres Daza

Scion FR-S 2013

Instagram: [@Andre_Dazza](#)

Photographer: [@Stealth.captures](#)

My name is Andres Daza I am 19 years old and I am from California. I enjoy building cars with my brother and friends. They all have different types of cars but all are unique.

The 86/BRZ/FRS had a big scene with different builds, people had so much to do with these cars' unique ways to stand out so I had to get my hands on one.

The car has come a long way after 2 years and happy how it sits right now and excited for what's to come with many more plans to come. This is just the beginning.



My brother and friends were the first people that introduced me to the car scene. There are so many different kinds of cars out there and so many things you can do to be unique.

I enjoy doing this as a hobby and enjoy the reactions of others when they see a car they really like.

I was a huge fast and furious fan and all the racing and cars they had. I knew at that moment I had to get one.

My first car was a Lexus IS 250 and the Scion FR-S was my second car. The condition I bought the Lexus was in bad shape at the time and I had no clue what I had got myself into. The car had so many issues so never planned to modify it.

Ever since I got the Scion FR-S 2 years ago I have been buying parts left and right and always wanting to do more and still have ideas on it. I never bought the car to show off the parts I bought for the car I bought the car to have fun and enjoy it.



I chose the Scion FR-S because my brother had just bought a BRZ and I fell in love with the car. Then I found out there was a Scion one and it was the same car, just different brands, so I had to get my hands on one. I was also watching TJ hunt at the time and saw him put a wide body on his BRZ and I knew I had to get the kit on my own.

There were also a lot of people saying they are very reliable and very easy to maintain and this is so true I have had no issues whatsoever with the car after 2 years now of owning it.

The way people react to my car is speechless and some people get inspired to build their very own. That's why I built the car is to impact others in a positive way and I am passionate and happy the way I built the car.

I don't do this to show off I am building this car the way I envisioned this as a kid. I smile all the time when people ask for the car and they tell me they love the build.

Advice/Tips

You should always do your research on any car you purchase. I would say if you're trying to get a 86/BRZ/FRS always look for a clean title and stay away from salvage titles.

Sometimes they are sketchy on getting a car that's been in an accident because you really never know what really happens. Look for if it's maintained properly like if no oil is leaking or if no lights are on the dash.

To modify a car I would stay away from cheap parts because you really pay for what you get. There will be times when there is no necessity to spend all your money on this major part. Sometimes cheap is better and will do the job but always do research before doing something.

The 86/FRS/BRZ is an easy car to modify and the parts are very easy to get your hands on if you're trying to get into cars this would be an easy first mod car. This car has so many features and mostly everything is plug in play and very easy to keep up with.

Tinting the car would change the car appearance from the outside major, same as new wheels and lowering the car.

Shout outs

- Exclusive auto garage: [@exclusive.auto.garage](#)
- Full wide body v3 pandem rocket bunny kit
- Air ride full kit
- Test fitted the wheels
- Xcelwraps: [@xcelwraps](#)
- Full gloss white wrap all around





How the car sits right now is unique because you don't really see a wide body BRZ/FRS/86 often and the colour combo of the car is white on white and makes the car stand out.

The loud exhaust completes the car making it sound like a sports car. The air ride on the car will just stand out, making the car always touching the ground with the custom wooden trunk just makes the car stand out from the trunk setup.

Spec List

- Full wide body v3 pandem Rocket bunny kit
- Airlift performance dual compressors
- Cosmis Racing wheels XT-206R
- Federal tires F:225/35ZR18 R:265/35ZR18
- Magna flow exhaust
- Valenti carbon tail lights
- Spec-D headlights
- Custom wooden trunk setup
- Full gloss white wrap all around

Future Plans

- Pandem 6666 wheels
- Fully painted all gloss red paint match
- Carbon trunk
- Carbon hood
- Boosted: supercharger





ROCEAN11 PHOTOGRAPHY



www.facebook.com/r0cean11/



[@r0cean11](https://www.instagram.com/r0cean11)



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STANCEAUTOMAG | DONNIE ROCHIN



Terry Sturgill

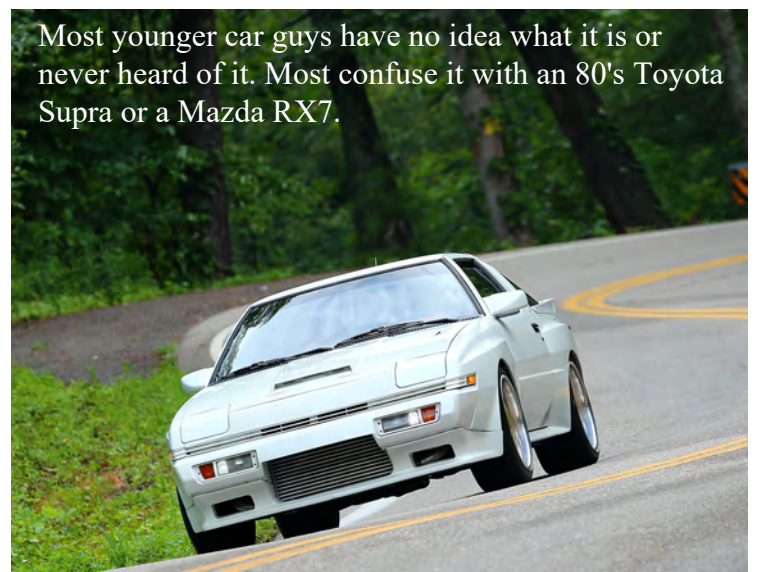
1989 Mitsubishi Starion/Chrysler Conquest

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

I am from South Carolina USA and work in the auto parts industry.

My love of cars began in the Muscle car days of the late '60s, early '70s. My first modified car was a Plymouth Barracuda. Weekend cruising and street/drag racing was a way of showing off your hard work and meeting other car guys.

After a decade of muscle cars, I discovered British sports cars and curvy roads! This was an entirely new experience and got me interested in making cars fast on mountain roads, but I needed the power I used to from my V8 cars. The solution was a Turbo car!



Most younger car guys have no idea what it is or never heard of it. Most confuse it with an 80's Toyota Supra or a Mazda RX7.

This is the first turbo car that I intended to modify. The parts scene for this model way almost non-existent. Finding upgrades was a trial and error until I discovered an MPI conversion from Australia. This was the ultimate upgrade and allowed me to build the motor I wanted.

This was the perfect platform to start with, sporty, rear-wheel drive, and manual transmission. The widebody was perfect for wider wheels/tires and was ahead of its time in style and looks. After upgrading the motor, suspension, brakes, and aerodynamics, this car is a blast to drive.

It always attracts attention wherever I go. People always want to ask about it, or had one before, or knew someone who owned/owns one.

Advice/Tips

These cars are getting harder to find in good shape and I recommend buying the best version you can afford. Low mileage, original condition cars are starting to command a higher price, but if you are interested in modifying or swapping engines, then there are still some good buys out there.

As stated before, an MPI conversion is the basis for making good power and upgrading the 30+-year-old fuel injection system. This will allow you to run more boost, bigger turbos, and complement other needed upgrades like exhaust, cam, and fuel injectors.



Most of the upgrades were done by my friends and myself. A special callout to Mike and Larry! At this time, the car is pretty much the way I want it and no future plans are in the works.



Groups/Clubs

Special thanks to the [@Starquestclub](#) and all Starion/Conquest groups that keep these cars on the road!

Without these resources, people would have a hard time finding parts and fixing them.



