

IMPORTS - AMERICAN MUSCLE - EURO - EXOTICS + MORE

STANCEAUTO

M A G A Z I N E

REAL CARS - REAL OWNERS - REAL STORIES - REVIEWS + NEWS

AUG. 2021

JAPANESE

LEGEND

1996 ACURA NSX



PHOTO & COVER DESIGN: FIREBLAZIN MEDIA - PABLO COLON

Since 2020

Written and Edited by Paul Doherty
Photography by the Stance Auto Media
Team and Independents.



2018 VW Golf R

I fell in love with cars when I was about 6-7 years old. I used to play Midnight Club 3

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Nissan 350Z 2003

I wanted to start with a car that everyone else had already written off or would have just parted out. I wanted my Z to be a Z reborn!

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2008 Volkswagen GTI

It was my dream car for the longest time. After my first car, a Mazda RX8, I finally decided it was time to buy one.

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1996 Mitsubishi 3000 GT

To be honest it's still a dream come true. It's just one of the cars that don't get the recognition it deserves .

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Ford Focus Roadrunner RS

The car scene ... to some it's about having the most powerful and fastest cars out there and trying to be the best on the scene.

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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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Paul Ashbacher

2013 Nissan 370z

Instagram: [@thatblack370](#)

Photographer: [@nbhd_media](#)

I'm from Albuquerque, New Mexico, but have been in Denver, CO for the past 15 years. I'm a Retail Store Manager and spend my off time doing car things, hanging out with my fiancé and our pets, playing video games, and travelling whenever possible.

What or Who got you into Cars?

Initially, video games. Need for Speed Underground, Project Gotham Racing, Forza, I played them all.

The car scene in Denver is pretty welcoming. I didn't really know anybody in it when I bought the Z, and one night a friend and I were going to a restaurant and it just so happened to be the final stop for a rally that one of the local groups was hosting. I met several new friends in the car scene that day and have continued to make them through networking, social media, and even just cruising around the city.

Cars were even the ice breaker for my current fiancé and me. She drove an eclipse when I met her. Overall I couldn't be happier with the scene here or what I've gained from it, the past 8 years have been the best of my life.

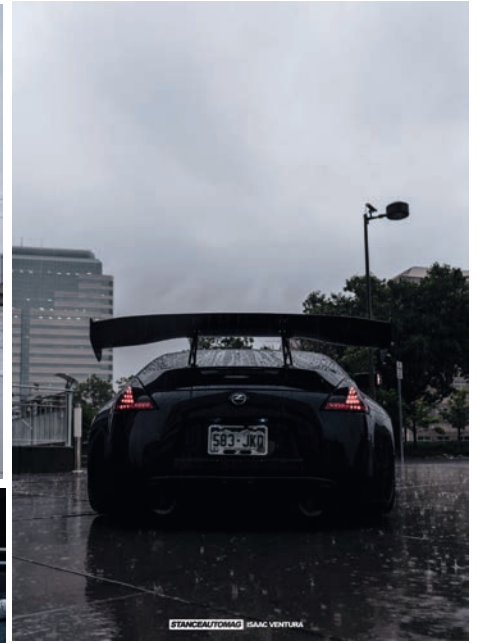


Why this Car?

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I remember the first time I saw a 350z when they first came out; I was running to the bank for work and it parked as I was walking back to my car. I fell in love with it and knew one day that's the car I wanted.

Unfortunately, it was way out of my budget at the time and I had other priorities, but after a few promotions at work I started looking for a new car and ended up buying the 370 brand new in 2013. It was exactly what I was looking for; black on black, manual transmission, quick, and amazing styling.



Why did you build this Car?

I had bought the 370 with the intention of having fun with it and making it my project, and I've done just that. To be honest, I never thought I'd go this far with it, and I'd be kidding myself if I said I was going to stop now. I'm proud of how it's turned out so far and I look forward to keeping it around for a very long time.

What does it feel like owning this Car?

I'm an introvert; expressing myself through my work and things that I'm passionate about comes easier to me than social interaction.

With that being said, the car has been my main outlet for years now and it definitely gets a lot of attention on the road! It's always cool to go out for a drive and get the "thumbs up" and see people take pictures/video as I'm out cruising.

It does attract some unwanted attention as well; I'm not going to race everyone. If it looks like it'll be a good one, maybe, but not in busy traffic. There's a time and a place for that stuff.

Advice/Tips

If you plan on keeping it stock, look for a Nismo. If you're going to build it, get a base or a sport. The 2012+ models have the stronger gallery gaskets that plagued the earlier models, so even a higher mileage one is a better option than an earlier model year.

If you're looking for power, just go straight for a boost. Don't bother with bolt-ons. You won't get what you're looking for and will spend more money, in the long run, chasing your goals.

Bags>Coilovers>Springs, for the same reason

Look at Ecutek or HP Tuners if you're planning on tuning with the stock ECU, they have way more features than the other competition, Your CSC will fail, it is extremely common in these cars. Do not replace it with another OEM one, upgrade it with one of the many options available.

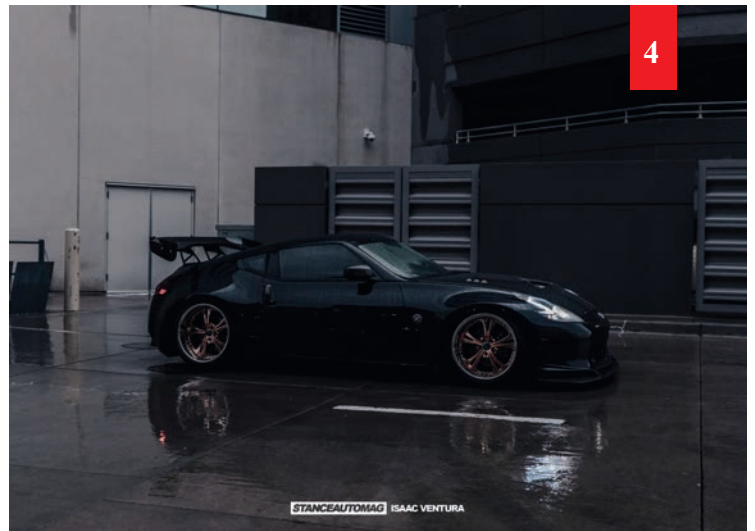


Groups/Clubs

I highly recommend the Zmile Crew (@_Zmile) to any Z enthusiast. There's not a ton of Z's here in Colorado; they're not the most practical choice of car for this climate so Zmile has really stepped up to bring us all together and that's great to see. Great group of guys (and girls) with some awesome builds who love to get out and drive.

What do you get from the car scene?

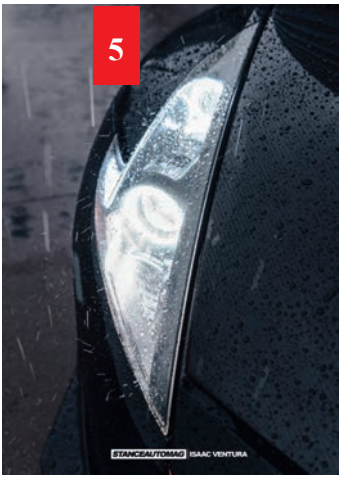
It has introduced me to so many people I would never have otherwise met, and I've made some great friendships over the years as a result of it. Through those connections, I've scored some great deals, seen some insane builds, learned a ton about cars, and have been able to share what I've learned with others to help them along as well. It's so much fun being a part of a scene that appreciates their cars as much as I do



What makes your Car Unique?

Z's aren't nearly as common here in Colorado as some of the AWD alternatives, so they stand out on their own. What stands out most about mine is the aesthetic; the wheels are amazing, the colour combo is perfect. The carbon fibre is in all the right places. The exhaust system isn't one that's widely used and it sounds deep and aggressive, and the Android setup inside is loaded with features that most people would never think of.





Spec List

Engine/Drivetrain:

- AAM Twin Turbo System
- AAM 3" True Dual Exhaust
- AAM R-MAF Sensors
- 4 bar MAP Sensor
- Radium Fuel Hanger Surge Tank with Walbro 450 fuel pump/Aeromotive 340 surge pump
- ID 1050x injectors
- CSF Triple pass radiator
- MOCAL 34 row oil cooler
- Turbowerx oil scavenge pump
- Z1 CSC Elimination kit
- Spec Stage 3+ clutch and aluminium flywheel
- Quaife Differential
- Tuned with EcuTek RaceRom

Exterior:

- Seibon BD style hood
- Seibon SR style lip
- Z Speed aluminium under tray
- APR GTC-300 Wing
- Custom headlights from Retrofit Source
- Evo-R mirror caps and door handle covers
- Opt7 Underglow and engine bay lighting
- Carbon Fiber Emblems
- Tinted tail lights

Interior:

- Workshop 12 Brainiac tablet setup
- AudioControl Matrix Plus Line Driver
- 1000w mono amp
- 10" subwoofer
- 1000w 4 channel amp
- Clarion component interior speakers
- 3gs customs dual pillar pod
- Innovate SCG-1 Boost controller/AFR Combo gauge
- ProSport JDM oil pressure gauge

Wheels:

- Weds Kranze Cerberus II, plated copper
- 19x11 front/19x12 rear

Suspension:

- Airtekk Air Struts
- Accuair management
- Z1 Adjustable Front upper control arms
- Z1 rear camber arms
- Z1 rear subframe bushing collars
- Bellwork Differential brace
- Whiteline differential bushings
- Motordyne Front and Rear Sway Bars

Who did the work?

I've done a lot of the work myself, things like audio/visual, brakes, radiator, coolers, scavenge pump and most recently the fuel system but if it involved removing the engine or transmission I've taken it to a couple of mechanics that I trust.

I've also had help from some great people I've met along the way, they've taught me a lot over the years and I like being able to pay that forward whenever possible. I don't understand the tuning aspect of it, so that's another thing I leave to the professionals. Special shout out to [@g35illclass](#) for all that he's done to help me with the wheels and suspension!

Future Plans

Plans for the future are to get the pump gas tune wrapped up and then getting it tuned for E85, then to take advantage of all the other features EcuTek offers.

I've got some Seibon side skirts on order currently, should be here next month. After that, I'll be looking at upgrading the interior, especially the seats and my trunk setup.



Abdullah “AJ” Alkhamees

2018 VW Golf R

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

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

STANCEAUTOMAG ISAAC VENTURA

I am a Kuwaiti college student pursuing an engineering degree in Colorado. On the weekends, I tend to mostly do things that are car related, from taking care of the car to attending weekly car meets. I enjoy playing video games such as Valorant & Call of Duty occasionally. I also enjoy hiking and going on drives in the canyons here in Colorado.

What or who got you into Cars?

I fell in love with cars when I was about 6-7 years old. I used to play Midnight Club 3: Dub Edition religiously on my PSP. One of the first cars I modified on that game was the VW MK4 R32. That is when I started to grow a soft spot for VWs and other “four-bangers”. The love for German cars and other Volkswagen-Audi group cars. My uncle is a big fan of Porsche.

Why this Car?

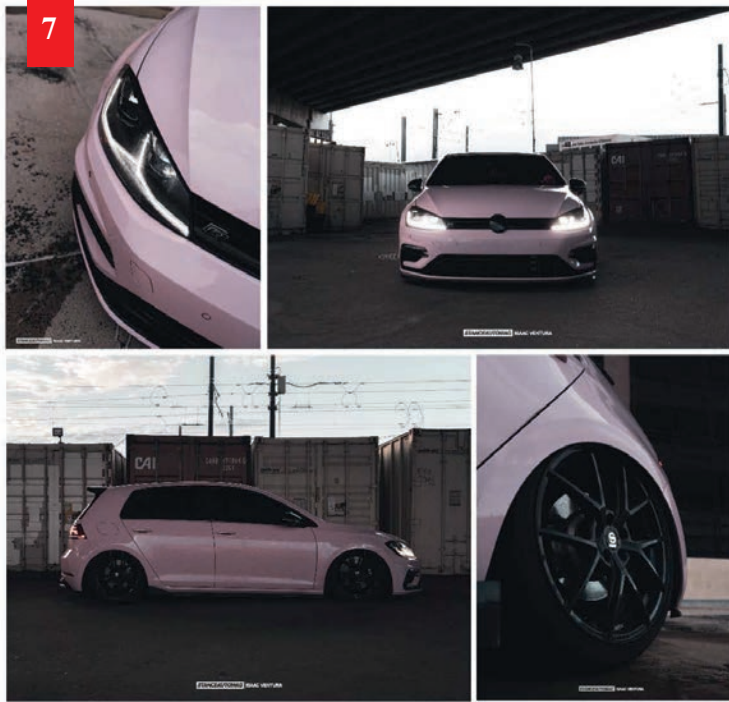
I truly started to love VW Golfs around the age of 13 whenever I’d go for a drive in my cousin’s MK6 GTI. He told me that once you start owning a VW GTI, you will never want to move to a different chassis. It went to the point where he considered getting another GTI after his first one. Since I live in Colorado, I needed that AWD so I went for the Golf R instead.



STANCEAUTOMAG ISAAC VENTURA



STANCEAUTOMAG ISAAC VENTURA



Why did you build this Car?

I built this car as an extension of my personality. Not only that but it's such a well made German car. From performance, technology, and daily driveability. 30 mpg on a fun boosted car like the Golf R is truly amazing.

I decided to create a Japanese-inspired Euro theme with my build. The wrap colour choice is a reminder of the cherry blossom season which is a sign of Springtime in Japan.

What does it feel like owning this Car?

