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# STANCEAUTO

M A G A Z I N E

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

SEP 2021



Zachary Olivera  
*Wrapped 370Z*



Dustyn Johnson  
Hyundai Genesis Coupe 2.0t



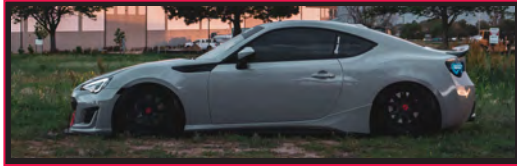
Daniel Stahursky  
2006 Infiniti G35 Coupe



Ryan Mata  
2013 VW Golf Gti

Since 2020

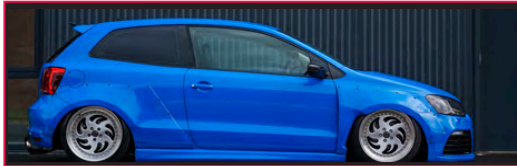
Written and Edited by Paul Doherty  
Photography by the Stance Auto Media  
Team and Independents.



**2017 Subaru BRZ**

My family got me into cars, my grandad owned a 1969 Dodge Charger that I fell in love with.

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**2015 Volkswagen Polo**

I've got a few things planned for the car such as an open-air from a 6n2 polo,

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**Mazda Miata 1994**

I built this car to gain experience and seat time on the track. It is a relatively cheap platform to start with,

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**2012 Lexus Is350**

I didn't choose this car, I inherited this car from my older brother after his passing.

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**2004 Nissan 350Z**

Honestly, it wasn't my intention to buy this car. At the time, I was driving a 1985 Toyota pickup.

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This is our Monthly Magazine, 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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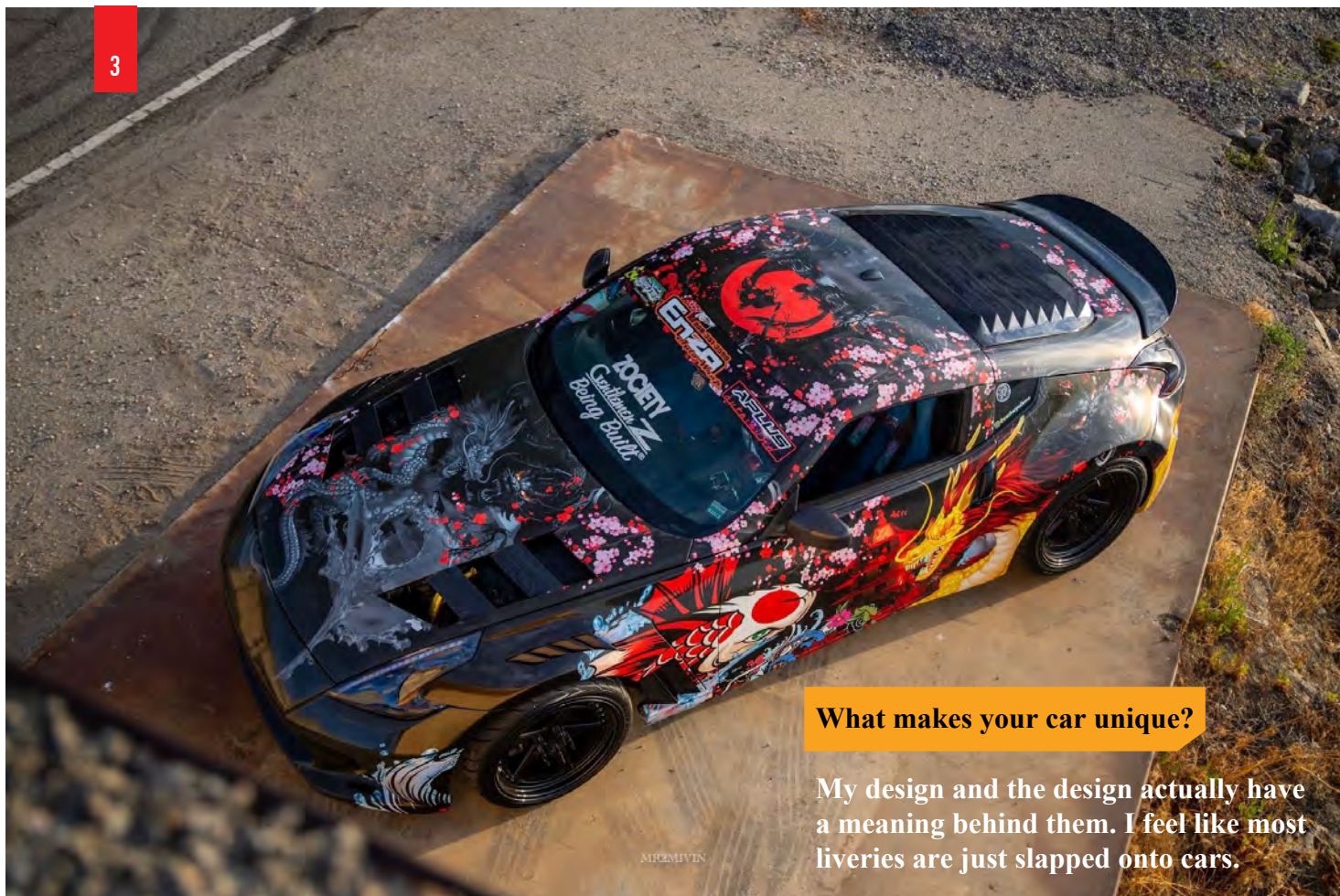
# Zachary Olivera

## Wrapped Nissan 370z



Instagram: [@zacharyolivera](#)

Photographer: [@Reezy\\_media](#) and [@mr2mivin](#)



### What makes your car unique?

My design and the design actually have a meaning behind them. I feel like most liveries are just slapped onto cars.

**Ever since I was 17 years old I've told everyone that my dream was to live in California.**

2 years ago I left Virginia to move to Colorado, with only \$900 to my name, no car, no job, and no place to stay.

I worked very hard and made opportunities happen for me despite everyone telling me that I was going to be broke in California; that there's no way I'd be happy; that I was going to be living off ramen and chicken.

I was hired at my dream job Adams Polishes after weeks of persistence. Within 3 months of working there, they opened a store in California. I was determined to have them move me there and work the store.

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A couple of months later, all that hard work paid off and today I'm here living my dream building a life to remember! I soared above waterfalls and made it to the river of my dreams.

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## Who or what got you into cars?

Honestly, no one got me into cars, I've been athletic my whole life, I did pole vaulting in high school and college and then I got injured. I was living in WA at the time and wanted to buy a car so I typed into Google "nice cars near me" and in Seattle, there was a 350z for sale in my price range.

I have no clue what type of car it was, I just knew I wanted it. That next day I drove up there and bought it, from that day on I fell in love with the car scene and building cars.

## Why did you build this car?

I built my 350z and 370z because I wanted to express my love for Japanese culture and especially with my 370z I wanted to tell a story through Japanese art.

What does it feel like owning and driving your car? I love my 370z driving. It makes my day and being able to drive it through the mountains or even race it on a course makes it so much better.



### Spec List:

#### Engine:

- FBO,
- E85,
- Nitrous ( 125 shot )

#### Interior:

- Starlight headliner,
- Nitrous trunk setup,
- Racing seats and 5 point harness

#### Exterior:

- Custom full wrap

#### Wheels:

- Aohnan wheels DS07 ( custom powder coated)
- Suspension:
- BC coilovers

#### Who did the Wrap?

Enzo wraps in Vegas did my wrap and scaled the design to my car.

#### Future plans,

I definitely want to bag it and get 3 piece wheels.



### What is the Story behind the wrap?

*It begins with the koi:*

The legend of the koi tells of a large school of koi that made the long, difficult journey upstream against the current of a mighty river. They reached an imposing waterfall, and many resigned without even trying, turning back. Some determined koi attempted to leap up the waterfall to make it to the top. Demons laughed at their attempts and cruelly made the waterfall even higher.

Undeterred, the koi redoubled their efforts. After 100 years of fighting against the odds, a single koi crested the top of the waterfall and made it to the river. The gods who witnessed the enormous achievement rewarded the courageous fish for its perseverance and determination by transforming it into a golden dragon.

# Jayla Lovette

## 2017 Subaru BRZ

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Instagram: [@Team\\_Lovette](#)  
Photographer: [@nbhd\\_media](#)

I'm currently living in Colorado due to the military. However, I'm originally from Mississippi. Married with two dogs. I love cars, animé, legos and video games. I also enjoy just kicking back and having a good time.

### What or Who got you into Cars?

My family got me into cars. My grandad owned a 1969 Dodge Charger that I fell in love with. Unfortunately, my mom took it joyriding one day and it didn't come back. I'm glad she came back; but out of my grandparents' five kids, why did it have to be her?