Since these cars are kinda rare, they stand out in a crowd anytime you drive one. I wanted mine to look mostly stock, but with added suspension upgrades and aerodynamics. Adding coilovers, air splitter, drilled and slotted brake rotors, and a full polyurethane bushing kit, I kept the looks and improved the performance.

To finish the handling, I added wider wheels and tires and lowered the suspension. Now it handles great and has the power to make it a fun car to drive on the open road or mountain roads!

Spec List

Engine

- MPI conversion
- Ported head w/oversized valves
- Delphi 72 lb/hr injectors
- Reground cam
- T3/T4 SC61 82AR turbo
- Wiseco pistons
- ARP bolts/studs
- Fidenza aluminium flywheel
- ACT clutch

Exterior

- Custom splitter
- Side skirts
- 83 style hood
- Modified bumper

Interior

- Corbeau seats
- Gauge pod w/boost/AR gauge
- D shape steering wheel

Wheels

- Weds Kranze Cerberus 18x8.5F 18x10R

Jason Brodeur

2008 Mazda Speed



Instagram: [@mica_ms3](#)

Photographer: [Donnie Roc](#) / [@r0cean11](#)

Jason would have to say his love for cars began with his 1992 teal green Honda Accord. As the years progressed he purchased numerous after market parts for the car. He learned a lot about cars at this point; especially JDM cars.

The car enthusiast was born. He began to evolve his love for building by customizing things on his Accord. Basic Bolt-ons to a custom built engine. Unfortunately, he was only able to enjoy the mods for 3 short years, until one hot summer night, the car somehow caught fire and burned up the garage.

Fortunately no one was injured but as he watched the firemen work hard to contain the fire from across the street he vowed to himself, "I would not allow this freak accident dissuade me from pursuing my passion."



Being young with a family the Honda was a great loss! He was in need of a vehicle so his parents let him use their 1985 truck that they'd purchased brand new but had allowed falling into aesthetic and mechanical disrepair.

During this time he was working with his buddy Adrian in his free time to restore/rebuild Adrian's 1971 Volkswagen Beetle. He had gained so much experience with blood sweat and tears making the Toyota look like Michael J. Fox's Toyota in "Back to the Future", even painted it black before his Mom decided that she needed the truck and he could use her 1985 Toyota van.

As a father, coach, and primary caregiver to my young son; life flew by so fast that it was almost 3 years later before he was finally in a position to buy a car that he wanted and could modify.

It was the summer of 2013 that he took his son and his friend with him to look at cars. He had driven several cars before the salesman finally said, "Hey, I think I know what you are looking for. Let's head back to the lot and I'll have it brought up."

As he stood under the carport, he saw the salesman pull up this dirty, black Mazda 3 Hatchback.

His face was clearly reflecting disappointment and annoyance. But the salesman was adamant that Jason should at the very least take it for a test drive.

His son, his friend, and his Mom piled into the back seat and the salesman in the passenger. As Jason pulled out of the lot and headed down the street, he slipped it into 2nd gear, felt the turbo pull and yelled in excitement "I'll take it!"

It took a while to regain his enthusiasm in wrenching cars but as his son grew so did his love for cars. It was his son's passion that jump started him. Once Jason paid his car off he began making modifications.



It was a great way for his son and him to spend time together and learn at the same time. Eventually, his son persuaded Jason to take him to car meets to show off the car. Jason soon began making connections with several different car enthusiasts.

He began using social media to find other people with the same affinity. This is where he met Amanda Specht who encouraged him to come out with a group of Mazda people. It wasn't too long before Jason was totally immersed in the car scene.

Initially, Jason began by cleaning the entire engine bay with purple power. He took his time to clean everything, since it's all in the details he was determined to make it the cleanest engine bay ever.

Drivetrain:

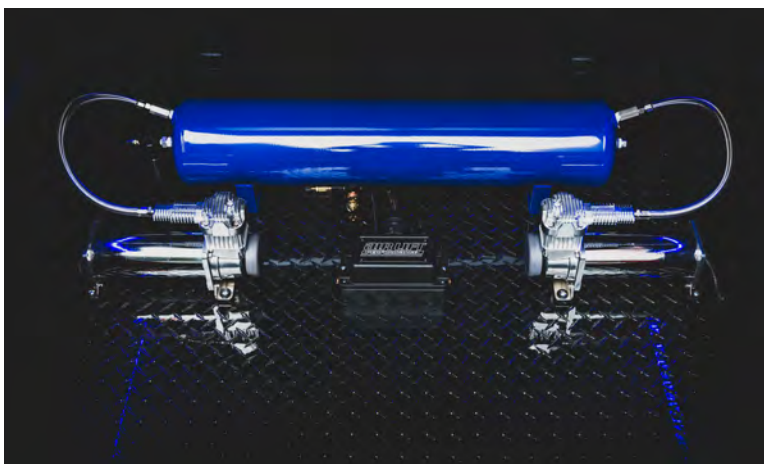
- ACT 6 puck sprung clutch with Prolite flywheel
- Rey's Mazda Parts shifter cables
- Corksport adjustable short shifter
- Corksport shifter bushings
- Damond Motorsports short shift plate

Suspension:

- Airlift 3P air ride suspension
- Corksport lower rear sway bar
- Corksport lower front tie bar
- Megan upper strut brace

Wheels:

- Work Emotion CR kiwami 18x8.5 +45
- Federal 595 RS RR 235/40/R18
- Tire Sticker permanent tire lettering
- R1 Concepts slotted rotors and pads



He wanted to make it stand out but not over the top. He then proceeded to upgrade his car when he noticed the clutch started to slip.

This was just the beginning of several issues: he replaced the clutch, then the turbo seals blew so he replaced the turbo with all the supporting mods. Then he finally started tuning the car, so one night he was data logging when he noticed oil was all over the place, from the intake to the charging pipes.

After rigorous troubleshooting, Jason learned that the ring lands had failed after performing a wet compression test. So he decided to go to the best in the business Jordan Keefover (Overspeed Motorsports) to build him a new engine.

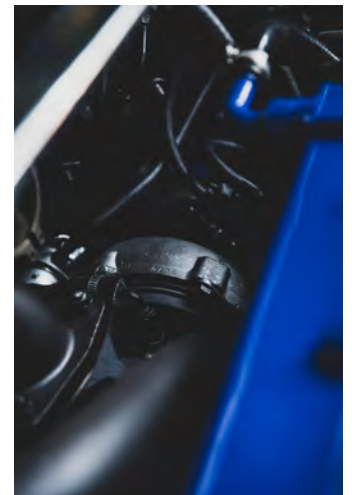
Engine:

- Overspeed Motorsports built a long block with 88mm forged
- Manley pistons and Manley rods
- Treadstone TR-8 Fmic
- HTP under outer intercooler piping
- HTP 4" Intake
- BNR S4 V3 turbo
- Autotech fuel internals
- Corksport bpv
- Corksport exhaust manifold
- Corksport 3" cat-back exhaustJMF V1 Intake manifold
- Damond trilogy motor mounts
- Damond EGR delete
- Damond power steering relocation
- Damond PCV plate
- Damond dual catch can setup
- Grimmspeed 3 port ebcs
- Grimmspeed block off plate
- Bosch 3 bar map sensor
- White widow 3" Catless downpipe
- Mishimoto silicone coolant lines
- HTP 51r battery box with ECU relocation
- Graveyard Performance coolant reservoir
- Graveyard Performance power steering reservoir
- Racethetix coil pack rotation plate
- Racethetix coil pack cover
- Racethetix engine bay hardware
- Eric Yarbrough wire tuck
- Eric Yarbrough custom oil return line
- Rey's Mazda parts polished HPFP

In the winter of 2019 his son Isaac and good friends Mike Carper and James Ernst and Jason removed the old engine and installed the newly built engine. At this point it became a matter of dialling it in and working through minor issues.