The Golf R does a perfect job of being a very practical car as well as a fun car when you want it to be. 30mpg on the highway when you are trying to get that long commute, as well as that incredible handling whenever I decide to hit the canyon roads here in Colorado.

The Golf R is one of those cars that will constantly put a smile on your face. It continues to put a smile on other people's faces given the pink wrap. The car is an extension of myself and I am grateful to be able to show that every single day.



Advice/Tips

Try to find a stock one with lower miles. If you are getting one with higher miles, it's best to get a carbon clean up as soon as you purchase the car (if used).

The DSG is more fun and faster than the manual too. Consider getting an intercooler as one of your first modifications, it really makes a big difference.

What makes your car Unique?

The colour always turns heads on a daily basis. It really brings a smile to my face and the face of others, plus the colour combo with the black wheels makes the whole thing pop.

Spec List

Engine:

- APR Turbo Inlet Pipe,
- APR Turbo Muffler Delete,
- APR Cold Air Intake,
- Integrated Engineering Catted Downpipe,
- Xforce Exhaust,
- Integrated Engineering Stage 2 software.
- IE DSG Tune

Exterior:

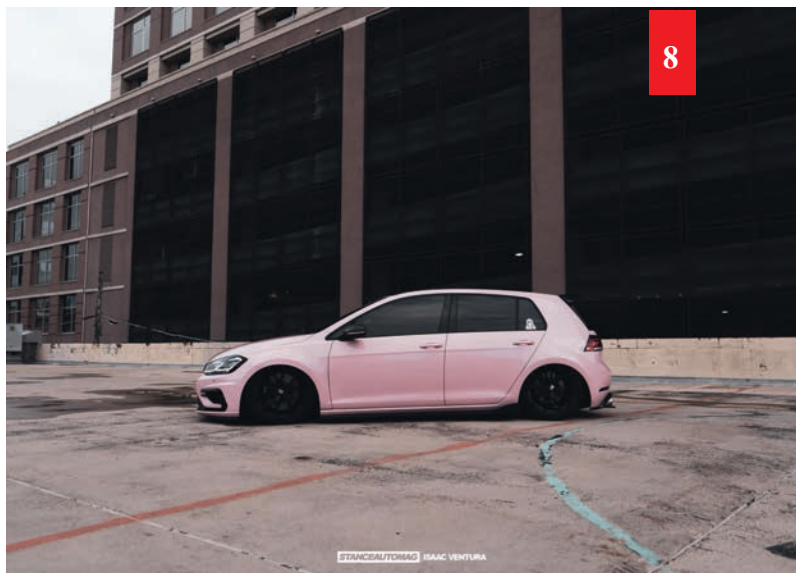
- Neuspeed x iSweep spoiler,
- Aeroflow Dynamics side skirts and rear diffuser.

Wheels:

- Sparco Podio wheels (19x8.5 ET45)
- Mounted on Vredestein Quadtrac XL 235/35r19.
- -2.5 degrees of camber in the rear,
- -1.5 degrees of camber in the front.

Suspension:

- Airlift Performance 3P air suspension.



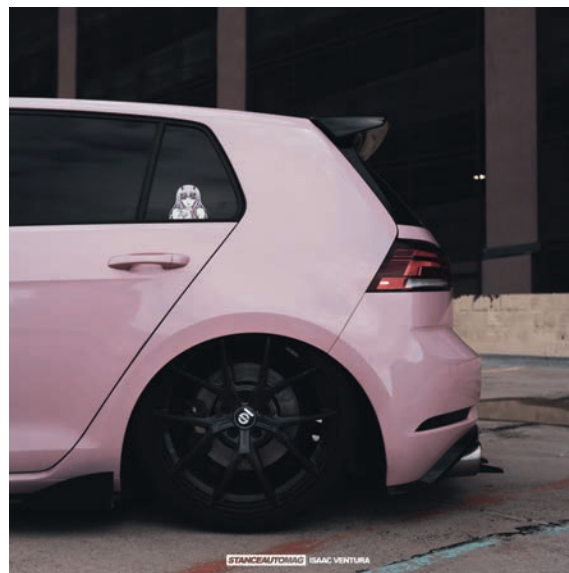
Who was the work done by?

All the work has been done by three sets of people. The performance modifications have been done by the best German car shop located here in the heart of Denver, Colorado. I appreciate and thank [@BergPerformance](#), especially Dimitri Schleif and Aaron Marshall for always taking care of my car when it needs it.

I also thank my friends Josh and Jorge who have worked hand-in-hand to put in my air suspension. I also thank the guys in [@BechtechAutomotive](#), Colin & Trevor, for always doing things right.

Future Plans

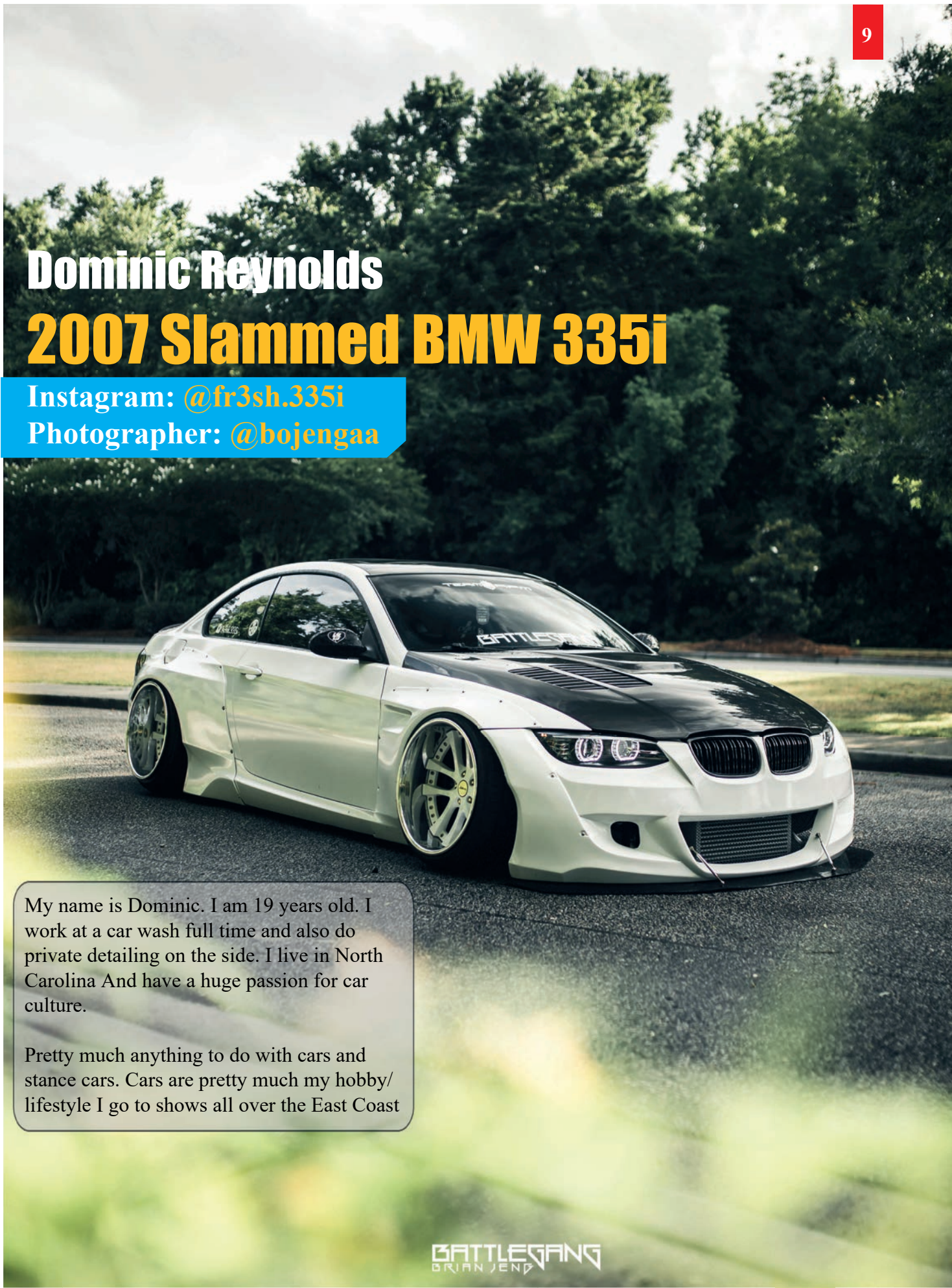
Given that I daily drive the car, I'm planning to call it a day after going full bolt-on. I plan to focus on the interior and exterior to make sure that the car turns into the neck breaker that I want it to be. I am constantly thinking of starting to work on a secondary platform but the MQB platform by Volkswagen remains my favourite.



Dominic Reynolds

2007 Slammed BMW 335i

Instagram: [@fr3sh.335i](#)
Photographer: [@bojengaa](#)



My name is Dominic. I am 19 years old. I work at a car wash full time and also do private detailing on the side. I live in North Carolina And have a huge passion for car culture.

Pretty much anything to do with cars and stance cars. Cars are pretty much my hobby/ lifestyle I go to shows all over the East Coast



What got you into Cars?

So I 1st got into the car scene in 2004 because my older brother was into the car scene he had the 1st right-hand drive and Integra on the East Coast so he brought me to car shows and pretty much that got me hooked on doing car stuff from him he also got me into watching fast and furious so also Paul Walker got me into cars yeah they've got me into cars, I loved his 350Z that he got in 2005 with the big single Turbo sounded amazing and That got me into Turbo cars hearing that beautiful blow off.

Why this Car?

I picked the 335i n54 It's cause it's a pretty easy platform to modify with easy power the car looks great, there is a lot of parts for this car and also the car is fast stock

Why did you build this Car?

I decided to build the car when I saw a widebody 350Z I saw that it had a moulded Rocket Bunny widebody kit and it had Weds Kranze lxz on it, So in my head I said I have a 335 let's go buy a set of those wheels off of a 350Z put them on my car and do the rocket Bunny kit from Pandem

What does it feel like to own this Car?

It feels pretty good to own this car it's not the most reliable car but when you drive this car it breaks so many necks and it gets a lot of attention driving around town and going to car shows

Groups/Clubs

I am a part of [@battlegang](#) as we are a pretty decent size clothing brand/car group based on the East Coast but have cars all over the world.

What has the car scene brought you?

I've met a lot of friends through [@battlegang](#) and through the car scene, in general, a lot of those friends I call family

Advice/Tips

If you keep the car maintained don't drive like an idiot don't race people the car is pretty reliable besides a couple of little things if you beat on the car and don't treat it good it's not going to treat you good.

If you want to wide-body this car It's just making sure you know that it's extremely hard to get the fitment perfect on this widebody kit, it Is very high radius fenders and the overfenders are very flat so you can't run big tires, after stretching them a lot, they have very aggressive specs you will need custom control arms and custom air ride to make this car fit perfect



What do you think makes it Unique?

What makes my car unique I'm the only 335i E92 with Weds Kranze lxz on it, If that was also a reason why I bought these wheels nobody else had them on the E92s

Spec List

- Pandem Widebody Kit
- Chrome widebody kit hardware,
- Chrome Front Splitter Rods,
- Wrapped in Avery Diamond Gloss White,
- Custom Built Weds Kranze LXZ By Exotics
- Motorsports 19x11 235-35,
- 19x14 305-30,
- Diamond White faces,
- 34k gold hardware,
- Custom gold centre caps,
- Powder-coated black barrels,
- Airlift Front struts and bags,
- SPL Race adjustable Front control arms,
- Sway bar delete for the front,
- Rear c2b slim bellow bags with bc racing extreme low struts,
- Godspeed camber arms,
- C2b custom toe arms,
- Airlift 3p management with dual compressors,
- Custom Marble Trunk Setup With custom sub box 2 12in kicker comp R,
- M3 black fabric trunk liner,
- Bay optics front headlights and tail lights,
- Seibon gtr style carbon fibre hood ,
- Carbon fibre front grills m4 style,
- M sport side skirts and rear bumper,
- Carbon fibre duckbill spoiler,
- Forged carbon wrapped mirrors and window trim,
- Carbon wrapped roof,
- DND nikkos bucket seats ,
- Takata racing harness,
- Marble wrapped interior tr,

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Have you done the work?

I've had shops help with this car, a lot of the work on this car is custom which I could not do myself but I did do some of the work myself like interior trim shift knob Small things like that

Future Plans

I'm planning on doing a carbon fibre trunk And maybe some more motor work like a bigger Turbo and a clean motor set up



Ashley Robinson

Nissan 350Z 2003

Instagram: [@Mariley_zee](#)

Photographer: [@Buckys_photography](#)

For the last 41 years, my happiest moments have always been with a tool in hand and sweat on my brow. Those most distant smiles were found digging tunnels in the red clay mud of South Carolina and lugging reclaimed 2x4s into sappy pine frees.

Skip a few years of getting buried alive and having the wind knocked out of me and you'll find my brothers and me testing the limits of PVC with gunpowder and rocket fuses. Yes, we still have all of our fingers:) Which came in handy when I got my first 50cc Honda dirt bike. Now we're building jumps and exploring beyond the 20-acre world we know.

Finally, the all-knowing age of 15 has arrived and I'm the first one in line at the local DMV to claim my god-given right to freedom and the pursuit of girls! Leading up to this day I've been saving my money and have already bought my chariot, a 1972 Mach 1 Mustang with the 351.

She only had 68k original miles and flawless original Grabber orange paint! Not a day goes by that I don't regret selling her:(She was a beauty queen parked next to my dad's white 68 Camaro SS.