Then my dad introduced me to the dirt bike and four-wheeler world. Very different from the scene I'm in today. But the passion has remained the same.

### Why this Car?

So I was actually stuck between the 86 platform and the Miata Mafia. However, I think I like the illusion of back seats a bit more. I knew what I wanted to do with the car before I got it.

Now I'm just making it a reality. Also, there's nothing better than a Subie Rumble. Well, maybe a JZ or a Rotary but that's for later in life.

### Why did you build this Car?

I built this car because I just genuinely enjoy being low and slow. I know that sounds crazy but if you actually get a chance to talk to one of the OG [@lowriders](#) from LA, maybe they could explain it better than me.

It's a vibe thing and a flex thing. But it's also fun and challenging at times. If you break something, you're doing it right.





STANCEAUTOMAG | ISAAC VENTURA

### Advice/Tips

Don't, I repeat, please do not buy Airlift's big front bellows and think they will fit 18x9.5s without spacers in the front. I had to learn the hard way. Just don't do it.

It's not worth it. If you're looking for power, do an engine swap immediately. If you're looking for stance, make sure you measure twice, maybe three times. If it's autocross you want, I can't help you. That's just not my field.

### Spec List

#### Engine:

- Mishimoto CAI,
- Tomie UEL Headers,
- DC Sports Catback Exhaust,
- Stage 2+ OFT tune

#### Interior:

- Custom Hydro Dipped and Wrapped Pieces.
- WeAreLikewise Shifter

#### Exterior:

- DIY Wrap,
- Vlands Headlights,
- Custom Retrofitted Valenti Tail Lights,
- Gorilla Splitters Front Splitter,
- BaysonR Side Skirts,
- Verus CF Ducktail

#### Wheels:

- ESR SR13s

#### Suspension and Brakes:

- Airlift 3p, Brembos

### What does it feel like owning and Driving this Car?

I like to say I have a daily driven show car. In actuality, here in Colorado I only really get to drive it maybe four months out of the year. It's a stressful drive sometimes.

Then you see a kid that loves what you've put together and it makes your day. I take great pride in what I've put together. However, I always know there's always something to improve.

### What makes it Unique?

I've put a lot of little details on this car that caters to me and my style only. I like to think I've made the car as if it was a JDM time capsule. It's really just a Japanese inspired build that I try to make come together.



### Have you done the work?

Most of the work I've done myself. I wrapped it, installed the air suspension, hydro dipped my interior, etc. I think the only things I didn't do were the tail lights, mount the wheels and tires, and install the exhaust. But who really wants to do that?



### Future Plans

I actually have a Greddy Evo GT Catback Exhaust just sitting in my garage right now that needs to be put on.

My Custom CF Steering Wheel is in the process of being made by Senpai Motorsports.

One of the local homies will be helping with a new custom trunk setup. And I just really need Verus RCAs.

### What has the Car scene done for you?

The car scene led me to meet some pretty cool people. I've also learned a lot of tricks and tips along the way. That's what a community is about, right?



### Dream Car

My dream car is a Porsche GT3RS. There's no car out there that can put handle a Porsche. And if there is, I can always just bag it and put it on some nice wheels and call it a day.



# Aaron Thomas

## 2015 Volkswagen Polo

Instagram: [@aaron\\_thomass](#)

Photographer: [@Vividdepth](#)

My name is Aaron Thomas. I'm 21 years old and living in Caerphilly, South Wales. I'm currently finishing my mechanical engineering apprenticeship for TATA Steel.

The time that I have spare I usually spend with my family and friends, studying for my NVQ and HNC qualifications, Netflix and chilling, and working on mine and my girlfriend's Polo.



As a child I've always grown up playing with hot wheel cars which my parents would buy me every time they were in sight, I would have never had a double as I would always know what car I had and what make and model it was.

This kick-started my love and passion for cars. Once I got older I was introduced to the fast and furious movies, I would watch these movies over and over again until I was old enough to get my hands on the car that I have now. Once I turned 17 I would drive around and join in on the local meets that would

take place nearly every Sunday in the local Asda, seeing other cars would inspire me, even more, to get where I am now.

Eventually, once the car was up to some sort of show standard I would apply for the shows such as gravity etc.

After a year of let downs on getting into the shows I decided to go bigger and better with the car and eventually got accepted into a load of the major car shows, this is now something me and my girlfriend will do as much as possible.



I've now had this car for 4 years, I remember going into the local car garage with my dad looking for my first car and this blue polo just stood out to us and I just fell in love with it, the car had the full spec from the factory and I would have been the second owner of this car.

It's always been a plus for me because Volkswagen has always been my favourite car manufacturer.

I've always wanted to modify a car from little, so I thought it would have been ideal to just start on my first car, I would be getting ideas from the older people who had already been modifying their cars.

My first modification was some wind deflectors and I thought I was the kiddy. Before I knew it I sunk a big chunk of money into the car and thought it's no turning back from there and ever since I've ploughed more and more money into it. But I have no regrets as this is what I love doing.



Owning a modified car has its ups and downs but most of the feelings are always positive, it's brilliant owning a modified car because you've made it your own, you've made that attachment to the car stronger.

You'll get to learn how it drives and it's limits, and you just create a huge bond with it by tapping it on the dashboard or steering wheel telling it to "come on" or "well-done car".

The feeling I get when driving the car is phenomenal, the feeling of someone driving past putting their thumbs up or taking pictures of the car when driving down the motorway is an unexplainable feeling.



When the car is parked up at a show or a car park and you look back at the car it's a sign that you love the car and approve of it.

The car is something you won't see every day going down the road, the feature that stands out on the car compared to other Polo's is the wide-body kit which was imported over from Australia by a mate on the polo forum group.

Another feature that you'll never see on a Polo is the ultra-rare wheels, these are hard to come by and not many were made in the specification that they are.



Along my journey with cars, I have had a lot of help working alongside most of the people who worked on the car. The major work on the car was the body kit. I had a friend from J.A Autobodies do a lot of fiber glass work to the body kit, in the end, he ended up spraying and fitting the kit.

But by working alongside the people who helped me do this car I've learned a lot from them and taken away a lot of knowledge so I could do something like this in the future by myself.

There's always something in the pipeline for the car, I've got a few things planned for the car such as an open-air from a 6n2 polo, then eventually engine swapping it but that story is for another day.

Unfortunately, I am coming to an age where I need to be starting to save to get on the property ladder, so at the moment things are getting done slower to the car.

But always have your eyes peeled for something new!

## Spec List

### Exterior:-

- Custom made wide body kit
- R20 Front bumper which is smoothed
- GTI rear bumper with a twin exit
- Smoothed inside skirts
- Carbon fibre wing mirror caps
- Front debadge
- R-line rear spoiler with Maxton design rear spoiler extension

### Interior:-

- Control customs carbon fiber steering wheel
- Likewise gear knob
- Bucket seats
- Boot build

### Wheels:-

- Felgenschmiede südhessen FS6
- Front 17x9j et 30
- Rear 17x10.5j et 30
- Front 185/40/17
- Rear 195/40/17

### Suspension:-

- Airlift Performance 3p front suspension
- Intermotive rear double bellow bags
- 1/4 Airlines
- Rear IDF plates

### Exhaust:-

- Custom made by pro fab exhausts
- Central resonator delete
- Half-cut spare wheel well for the exhaust to fit

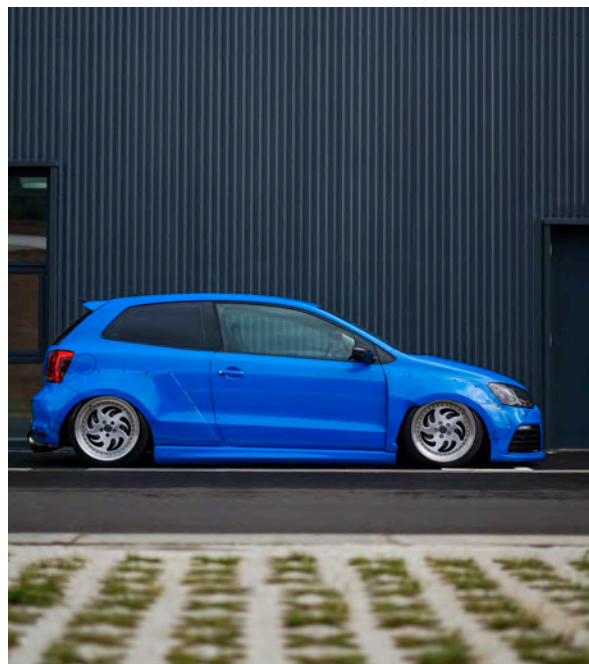


### My Advice/Tips

Be unique with your build, by all means, get ideas from other polo builds but put your own twist on it and be different, many people don't like others being different but trust me to be different and you'll get noticed more. If you want to get into shows etc save your money and get an air ride, show organizers always love a car on air ride.