The work and quality time spent installing the engine really provide a sense of pride and joy each time it starts successfully!

Jason believes his attention to detail is what led him to Eric Wells from Project MotorSports to explore exterior modifications. Jason knew the hard work and time was well worth it when Eric offered him a sponsorship to use Jason's car on his site to promote his products. This was of course a great honour that he happily accepted.





Exterior:

- Corksport short antenna
- Project Motorsports splitter
- Project Motorsports side extensions
- Project Motorsports rear diffuser
- Project Motorsports canards
- Bayson R carbon fibre wing extension
- R1 concepts slotted rotors/brake pads
- VIS Racing carbon fibre spoiler
- VIS Racing carbon fibre hood w/ppf
- Billet workz window vents
- Audio Dynamics under glow kit
- Corksport skid plate
- Detail Maniac paint correction w/ ceramic coating



The exposure has been such a great way for enthusiasts from all over the world to actually take note of Jason's car. Now that he has been fortunate enough not to have the F-150 as a daily and his Mazda as his show car.

Jason feels this car is unique because the Mazda speed name has been discontinued and he wants the legacy to live on with his build and the various other supporters and enthusiasts worldwide.



Interior:

- Cobb Accessport V3
- Corksport Racing Steering Wheel
- Dave's Stiffy Pillar mount for Accessport
- Diamond Mats custom interior evil M mats
- Audio Dynamics interior Blue LED lighting
- Diamond audio 1000watt amp
- Diamond audio Capacitor
- JVC 6" touchscreen stereo
- Kenwood door speakers front and rear
- Polk Audio 10" subwoofer
- Zero Custom shift knob
- Zero Custom E-brake cover
- Airlift 4-gallon tank powder coated Manhattan blue
- Dual accuair air compressors
- Custom diamond plate hatch cover powder-coated black



Future Plans:

Carbon Fiber Hatch & Fenders, Big Brake Kit, Custom door panels/ceiling, Racing seats w/harness, 3 piece wheels, Roll cage, External wastegate, Possible colour change, Fortune flares, Gauge pods

Jeffrey Knox

2016 Hyundai Veloster Turbo

Instagram: [@_equiknox_](#)



I've been on this Earth for 40 years. Always had a solid interest in cars and photography. The older I get, the more I start to notice more of the little things.

I've been in the military for 21 years and have a family of 5. I'm pretty busy most of the time, but allot myself time to take care of myself and my hobbies.

I've always had people around me involved with cars. My dad grew up building and racing Chevelle's and the like. Today, my father in law has an old Nova and GTO. Plus, being in San Diego the car scene is huge as well.

I've had 11 cars throughout my life. But this is only the second car I've ever messed around with. I have to say, it's been super fun and I've learned so much from working on a newer car.

Everybody has Mustangs, Challengers, Chargers, Civics, etc ... I wanted something that wasn't common. I wanted to build something people don't see. I know it's not as fast as other cars, but I built this to be a canyon runner, not a race car.

This car is super fun on curvy roads. It hugs the pavement and has enough boost to accelerate out of a curve straight away.

The thrill is great for such an "economical" car. Owning it gives me a sense of pride and accomplishment. People like it. I like what I've done to it and it's still not done.





Advice/Tips

Don't think you're going to build a supercar out of a Veloster. Go into it by knowing you can make this your own build and you don't have to be like other people. Don't listen to the haters. Use them to encourage and inspire what you want to do with your build.

Modifying this car has been fun and quite easy. Everything I've done has been bolt-on and made to fit. Be careful when modifying the years 2012-2015, as they are known for poor internals. 2016 and above is where it's at. Have fun with it!



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I think what makes my car Unique is One, it's orange. Haha. I also believe that it's not overly cosmetically modded and more performance-based. To each their own when it comes to modifying. I tried to keep it simple with a couple of cosmetics. I think people look more at the passion when it's not "riced" out.

Exterior:

- SoCalGarageWorks Carbon Fiber Duckbill wing
- SoCalGarageWorks Roadrun grill
- SoCalGarageWorks rear reflector deletes
- SoCalGarageWorks rear wiper delete
- Trim painted with Super Wrap Vinyl
- Vinyl layout using Vvivid Vinyl brushed copper
- EGR hood deflector

Lighting:

- Alla LED bulbs
- Intimidation Lighting built headlights with Ghost controllers
- Intimidation Lighting built tail lights with Ghost controllers
- XK Glow under glow, interior, and RGB headlights
- Opt7 Engine bay and grill lighting
- (Lighting Trendz under glow, engine and grill lights are on the way)

Spec List

Engine:

- SXTH Element 3.5" Intake
- SXTH Element FMIC
- SXTH Element Dual Catch Can
- SXTH Element Lower Motor Mount
- SXTH Element tune
- GREDDY Floating Valve design BOV
- HKS 40 plugs
- Optima battery

Exhaust:

- MBRP 2.5" Catback Exhaust
- 4.5" Carbon Fiber tips

Audio:

- Alpine Head unit
- JL Audio 10" in stealth box
- JL Audio amp



Wheels:

- F1R Bronze F105 wrapped in Nitto Neo-Gen
- R1 Concepts slotted/drilled rotors

Suspension:

- KSport Street Coilovers
- Pierce Motorsports Rear torsion bar
- Pierce Motorsports front sway bar
- Pierce Motorsports 4 point brace
- Lowered 3"



I've done all the work myself with a buddy or two to help. The only thing done by a shop was mounting my wheels.

Future Plans

New lighting coming in. Plan on having a newer sound system installed. This is my daily, so not too much more.

I'm always changing my vinyl layouts, as I have my own machine to do so.

Groups/Clubs

I am the Vice-President of Unique Visonz here in San Diego. We are about 40 members strong and started to go nationwide.

These clubs, my club, gave me a great sense of pride. We have given back to our communities by supporting local businesses and running charity donation car shows/meets for underprivileged children and families. The car community can do huge things for their towns/cities as long as they do it right.



Jack Walker

2009 Subaru STI Spec-C

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



I'm from a small village in the northwest called Nether Kellet. I'm an electrician and my first hobby is Hill Climbs in the Scooby

When I started my apprenticeship I met my friends who were already into cars. From there we learned how to drive together and as soon as we could we went to see our first night rally. After that my friend and I went halves on a Suzuki Ignis Sport which we did hill climbing in.

We did a night rally too but an Aux belt snapped so we didn't finish. This is what started my hill climbing ambitions so on the night of the night rally, we met someone who was marshalling in an old Subaru wrx. From there a Subaru was all I wanted and worked towards.



My first car was a Kia Picanto. I had this a year then crashed it, 2nd, Skoda Fabia got this in sunburned orange and had this for 2 years.

I found my first Subaru at this point which was a 2009 RX in the hatchback shape which I fell in love with, this was mostly standard with a cat-back exhaust. I loved that car and being a non-turbo had an awesome sound to it.

I had it for 6 months before I found my next car, a 2007 wrx hatch in rally blue and had the most fun in this car going out till the late am's with my mates going around back roads and going to the local shows. I did a bit to this including a full turbo-back exhaust, varis spoiler, engine rebuild.



Quick fire the rest of cars after that, 2010 wrx diesel project (sold quick), 2009 STI Litchfield type 20, now I have a 2009 STI Spec-c, which I imported last year and am getting ready to do a few Hill Climbs this year in the standard road-going class.