Now one Suzuki, two Yamahas, one Datsun, one Mitsubishi, one Dodge, two more Fords, two minis, two Chevys, and oh yeah, one kick-ass tire-shredding Nissan later you'll find me grudgingly running my own custom cabinet business in San Mateo CA.

The good days now are when I can pull away to get back into my shop and continue the dance with my steel-belted corn fuel consuming wallet, an exhausting Japanese girl that lets me be me with no judgement or hesitation in her beautiful metal shrouded LED eyes:)

What or Who got you into Cars?

Growing up in the southeast of America muscle cars were the norm. I loved my first car/mustang tremendously. It wasn't until I was in my mid-twenties and had graduated from art school that I would really fall in love with modifying and creating custom parts for cars and bikes. There have been lots of people over the years that have influenced and encouraged me to pursue my passion. My next-door neighbour when I bought my first house in North Carolina opened my eyes to the limitless potential of the Honda power plants with his boosted 600hp B18 e.g. hatch.

Then there was the property manager where my business was located that had the world's only Datsun 240z stretched tube chassis with a blown big block! I think one thing that has stuck with me the most over the years was an interview with Jessie James and him talking about how growing up he couldn't afford certain things so he had to figure out how to make it himself.

That really resonated with me. A burning desire for anything will not be denied by any form of lack if you get off your ass and make it happen. As for the car culture/scene itself obviously, we have to acknowledge those original F&F movies.

Who could watch that and not want a nitrous button on their steering wheel! But seriously those films did reach a lot of places where JDM and Euro cars were not very well known. Tokyo Drift will always share a special place in my heart:) "life's simple, you make choices and you don't look back"



Why this Car?

OMG! I can remember the first time I saw a 350Z in a Chipotle parking lot! I actually walked up to it and touched it without even thinking.

The lines were perfect, the taillights so sleek and sexy. It was aggressive but delicate in the way a grenade is. I loved it. At the time I was into many other things so I wouldn't actually end up coming back to the Z platform for about 16 years. I chose my specific Z because I wanted to create a vision I had seen in my head while walking down the strip in Las Vegas in the summer of 2019.

There were all these kids driving around in rented Lambos but at one specific intersection there was this slammed widebody 350z and to me, it stood out because you could tell the owner had poured himself into the car.

That moment got the wheels spinning and helped me to recollect all my ideas over the years for a build that I knew would fit a Z perfectly.

The Exo style has always been interesting to me but I never felt like it was done in a way that respected the car's original shape or soul. So I started searching and by November had found a wreck in the rear Z.

I wanted to start with a car that everyone else had already written off or would have just parted out. I wanted my Z to be a Z reborn!

Why did you build this Car?

There are so many reasons for everything we do. I think specifically for me the reason I build anything is its expression. The building is a way of letting that internal/eternal energy out into the manifest reality. Creating is being fully alive.

This car began because she was the perfect platform for what I could see in my mind's eye but as we got further and further into the build it became evident that I was just as perfect a platform for her to create in me an elevated view of reality that would change me forever.

We continue to build each other daily:) currently, we are finally able to head back towards drifting now that a lot of mechanical and fuel-related issues have been resolved. The original goal was to be everything, street, show, drift, track, canyons, ect. so.....we ain't looking back, just left and right:)

Advice/Tips

My advice to anyone concerning anything is always the same. Never let yourself settle or slow down, always push for more! Fuck everyone who tells you can't do something or have something and when you decide to go, go all out like it's the end of the world!

Advice is specific to 350Zs. If you're new don't think your build will happen overnight. It won't. You wouldn't be happy if it was. Also for anyone who can't afford to get started yet or doesn't even have their z yet don't be discouraged. There is so much work you can do that's free! Research research research!

Learn as much as you can before or while you're saving up. There are so many times I bought parts and even paid extra for expedited shipping only to have that part sit in my shop for months while I figured out how to and or where to install it properly. We literally have the world at our fingertips so search it and read or watch videos. And ask questions to anyone who will answer and when they do keep asking.

Every Z related company I've dealt with has been super supportive so call them up and ask questions. Also, the most important thing in my experience is to start off with a realistic build that you can complete or at least enough to be able to enjoy driving.

I literally spent 16 months underneath my car before that first drive and there were many dark days and nights that were very frustrating. So don't bite off too much at first. Positive reinforcement is necessary to get to the driving part.



What does it feel like owning this Car?

Zen, Inner peace, Love, Unity, Escape, Recognized , Validated, Seen , Accepted, Vulnerable , Exposed, Connected, Alive!!

She is a material object born out of my soul that embodies my deepest most primal energy and when we are united in a slide it's an out of body rush that can't be explained with words!





Buy shit only if you absolutely can't make it yourself, but try first:) and that doesn't apply to brake pads! Seriously though don't buy anything without getting real user feedback. I know I love to talk about my car so I'm pretty sure it's safe to assume that most owners do. If you see someone that has a part you're thinking about, ask them.

I just met a kid at a show recently that has the style of hand brake that I'm most interested in so I was all over his car asking every question I could think of. He was super helpful and gave me his pointers on the dos and don'ts on how to install it.

Personally, I'm a big fan of sticking with your original engine. If it's worn out, pull it and rebuild it. I love my DE! It's fully built and boosted and I couldn't be happier. Yes of course I want to swap in a 2jz but that's later. If you're just starting out, build what you got. Taking a motor apart and putting it back together (with the FSM) is so satisfying.

What makes your car Unique?

Being unique should always be an added bonus. The building should come from the heart and be an expression of who you are. My car stands out the same as anyone else's who isn't afraid to dig deep into their soul and then put it out there for the world to see. Also because she's thik:)

Groups/Clubs

Riding solo for now but I do love the [@beyond_city_limits_USA](#) guys

What has the Car scene done for you?

Meetups and shows have been the best place to connect with the fam! I love knowing that I've got an upcoming event to go to so I can get that energy buzz from everyone else. We're all connected via social media but getting together in real it's so much more genuine. I love it. And you get to see cars you never knew existed! And meet new people that you wouldn't normally talk to.

Dream Car

Driving her every day! But definitely got my eye out for an RX7 FD

Future Plans

As any build is, it's never finished because there is always more you want to do. For this winter I plan to pull the front mount twins and replace them with larger ones in the rear exposed through my cage.

Also will be changing up the colour scheme and cleaning up the engine bay once there is more room up front. Maybe in the future a 2jz swap when we want quad digit HP is necessary!

Oh and definitely adding a fog machine and some paintball guns:)



Spec List

Engine:-

- Forged internals
- 1mm Overbore
- 9:5:1 Compression
- Fully Balanced
- Stock deck
- Rebuilt heads
- ARP L19 Studs
- Stock Valvetrain
- JWT C8 Cams
- APS Twins
- 3" intake @ throttle body
- 2" intake @ air filters
- Z1 intake plenum
- UpRev MAF GT
- CD009 Tranny swap
- Greddy profec boost controller
- Expansion Module
- Dual Walbro 550s
- Radium surge tank
- 10an Fuel line with return line
- ID 1700 injectors
- Setrab oil cooler
- Magnaflow pressure regulator
- 3" Custom dual exhaust x pipe no cats no mufflers
- 3" downpipe



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Exterior/Interior:-

- All-new fully adjustable control arms Z1
- Bell diff brace
- Knock off Bride seats
- Cypher purple harnesses
- All new poly bushings
- Solid subframe bushings
- Accuair elevel
- Custom iPad centre console
- Custom one-off headlight grills with LED projectors
- A lot of gauges
- 154 feet of roll cage
- Seibon hood
- Custom glitter wrap
- Coolerworx short shifter
- Lots of stickers
- Sick speed purple lug nut spikes

Who did the work?

90% myself. Had a lot of help from legit race car fabricators to ensure the cage would pass tech anywhere.

Also had a wonderful tuner Moncef, who helped me out with a remote tune @admintuning and my homies @auxautowraps did a wonderful job on the glitter wrap!

Also, Z1 Motorsports was great for all the bought stuff. I definitely learned the most on this build about engine rebuilding. The FSM is a must along with lots of patience, a clean workspace, and some quality assembly lube!



Shanna Rinaldo

2019 Subaru Crosstrek



Instagram: [@gh0st.wrx](https://www.instagram.com/gh0st.wrx)

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

My name is Shanna and I recently moved from VT down to NC. I work as a System Administrator for our County.

I enjoy many different hobbies in my downtime and am someone who likes to be out and about unless it's a rainy day. I, my girlfriend, and our pup like to go hiking/for walks when we can and we also enjoy biking, kayaking, and many other outdoor activities.

You can find us many weekends out in our driveway washing the cars or installing parts. I also enjoy vinyl wrapping parts when I can and am actually in the process of wrapping my dirt bike. I like all things car-related, and spend a decent amount of time at shows/meets, as well. Beyond that, I also do photography in my own time and am out and about getting photos quite often.

We're still learning our way around NC, but so far we love it and we can't complain about the gorgeous warm weather down here!

What got you into cars?

I've been a motorhead since a young age. My parents got me on 4 wheelers as a child, and eventually to dirtbikes, as well. I used to spend hours riding around on my 4 wheeler and that just translated into cars once I was old enough to drive.

My mom had a couple of sports cars growing up and no matter what she had, she would spend hours on the weekend detailing it, and I think that also manifested my love/obsession with my vehicles and them being spotless.

Like a lot of people my age, I also spent time as a child playing video games like Need for Speed and Midnight Club and those games only added to my love for all things cars. Being able to modify the cars down to such detail, just made me dream more and more of what I would want someday. From a young age I was always drawn to the JDM tuners, and that has stuck with me into adulthood.

I grew up admiring cars like the Mitsubishi Eclipse and Toyota Celica, and once I was old enough to drive, that started to shift into the Subies. I am now on my third Subie and counting, and my love for cars, specifically JDM's, is only growing more and more with each one.





Is this your first car?

I learned to drive on an '03 Chevy Impala that was my grandmother's. The sentimental value I had in that car was a hard one to let go of, but I eventually did in order to move up into something newer. At 18 I bought my first brand new car which was a '13 Toyota Corolla S. By no means fast, but it was a 5 speed and my first manual, and what I actually learned how to drive manual on.

I did some minor modifications to it, like headlights, exhaust, etc. for a couple of years before trading it in. I was living in VT still at the time and big into Snowboarding, so I wanted something AWD with more ground clearance to get me to and from the mountains. So I traded it in on my first Subie, which was a '15 Subaru Crosstrek 5 Speed.

This was the first car I really started to work more on myself, forcing myself to start to learn more about the cars and be able to modify them on my own without help. I installed quite a few different things on that car before trading it in a few years later on a '19 Cool Gray Khaki 6 Speed Subaru Crosstrek.

I mean who could pass up that colour! At this point, I still have yet to own anything fast, but my '19 Crosstrek has been one of my favourite cars to date. It was slow but so versatile.

I put AT tires on it and enjoyed it every day I owned it! Very recently I traded that in on a '20 WRX after moving down here to NC where the Crosstrek's ground clearance really wasn't needed like it was in VT. I finally have my fast car, and I am completely in love with it.

However, I wanted to write this up about my Crosstrek, because that car was special to me and I think really advanced my love for the car culture even more.

Why this Car?

I chose my Crosstrek because I was living in VT and the ground clearance for the winter weather and road conditions was ideal. I always had a love for the WRX, but I never wanted to sacrifice my ground clearance living in the Northeast. So, I bought the slow Subie's for a while and loved every second of it. The Crosstrek specifically attracted me because it is that perfect blend of sporty and versatile. They look good, drive well, and can go a lot of places, without having the extra height of a lot of SUV's that take away from their handling abilities.

I also loved that I could get a standard, because to this date ever since buying my first 5 speed at 18 I haven't been willing to give it up. I've definitely become a fan of Subaru since owning them, but I really wasn't a crazy Subie fanatic at the time. It was just what was the best option for me with everything I wanted. Now, though, I'm not sure if I see myself buying anything else any time soon.



SUBARU

Confidence in Motion

Why did you build the car?

I decided to build my Crosstrek as much as I did because it is something that brings me happiness and is an outlet for me. I had modified my cars before and so I just continued on with that, because I love being able to have a vision for a car when you buy it and see it come to life. One of my favourite things was being able to look back at where I started once I had the car where I wanted it, and just see the crazy difference in the way it looked. I think there are different types of people who modify cars, some people look to other builds for inspiration, and some just buy it and immediately have a vision.

I bought that car and knew immediately where I wanted to go with it. Living in the northeast, the AT Tires and the off-road style build just made sense, and I just dove into building it that way and never looked back. I tried my best to incorporate some street style parts, though. Some people felt that was odd, that it had these big BF Goodrich tires and side skirts, but I like to be different. I don't want a cookie-cutter car, if I did, I wouldn't modify it at all. I like to be different and blend all different styles into one car, to create something no one else does.

Do it, lol! Seriously, though, if you're an outdoorsy, adventure-loving person, the Crosstrek is such an amazing car. It'll take you so many places, and it is so versatile. The one complaint I had was the same one everyone has, they're slow. I think it's important to note, they weren't built to be fast, though. Hopefully, someday we'll get a little more power in them, and Subaru is heading that way with the new 2.5 Liter Sport/Limited, and we can all dream of a Turbo Crosstrek someday. I also would recommend to anyone wanting to modify it, to do it, and just try stuff yourself and force yourself to learn.

The Crosstrek is a pretty easy car to mod and there isn't a whole lot of complexity to them. And, if you have questions, there is an entire community of people willing to help, and likely someone has the answer you need!