I would like to give a shout-out to the **Polo 6r / 6c owners club UK** on Facebook. The group had really helped me out in the past with everyone being friendly and helpful. Another shout-out I would like to give is my girlfriend [@shannonwhite](#), I wouldn't have been where I am today without her, helping me out all the way throughout the build and being patient with me while I spend almost every penny of my apprentice wage on the car.

The car scene has motivated me to produce the car that I have now, it will always continue to push me to achieve more with the car. The car scene is a great place to meet new friends and spend time with people with the same passion as you.



My dream car is always some kind of classic Volkswagen.

If I was to pinpoint my dream classic Volkswagen it would be a Volkswagen Beetle oval.

There's something about the oval that I love.

# Dustyn Johnson

## Hyundai Genesis Coupe 2.0t

Instagram: [@kdm\\_johnson](#)

Photographer: [@queso.mediaa](#) - [@bastosmark\\_wsdsm](#) - [@ursa\\_photography](#)

So growing up I lived all up and down the East, ranging from Indiana to Florida, but I call Tennessee home. I am 26 years old and currently serving in the military as an instructor, but also as a SAR (Search and Rescue) team lead in the Great Smokies National Park.



### What or who got you interested in cars?

Definitely, my dad has taught me everything about cars which fueled my passion. When he was growing up he was big into muscle cars so when I came into cars I loved everything important! And in some, they believed that would cause a wedge between us but all it did was strengthen our bond and our love for cars.

I remember every time I would get upset that I couldn't figure something out here my dad would come to help me calm down and work through it together.



### Why this Car?

So this is actually my 6th build and my 2nd genesis. The genesis platform is such a good starting car, there is still a good after market for them as well as they don't need a lot to really grab attention. They will last a very long time if you stay on top of the required maintenance.

### Why did you build this Car?

Well after my first Genesis I moved to the Ford Focus RS and that was an amazing car but there wasn't a whole lot you could do to them.

Sure you could bag it but as far as looks the car in my opinion looked and performed great. But I want to get creative without destroying a \$40,000 car. So back to Genesis I went and I haven't looked back.

### What does it feel like owning and driving your car?

I love owning this car. One of the main reasons I build is to connect with my dad and I am hoping to connect with my 3-year-old in a similar fashion.

Driving makes me feel good and accomplished, when you pull up to a red light or a gas station and you see kids looking at your car going "that's so cool! I want a car like that" just makes my day as it does with any car enthusiast.

Going to shows and seeing people with incredible builds that you look up to complementing your build just puts you on a different high.

### What do you think makes your car Unique?

I would say what makes it different is I am not trying to be the best at any particular part. Like some people go for power or crazy camber. I am just doing what I believe looks good or would be a spin on a design.

Just that truly simple yet effective style. The part that people notice the most are definitely my headlights, they are a custom build done by [@Yuniqueled](#). They were the first BK2 headlight build he had done. A lot of trial and error with them but we have an amazing final product.

The part that just makes the car to me is my steering wheel. Custom made by [@griproyal](#), and yes anyone can get it done but the part that makes it special is it was a surprise gift from my wife.

She designed the wheel just how she wanted it and if/when I sell the car that is the one part that I will keep forever.

## Spec List

### Engine:

- Ingen intake
- Turboxs BOV
- AlphaSpeed Tune
- Full ARK Grip with DP and TP
- TurboXs O2 housing

### Interior:

- Orue Series Racing Seats
- 5-point harnesses red
- Harness bar red
- Custom grip royal Deadpool themed steering wheel
- NRG short hub with quick release
- We are likewise THICC BOI Shifter
- Custom Deadpool themed shift boot
- Trunk colour changing lighting
- Air tank wrapped with hardlines

### Exterior:

- VIS CF Hood
- Spec-d tail lights
- Remake widebody kit wrapped carbon fiber
- KS-Style Front Lip
- Custom headlights from Yunique Led
- Black wrapped top

### Wheels:

#### Current set:

- 20x10.0 et-20
- 20x12.0 et-35 AG Brushed Grigio F541 SPEC1
- Toyo tires
- 255/30 R20 front and 295/30 R20 back
- Proxes 4 plus

#### New set:

- 19x12 et-34
- 19x13.5 et-56
- Infitewerks MT series
- Hankook Ventus v12 Evo 2
- 285/30 R19 Front and 305/30 R19 back

### Suspension:

- Full 3H airlift performance
- Full ISR Arm kit

### Brakes:

- Brembo brakes



## Advice/Tips

As far as tips not so much but advice most definitely, if you are in the market for a Genesis make sure you are ready to deal with the trolls. Most of the trolls you will encounter today are the old guys who had genesis and built them for power, they have king sold their gens but stay in the groups just to talk down to the newbies.

**So just do you!** Don't be afraid to try different styles or do something crazy, no not everyone is going to like it no matter what you do to it. So build for yourself and don't seek the approval of others.

The best example of this is a gen owner [@sxygen](#), he has a custom built 4.2 twin-turbo engine, widebody, bags, etc. but people hate the fact that it is an automatic...like this man has close to 40k into this car but you don't like it because it's auto. But he builds for himself, which is the best advice I can give.

## Who did the work?

So this is where I'll get some hate but credits due where it's due. So when I bought the car back in 2018 it was already on bags, widebody, and had the AGs on there. That work was done by the previous owner [@khaoz023](#). Since then I have added everything else. And I did a lot of the additional work myself, this work includes all the interior install, the engine upgrades, the exhaust, hood, and tail lights. The headlights I was helped by the man himself [@yuniqueled](#). And the wrap was done by [@epicwrappers](#).

## Future Plans:

I plan to sell the gen in about a year or so and my next build is going to be a Tesla. Haven't decided if it's going to be the model 3 or S. Definitely want bags, 3 piece wheels, cf hood, and trunk. Custom air setup and custom lighting.



## Groups/Clubs

Definitely, the top-tier group hands down go to [@vadedmob](#). Took me 3 years to get in and that feeling of them accepting your build is priceless. They are one of the most down-to-earth groups you could ever ask for.

## What's your dream car?

Dream car was a Supra for the longest time, but now kinda unsure. You see all these new cars coming out it's hard to just pick one, all the builds are just amazing and honestly, I would have multiple of the same car just built differently.





**Lennon Radcliffe**

**Mazda Miata 1994**

Instagram: [@lennonradrad](#)

Photographer: [@trey.coleman.photos](#)

**Louisville, KY. I am a Manufacturing Logistical Coordinator at my place of work that supplies sub-assemblies for semi-truck plants such as Kenworth and Peterbilt.**

A graduate with honours from UofL. Born in the greatest year of all time, 1996, the release year of Space Jam and Super Mario 64. I am an avid gamer, snowboarder, wakeboarder, and a grassroots track rat with this little car. I try to be a jack of all trades, to a degree. I do have a very wide range of interests and I do my best to learn it at the highest level I am able to perform.

Sometimes, it doesn't work out well. Listening is one of them because I am born profoundly deaf, and my most used word is, "What?" My disability is not a hindrance and I've recently stopped being insecure about it. I speak well, and I can hear about 80% of a normal range in one ear thanks to a Cochlear Implant I had at six years old. Loud noises do not bother me, and that may be why I love open header V8s.

**What or Who got you into cars, the car scene?**

Honestly, Street Racing Syndicate on GameCube sealed the deal for me. It is essentially a lesser-known version of Need for Speed, and it took off from there.

I spent countless hours modding cars and seeing how cool it was to "rice" out a car back in the early 2000s as a kid. I moved onto Gran Turismo and Forza series, eventually integrating into having a real-life car. My cousin, Michael Salas, and I grew up talking about iconic cars, engines, and mods down to each singular part on top of the video games and the Fast and Furious franchise.

As I was able to secure my driver's license and move up in car ownership over the years, another pivotal influence was by Samuel Pranger, a friend I made through the first Miata I owned, which unfortunately blew up due to my own ignorance of forced induction. He taught me the inner mechanisms of engines and how to assemble them, as well as tune a standalone.

**Why this Car?**

This is my second Miata. I had a white Miata prior that was boosted with a Fast Forward Supercharger kit. I wanted something that had pep and filled the need for performance. I was fresh out of high school and into college with that car.

Within a month, I blew the engine up from an oversight I made on advancing the timing, not knowing the consequences of an ECU tune. This was the start of my obsession with Miatas. I learned of many after market brands, even the obscure ones from Japan.