As you can tell I'm very car loyal at this point, I sold my wrx with the intention of getting something else and started looking at import companies to help me find something special. I originally wanted an R205 which was the special edition of the hatches but they had a hefty price tag.

I then did my research and found out about the spec-c. so I wanted a facelift version which was made 11-14 but it had to be standard with not crazy miles. In other words, I was picky and had to wait a while before one came up. I bought a house in the meantime so missed out on one and then bought the Litchfield in white it wasn't the colour for me so missed another one.

In the time I was looking I debated every other car I could import like an RX-7, R34 gtt, mk4 supra and an R32 gtr before they went crazy prices. I chose the Subaru over these because I knew a lot about them already and I knew people didn't really like the hatches that much and a spec-c was a homologation car and looked like a normal STI.

I love the fact it looks like a standard STI apart from the gold callipers over a standard black. I love taking it anywhere I can and now it's wrapped it stands out so much and I can't help taking photos when I leave it (phones getting full) it's not been to any shows yet as it's been getting ready to race and with Covid easing, it's ready to hit the shows when we get let out!

It makes me smile when I drive it because it still surprises me and I love making excuses to get it out of the garage. I really enjoy working on my car and having the knowledge and experience to fix and make it better.

I'd have to say what makes my car unique is the wrap, it really makes it stand out from the crowd at some point, a full exhaust in titanium with equal length headers make the sound very unique not like a normal STI the facelift also makes it stand out a little more than most as UK cars didn't really get those on the hatch





Spec List

Engine:

- Mishimoto rad
- Modified oil pump
- 2.0 closed deck block
- AVCS heads
- Twin scroll turbo

Exterior:

- Mudflaps
- Facelift front bumper

Interior:

- Defi boost gauge
- Recaro bucket seats

Wheels:

- Volk te371 black edition 2's 18x10 et39
- Tyres eagle fl's

Suspension:

- Standard (uprated dampers and springs with thicker sway bars than an STI)

Brakes:

- 4 pot Brembos front
- 2 pot rears
- Standard (Mintex 44 pads and grooved disks)

Advice/Tips

It's a very strange experience buying a car from Japan, you get 2 photos and an auction sheet and you have to decide if you want the car based on that the auction sheets are very detailed and have everything you want to know then it's await to see if you win and then an extra-long wait for it to arrive on its 3-month journey to the UK.

I've not modified this one much but I've got a few plans so a lot of people do the variis spoiler on the hatch as I did on my wrx. I'm wanting a boot-mounted wing more like the gob-stopper. I'd say just do the maintenance first like new cam-belt, oil pump then go from there as Subaru's will last a long time but they have to be maintained and with imports, you rarely get service history.

when the car arrived home we took it to bits to see if we could find any rust (didn't want any surprises), after that we (me and my dad) got to work taking the front of the car off to make it easy to do the timing belt. we took the belt off and had my uncle come and check we put everything back on correctly. I've learned by helping out at a friend's garage now and again and watching YouTube, reading books and making mistakes. I'm glad I can do the work myself as I get more attached the more I work on it.

Future Plans

The plans, for now, are to keep it mostly standard for a few years while we race it and get to know how it handles and what needs to change I think it will turn into a track car with a full cage but not strip it out as I still want the practicality of 5 seats and still being comfy enough for any road trips I might do. I don't think I'd ever sell it as I have no other car I'd want but that might change. The next mods will be a full turbo exhaust and intake and a remap.

Groups/Clubs

When I got my car I started my own page so people can follow me and understand a bit more about racing.

The group's I'd recommend:

Subaru owners

Subaru hatchback group (full of knowledge and helpful people)

The car scene gave me something to focus on as well as new friends and a faience. I will always be thankful for being introduced as racing has always been something I wanted to do, just couldn't find a way in but hill climbing has made it clear what I want to do and enjoy which is all that matters.



Vincent Vilaphonhpakdy

2015 Honda Civic si



Instagram: [@baggedvince](#)

Photographer: [@Buckys_photography](#)

STANCEAUTOMAG | BUCKY HOHOLIK

I'm from Fresno, California. I'm currently working at Walmart and the hobby I do is building cars.

My Pops and Uncle influenced me into cars because they both owned a Supra when they were young and I would always ride in it with them. I fell in love with the car and cars whenever they took me out to car shows or other events like the race track.

My first car was an em2 that my uncle gave to me when I was 16. I didn't really modify the car at all, I just kept it stock. I was just saving up for a newer car at the time.

To be real I wasn't really into this car. I wanted to get a Subaru but the payments were too expensive for me to afford so I went for the cheaper route and bought a Honda Civic instead. I was just looking for an affordable daily.

It feels amazing having people acknowledge your car because of all the hardship and hard work I went through to get the car how it looks today . Hard work pays off. I was honestly just building my car to my own liking and not for nobody but for myself.



What makes the car different from every 9th gen is my bumper and lip. The bumper I have on is an OEM used bumper from Malaysia and the V lip was custom made by a guy from Instagram who no longer makes them anymore so no one else has it and won't get one like it.



Advice/Tips

Honestly, the car is a great daily car to have and I would highly suggest a lot of people get one because of how reliable it is. I've had the car for three years with no issues and that's the best thing about Honda's reliability.

My Number 1 tip if you ever planned on bagging these types of cars is to adjust your after market exhaust or else you will be popping bags like nothing.

Spec List

- OEM UAEbumper
- V lip
- Spec D Headlights
- Invidia N1 exhaust
- RV6 Downpipe
- 3p airlift management
- Voltex Diffuser

Every bit of work done to my car has been worked on by me and a couple of good friends who gave me a hand.

Future Plans

My future plans for my Civic is to wrap it and maybe later on wide-body it also supercharge it