If you live somewhere like I did in VT or you want to go hit some trails, I would recommend the BF Goodrich KO2's be one of your first investments. I know, I know, so predictable, but they really were amazing tires and I would recommend them to anyone with a Crosstrek or any other Subie they want to take offroad. Also, if you want to add ditch lights, light bars, etc. I would also recommend the Trigger Controller be one of your first investments and to wire all of your lights to it. I had a lot of issues with my battery until finally investing in the Trigger Controller and what an amazing little system it was!

Simple install and worth every dollar I paid for it. My awning was also another investment that I wish I had made sooner. The awnings are so versatile, whether you're at a show or out on the trails. The ability to have an awning set up in minutes is such an amazing asset no matter what you're doing.



What does it feel like owning this car?

Owning and driving the Crosstrek was truly amazing. It wasn't your typical build you expect to roll into car shows and I think that was something I loved most about it. It was slammed on the ground and it wasn't lifted up 3 inches either, it was a stock height car with some aggressive tires and a bunch of other mods added onto it. I love being able to bring something different to the table, though, and I actually enjoyed making people question why the different styles mixed into one.

I think it's cool to think outside of the box and try to force others to join you out there. Our builds are an expression of ourselves and I think the Crosstrek was a perfect expression of my personality. I loved being able to have little kids see something different because maybe some kid will take the uniqueness of my build and run with that someday when they have their own car and not be afraid to be different.

What makes your car unique?

I think what makes the Crosstrek unique is that it was this blend of Street and Off road. I didn't have the AT Tires so I could climb up mountains like most people. I put them on so I could navigate the rough winter road conditions with ease and not have to keep swapping my setup back and forth. No one buys after market wheels to look at their car 6 months out of the year and hate how it looks, so I fixed that with tires I could run all 12 months with my rims I wanted.

Because of that, I had stuff done that people didn't expect. I had side skirts from Down Force Solutions and at one point a Front Splitter. I also installed an under body glow on it, because it was something I had always wanted since I was a little kid playing Need For Speed. To some people, the mods seemed maybe random, but to me, it was just me building my vision and installing the things I wanted. Since I did that, there was no Crosstrek that I feel you can say looked exactly like mine.

I wanted it to be unique, I feel I was able to achieve that.

Interior:

- Billet workz Rainbow Splash Shift Knob
- Crosstrek Door Sill Plates
- Blue Interior Foot well Illumination
- Rockford Fosgate Speakers/Amplifier
- Cup Holder Hero Cup Holder Liners (Black w/Blue)
- Carbon Fiber Vent Trim
- Carbon Fiber Climate Control Trim
- Engine/Performance:
- Invidia N1 Custom Fabricated Dual Catback Exhaust
- K&N Cold Air Intake

Engine Bay Cosmetic Modifications:

- Mishimoto Battery Tie-Down (Painted Peekaboo Blue)
- Alternator Cover (Painted Peekaboo Blue)
- Fuse Box Cover (Painted Peekaboo Blue)
- Misc. True Burned Bolts by Dress Up Bolts
- Misc. Compressive Tuning Black Replacement Clips

Lighting:

- OneUpLighting Under body Glow Kit
- LED Guys Blue LED Interior Lights (Map/Dome/Cargo)
- LED Guys LED License Plate Bulbs
- LED Guys LED Reverse Bulbs
- LED Guys H11 RGB LED Low beam Bulbs
- LED Guys 9005 LED DRL/High Beam Bulbs
- @branden_sti LED 3000K Yellow Fog Light Bulbs
- @branden_sti Dual-Color Switchback LED Front Turn Signal Bulbs
- Nicoko 4" LED Ditch Lights w/ RGB Halo

Exterior:

- Roam Adventure Co. 6.5' Awning
- Sickspeed Super Loud Horns (Painted Peekaboo Blue)
- Custom Euro Plates Custom European Style License Plate
- Rally Armor Mud Flaps
- Front Quarter Window Black Window Louvers
- Down Force Solutions Side Skirts
- Custom Front Splitter
- 20% Front Window Tint done by Tint My Ride VT
- Subaru OEM Side Window Deflectors
- Thule Aeroblade Extended Crossbars
- SportRack Cargo Box
- Rhino-Rack 38" Wind Fairing
- Subaru OEM STI Roof Spoiler
- Rhino USA Black Tow Shackle
- JDMFV Rear Reflector Overlays
- Vvivid Vinyl Dark Smoke Tail Light Tint (Tinted by me)
- Vvivid Vinyl Light Smoke Headlight Tint (Tinted by me)
- Black Subaru Badges with Carbon Fiber Overlays

**Wheels:**

- 225/65/R17 BF Goodrich KO2 Tires
- 17x7.5 Matte Black Sparco Pro Corsa Wheels
- Volk Racing Rays Hex 12x1.25 Black Close Ended Lug Nuts

Carbon Fiber Wrapped Parts:

- (All Carbon Fiber Wrap done by me)
- (Carbon Used: Vvivid Vinyl Black Dry Carbon Fiber)
- Grille Winglets
- Side View Mirrors (Half Wrapped)
- Side Window Deflectors
- Window Pillars
- Thule Extended Crossbars
- Rhino-Rack 38" Wind Fairing
- Side Skirts
- Front Splitter
- Hatch Liftgate Trim
- Headlight Amber Delete



Have you done the work yourself?

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I did all of the work on my Crosstrek with the exception of mounting the rims to the tires and installing and installing the exhaust, as the exhaust required custom fab work/welding that I was not equipped to do.

Everything else on that car was installed by me, from small stuff to my Cold Air Intake. I did everything I could myself because I like to learn. I approach it with the attitude that you learn by doing, and if I break something, it's my car, I'll learn from it and continue to get better.

At this point, I can confidently install my own parts without second-guessing myself, which is something I love. Back a few cars ago when I would install stuff, there was a hesitation that came with it. Now I'll take my brand new '20 WRX apart and not think twice, which is growth that I love and I hope everyone takes the time to learn and grow the same way.

My advice to people would be to not be afraid, and that the best way to learn is to just work on your own car and look up videos if you need to in order to double-check what you're doing.

Groups/Clubs

I wasn't part of any specific groups or clubs with the Crosstrek, but I was sponsored by my friends at @rumble.1 and they became family. I have a mindset of supporting those who support you. I know they would have my back if I ever needed it, and Chris has been willing to jump on custom stuff for me whenever I have asked, and I can't thank them enough. I'm a bit introverted when you first get to know me, so groups can be a bit overwhelming to me. My hope/plan is to join one with the WRX, though, once I have more done with it. Until then, I will continue to support my Rumble family, and recommend anyone who hasn't checked them out to do so! You can't ask for a brand run by a more real/amazing couple.

The Car Scene has opened me up to so many things. It has taught me so much and I have gained so much knowledge and so many friends from it. The Subie Community really is amazing, but I have met some awesome people who drive all different vehicles and I love how we can all come together. I believe it shouldn't matter what you drive, we all have that same passion.

The Car Scene also helped me to find my love/passion for photography. I started by taking photos at shows with my iPhone, I then moved to a camera my mom had, and my gf then got me a Canon Rebel SL3 which I really learned to hone my skills on. Recently, I upgraded to the mirror less side with my Canon EOS RP and I am absolutely in love. It has been incredible to look at where I started with my cars and my photography, and where I am today. The car community is filled with people who support you and help you out when you might need to lean on someone else for knowledge about a specific part. I wouldn't be who I am today without the car scene, and it will forever be a huge part of who I am.

Future Plans

The Crosstrek, unfortunately, was traded in a few months ago on a 2020 WRX, but that is why I wanted to take the time to write this up and share my Crosstrek's story. That car holds a special place in my heart, because, like any enthusiast, I spent countless hours in the garage working on it, and had a lot of blood, sweat and tears into it.

That car got me through a rough time in my life where I was dealing with a lot of things. I spent more money on it than I probably should've at the time, but it brought me happiness and allowed me to escape for a bit from everything I was dealing with. I think that's something that people outside the car community looking in don't understand.

They don't understand that it's an escape for us. We don't drive around at all hours of the night to be annoying, we do it because it's our escape and our way to reset. At one point or another, most of us only felt free behind the wheel. We have a connection with our cars that most cannot understand.

If I had kept the Crosstrek most of my future plans were minor details. Swapping out bolts for Dress Up Bolts, getting it tuned, and some small stuff. My future mods list for the WRX is endless, though, at this point.

Dream Car?

I currently own one of my dream cars with the WRX. I reached a goal when I bought that and I am excited to see where it takes me. My ultimate goal will always be a GTR, but after the WRX I hope to get myself into an STI. For now, my dream is to build out the WRX exactly how I want it. I have a vision for this car, and I cannot wait to make it come to life.



Damian Sorensen

2008 Volkswagen GTI

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

Q&A

I'm from Buffalo, NY but I've lived in North Carolina since 2014. I currently work in retail but I am studying to be a mechanical engineer hopefully in the automotive industry.

As far as hobbies go, building my car has been a big part of my life since I bought it. Writing, gaming and building my car takes up most of my time.

What got you into Cars?

I don't think anyone, in particular, got me into cars. I've always had a strong interest in them and I've always wanted to design them. No one in my family would really be considered a car enthusiast, so I would be the first. It probably started with seeing cool cars on the road and collecting Hot Wheels.

From there, it became playing racing games like Need For Speed and Gran Turismo. I feel like my love for cars really took off with NFS Underground 2 and Gran Turismo 4. That is also where my love for Volkswagen started.

Why this Car?

I've wanted a GTI since playing Gran Turismo 4. I saved up the in-game money to buy the HPA Motorsports Golf R32 and used that for most of the game.

It became one of my favourite cars in the game and one that I would want to own in the future.

I also remember going to the school by my house to practice lacrosse. There were a few guys that would play hockey on the basketball court and one of them owned a stanced mk5 GTI, similar to mine. It was white with purple wheels and had a lot of mods.

It was my dream car for the longest time. After my first car, a Mazda RX8, I finally decided it was time to buy one.

Why did you build this Car?

I built this car for several reasons, one of them being the hockey player with the white GTI. I also wanted my car to be unique. I wanted to modify it to bring to shows, but I didn't want it to be like everyone else. Not that I see many cars like mine at shows, but still. I wanted to build my car as an extension of my personality.

What does it feel like owning this Car?

It feels sort of surreal to look at my car and see how far it's come from when I first got it. I have a lot of great memories that this car was a part of. I wouldn't have had most of them without it.



Advice/Tips

I'm sure this goes for any car but do your research. The MK5 platform has its fair share of problems. Check to see when the cam follower was changed last, various things like that. Also, know that these cars may have been abused because of what they are but they're still great cars. I highly recommend giving one a try.

My best advice is to have friends that can help you along the way. My car probably wouldn't look or drive the way it does without the help of my friends. Also, air suspension and wheels are a great way to start any build. GTI's have a stereotype of bags, Rotiform/BBS wheels and roof racks. It's a great setup and it works, so it's very common.

What do you think makes it Unique?

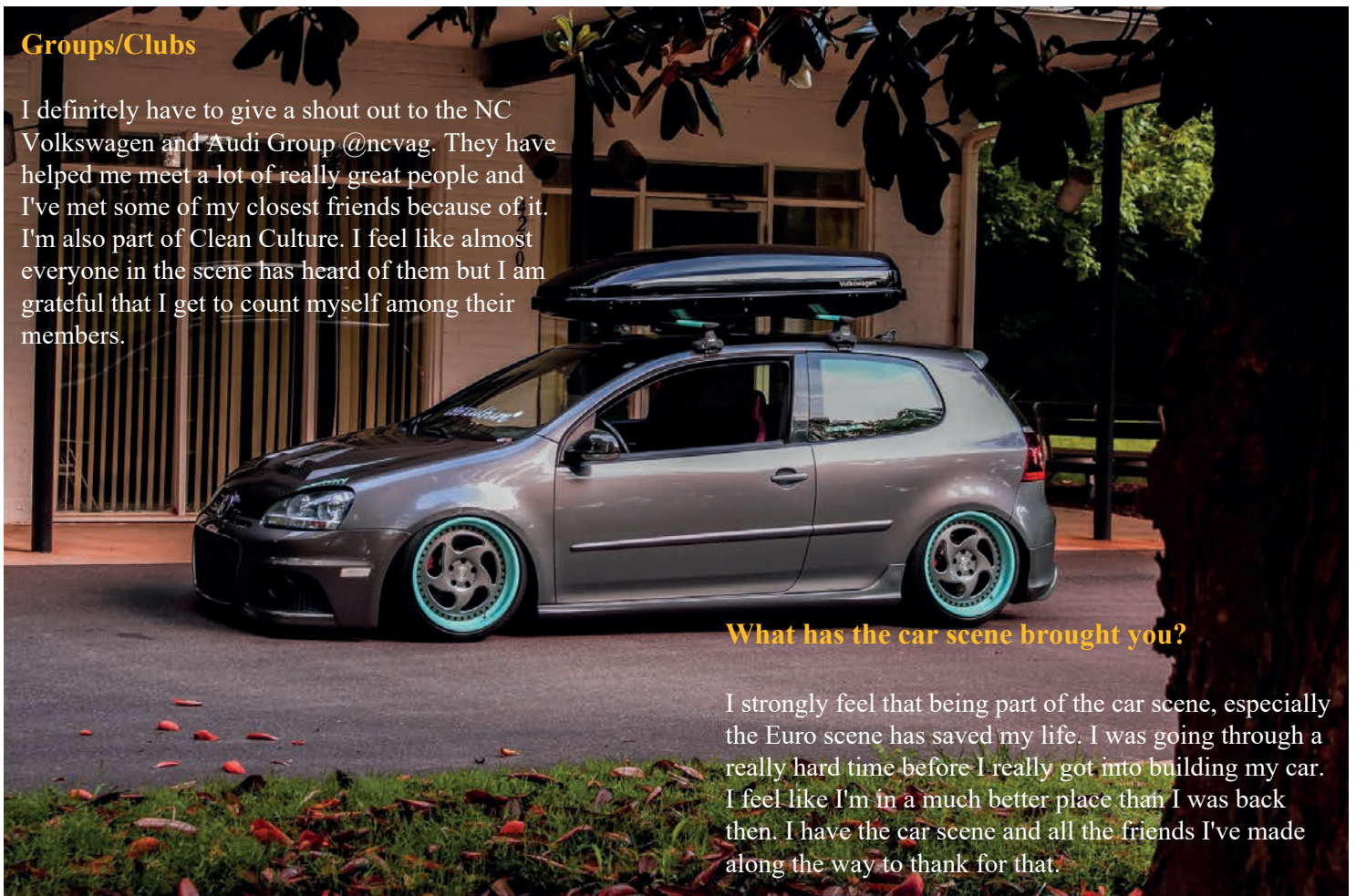
I have tried my best to collect rare parts for this car, the main one being my front bumper. I would say it's one of the rarest Volkswagen bumpers made, especially since it's technically OEM.