### What does it feel like owning and driving your car?

It's a humbling experience to own this car. I'm at track days surrounded by cars with much higher value, but I love mine the same, if not more, as others love theirs. I have a limited budget for the car and I maximize the dollar per performance ratio as much as I can. It is not a very street-friendly car with its suspension spring rates and front splitter so I shy away from it. I've had a string of bad luck destroying low-hanging body panels on multiple cars in the past. Lol.

People do turn their heads, others pull out phones for pictures, and I've been approached by others asking me what's in it. While it is a nice stroke to the ego having compliments, I simply built it for myself and the personal desire to develop the skill set as a driver.



Years went by tinkering on that thing, and I grew to love the platform. I then swallowed my pride in the money pit I owned and sold the Miata with a fully built, boosted engine running E85 to start fresh. That's where the black one I own comes in. I bought a bone stock chassis and I laid out a plan to make a track car out of it with my current knowledge and end goal. I wanted this car to teach me how to really drive and I dove into the rabbit hole.

### Why did you build the car?

I built this car to gain experience and seat time on the track. It is a relatively cheap platform to start with, and I've learned over time that you can make a slow car fast. There is something satisfying about being able to out-corner cars that have the appearance to be out of your league if one was to take a quick comparison of the two. Initially, I kept the car as close as I could to Spec Miata trim to be able to make a fair comparison of driver skill and how I was progressing.

In March of 2021, I broke the barrier at Putnam Park Road Course in Indiana and was able to edge out consistent lap times similar to front runners of Spec Miata. I promised myself I would not go any further with the mods until I had reached that milestone first. Once I did, it was off the deep end from there and the mod list became fully unlocked.

### What do you think makes your car unique?

The car has a custom front air dam that I built from scratch. It takes certain styling cues from other Miatas that have an air dam set up, but to how I want it to look. It's an aesthetic example of a function meeting form.

The sides of the air dam are intentionally spread out to help the air around the beefy wheels and still accentuates the body lines of the OEM design.

Another is the wear and tear of the car itself. There are white pittings in the rear fender flares from rocks chipping away the paint over the years. It gives it a nice personality and shows that this car actually gets driven. The interior is unique as the car is a 1.8L model, but has a 1.6L dash in it as they didn't come with airbags. It gives it a cleaner look, actually sheds weight, and I flocked it but left the strip running across alone to set it off nicely.

The JDM KG Works gauge cluster bezel is the most stunning piece to stare at and is the one modification that gets complimented the most.

It probably stands out more among other Miatas on the street as it is a purpose-built track car, most that are commonly seen are either stock or stanced, generally speaking.

## Spec list

### Engine:

- Bone stock. Literally, I probably have 105whp on a good day.
- Supermiata QMAX coolant reroute.
- Supermiata crossflow dual pass radiator.

### Exterior:

- DIY air dam.
- BlackBird Fabworx Sparco tow hook.
- Nine Lives Racing front splitter, sturdy boi mounts, and rear wing with CFD end plates.
- Carbon Miata fender flares, short version.
- ARP carbon fiber mirrors with RTheory adapter plates.
- Singular Motorsports hood louvres.
- OEM Hardtop.
- Rear bumper cut.
- Flyin' Miata LED side markers.

### Interior:

- DIY 1.6L dash swap with flock.
- KG Works Gauge Cluster Bezel.
- Rev Limiter Revolver Gauge Faces (Custom Order).
- Sparco R383 steering wheel.
- Sparco Hub with NRG Quick Release Gen 2.5.
- Sparco Circuit full containment seat.
- Sparco Grid passenger seat.
- Jerf Speed seat brackets.
- Sparco 6-Point HANS harness for driver.
- Sparco 6-Point 3in harness for passengers.
- BlackBird Fabworx NA GT3 Rollbar.

### Wheels:

- Jongbloed Series 500, 15x10 +25 offset in anthracite colorway.
- 245/40/15 BFG Rival 1.5S tires on the Jongbloeds.
- 949 Racing 6ULs, 15x9 +36 offset in tungsten colourway.
- 225/45/15 Hoosier R7 tires on the 949 Racing 6ULs.
- Extended ARP studs and brand-new OEM wheel hubs.
- Flyin' Miata 10mm wheel spacers.

### Suspension/Brakes:

- Xida coilovers from Supermiata. 1000lb/500lb spring rates.
- Bauer Extended Lower Ball Joints.
- Stock Calipers with Hawk HP+ pads.
- Stainless steel brake lines from Supermiata.



### Advice/Tips

Miatas have a wide range of after market support. You could literally dream what you want to do, and it's a 95% guarantee there is a product out there that will achieve the purpose intended. Highly modular and has a good baseline chassis. The toughest thing I learned was knowing what you want to do with the car before you truly modify it.

With the previous Miata, I had no true direction I was going in. Not being aware of a true end goal causes multiple purchases of mods and a cycle of expenses that one may not be prepared for. With this one, I knew what I wanted to do and I broke it down into milestones only editing the mod list for potential updates over the years as innovation continues.

Common knowledge for Miatas is that the rear rockers may rust, do keep an eye out for that. Other key things to look at would be the frame rails for straightness, wheel hubs for potential track use, and the front subframe area. The front sway bar brackets are prone to tear away from the chassis.

The wheel hubs were not designed for a high-grip tire on a track and are the number one consumable on the car. I strongly recommend buying one with a hardtop, the stock price on them has tripled since I scored a matching paint one for mine separately with luck.





### Have you done the work yourself, details?

Relatively 90% of the work done to the car was performed by myself with assistance from my girlfriend and/or friends on certain jobs requiring extra hands. I learned how to work on most of the car with confidence from prior experience on the previous Miata, as well as learning from people like Samuel Pranger, as I mentioned earlier.

Certain jobs either required a certain set of tools I do not have or a lack of knowledge to do it myself correctly with confidence, those were reserved for two shops I trust. Those two are the teams at DreamStreet Garage and Winning Formula, both in Louisville. I pay them for the work, and they reciprocate with a plethora of knowledge/advice at the track events, as a friend, to help my personal development and growth. I've grown to be friends with them over the years since I started as a customer, and I think that is unique to have. Also, YouTube and forums have been amazing resources in pinches.



### Future plans

Without a doubt, a K-Swap is happening with a K24A2 from the 06-08 Acura TSX for a serious bump in horsepower. Ideally, the ultimate swap kit from KPower paired with an AiM digital dash is the direction I am currently set on. I may opt for a Haltech ECU instead of the included KPro in the kit. The swap has proven itself to be a lethal threat in the Gridlife Touring Cup and is probably one of the most affordable swaps out there.

I considered doing a built turbo with the current BP engine, however, it is expensive to replace the engine whereas if I spent the money upfront to do this K-Swap, I'd only be out about \$1,200 for a replacement engine over time. An LS swap was considered but the cost is substantially higher and weighs more on the front end if an aluminium block isn't used. A Stoptech ST42 big brake kit, OS Giken rear differential and a full cage are also on the list of mods to add. As I grow faster, the more I'll depend on these mods for my own safety because the stock brake callipers can only do so much as-is. I will probably take this car to my grave or it will die trying to last the years to come.



## Groups/Clubs.

**BingeTokyo** hosted my very first track event and got my feet wet into the long journey ahead. They were just getting developed in their first year and I went out to support local businesses in return. **Winning Formula** widened my limited knowledge of track side maintenance/car tuning for getting the car to behave as desired, directed me into where the proven after market parts are, and I was welcomed to be a part of their track days as a friend.

**DreamStreet Garage** took me in like I was a part of their family, I was always welcome to their paddocks and get loose with them. **Bill Wilner** of **MiataRoadster** has been a pivotal part in expanding my foray into importing JDM Miata parts I've been collecting in secret, as well as doing business on very special requests. **Tsubasa Industries** pushed the boundaries of DIY on my car.