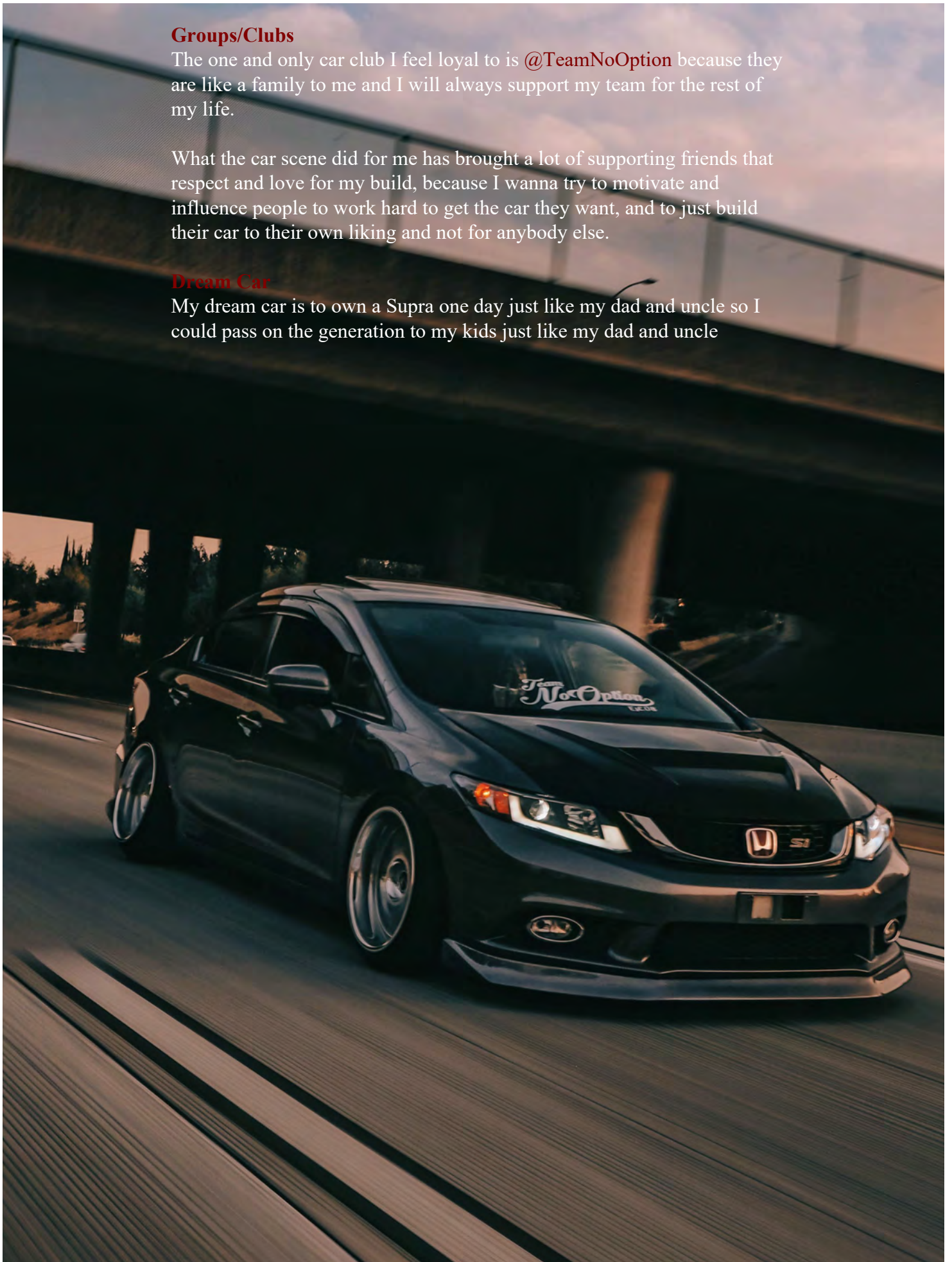
Groups/Clubs

The one and only car club I feel loyal to is [@TeamNoOption](#) because they are like a family to me and I will always support my team for the rest of my life.

What the car scene did for me has brought a lot of supporting friends that respect and love for my build, because I wanna try to motivate and influence people to work hard to get the car they want, and to just build their car to their own liking and not for anybody else.

Dream Car

My dream car is to own a Supra one day just like my dad and uncle so I could pass on the generation to my kids just like my dad and uncle





Ryan Ragusa

2005 Nissan 350z

Instagram: [@galaxy_350](#)

Photographers: [@Angelathompsonphotos](#) - [@workinthefaiihe](#) - [@3litfiles](#)

Models: [@_genizona](#) and [@savanah.mt](#)

Team: Team Hybrid [@teamhybrid_95](#)

I grew up wanting to stand out and show the world that there's no one out there like myself or the ideas I can create.

To this day, I enjoy building cars in ways that inspire others. I'm not here to gain followers or to become popular. There are always stories behind each and every build that I do. I always find it is a pleasure to discuss with anyone that wants to know about them!

Many people ask, "what got you into cars?" The answer is simple. It all began when I was around the age of 15. My parents got a 2014 red Mustang that eventually got its own red and black custom paint job. I would ride around with my dad and feel like nothing could stop us.

The attention the Mustang received ignited my drive to modify my cars for more people to enjoy. When I turned 16, my dad helped me buy my first vehicle.

Although it wasn't the dream that everyone has when they purchase a car of their own, I was very thankful for his help! My first car was the everlasting 2014 Focus ST.



It didn't remain stock for very long. The first modification to this vehicle was turning it into The Black Widow, with an amazing red and black paint job that matches that of the spider. The vehicle modifications that happened over the next year or so made the car stand out and caught my eyes every time I drove it somewhere.

Unfortunately, the dream with that vehicle disappeared after it got into an accident. As I searched through many different vehicles and went through many platforms for my next vehicle; I finally found her. It now brings me to my current car.



My current vehicle would be a 2005 Nissan 350z. When I first got the vehicle, it was obtained through a very close friend. To this day, I still thank her for the deal she gave me. The vehicle was bright and yellow as the sun, clear coat peeling, and had a few mechanical issues. This is where the vision unfolded.

The first few modifications started the journey and created a new inspiration for me to follow. I had the vehicle plasti dipped with DipYourCar products; but shortly after that, I was involved in a hit and run accident and had to redo it all. Being on a budget and not working full time, it was time to put YouTube, some effort, and significant time into the car.

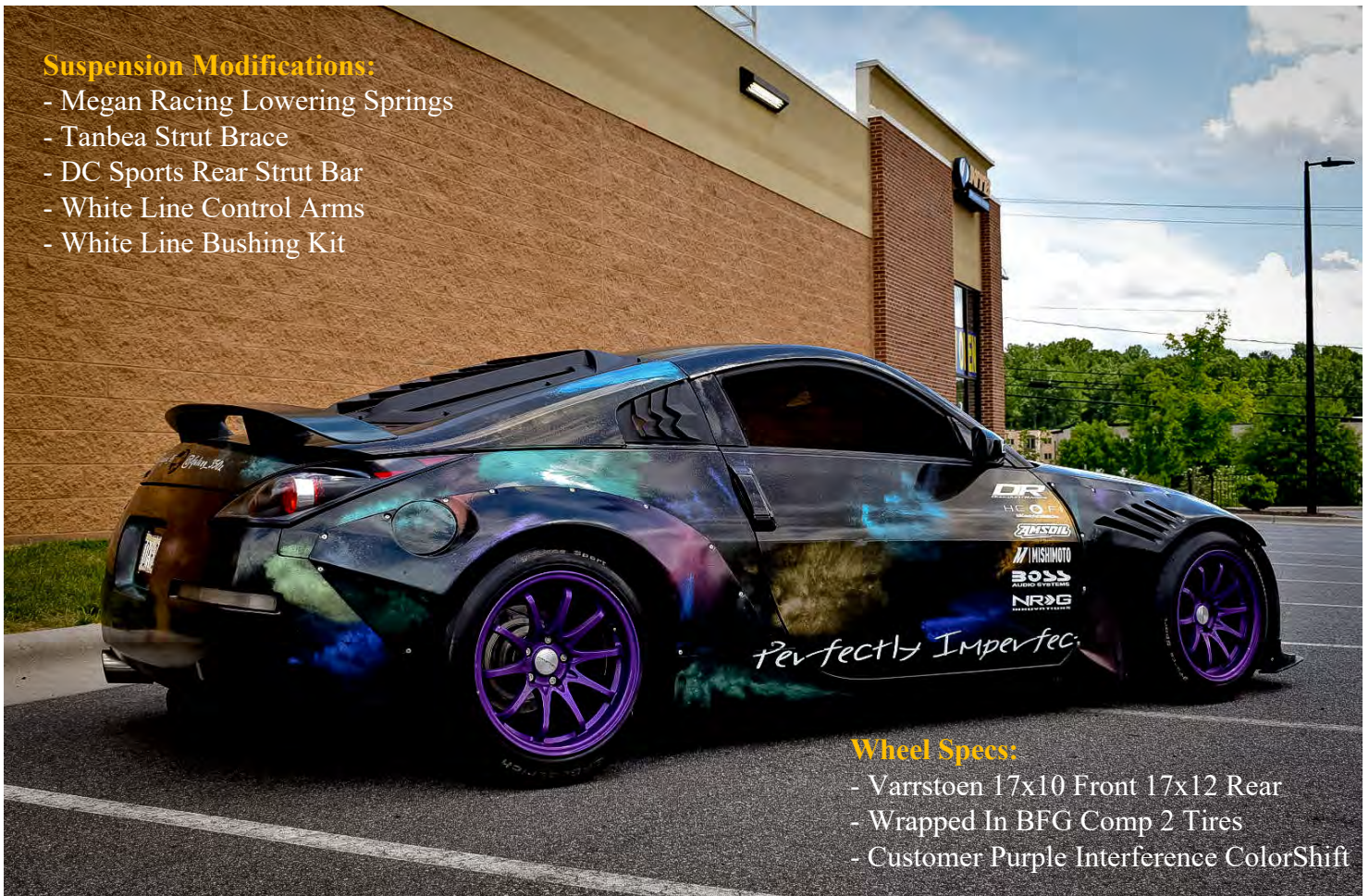


Day by day, sandpaper squares by sandpaper squares, the car was finally ready for some new paint. I was out at my local car wash getting everything cleaned and prepped for the paint job I was going to try. The owner of the car wash graciously let me turn one of the wash bays into a quick paint booth that day. Quickly my vision changed!