My wheels and interior also help me stand out as I went for an Arizona green tea theme with them. I haven't really seen anyone do it the way I have.



Groups/Clubs

I definitely have to give a shout out to the NC Volkswagen and Audi Group @ncvag. They have helped me meet a lot of really great people and I've met some of my closest friends because of it. I'm also part of Clean Culture. I feel like almost everyone in the scene has heard of them but I am grateful that I get to count myself among their members.



What has the car scene brought you?

I strongly feel that being part of the car scene, especially the Euro scene has saved my life. I was going through a really hard time before I really got into building my car. I feel like I'm in a much better place than I was back then. I have the car scene and all the friends I've made along the way to thank for that.

Spec List

Engine:-

- Neuspeed P-Flo cold air intake
- Urotuning Stealth oil catch can
- Milltek Sport R32 style non-resonated exhaust
- Integrated Engineering 3" downpipe
- APR stage 1 ECU tune
- CTS Turbo noise pipe delete

Exterior:-

- Urotuning carbon fibre mirror covers
- Body Customs R32 style rear bumper
- Valeo Euro led tail lights
- Thunder Bunny front bumper
- R32 side skirts
- Seibon carbon fibre hood
- Thule aeroblade roof racks
- Volkswagen roof box

Interior:-

- Black Forest Industries Heavy Weight shift knob
- Graveyard Shift Boots "Arizona" shift boot
- Floral print door cards
- R-Line pedal set
- Corbeau RRX seats

Wheels:-

- Heritage Wheel Avus 3pc (18x9.5 et 38 squared)
- Achilles ATR Sport tires (215/40R18 squared)
- Velt Sports 3mm spacers

Suspension and Brakes:-

- Airlift Performance performance bags
- Airlift Performance 3P management
- R Concepts slotted rotors

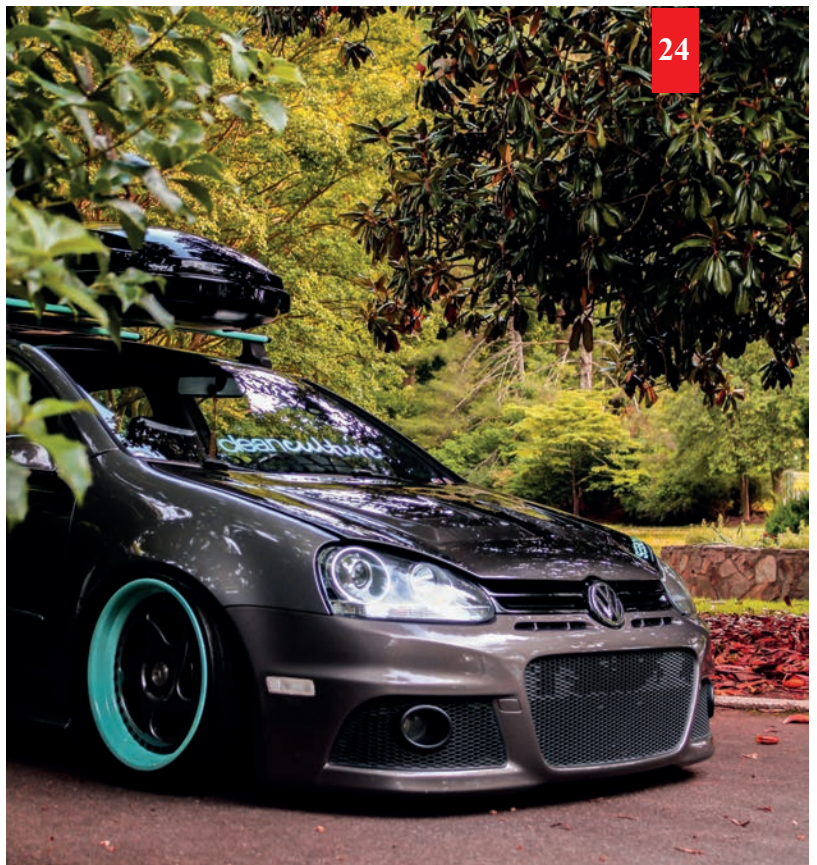
Have you done the work?

I would say that my friends and I have done about 90% of the work on my car. A lot of it has been a learning experience for me. I specialize in aesthetics while my friends have been slowly showing and helping me with everything else.

Future Plans

I plan on having my car wrapped and my wheels re-powder coated. That's in the near future. Later, I would like to go for a bigger turbo and all the mods that come along with that.

Other than some various upgrades like a carbon steering wheel, maybe new wheels and exhaust. I feel like I'm slowly reaching the end of my build.



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Dream Car

Honestly, my GTI is my dream car because it's something that I've always wanted and I've been able to build mine exactly how I want it. Also, honourable mentions to the Mazda FD RX7 and the Ferrari Testarossa.





No matter where your from or how old you are everybody loves a Classic Car, buying one that needs restoring is even better for a Petrol Head, bringing it back to life and adding your own touch to make it your dream Classic makes all the time sweat and grime worth it, this is a true example of dedication to your dream

This Audi 100 C1 was first built in 1973 and now lives in Poland, the 2 door saloon as had quite a few changes from the factory model and i think you'll agree its all for the better, the low rider with its gold wheels and air suspension certainly stands out in a crowd and would make anyone stop and stair

All Photo credits go to [@dasek.official](#). Please follow him on Instagram.

Thank you for your time reading my article, don't forget to follow me on Instagram. [@bartek.audi](#)

Hi all,
My name is Bartek Sobania,
Born in 1994 from Poland. I currently work as a car painter and have my own company! I am an Audi fan Instagram: [@bartek.audi](#) Most people know me because of my unique Audi 100 C1 however, I also have a static A6 C5 US Version and a static VW Caddy but, can ensure that this is not my last words. I have a few cars to be quite honest!

What got me into the car scene? I started with an A6 C5 dropped with static suspension, so low that many people thought I was actually running the car on air suspension.

Most people recognize me because; I am an owner of a Blue 100 C1 which looks pretty unique itself. I am into the car scene due to the atmosphere and people's reactions towards my build!

In terms of stats, my car is currently fully stock (100 C1), nothing better than an original piece of art! I do the full restoration to the last bolt including the body works with metal sheets and spraying. With regards to the mechanical side of things, my friend who is a car mechanic undertook all the engine work, he mounted the air suspension. The exhaust was done by a specialist.



My first car was an A6 C5 US Version which originally got me into the car scene. I did eventually build up to where I am now. In terms of plans and obviously with all the vehicle that I own, I can probably confirm that my blue one is now done!

Now onto a new project, the Audi 100 C1 Coupe S 1972. I have many plans for her, that's for sure! I currently only form part of one group called 'Raceism'.

I have entered into many car competitions and have won many with my cars due to how they look. I love doing those things! I attend shows/events/meets but not very often! The shows I would highly recommend would be the Polish Raceism, The Event and German XS Carnight Classic.

I am a true Audi lover so I must say my dream car is an Audi Sport Quattro! Once an Audi lover, always an Audi lover...

Thank you for your time reading my article, don't forget to follow me on Instagram. [@bartek.audi](#)

Our dreams and ambitions can be seen in the things we create, some create Paintings or Sculptures, Petrol Heads create their dreams, their works of Art.

That dream they had of a perfect car, it isn't just buying a car already modified, anybody can do that, it's choosing the right colours, the right shapes, that extra mod in the perfect place.

Increasing its power and performance, its ride height, it all comes together as your creation your passion, you can see this in Bartek's work, he as a few cars, each one as magnificent as this one, let's hope we get to see them in the magazine soon, and that he continues to create works of Art



Willians Ricetti

Subaru BRZ

Instagram: [@Wr7_garage](#)

When it comes to facing challenges when upgrading let's just say I did encounter many! I did everything alone in my garage with no experience or knowledge but all challenges that I faced were nothing that I could not overcome.



My name is Willians Ricetti, originally from Curitiba, a city in Southern Brazil however, I have been residing in California for three years now. Instagram: @Wr7_garage

At the moment, I own and drive a Subaru BRZ amongst other cars. I drive the BRZ because, in my opinion it is an extremely fun car to drive and has plenty of potential when it comes to builds.

What got me into the car scene? Well that is a good question. I cannot tell you for sure however, I can say that since a very young age I have been crazy about cars. Let's just say, you're born with the bug sometimes! Unfortunately, growing up within a family of petrol heads did not happen for me. Hoping for one day to have one of my own.



What makes my car unique and stand out from the crowd. I must say that for me it's all the modifications and for sure the colour. There is no other BRZ that looks like mine and that for me makes it completely unique. It is tailored to my preference and personality!

When it comes to facing challenges when upgrading let's just say I did encounter many! I did everything alone in my garage with no experience or knowledge but all challenges that I faced were nothing that I could not overcome. Making builds are learning curves at the end of the day.

When it comes to recommending the BRZ, I would definitely recommend it to anyone! It is an amazing car, full of potential that makes me extremely happy. It doesn't have big numbers or a huge engine but it is a lot of fun and that is what matters to me.



- *Wide body kit*
- *Air bags suspension Racing seats*
- *Harness bar*
- *Racing seat belt Harness*
- *Full exhaust*
- *Turbo kit*
- *Tail light*
- *18 "rims*
- *Camber kit*

Passion for our cars is what drives us to achieve that perfect look.

It terms of all the work undertaken on the BRZ, I have done all the work myself with the occasional help from my wife. I have enjoyed every single bit of it!

The BRZ was not my first car. My first car was actually a Volkswagen Voyage and indeed, it did have some modifications on its exterior such as, air bag suspension, sport seats and some rims.

Is my car finished?

Well, I believe it is very close to the end however, there are some minor upgrades I would still like to make such as, the headlights, brakes and some other little things.

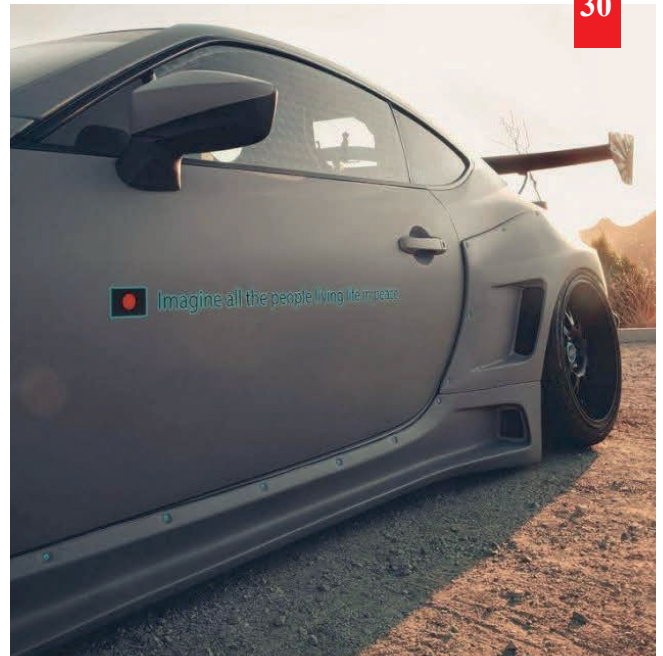
I form part of a small group of friends called 'nolikes', it is a really fun group to be a part of and you can find them on Instagram on [@nolikes.gang](https://www.instagram.com/nolikes.gang). Go and give us a follow!

I have not participates in any car competitions yet however, I would like to do this in the near future. In terms of shows and car meets, I attempt to go to as many as I can however, I did not go to any this year.

I had plans to go and show off my pride and show at one of the shows but due to the COVID-19 Pandemic this did not end up happening, maybe next time.

Everyone has a dream car I would say. They either own it already or work towards it. I would say my dream car is a Lamborghini Huracan. It is an amazing car which looks insane.

Don't forget to give me a follow on Instagram and thank you for reading my story.



STANCEAUTO

M A G A Z I N E

2022 Calendar

Available on ETSY and www.stanceautomag.com



PHOTO BY: JOSEPH KOHLE - IG @CYNSPICY
DESIGN BY: PABLO COLON - IG @FIREBLAZINMEDIA

2022 MUSTANG CALENDAR



Jose Gonzalez

2013 Scion FRS

Instagram: [@EVIL_86_](#)
 Photographer: [@upstreammiami](#)



I am from New York but now living in Miami, I am working in the Construction industry and cars are my hobby.