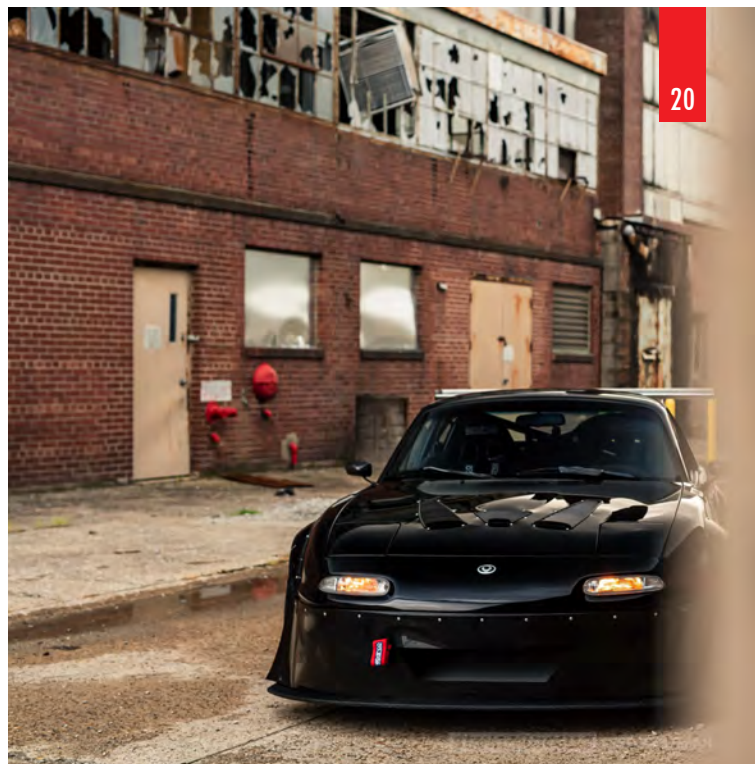
Nine Lives Racing made affordable aero for the grassroots level that I could buy and not cry too much about. 10/10ths Motorsport paired me up with a free instructor, Wes Penn, in my novice class in my second year of tracking, who also drove a Miata and a friendship came from that.



## What is your Dream Car?

The most attainable one possible would be the Camaro ZL1 1LE track package. It is an affordable and visceral experience in a car that delivers a serious punch. Plus, it is quite a looker. Something higher would be the Porsche 714 GT4, I absolutely love the body lines on it, and is the defining example of function meeting form. I've driven the Nissan GT-R R35 and was severely let down by how "assisted" it was.

It is a very quick car, but I felt entirely numb and it was heartbreaking as it used to be my true dream car. I want a driver's car, so the wildest desire would either be the McLaren Senna or the 2017 Dodge Viper ACR just for the pure enlightenment of man and machine, that would bite you back if you handle it incorrectly.



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## What did the car scene bring you?

The car scene on the streets appealed to me in my late teenage years since I felt like I had the freedom to do what I wanted and be where I pleased. It turned bitter sweet the older I became. Attacking twisting roads at night, risking a deer accident, to car meets being ruined by immaturity causing police involvement became tiresome. Once I had the money I could safely liquidate, I turned to track days as a legal way to have a wild time with lower risks.

The perception of the car scene at track days completely shifted as everyone had nothing to prove to others, and the camaraderie is always on point. The bottom line was that everyone cared about self-improvement and other people's safety. I have seen complete strangers drop everything they're doing to help a fellow driver out on their cars, and there was mutual respect across the board regardless of what you drove. I knew from the minute at my first track event, this is where the car scene was that I belonged. It has brought me a network of friends, knowledge, and an acceptable lifestyle.





## Daniel Stahursky

### 2006 Infiniti G35 Coupe

Instagram: [@pawg35\\_](https://www.instagram.com/pawg35_)

Photographer: [@villainous\\_media](https://www.instagram.com/villainous_media)

**My name is Dan and I live in Austin Texas. I'm currently the Director of Wholesale Operations at Golf Cart King.**

We design and manufacture the highest quality golf cart accessories and ship them worldwide giving individuals the pleasure of building the cart of their dreams.

”  
Building a golf  
cart is just like  
building a car!

“

In my free time I do automotive detailing, take care of my own cars, play guitar, hang out with friends and go to car shows.

#### What or who got you into Cars?

I can definitely say my dad got me into cars at a young age. He has been into cars and worked in the automotive industry his whole life.

#### Why this Car?

This wasn't my first modified car, I honestly wasn't even looking for an Infiniti at the time of the search. But I was looking at a 04 GTO with my Dad and we saw a bone stock G35 with low miles, manual transmission, and the perfect colour. It was hard to say no!



#### Why did you build this Car?

I've always thought modified cars were so cool because it makes you stand out from the rest of the cars on the street. A big part of your life is driving, so why not sprinkle your personality and taste into something you see every day?



### What does it feel like owning this Car?

"The feeling of driving this car and seeing it parked I cannot explain. I cannot get myself to sell it. There are too many memories and relationships created over the years of driving this thing.

There's nothing like walking out to your car and thinking to yourself "I can't believe this is real" or "I can't believe what this car used to be."

### What makes your car Unique?

My license plate makes my car stand out the most! There is only one Phat Ass White G35 and I would say that's what I get the most questions and reactions from.

Not only that, but I would say I tried to be different from everyone else that has a G35 with the modifications done.

Spec List

*Performance:-*

Stillen Intake  
Mishimoto Catch Can  
Megan Racing Strut Tower Brace  
Z1 Test Pipes  
Motordyne Y Pipe  
Z1 Single Exit  
Tuned at Gearheads Auto Fab

*Aesthetics:-*

Seibon Carbon Fiber Hood  
Airlift Suspension  
EZ Splitters Carbon Mirror Caps  
Blitz Aero Side Splitters  
Street Aero Rear Diffuser  
Sparco Tow Strap  
19" Volk Winning SF Wheel



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STANCEAUTOMAG | BRANDON HALL



**Julius Rillera**

**2012 Lexus Is350**

Instagram: [@abrotherslove\\_is350](https://www.instagram.com/abrotherslove_is350)

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

**My name is Julius Rillera, currently living in Stockton, Ca. My profession is a lead tech at Tesla. My Hobbies and my spare time I like to do work on my car, go shooting, spend time with my daughter, family and friends.**

What best describes me and my personality is I consider myself a Homebody/Nature guy, at times I'd like to stay home with my daughter and bbq and chill. Other times I like to go outdoors and enjoy the simple things and chill at the beach/lake views.

### What or who got you into cars?

Many things influenced me into cars, my family influenced me a lot but I would have to say my older brother influenced me the most. As we grew up everything from video games to messing around with RC cars.

My brother was always there for me and taught me things. As a kid, I was more of the clumsy and crazier little brother that always broke things, so I can honestly say I was very humbled that my older brother was always there for me to help me fix any issues I had.

Growing up as a kid I was always surrounded by cars, motorcycles, go-karts, ATVs and pocket bikes, basically, anything with a motor my family was always messing with these things. Till this present day, I think about my childhood and I'm glad I was raised this way, I wouldn't be who I am now if it wasn't for my family and older brother influencing me to where I am now.



### Why this car?

I didn't choose this car, I inherited this car from my older brother after his passing. This car has more meaning to me than any other car. I, Myself have a show/project car which is a 2007 g35s.

After my brother passed, I took a big pause on my car and pursued to fix up his Lexus in memory of him. He always took care of me so this is the least I can do is fix up his car in honour of him.



### Why did you build this car?

As I stated earlier, I'm building this car in honour of my older brother after passing away. My older brother was a big role model to me and was always there for me. The least I can do is build his car up in memory of him.

### What does it feel like owning this car?

Owning this car means a lot to me in so many ways. The fact that I'm building this car for my older brother just always hits me emotionally. I know deep down my brother would be so proud and happy to see his car all done up.

Driving this car around is a feeling that's indescribable, the way it sounds and how smooth it is compared to my g35 especially since my g35 is on coilovers compared to the Lexus being on air suspension.

### What makes your car unique?

One major reason why I believe this car stands out from the rest is the meaning of the whole build. Once people see the car they already initially understand the meaning of the build. The motive and reputation of this build is to show "A Brother's Love" ain't like no other. That is the main reason why I called this build that.



#### ENGINE:

- AiT Racing carbon fibre front motor cover
- AiT Racing carbon fibre side motor cover
- F-Sport Carbon fibre engine cover
- F-sport intake arm and intake box
- Carbon fibre oil catch can with braid lines and hoses finishers
- Cusco Strut Bar
- Cusco battery tie down
- Cusco radiator cap
- F-sport oil cap
- Hps Racing Blue Radiator hoses
- Blue dress up bolts
- M-Force Tune
- FULL invidia q300 catback exhaust
- Custom Graffiti writing under the hood

#### SUSPENSION/BRAKE

- FULL Airlift performance air suspension with 3p management
- Megan Front camber kit
- Megan RCA
- Megan rear camber kit
- Custom Shorten knuckle/Spindles
- Broadway front top hats
- R1 concept slotted rotors and brake pads
- Custom Painted blue callipers

#### WHEELS:

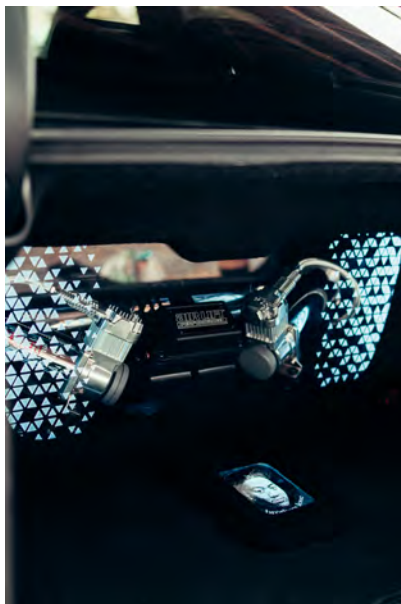
- BBS LM
- Front 18x10
- Rear 18x10.5
- Blue BBS LM centre caps