The vision that happened on my Nissan was a complete game-changer. After setting up my booth, I quickly began spraying the paint primer.

Suspension Modifications:

- Megan Racing Lowering Springs
- Tanbea Strut Brace
- DC Sports Rear Strut Bar
- White Line Control Arms
- White Line Bushing Kit



Wheel Specs:

- Varrstoen 17x10 Front 17x12 Rear
- Wrapped In BFG Comp 2 Tires
- Customer Purple Interference ColorShift

Quickly the project turned into a glossy black spray paint job. With the car completely blacked out, I was very happy with the turnout and started letting the booth sides down. At this point, things went south.

While cleaning the interior of the car, I heard a small thud. To my surprise, a little boy had dropped his ball and it bounced and smacked the car.

This event created a vision that came to life, GLITTER! A light bulb turned on, and I went ahead and spoke to his mother if he could help me with my idea. I was ready to make my idea into reality. I opened a bunch of powder glitter and let this young man go to town.

The smile that was on his face, the enjoyment I saw in his eyes was unbelievable. There's so much I could say about that day, but I'd love to let the photos do the talking!



To wrap up many long stories, I want everyone to know that building a car is not about having money or having the most expensive car.

It's about the time, dedication, and enjoyment in building the car that makes the vehicle your own; your vision.



Engine Modifications:

- AEM Filter, Fitted to Stock Inlet
- Z1 Plenum Spacer
- Voltage Controller
- Ported and Polished Intake Manifold
- Carbon Creations Engine Cover
- Polished Timing Covers
- Upgraded Throttle Body
- Pedal Commander Drive By Wire Controller
- Boundary Oil Pump
- Hitachi Water Pump
- Mishimoto Thermostat
- Z1 MotorSports Timing Kit
- Tomei Cams

Interior Modifications:

- Custom One of One Racing Seats
- Tanaka Harnesses 4 Point
- Custom Drop Seat Harness Bar
- Kicker Upgraded Speakers
- 2 10" Kicker Subwoofers Sealed in Custom Box
- Paint Matched Interior
- Pioneer Head-unit
- XK Glow Underglow
- NRG Quick Release Hub and Steering Wheel
- Boss Audio Amp
- Cry02 Intercooler Sprayer
- Custom Trunk Setup Wrapped in Matt Black



Special thanks to:

Kenny Cummings @lownslowrolla
Jade Nguyen @cleanculture_celica
Geoff Turner @isf_ing_legit
James Lin @Teamhybrid_95
Oneupacrylix @oneupactylix
Bfggoodrich @bfgoodrichtires
Amsoil @amsoilinc
XkGlow @xkglow
NRG @getnrg

Paul Cameron

Audi TTRS 8s mk3

Instagram: @paulcameronttrs



Paul began his journey strongly with a Mercedes Benz a45 AMG from the word go not long after just passing his driving test he would always be pushing it at the drag strip.

Realising he wanted a base car that had more potential off the bat, though he soon swapped up for a 2.5 TFSi five-cylinder ttrs 8s mk3 you see before you a model that's proven itself on the quarter-mile time and time again.

580 Bhp ttrs in Catalunya red
It does 0to60mph in 2.3 seconds (1ft)
Quarter mile in 10.00 seconds @138mph

This is a full stage 2 build including scorpion decat mid-pipe, apr carbon fibre intake with forge Motorsport hard pipe plus turbo elbow.



Wagner intercooler evo3, srm throttle body with TVs tcu tune This eats 850bhp gtrs up with ease on the quarter-mile (videos in the tagged section on insta) also watch me racing a McLaren 720s

I knew the TT-RS was a great for tuning ... even after the stage 1 calibration was applied, I began toying with a McLaren 720s on track Paul tells us. With a few trophies under his belt, Paul wanted to take this further and go to a stage 2 tune.

This involved the car receiving some hardware upgrades in the workshop prior to the calibration being applied, such as a carbon fibre intake system, forge motor sport turbo elbow and hard pipe, SRM throttle body, scorpion downpipe, Wagner Evo 3 intercooler and a TVs tcu gearbox tune for more clamping pressure on the clutches.



Once the calibration and all that was added Paul headed back to the drag strip, this time in addition to some Hoosier drag slicks Lightweight 18 wheels a full strip-down of the car and filled up with e85 fuel to ensure its new performance upgrades were used to their fuel potential.

Recording a 10.02-second run @138mph at his first outing at Crail raceway since the work was carried out. Paul's tt rs is known for knocking on the door of 9 seconds.

You'd think it is easy to get the power down thanks to its Quattro, but you'd be wrong the back end kicks out when you put your foot down and you need to concentrate and not just bury your right foot,

Paul says, now I've done a bit off drag racing got the record on my first outing fastest stock turbo, I mainly use the car for track days up at Knock hill and also as a fast road car who knows what's next, you never know what's around the corner.





I'm a Self Employed Courier, Aged 48, Single used to live in Manchester now live in Preston.

I got into cars way before Fast and the Furious. Smoky & the Bandit did it for me. I enjoyed being out on the road with my car slightly modified. I then moved onto other cars and the Max Power scene started to evolve.

I bought the mags but only went to meetings that I'd heard through friends. It wasn't enough and by the early 2000s I had invested in Broadband and was able to talk to like-minded people.

This then progressed onto Shows, and then I bought my first Vauxhall back in 2012, and I've been doing 12-16 shows a year. I've made so many good friends through the car community and their new family.



I own a Vauxhall Insignia SRI Nav 2.0 cdti estate. I bought the car almost new from a Vauxhall dealer back in April 2012. I actually bought this car as my ex-girlfriend's son was disabled and getting the specialist wheelchair in the hatchback of the old car was a nightmare so we needed an estate & this car ticked all the boxes.

I never intended to modify it, I feel like a celebrity when I am in the car so many photos are taken of the car whether it's parked or moving. Don't buy the 1.8 petrol unless the 2.0 cdti and 2.0 petrol are the ones to go for. Remove the rubber bungees under the doors the water gets trapped in and has caused all sorts of issues with other insignias.

What's unique about my car ... The Blue Chrome wrap.