What got you into Cars? 🍃

I would for sure say my Dad and my older brother growing up as a kid and having a bit of a car in the yard and me jumping into them and pretending to drive them is what got me very interested in cars.

My brother was always modifying his cars from exterior to interior and Audio systems and that's how I grew up for the love of cars to this day at 54 and my sons are following the path.

Why did you build this Car? 🍃

The FRS is a very nice looking car exterior and interior wise and knew the look of the finish would be awesome of course it took a few transformations as time went by.

I have always looked at this car and envisioned a 2JZ in it and convinced myself that we can do this and so I purchased the car and ripped out the motor and tranny and rear and began the project.

Why this Car? 🍃

Me being a 2JZ fan and owning 2JZ built cars before this car, I took a liking to the look of the car and saw what could be, and so we did our homework on how to modify this car and make it all work.

What does it feel like owning this Car? 🍃

This build feels amazing with this 1.5 JZ to build in it on Auto the power behind the car is nothing like a stock FRS





Spec List

Engine:-

- 3.2 Stroker motor with Aluminum rods and a fully built head.
- Custom 5.5 intercooler all piping custom plenum.
- 12 - 1700cc injectors and fuel rail.
- An A340 STAGE 4 Auto.
- Cobra 8.8 rear with Pro axles and custom dry shaft.
- Custom fuel system with a surge tank.
- Paint - New 2020 Supra Grey.
- Varis vented hood.
- Varis duckbill trunk
- Rally back V2 body kit

Interior:-

- Leather interior
- 4-point roll cage
- Rear seat delete

Wheels:-

- CCW Old school mesh wheels Black with rear Bead lock.

Suspension:-

- Airlift P3 with Wilwood brakes set up.



Advice/Tips

I would say to anyone: follow the goals you want to accomplish with a car build and have patience doing it and lots of research before getting into a project. For me, it took 4 years getting this car to where I felt accomplished.

What makes your car Unique? 🍃

What makes the car special is the modifications throughout the car and the vision I had with it of where I wanted it to be at the end tail and making it my own so that means I built it to be different from the rest.

This car was built all the way, we started with building a 2JZ bottom end 3.2 stroker motor with Aluminum rods and a full build 1JZ head with all the bells and whistles running 12- 1700 cc injectors for tons of fuel.

The motor is supported by an A340 Stage auto full build to hold power with a custom drive shaft and a Cobra 8.8 custom rear. The car is managed by a HALTECH 2500 ELITE and harness custom made to make it all work and functional. This car makes from 1200 to 1400 HP on the dyno on E85.

Check my Instagram Feed for a Video of the car on a Dyno.



Who did the work? 🍃

Small details I have put in but all my work is done by my friend at Raw racing and all the fabrication done in house from front to back TUNING done by Chrisspeed and wiring done by JR wiring solutions.

Future Plans

I think we are completed to where we wanted the car to get to. It's got all we need and want now it's about enjoying it.

Sean

92 Honda Civic Hatchback

Instagram: @the_minion3



I'm 34 years old and I'm from The Dallas Oregon and for a living I'm a maintenance director at a senior home. So here is a little about how I got into the car scene. I have always been into cars ever since I can remember all I ever wanted was hot wheels, rc cars, and monster trucks. As I got older I went from toys to import magazines like super street and import tuner looking threw them finding what car I wanted when I got older and what I wanted to do to it.

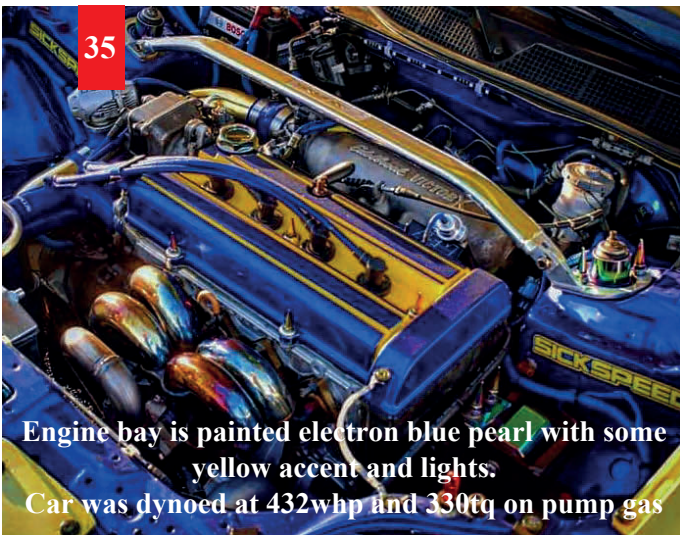
So after a while I fell in love with the 92 Honda Civic hatchback and I started to make parts lists for everything I wanted to do to it from body mods to engine and interior everything. Started playing video games and all I ever wanted to do was modify cars in my video games like need for speed and mid night club.

Around that time which was 2001 the first fast and furious came out and I was hooked went to the movie theatre at least 12 times just to watch that movie and the car that stood out to me in the movie was Hector's 92 hatchback when he pulled up to (the racers edge) in his gold hatchback at that point i said one day i will own one. I fell in love with that era.

The lights, body kits, outrageous sound systems, and all the customization on every ride, the cars themselves could tell you a story. It was awesome.

When I was finally old enough to get my own car I got a 83 Cadillac Eldorado wasn't what I wanted but I was so happy I had my own car I could do something with whatever I wanted to do so I started small with it tinted the windows put a sound system in it but it just wasn't what I wanted so I ended up selling it and getting a truck.





Engine bay is painted electron blue pearl with some yellow accent and lights.
Car was dynoed at 432whp and 330tq on pump gas

Interior mods.

Diamond stitched armrest and cargo cover in Jean material and yellow stitching,
Jean head liner,
Jean carpet,
Yellow painted plastics to match the paint outside, Blue and black carbon fibre bucket seat with a blue harness bar and yellow braum harnesses, Blue quick release NRG steering wheel,

Engine bay.

Swapped out the single cam and did a fully built b18b1 Bored out to 84mm with Darton sleeves,
CP pistons,
Manly rods,
Arp bolts,
Arp head studs,
Brian crower stage 2 turbo racing cams,
Brian crower springs and retainers,
Ferrea valves,
Brian crower adjustable cam gears,
AEM fuel rail 1200cc injectors Edelbrock intake Manifold,
Skunk 2 throttle body,
HKS blow off valve,
Precision 6262 turbo,
Turbosmart wastegate,
Custom built 3in exhaust,
1000hp Insane shafts,
Sickspeed neo chrome lower control arms, Sickspeed neo chrome solid motor mounts, Sickspeed neo chrome fender bolts,
Radiator and oil cap, I did a 5 speed manual swap as well with hasport shift linkage and a sick speed short shifter, aem stand alone,



Going to fast forward to my first car I loved and that was a 89 Honda civic hatchback finally was able to start building a ride i was truly interesting in so I lowered it put wheels and tires on it, painted it, tinted the windows then i lost interest in it so few more cars went by and I finally ended up with a 92 civic hatchback that I ended up doing a boosted b18b1 motor swap in it, Tein suspension, wheels and tires, del sol seats, and a sound system well that car was short lived got in a bad way had to sale it to pay bills.

After that I had a BMW I fixed up and then decided I needed to get back in the Honda game so I sold the BMW and picked up a 96 civic hatchback and that brings me to the car I own now.

It started off as a stock civic manual doors single cam y8 auto transmission so I started to modify it the way I wanted to. I started to realize that I stopped being interested in my other cars because I was doing it wrong by making them fast before I made them eye catching so I did it backwards this time.

So I started with the body mods first did an itr front end conversion wings west body kit modified as a widebody custom molded from the front fenders all the way to the rear bumper then painted it yellow. After that my kids were the ages of 3 and 7 and they said my car looked like a minion and so after that kind of ran with the theme. I converted my doors to power everything and then it took off from there to the mod list I have today which is.

Callum Saul

36

1996 Mitsubishi 3000 GT



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

Photographer: [@cartermedia4l](https://www.instagram.com/cartermedia4l)

I am a 24-year-old class 1 HGV driver, living and working from my home town of Malton, North Yorkshire. Born and raised locally, and after attending school and working for a year I then joined the army.

After serving for 5 years as a vehicle mechanic I returned home and after a few jobs, I finally became settled after buying my own house in Malton with my partner Jodie. Currently enjoying life attending car shows and working on my beloved Mitsubishi, as well as wedding planning for May 2022.

What or who got you into the car scene?

My dad was my first inspiration, he has always been very mechanically minded and this meant my childhood was always filled with building and making things as well as motorbikes/quads on farms and his passion for vintage tractors.

My cousin who's a few years older than me was another as he was already into cars and he had taken me along to some shows he went to, further developing my passion for cars and all things modified.

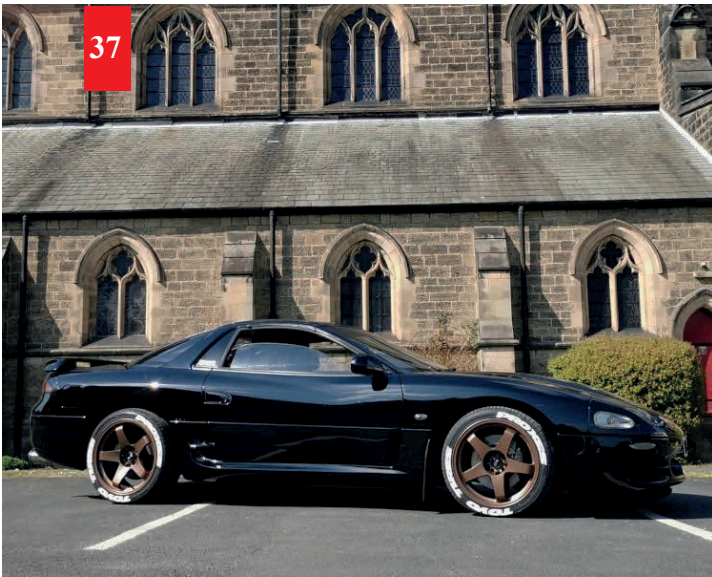
Lastly, I've always had an unknown appreciation and interest in all things drivable and this was realised after discovering my mum's secret stash of pictures in which every picture I was in featured either a child's car/steering wheel, moped, tractor, or some form of vehicle.



Team Absalute Power

Why did you build this Car?

Well, the car I purchased had the perfect chassis, unlike many of the others in the UK that have rust issues. It also had Full Mitsubishi history and consistently Undersealed and rust prevented for the past 25 years. Over my last 2 years of ownership, I have done what was needed to maintain the car and perfect what standards were slipping by the previous owners.



Advice/Tips

Like most 90s Jap cars now the prices of everything is going up and up. This makes it harder financially to look after these cars as we all want to. Not to mention with the cars being discontinued in 2000 and parts very shortly after this, it has become increasingly difficult to source parts needed.

There are very few new parts left and only second-hand parts of broken/stripped ones left to use. I have found 1 gentleman called Rob who runs evil empire performance and he is your main and possibly only parts guy in the UK with contacts in Japan and America.

I have seen a lot of people buy these cars and soon sell them as they have too many issues in maintaining them. There's a lot to consider and everyone on the forums and Facebook pages are more than happy to help answer any question readers may have.

Personally, I have only done cosmetic and upgrading mods. As from what I have spoken about to other users tuning the ECU can bring up a lot of wiring and coding problems, potentially ruining the car for good.

Also due to the limited number of people who have worked on these cars, it's best to find the right person recommended by others who have had work done. A Lot of work can be easily done yourself if you've done similar jobs on other cars, just take your time and be careful with what could be an already fragile car.

Dream Car

I have always loved a rocket bunny style Datsun 240z but due to the prices of these now it will remain a dream. I can't complain about my 3000GT though, it's been the greatest car I've owned and I look forward to a brilliant future with it.

Why this Car?

In my eyes, this car was the greatest technological advance in cars that has ever been seen. I only discovered the existence of this car a few years ago and was astonished by its capability and price. After some research decided this was the car for me knowing its rareness and spec.

What does it feel like owning this car?

To be honest it's still a dream come true. It's just one of the cars that don't get the recognition it deserves and is still unknown to many. This then sparks conversation about the car and what is special about it. Which in my eyes is good as not enough conversation happens at shows and it's brilliant to meet new people and also find out about their cars too.

It's definitely not a race car or a drift car, but as a grand tourer, it's amazing. A heavy car full of gizmo's but without the boat-like feeling as the twin-turbo v6 has consistent power to put down in every gear. Just pleasure and a dream to drive any and everywhere.



What makes your car Unique?

Firstly I think the rarity of my car makes it unique. Many people have not seen one for decades or potentially seen it for the first time and this makes it draw attention. Secondly, I believe the gadgets and gizmos on the car make it special. Some things it has may be common to a modern standard but in the '90s these were head-turning features.

Thirdly I'd say cleanliness, it has been resprayed and completely refreshed making it very clean for a 25-year-old car and this means it stands out especially being the colour black which can show blemishes very easily and cannot be hidden, unlike other paint colours.



Have you done the work yourself?

I have completed nearly all of the mechanical work myself except a timing belt change when I bought the car. I also had the body and wheels painted by professionals as I wanted this to be done to a high standard. Previously being.

Mechanic helped me Grateley as most of the work I did was either done methodically working out the best way to do it or by asking others who have done it previously for the best ways and any hick-ups that I might face along the way.