**EXTERIOR:**

- AiT Racing carbon fibre front lip
- AiT Racing carbon fibre side skirt lip
- AiT Racing carbon fibre rear valance
- Carbon fibre Wald style trunk spoiler
- Carbon fibre roof spoiler'
- Custom headlight with sequential LEDs
- Chrome B-pillar covers
- Chrome door handle cover
- Custom Shark fin diffuser
- Blue lug nuts

**INTERIOR:**

- Blue paddle shift extenders
- F-sport shift knobs
- Custom Air suspension Trunk Display
- Custom infinity mirror

**Who did the work?**

- Air suspension and trunk set up was done [@everything\\_air\\_](#)
  - Custom headlights were done by [@valley\\_retrofit](#)
  - Custom infinity mirror was done by [@guapgoon\\_](#)
  - Graffiti artwork under hood done by [@g.fngrz\\_](#)
  - Custom shorten knuckle/spindle fabrication done by [@christian.ngo](#)
  - Refinished and powder-coated BBS LM done by [@threepiece.us](#)
  - Decals were done by [@stayhumble\\_wrx](#)
- Most other upgrades were pretty much done by me.

**Advice/Tips**

The main tip I can give to all is maintenance is key. Always stay on top of the maintenance so the car will last longer than you expected. Take care of the car and the car will take care of you.





### Future Plans:-

- Carbon fibre hood
- Blue bride or Recaro bucket seats and seat harness
- RR racing supercharger kit
- Respray the whole car the same colour

### What has the car scene brought to your life?

The whole car scene opened up a lot of friendships from others that share the same passion for cars. That's one of the main reasons why I live for this passion for cars, is the community that it comes with.

You meet a lot of people, and businesses. Another reason why I've always loved the car scene is the number of cars you see from others, it shows how much creativity and representation of themselves as car owners. Basically building cars that fit their personality.

### Dream car

Dream car would have to be 90's Acura NSX Dream build would be an old school early 70's Datsun 620 truck



# Joshua Safran

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## 2015 Scion TC

Instagram: [@drgn.otc2ne](https://www.instagram.com/drgn.otc2ne)



**I'm from Long Island, NY, but I've lived in North Carolina since 2014. I currently work in the hospitality industry as a server/bartender, but I'm currently studying to become a social worker within the field of domestic violence and victims' counseling/advocacy.**

As far as hobbies go, I really enjoy detailing my car in my free time, researching new ways to modify my TC, even though I can't afford half of the parts I want right now (soon to change), helping my team members with their build and modifications, and solving my Rubik's cube!

### What or who got you into cars?

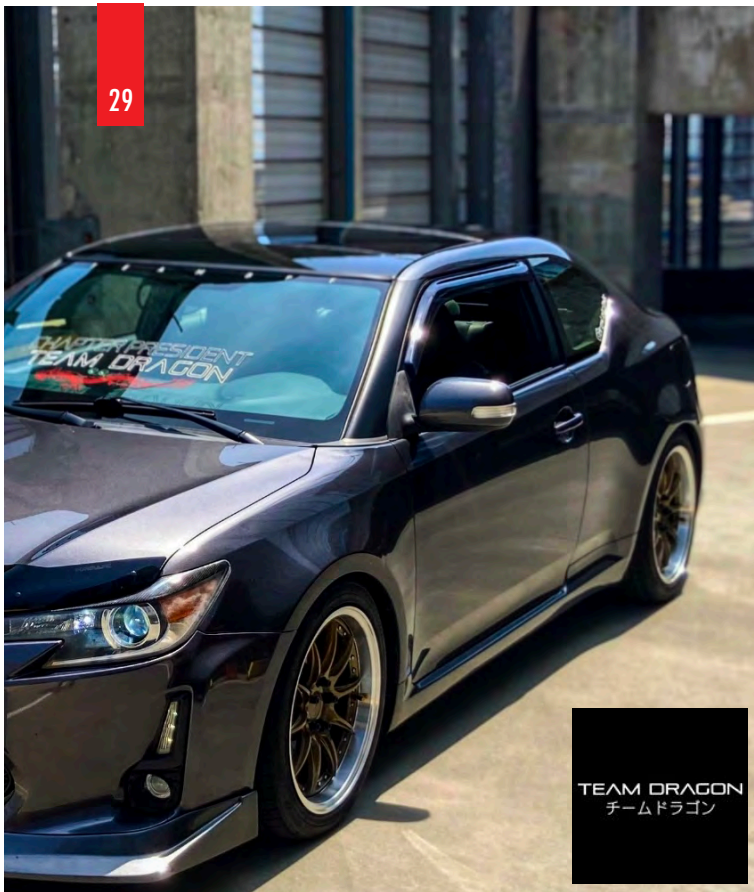
Ironically, I ended up having my 2013 Kia Soul wrapped around a tree, because I didn't realize you needed to "break-in" a new set of rotors. (I knew nothing about the process at this time, and they were drilled, as this was my first attempt in car modification).

Following the purchase of my TC, I did some research to find out the reason behind Scion's downfall and wanted to celebrate its legacy, because I thought it may establish a good community for TC enthusiasts.

Thus, I decided to create a group on Facebook called "Scion TC: Under the Hood", which provided an online forum for TC owners to discuss their modifications and help each other out with common issues and/or installation tips.

It now has over 2.1K members and is run by myself, as well as Derrick Aquino, who runs his own YouTube Channel, (and does my decals), as well as Adam Yohn, a now-former TC owner.

From this point forward, my interest in the entire JDM scene began to develop, and my future with the car scene had begun. I was invited to join my car team, Team Dragon, by the team president, and what ensued is what writes my story.



## Why did you build this car?

The National President of Team Dragon Car Club contacted me back in 2018, wanting to invite me to join the team. After discussing the details, I accepted the invitation and took it upon myself to build North Carolina's chapter, which I've rebuilt twice as the years have gone by. Truthfully, if it wasn't for the invite, I wouldn't have gotten into the car scene.

As far as modification, I chose to modify it according to my own tastes, rather than what everybody else does, as I wanted to build rarity, as I state in my Instagram bio. I bought the best cat-back exhaust system I could find, completely renovated my engine bay, which I decided not to the turbo, due to North Carolina's emissions test.

I was mentored by Patrick Coughlin, the National President of my car team, who trained me on how to lead my chapter, as well as build for success, and help others accomplish the same feats. Since 2018, I have scheduled and attended over 30 car shows (and still counting), as well as transformed a stock TC into an award-winning build (twice), obtaining more than 10 personal sponsors, which have accounted for more than 50% of my 30+ modifications (and growing), and have a full sponsorship with Bearded Panda Fabrications, who are currently working on my entire aero kit!

I now serve as an influencer for not only the 2,000+ people in my Facebook group, but members of my own chapter who discuss their builds with me and upcoming plans, as well as the National Chapter Director of my car team, where I train new chapter presidents across the nation, and assist other TC owners on my team with their own modifications.

## Why this car?

Honestly, my mom (who doesn't know anything about car modification) recommended I look into a Scion TC. I had also seen my Romanian neighbours driving an older TC as well, and thought it looked pretty cool, so I decided to purchase it. Regardless, my mom's advice is essentially the reason I decided to go with the TC.

## What does it feel like owning this car?

It feels like a couple of things. Firstly, it feels like \*vroom\* every time I drive through a tunnel or underpass. Secondly, I love the looks I get from people walking around my car at shows and even parking lots. Thirdly, it's funny when I have stock cars with just a loud exhaust try to race me, and they soon find out I'm fully built and tuned... I say, "Bye, bye."

## What makes your car unique?

Several of my modifications are actually custom or no longer produced. I've been lucky enough to make some amazing connections in the car industry, who have helped me land success in both modification and competition. While there aren't a ton of after market parts readily available for my car due to the end of Scion, I've decided to partner with various companies, including Bearded Panda Fabrications, who also sponsor my car team, to create custom carbon fibre pieces to make my build as unique as possible, and set myself apart from the crowd.



I enjoy having limited edition pieces, because not only does it draw attention to my build, but it gives me the ability to tell my story in the car scene, and develop amazing friendships with fellow car enthusiasts, and other TC owners who want to collaborate with me for future photo shoots and/or custom modifications.

I choose not to go with what the crowd wants, or expects, but with what makes me happy to both admire and drive, as both a daily and show car.