Engine

- Hydro dipped engine & slam panel covers, Cone filter air induction kit, forced air feed hoses.
- The inner bonnet has mirrors
- AGM battery a custom 285 amp alternator running 14.5 Volts off the regulator with a 300 amp fuse
- All the covers that are hydro dipped are in Green Lightning Pattern



Exterior

- Black Wrapped Roof
- Rest of bodywork in a Hexxis Uk Light Blue Chrome Wrap.
- Jaguar Bonnet vents
- Irmischer front grille
- Xcite custom headlights with led bulbs
- TRC splitter
- VXR Front and Rear Bumpers
- Carbon fibre fang vents on the front bumper
- Carbon fibre mirror covers with side indicators in the mirrors
- Mad Motors rear spoiler extension
- Custom made skull & crossbones rear badge
- Bentley style rear brake light
- Astra H fins for the rear diffuser
- All rear lights tinted
- Led ice white number plate bulbs
- Pixel flow underglow led kit
- Stainless steel exhaust with a backbox delete
- Uprated brakes Mintex

Wheels

- 20 Inch AVA (Avantgarde) Miami Silver Rims
- Alligator rim protectors in light grey
- Suspension
- Coilovers

Front: - Gecko sports suspension with adjustable dampers

Rear: - Stance plus, we went as low as possible on the rear.

We had to blow torch the inner arch so the wheels would sit right & not rub, all rims have 20mm Eibach spacers attached.



I didn't do it all myself

I did some of it but most was done by my close friends.. Robert Smith, Neil Brighton, Danny Jay Barnett, Scott Hanson, The Dip Monkey Garage did my Underglow kit and all the hydro dipping for me the bass box enclosure was made by Cornwall Car Audio installations.

Future mods... It's never-ending I want a bonnet mod now and wing vents

I am in 2 main clubs @Vx-Enthusiast, I'm part owner of this club, I've been with them from the start (2014) & @ukhotcars ran by The Dip Monkey Garage

Interior

From the back, we added a custom leather amp rack covered in green diamond-stitched leather. The amps are fixed onto clear acrylic shelving with a click of a button light up neon green. Running are 2 x Bassface DB1.4 amplifiers at 3k rms each. 2x Master Audio Mid Bass amps and a Helix mini DSP and to finish a stinger led voltmeter.

We removed the rear seats and added a shelf to house the Custom made Enclosure. It's tuned to 28hz and it has a custom detail pattern on the box though it can't really be seen.

Though housing 2 x BIG RED 15inch Bass Face Subwoofers inverted. We also added to the shelf a neon green rope led that comes on with the Bass Beat. We also added neon green rope LEDs to the front doors for those to come on with the Bass Beat. The roof lining we dyed it black from cream and all the pillar trims have been covered in black diamond-stitched vinyl.

We also added the diamond-stitched vinyl to the centre armrest. Moving to the front the centre console has been painted neon green with a bit of hydro dipped trim in green lightning.



It had a full smd conversion from the standard white and red to blue and neon green. the centre console next to the steering wheel has been hydro dipped in green lightning and we've added an after market Pioneer double din in and are about to add a custom made frame with a tablet inside above the Pioneer we've also hydro dipped in the green lightning pattern, to finish off.

On the top of the dash we added a saas boost gauge and a sun protector over the full dashboard. All the door cards have been changed to custom and now house. The front cards are 3 mid-bass 6-inch speakers and a 3-inch bullet tweeter all made by Bassface and the rear doors are 2 mid-bass 6-inch speakers and a 3-inch bullet tweeter again by Bassface.





Growing up on the island of St.Croix the car scene wasn't really diverse as the states but I always had a fascination with them. First chance I got I made the move to America mainly to pursue my passion for cars.

About 5 years later I picked up my 08 Nissan 350 and another 3 years in I made the car to what it is today. I'm currently a travelling contractor so I don't have much time to enjoy my car but when I'm back home in Texas I take it out every weekend and enjoy it.

I always naturally just loved cars. My mom would bring hot wheels home when she worked at McDonald's and every chance I get at the store I buy the ones I like.

Up to this day, I still buy hot wheels that catches my eye. In 2003 need for speed underground came out and that's what really pushed the passion along. Just the customization and personalization made me decide when I graduated high school I'd move to America to build something I would in the game.

As time went on my taste in the way cars were mixed changed. I started to appreciate the natural lines of the vehicles and just how "less is more" idea. When car shows and videos hit YouTube I always wanted to be featured in one at least once. Appreciating everyone's taste and build along the process.





Why did I get this car, I simply got this car because I love Nissans, I needed a daily, and this was just the most obtainable one at the time. I really wanted a 240sx but being this would be the main car I decided to go with something a bit more modern.

After getting my z though, I really started to appreciate and love the platform more and more. I wouldn't have to change my choice for anything now. I love my z and I don't think I'd ever get rid of it.

The z was my actual first real car purchase. At least that's what I think. My very first car back on the islands was a 2001 Ford Focus. Paid \$600 for it and it was on blocks, the entire front end damage from an accident.

I worked hard to afford it and when I got it I instantly started to fix it to be roadworthy. Worked with some guys that did the bodywork and got most parts from the junk yard. I was there every week until the owner of the junk yard just recommends I sell the car. I kept it till I graduated high school and left my island.



When I got here in 2012 I went without a car of my own for about 3 years. I was fortunate enough to always have a way to get around to at least go to work and be somewhat independent.

When I drive the car it's almost like therapy for me. I enjoy it, even though it's not the fastest it's a blast to drive. It relieves stress and honestly just relaxes me.

Everything I did to the car was because I wanted to. Never believe in building cars for others because you won't have your own personal touch or passion for it. You more than likely won't even like your own car when you build it for others.

Never liked the spotlight but I do appreciate those who show love, appreciation, and genuine interest in the car.

Tips and tricks about the 350z

When buying a Z I highly recommend looking out for your oil galley gaskets. Low oil pressure, a drop in idle on start up, and oil residue on the timing chain cover is usually an indication of this.

Also, always check your oil. You should do this with every car but you just gotta pay a little more attention to the 350. Plastic trim usually needs a respray but nothing a rattle can fix. Other than that it's a solid car that I have no complaints about!



I'd definitely say the colour of my Z stands out but at the same time isn't too loud to catch your attention at first glance. Always tried to make my Z a little different without losing my personality and taste. I'm more about the details. I like animé so it has a touch of animé inspiration. I also like the OEM+ look.

Try to think if Nissan made another variant of the 350z other than the Nismo how would it look? Would it look like a car on a Nissan showroom? I like simplicity and I think my car looks simple until you really look into it. More to be done soon but for now, it's just gonna look like a hidden gem somewhere in a Walmart parking lot.

Mod list:

- Injen intakes
- Moroso oil catch can
- BC Racing coil overs
- Vibrant exhaust
- SPL rear camber and toe arms
- Up rev tune
- Akebono Brakes and 14" slotted rotors
- TE37SLs (18x10.5+15/ 18x11+18)
- Nismo V3 front bumper
- Custom headlights made by "Revup_retrofit" on Instagram
- LED bumper marker lights
- 370z turn markers in the fenders
- Vicrez duckbill
- eBay carbon roof wing
- Nismo carbon shift knob
- Upgraded sound system with Apple car play
- Ceramic tint
- Custom paint (Toyota sunset bronze mica)

Being that the nature of my job demands so much travelling I do have a lot of help building this car. Mostly my friends and local shops. KR Motorsports and Vanoslab (@vanoslab) really helped me with my mechanical issues and upgrading performance which is an ongoing process.

When I am home however and have spare time, I try to turn some wrenches. I always ask questions however to the shops and people who help as well as my own research to learn as much as I can about my car.

Future plans for the car

As far as future plans I really want to boost my car to have some decent but modest power. Also, I would like to add some carbon pieces here and there and modernize the interior.

As far as a parts wish-list? I haven't really thought about it but I try to go with high-quality parts every time from reputable brands.



Clubs/Groups?