Future Plans

My plans for this car are that with me and it both being born in the same year, I would love to see classic car status with it. So my main goal is to keep it going for as long as possible and this brings me on to my other plan of just enjoying it for as long as possible as it is just a pleasure to look at, own and most importantly drive.

As with all car enthusiasts, there's always something you want to do. My current list includes exhaust, trim work, and more protection and mechanical maintenance. At the moment I am so happy with where the car is at and just enjoying taking it to shows and driving it as much as possible.

Build Spec:-

Body:-

- All the original body was repainted to the original standard with new seals.
- Detailed and machine polished.
- Underside rust treated and under sealed all throughout.

Suspension:-

- Standard ECS Controlled shockers,
- Refurbished and fitted with lowering springs.

Engine:-

- Relatively standard 3l v6 twin-turbo,
- Lightweight pulleys,
- Uprated belts,
- Sparking and K&N induction parts.

Wheels:-

- Rota Gtr's refurb in dark bronze.
- Fitted with Toyo proxies and white side wall decals.

Accessories:-

- Custom-built exhaust.
- Exterior decals and some trim work.
- Fitted with 4d plates.

Standard Features:-

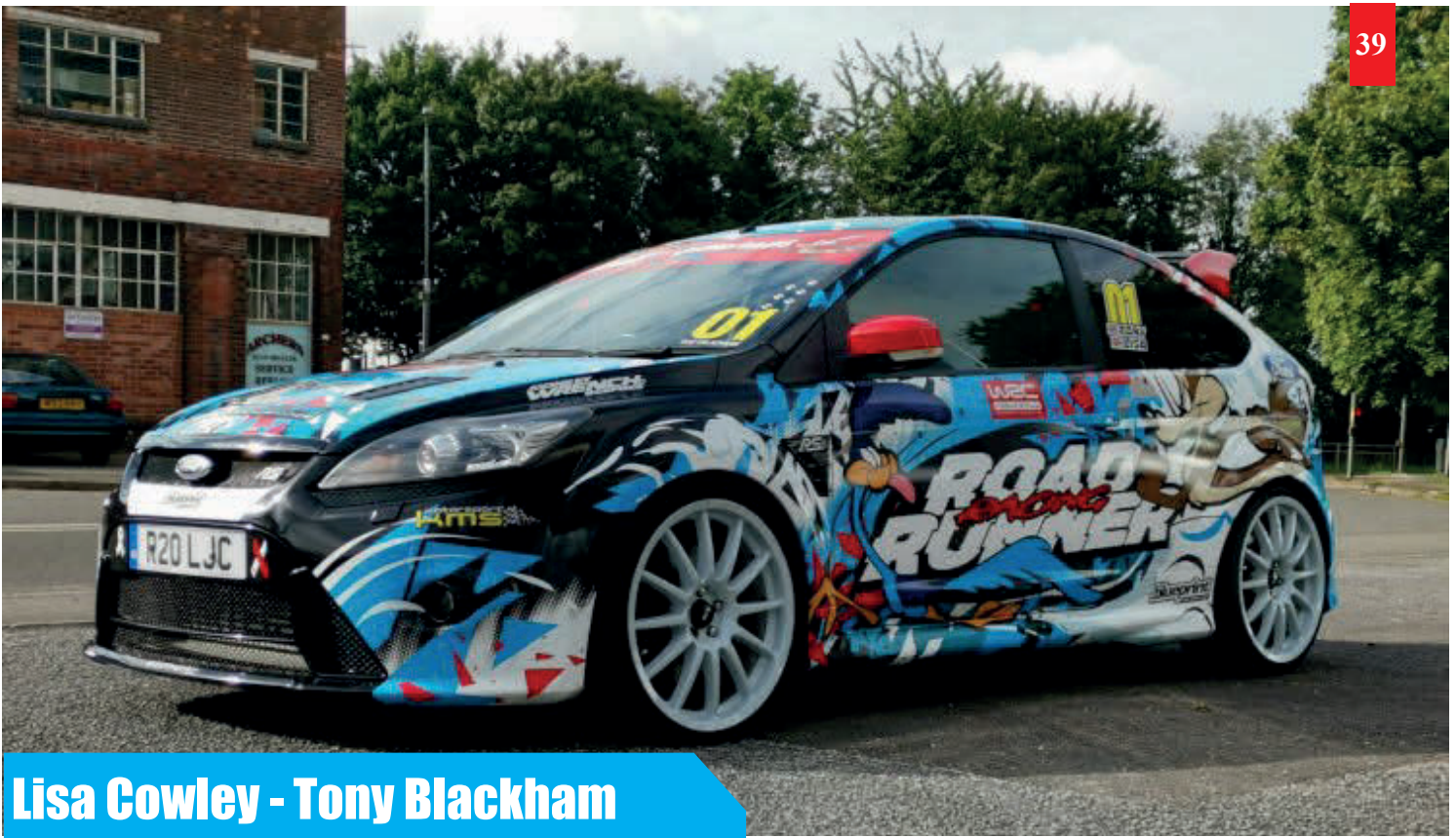
- 4 wheel drive
- 4 wheel steering
- Active aero splitter
- Active aero spoiler
- Electronically sound adjustable exhaust
- Electric Powered seat and upholstery controls Cruise control
- Adjustable ECS suspension

Groups/Clubs

I'm currently part of a team called Team Absolute Power which can be found on Facebook and Instagram. This team is made up of a selection of local lads and lassies from Ryedale and has 2 key owners. We attended shows together and within the team is a diverse group of cars. Each member brings something different to the group at the same time of all having the same Interest. I like this group because of its maturity and genuinely nice people who always strive to stay away from drama and boy racer bullshit.

What have you got from the car scene?

The car scene has introduced me to like-minded people who can appreciate each other's ideas and choices within cars and life without negativity. This creates such a positive place to be with friends and family. Not to mention a brilliant place to teach life lessons to young enthusiasts. Like all men I've found myself at low points in life or struggling but through my love and passion for cars and the friends I have found within it, I've got through them and hopefully helped others do the same and that's a beautiful thing.



Lisa Cowley - Tony Blackham Ford Focus Roadrunner RS

Instagram: [@lisac1980](#)

Designer: Tony Blackham - [@tbarb01](#)

Photographers: [@lc.visuals_](#) and [@pilgrim_78](#)

The car scene ... to some it's about having the most powerful and fastest cars out there and trying to be the best on the scene.

To others, it's about the people behind the cars and the journey they take them on which is where we come in you see we believe it doesn't matter what car you have and what you do to it as long as it makes you happy. Every car and its owner has a story and the reasons why they work so well together.

For us it's about the closure of a project we started 10 years ago, this is the Roadrunner RS and is the final chapter for us in the life of a fairly well-known car known as Taz to many people.

The car has had many looks over the years from a simple Tasmanian devil sticker sitting on the back bumper through to Collins performance stripes and decals along the side of it and finishing up with a large Taz Devil wrap done by Blueprint in Nottingham which helped pave the way to its final look now for us.



Car wraps tend to fall into 2 main categories the racing look which a lot of people have and looks stunning on all of the cars we have seen or the character car look which takes owners to love of a certain character be it cartoon or film and adds them in some way to the car to make it look unique which we love as well.

The problem we have is my partner Lisa Cowley who drives the car most of the time is a massive racing fan be it touring cars or rallying and Tony Blackham who designs the look and pays for the car is a huge retro cartoon fan so how do you make us both happy ... you design a retro cartoon rally racing car that is totally unique and there is nothing else on the scene quite like it.



We started with the Taz character going from a full-on Taz devil down the side and back of the car to a WRC rally design we called the Taz Racing Division again all with the help of Blueprint and also Monkey Wrench who designed some amazing custom lights for us to go with the wrap.

The only other thing we insisted on keeping was a Collins Performance logo on the car as it is the first development MK2 RS they had worked on and sold to the public.

All while this was going on we watched and waited for a roadrunner look to come out on a car which it didn't and when we made the decision last year that our time with the RS was starting to come to an end we thought about the perfect way for it to go and there was only one.

When we started the project we had 2 characters in mind we had taken the Taz look as far as we could so there was no way this journey was going to end without us seeing if we could pull the character racing look off twice but this time with the roadrunner and Wiley coyote as they were there at the start. The car is all about fun and as long as it puts a smile on people's faces we are happy.



The car came to us with the Lux Pac 1 & 2 already installed on it and below are just a few of the other modifications we have added along the way with a few more to come to finish the look in the coming months.

The car is running a Collins CP420 map with an Airtec stage 3 intercooler, Autospecialist plenum, 750cc plugs and a Collins dump valve just for the good old retro sound as well quick shift.

We also added a KMS Section 18 exhaust system just for fun and lowered the car using H&R lowering springs so it could sit on its Limited Edition White 9 x 20" Team Dynamic Pro Race 1.3s rims.

Like all car projects we have had a few hiccups along the way from ECU blow-ups to breakdowns in the middle of nowhere but that's all part of the fun of being in the car scene and we wouldn't change it.

We have met some amazing people who we call friends through this journey who we will stay in touch with when it finally ends for us.

For now, the car will be on show with Ford-mania and we hope to see you all at the shows and meets and we hope you enjoy the car as much as we have built it.



Roadrunner RS Full Spec

2009 59 Plate 2.5 MK2 RS

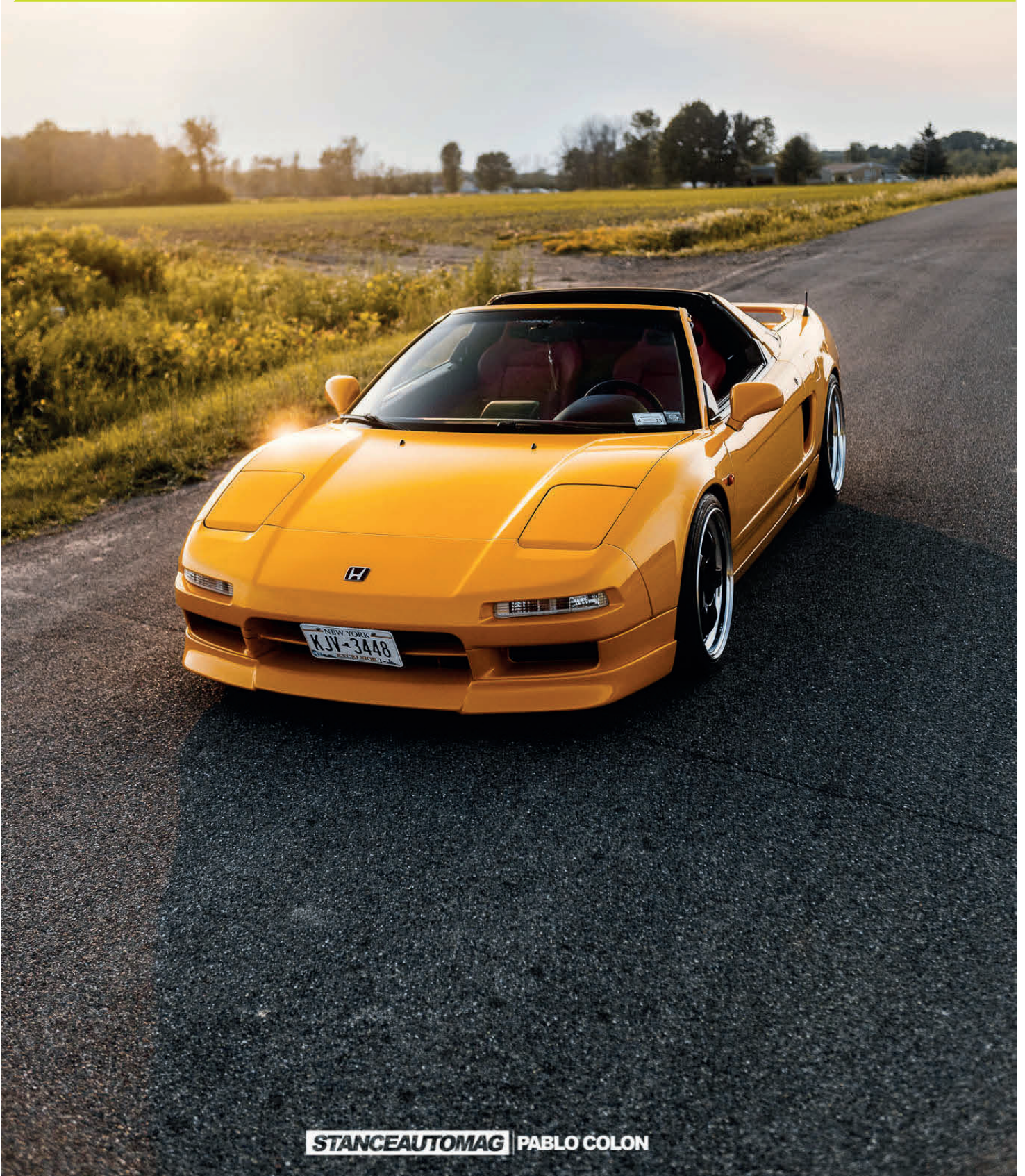
- Lux 1 & 2 Pack inc Seat
- CP420 Map Stage 3
- Airtec Stage 3 Intercooler
- Auto specialist Plenum
- 750cc Plugs
- Uprated Fuel Pump
- Collins Dump Valve
- AS Blue Hoses
- Pipercross Air filter – soon to be replaced with a Ramair
- Collins Quick shift
- Bonnet lifter Kit
- Blue interior Foot well lighting and RS Door Strips (Autobeam)
- Team Dynamics Pro Race 1.3's 9 x20 Pearlescent White (change coming soon)
- KMS Section 18 Exhaust
- H&R Lowering Springs (25mm Front / 35mm Back)
- Monkey Wrench Bespoke Headlights
- Full Blueprint Roadrunner wrap.