## SPEC LIST:-



### Interior

- @ctrends2: carbon fibre paddle shifter extensions
- @mokuzaiyip: tsurikawa
- @streetaero: carbon fibre shift knob
- @diodedynamics: LED swap
- @bearded\_panda\_fab
- "Carbonized" - The Cockpit Collection
- Radio Trim
- Glove Box Trim
- Door Panel Grip Handles
- Mirror Switch Assembly
- Master Switch/Passenger Switch
- Interior Door Handle Inner Trim Bezels

### Engine Bay

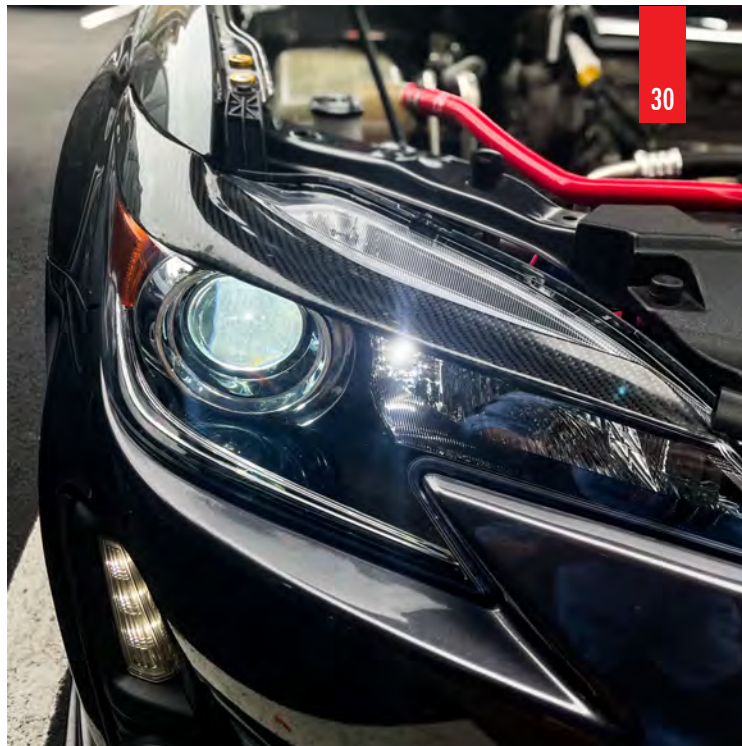
- @greddyperformance: RS 2.5" catback exhaust
- @injentechnology: cold air intake
- @dezodmotorsports: Dezod Green header
- @hpsperformance: 5-pc silicone hose hit
- @passwordjdm: carbon fibre engine cover
- @ctrends2: carbon fibre fuse box cover

### Exterior

- @bearded\_panda\_fab: Vader 2.5 Lip/Splitter
- @sciongrillelife: upper/lower mesh grilles
- @ctrends2: carbon fibre eyelids
- @diodedynamics: HID headlights conversion
- @ijdmtoy: 3rd brake light LED conversion
- @spyderauto: halo fog lights
- @morimotoled: tail light LEDs

### Wheels and Suspension

- @aodhanwheels: DS07 wheels
- @racelandsuspension: Classic Coilovers
- @r1concepts: drilled rotors
- @hawkperformance: HPS ceramic brake pads
- @mishimoto: open-ended lug nuts



## Have you done the work yourself?

I actually don't perform any of the work myself, unless it involves interior modification. I don't know much about engine bay modification, so I have my garage, Phantasm Motorsports, work on 95% of my modifications. It also allows me the chance to check out the imports in their parking lot, and get some ideas with my own future modifications, and form new connections in the area.

## Advice/Tips

Honestly, just have fun with it. You can always get an after market steering wheel, or upgraded interior trim. You can grab some after market wheels, lower your car, replace the seats, and modify the engine bay with fully functioning parts that won't break immediately after purchase. Get creative, and build a custom show piece.

There aren't too many TC's in the JDM scene that are fully modified, so do your research, spend some time constructing a blueprint of your goal, and begin your journey to building a show car. Almost every piece of your TC is easily removable, so learn your car and proceed with innovation.

## Groups/Clubs

A huge shout out to my team, [@teamdragon\\_carclub](#), [@dragon\\_sti](#) (Brian Raymond, he is the 1st VP that I promoted, after having him by my side for the last 3 years), [@rocketbunnycivic](#) (Patrick Coughlin, my team's president, and wouldn't be where I am today, without his guidance), and [@tigereye.v6coupe](#) (Matt Griffin, my team's vice president, who has never once failed to offer me solid advice with difficult team decisions, brands for custom work, and honest input with my own modifications as I continue to build).

I'd like to thank [@vampyrex13](#) (Derrick Aquino, who has not only provided me with sponsored decals but also helped me to build our Facebook group, Scion TC: Under the Hood, and offer advice, video tutorials, and tuning solutions to our community of over 2K members). I'd also like to thank [@bearded\\_panda\\_fab](#) (Orlando Rivera) and [@bearded\\_panda\\_fab\\_jason](#) (Jason Rivera), owners of Bearded Panda Fabrications, for allowing me the amazing opportunity to join their team with full sponsorship, as we continuously come up with new designs for custom pieces, and revamp the after market industry for tC2.0/2.5 body kits and carbon fibre parts.

Finally, a big shout out to [@hung\\_phantasm](#) for sponsoring myself, as well as my chapter, and helping me with the installation of new engine parts, as well as taking care of the maintenance required for driving a modified car.

## Future Plans

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My future plans are heavily dependent on my sponsor, Bearded Panda Fabrications, in regard to my future body kit, and carbon modifications, including side skirts, a new spoiler, canards, and more. I am also planning to upgrade my radio, as well as seats, and install a custom subwoofer in the trunk with a minimal appearance to allow room for me to pack up our team equipment and gear when we have upcoming shows.



## What has the car scene brought you?

The car scene has brought me a new meaning to a good life; new friends, connections, amazing opportunities for my own build, as well as future business opportunities. Without my team, and the people I collaborate with, my life would be a tad boring with college and bartending 5-6 days a week. It's also very enjoyable being able to own and modify what began as a daily driver, into a show car with unlimited potential, watching it slowly progress into a masterpiece.