As far as loyalty goes my friends take the cake on that. I have never been a part of a care group. However the first show I entered I met a few guys from Team Nemesis (@[team.nemesis](#)) who were extremely kind and showed a lot of love. Really great people in that group and I appreciate and love their diversity of builds.

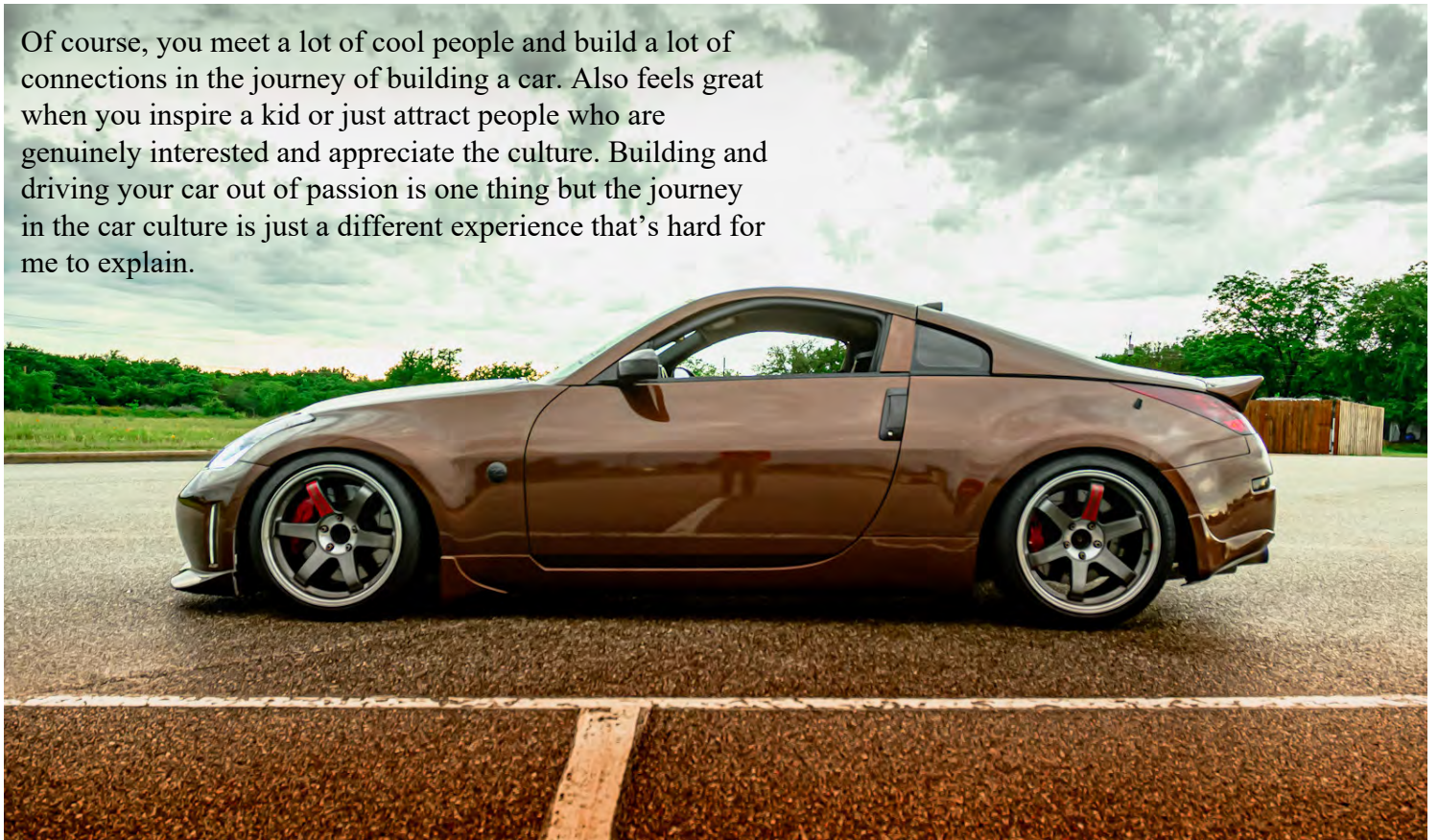
I don't look to get anything out of the car scene but being involved with the culture and community has brought me a sense of happiness, peace, and purpose. It's a way to express myself whether it's just by the looks of the car or just driving it.

Whats my dream car?

Hahaha, honestly that's a pretty long list so I'll probably keep it at the top 10.

- R34 skyline Vspec2
- Nissan S15 Silvia
- BMW e46 M3 (just bought one)
- Mazda RX7
- Ferrari 458
- Porsche GT3RS
- Toyota Supra
- Acura NSX
- Datsun 240z
- All s chassis

Of course, you meet a lot of cool people and build a lot of connections in the journey of building a car. Also feels great when you inspire a kid or just attract people who are genuinely interested and appreciate the culture. Building and driving your car out of passion is one thing but the journey in the car culture is just a different experience that's hard for me to explain.





Catalina

Instagram: @Cattmacc_

Car: Nissan 350z

With more and more people getting into cars and looking for ways to make their cars look better than everybody else's, the need for the perfect images is far stronger today than ever.

Car models are making a big come back from the days of the old magazines and shows, the younger generation is feeding this passion for imagery and girls, so with girls draped across or near cars its no wonder it brings in more views on social media than just a plain shot of your car, which as also made it a great advertising gimmick, making this a profitable business adventure for any budding models.

Read Catalinas story and follow her adventure in this world of motors, on Instagram, and maybe next time your booking a photo shoot for your car you might want to consider booking a model as well, for that extra flair on social media, oh and the extra Followers.

Hey, car culture!

I'm Catalina I'm 22 & based in California. I own a Nissan 350z and I model.

I have been modelling for 6 years. I started by slaying the runway, doing charity runways around the Central Valley. I'm new to modelling with cars, this summer of 2021 will be a year into my journey. So far it's been an amazing hustle.

Modelling is who I am, it saved me, it helped me overcome my past, giving me a creative outlet, for modelling and my car are my therapy. So I merged my passion for modelling with my love for cars,.





One of the best events I attended was Supra's in Vegas. Not only was it Vegas and multiple generations of Supra's everywhere.

I had the courage to make my dreams a reality. TJ Hunt a well-known car enthusiast and YouTuber was out at the event with his MK5. I walked up to TJ, & asked if I could model with his car.

He was super chill, & then handed over the keys to his Supra!! A week after the event TJ put out the vlog, & used me as the Thumbnail!

The whole event made me realize I could do whatever I set my mind to. That the only one holding me back from my dreams was me.

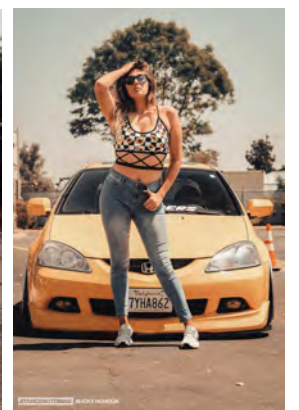
In my journey forward I hope to create so much more and keep improving each day. Every shoot is a new experience and I always learn something.

I plan to make more of my dreams a reality, living my life, helping my family. I hope to help others & encourage them to follow their dreams and to...

Live Life and Stay Focused.

Live your best life doing what makes you happy & whole.

Stay focused on your goals whatever is important to you.





Jason Brodeur
2008 Mazda Speed
Instagram: @mica_ms3
Photographer: Donnie Roc /
@roccoart1



Andres Daza
Scion FR-S 2013
Instagram: @Andre_Dazza



Vincent Vilaphonhpakdy
2015 Honda Civic si
Instagram: @baggedvince

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