Luis Mercado

96 Acura Nsx-T

Photographer: @fireblazinmedia





Im from Buffalo, NY. Ever since I was a young kid I always saw all the nice cars around town modified to the fullest. Ever since I fell in love with the car scene, especially JDM Cars.

Now, my Brother, Cousin and I have a little shop with a few cars for example a 96 Acura NSX-T, 2 Ap1 S2000s, 93 Rx7 FD.

Who or what got you into cars?

When I was a teen I always saw my brother and his friends with nice cars. Saw him all the time swapping engines, music systems, wheels and lowering cars making them look really nice. Then he gave me my first car and showed me the ropes, still learning things.

Tell me about your car?

This car is a 96 Acura NSX-T. This is actually kind of a shop car. We'll all drive this car around town. We got this car about 2 years ago and have been slowly putting it together.



What have you done to it?

When we got the car at first it wasn't in the greatest shape, we needed to change a few things. So we ended up getting a whole new JDM front end for it and installing it, also nsx-r tails, we put a music system in it, and fitted a body kit.

A set of 3 piece wheels, changed a few interior pieces from the Nsx-r that we loved and did a custom paint job on it.

Full spec list

Exterior:-

- Jdm front end
- NSX-R tail lights
- Nsx W type style wing west body kit

Drive train:-

- Stock drive train

Suspension:

- KSport coilovers

Wheels:

- Rear -19x10 35mm Work Meister S1 black
- Fronts-18x8.5 35mm Work Meister S1 black

Tires:-

Fronts: -

- 225/35zR18 Federal SS595

Rear:-

- 275/30zR19 Federal SS595

Interior:-

- Double din radio
- Nsx-r mats
- Nsx-r shifter boot
- Carbon fibre centre console
- Carbon fibre door switches
- Small kicker sub box
- db 18s speakers.

Engine:-

- 3.0l v6



Why this car?

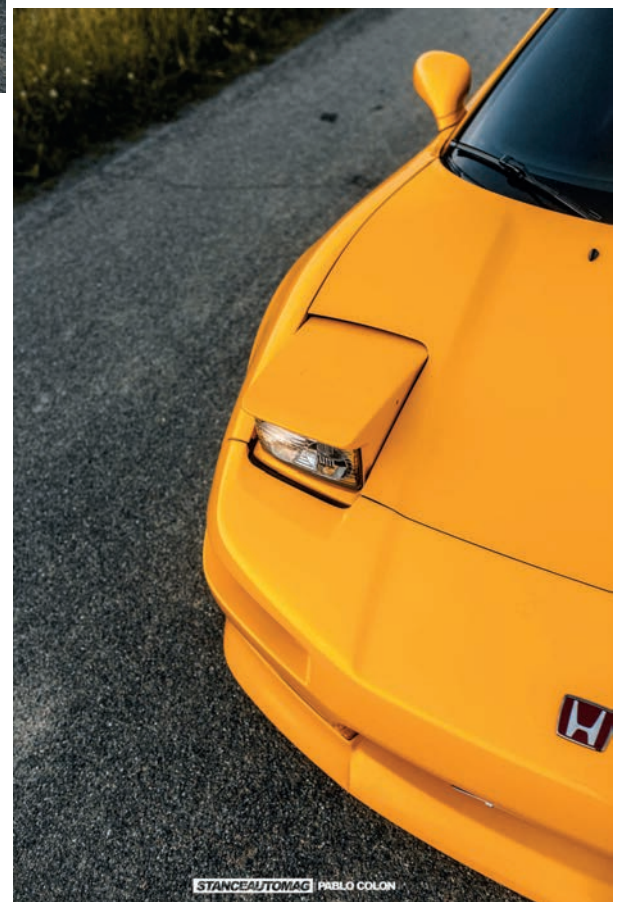
We chose this car because it is a car we always loved. It's a legendary car when it comes to imports, this is on our list of dream cars. When we were able to get a hold of one we jumped on it.

What makes it unique from others?

I think it would be that most NSX you see are all stock, and OEM colours. This NSX has a custom colour which is a special mixture of an NSX yellow and an S2000 yellow which gives it a creamy yellow with flakes, with a few exterior changes. Every time we drive around people always complimenting cars from all kinds of ages to even police officers. Feels great to see people complimenting cars and breaking necks lol.

Is it finished or an ongoing project/ future plan?

Is not finished, it's still an ongoing project. Well love the stockish look of the car, we don't want to overdo it. The future plans for the car would be doing full bolt-ons from headers to exhaust, and changing the wing on the car.



Jonathan
GR Copen
 @r34_macau



I also own an R34 Skyline GT-T in Macau which was published in the 1st issue of Stance Auto Magazine, if you haven't seen it yet I highly recommend you check it out!

<https://stanceauto.co.uk/jonathan-nissan-r34-skyline-gt-t>

Since the Skyline is a very rare car in addition to her rather large engine displacement, hence its uneconomical to be used as a daily car; therefore, I was scouting around for a fun compact sports car for daily use while enjoying the modern fuel-efficient technology.

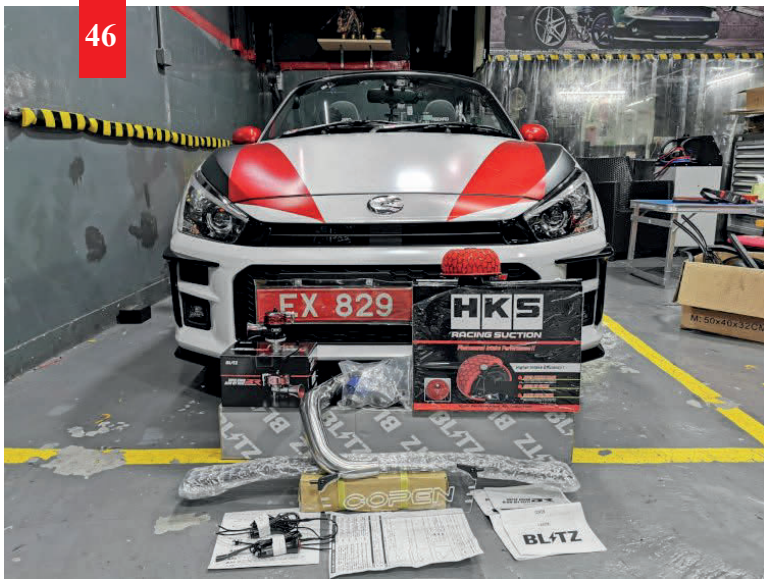
At first a friend of mine introduced a decent second hand Abarth 595 M/T with reasonable mileage, but sadly another buyer has managed to place deposits in advance, and hence I was back to square one.

By coincidence I came across the late fall 2019 Osaka motor show and found out Toyota / Daihatsu (Toyota purchased Daihatsu back in 2016) have just released the new GR Copen, which is a 2 seat hardtop convertible Kei car with manual transmission and turbocharged.



As being a GR model, the Copen comes with 16inch BBS rims, Recaro racing seats and MOMO steering wheels; simply upon hearing these specifications my eyes were wide-opened.

For most of us living outside of Japan, Kei car (or keijidōsha 軽自動車) meaning “light automobile”; is the smallest highway-legal passenger cars which enjoy special tax and insurance discount.



Despite limited by specify a maximum size (maximum length 3.4m; width 1.48m; height 2.0m); engine capacity (Max 660cc) and power output (Max output 47kW / 64PS); their compact size and very fuel-efficient engine.

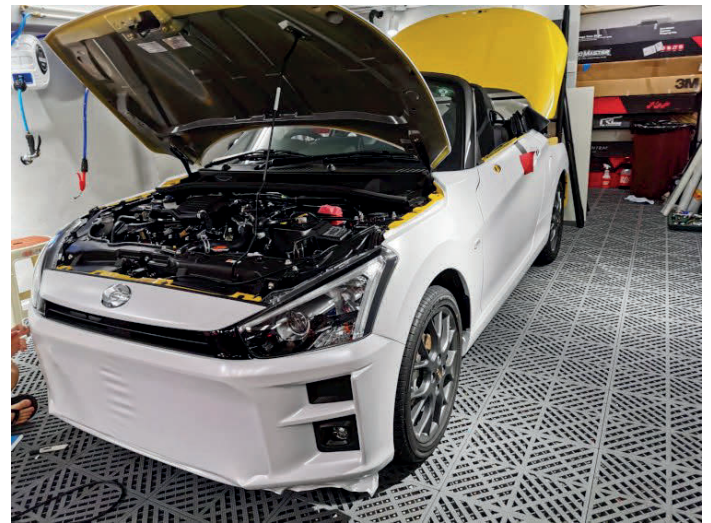
Proven to be very popular in Japan that 7 out of the top-10 best-selling vehicles in 2018 were Kei cars.

Since Kei cars are Japanese only vehicles meaning that they are the true modern-day “JDM” cars, not only it benefits from the fame of JDM cars but also enjoy some true “Japanese Domestic Market” set up.

However for the export markets, Kei cars are considered too specialised and too small to be profitable, hence it wasn't easy for me to import this car to my city; in addition to the pandemic and being the first M/T GR Copen in town.

I had to wait about ½ of a year until delivery.

As a 90s kid growing up with video games and car-related media, there is no way I'd keep my car in stock form. Since the GR copen is the new Gazoo Racing specification car, I was looking for Gazoo Racing-inspired racing liveries.



And of course, the most eye-catching livery is the Toyota GR Supra GT livery.

Based on the photos I found online and some similar projects being done in Japan, I've decided to warp the Copen into the GR racing livery.

Since the car comes in yellow as a stock colour option it was first wrapped with metallic white warp as the base colour, followed by red and black stripes to form the general appearance of the livery.

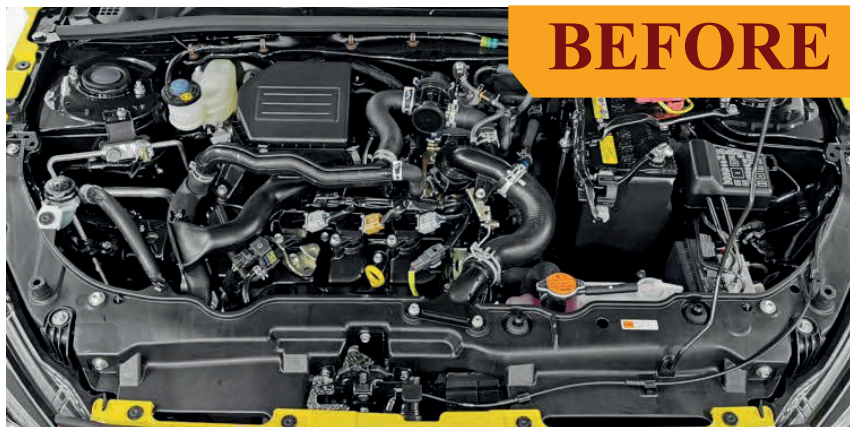
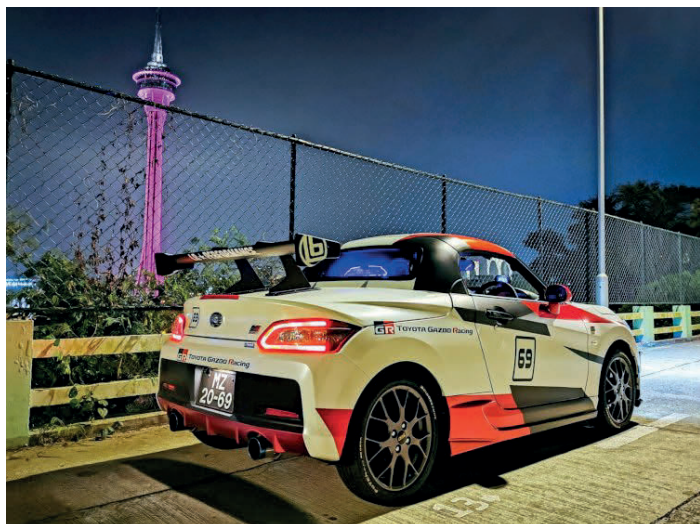
Upon finishing the first stage of wrapping, the Liberty Walk Copen GT-K GT wing and factory option TRD front bumper lip and splitters arrive.

Since the GR Copen is still rather new to the market, there isn't too much after market option parts available yet, in addition to the COVID-19 pandemic that heavily affecting oversea delivery, I have managed to find the following parts as of today:

- TRD Carbon Fibre Front Bumper Lip
- TRD Carbon Fibre Front Bumper Splitters
- Take Off / Cross Half Series FPR Side Skirt
- Liberty Walk Copen GT-K Version.1 GT wing
- HKS AD102 Racing Suction with piping
- Blitz Super Sound BR blow off valve
- Blitz Front Strut Tower Bar
- GReddy / Trust T34F Spec-K Inter-cooler with piping
- Rosso Modello – Colbasso Ti-C Exhaust
- Mick Corporation custom rear windshield illuminated panel

Finally, the delayed Take off / Cross Half Series side skirt arrive; together with the remaining decals of the livery is also being completed.

My new modification would be a power upgrade, but it all depends on the availability of after-market parts as the car is relatively new to the market.



As mentioned in my previous article with my R34 Skyline, my city – Macau, is renowned for the Macau Grand Prix, which is due to take place in late November every year.

I am now in discussion with the authority and hopefully be able to participate with the inter-race parade drive. The Grand Prix will also be streamed live online, I highly recommend you to watch it.