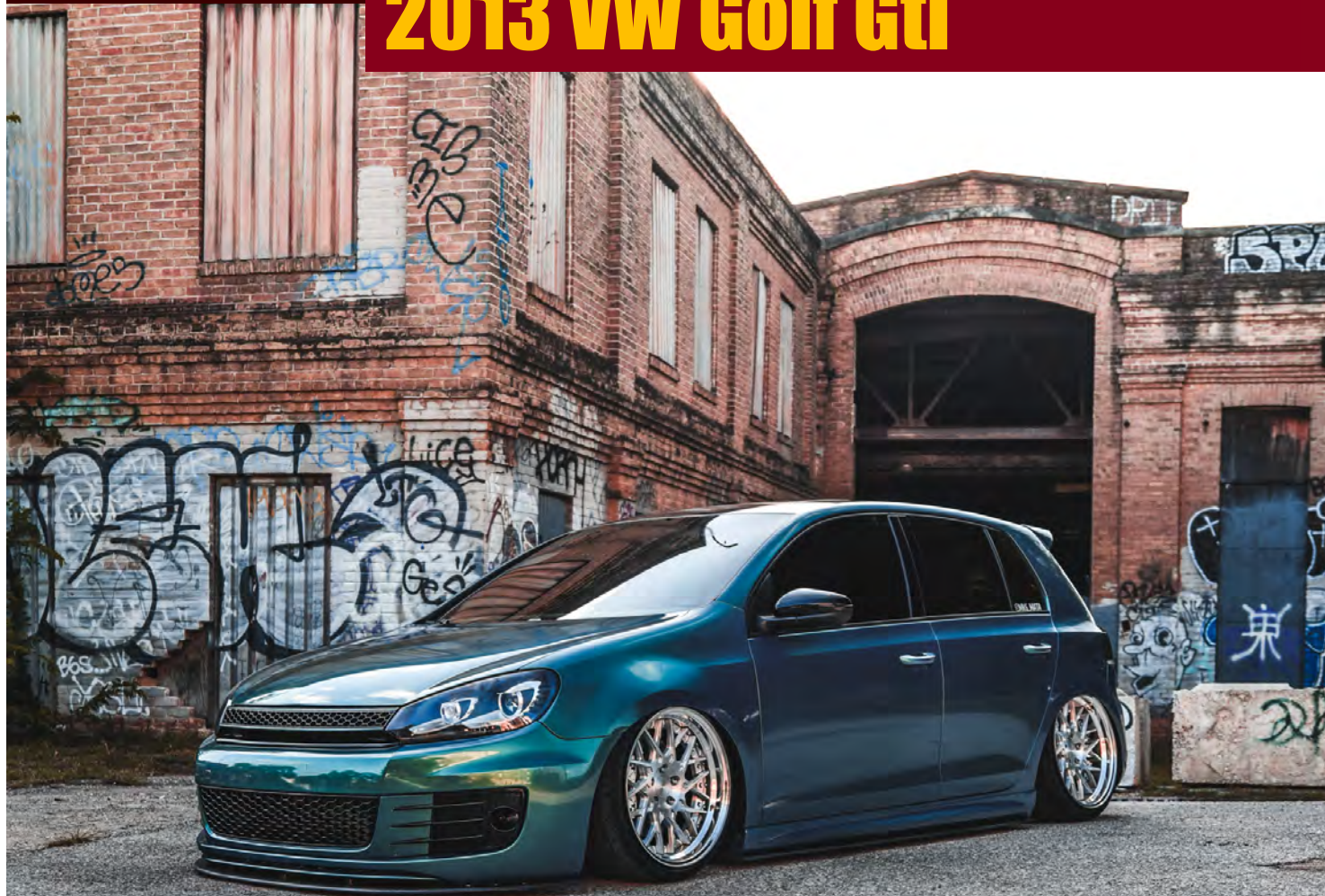
## Dream car

A 1999 Mustang Convertible. I would leave it completely stock, except perhaps drop it and run some decent after market wheels. My only reason is that it was the first car that my late father gave me the keys to when I first moved in with him in 2012.



**Ryan Mata** Instagram: @mk6\_mata

**2013 VW Golf Gti** Photographer: @villainous\_media



My name is Ryan but my close friends call me MATA. I am 32 years old. My hometown is Austin, TX but currently live in Kyle, TX.

I work as a Wholesale parts manager for Volkswagen. In my spare time, I'm usually tinkering in the garage with misc. stuff for the cars, spending time with the family or talking/helping my car family.

Q&A



### What or who got you into Cars?

I'd have to say my Dad is the biggest reason. Just remember being little and riding around in his mini trucks, always being surrounded by custom vehicles. Which led me to build models growing up, and car games (NFS underground), and of course going to car shows with my dad.



### Why did you build this Car?

I built this car due to the high support it has. Was originally not trying to build a show car but more of a nice daily driver.

But of course, as we all know, when the mod bug gets you, it gets you pretty bad and of course, as any car person, the parts started getting ordered and piling up. Which ended up now making this a show car which is still being daily driven to this day.

### What does it feel like owning this car?

It feels good seeing the reactions I get from people but the one thing I will have to say I love the most about this car is the people I've met along the way.

I've met so many awesome people and quite a few of them are really close friends now, I would say even family. For that, I am forever grateful.



### Why this Car?

Honestly, I thought I would never own a VW. I worked at Toyota when I purchased this car. It was a very low mileage car. So being curious, I checked it out and went for a test drive. The test drive and interior are what sold me on the car. The drivability was nice and very responsive, along with the interior being really clean, sleek and simple. Never did I imagine in 100 years I'd be in a VW but here we are.



## What makes your Car Unique?

To be honest, I've always been a huge fan of the OEM+ look and feel of a car. With that being said, I like to incorporate any mod to look and feel as if it came with the car from the factory that way.

I think what would make my car stand out from other VW, in my platform, is the Hand-laid carbon fibre trim pieces I made for the interior. For the exterior, would be the shave/filled front and rear bumpers.

### Dream Car

The dream car will always be a 1990 Ferrari F40 LM GT spec

### Wheels & Tires:-

- SV2 Forged SV-RIN
- F: 18X9 ET25
- R: 18X9.5 ET35
- Brushed face
- Chrome hardware
- Black barrels
- Wrapped in Yokohama Advan 701 fleva
- F: 215/35r18
- R: 225/35r18

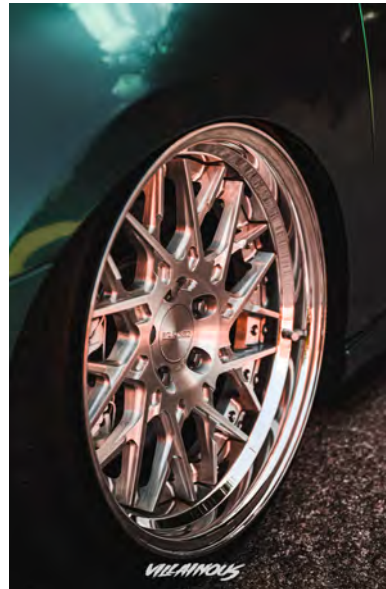
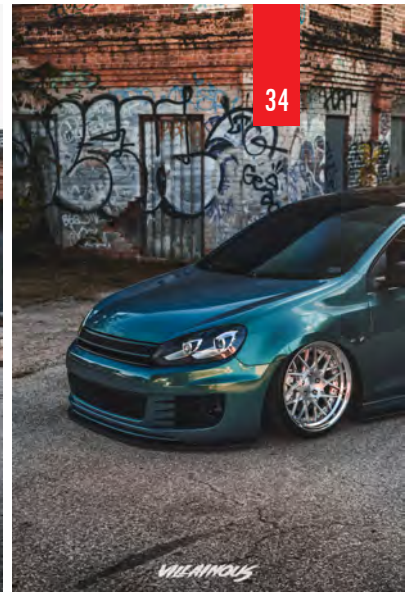


### Suspension and Brakes:-

- Raceland bag struts and Adjustable shocks
- 034 motorsports adjustable sway bar end links
- 034 rear toe arms
- Innfab rear camber arms
- Adams slotted rotors
- Brake Calipers painted white

### Exterior:-

- Car is wrapped in Teckwrap Ocean Wave
- Shaved hood
- Shaved front bumper
- Badgeless grille
- Flow Designs Front splitter
- Front grilles painted in Gloss Black
- OEM euro bumper splitter
- Retrofitsource Morimoto projector fog light assemblies
- Supernova sequential mirror turn signals
- OEM Golf R mirror caps
- OEM Golf R side skirts
- Flow Designs Golf R side skirt splitters
- OSIR carbon rear spoiler painted Gloss Black
- Supernova Led clear lense sequential tail lights
- Supernova sequential mirror turn signals
- Rear bumper shaved
- Flow Designs rear diffuser
- OEM diffuser paint Gloss Black
- Roof wrapped in Teckwrap HD Gloss Black
- Roof Antenna deleted





### Interior:-

- OEM carbon fibre steering wheel
- Hand laid Silver reflections carbon fibre dash and door trims
- Black Suede Headline with diamond stitch
- Black Suede A, B, & C pillars
- Black Suede E-brake handle with diamond stitch
- Black Suede centre console lid with diamond stitch
- Black diamond stick floor mats
- 1 of 1 custom SportsShifter shifter assembly
- RTA Airlift 3P centre console controller mount
- 9-inch Eonon Carplay head unit
- Custom trunk setup
- Unibrace hatch brace painted Candy White

### Engine:-

- CTS Turbo 3 inch catless turbo back
- CTS Turbo intake
- CTS turbo charge pipes
- ARM motorsports fmic
- 034 motorsports pendulum mount
- Audi R8 coil packs
- Cobb with protune by Stratified
- Stage 3 Southbend clutch



### Who did the work?

The bodywork on the car was done by Network Body and Paint

Car was wrapped by Bespoke Paint and Protection

Most parts were installed by me or with help from friends

Carbon fibre interior parts were made by me

The current Trunk setup was done by [@BDtuning](#)

New trunk setup will be done by [@ClassyHouseProductions](#)

### Future Plans

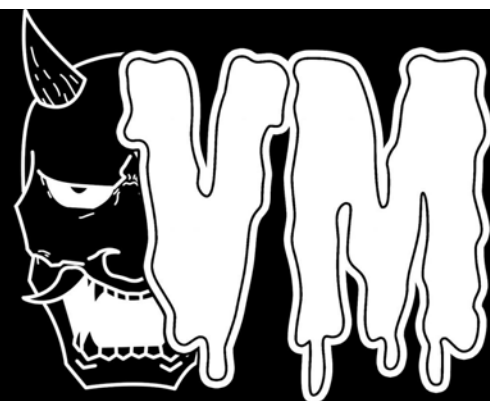
Future plans are to have the car repainted a Pearl white, Fully shave the engine bay with wire tuck, EWG Sidewinder turbo setup and to have Metal work done to widen the car to fit the wheels without having to run any major camber.

### Advice/Tips

Build it for you and no one else. Take your time, do your research, and don't be afraid to do something different or out of the box.

At the end of the day, there will always be someone out there that has something to say but takes that as constructive criticism.

People can sometimes open your eyes and mind to new ideas. If you're looking to purchase a car like this or any VW, Just make sure to stay on top of maintenance and the car will take care of you.



Instagram: [@villainous\\_media](#)

<https://www.facebook.com/redlinephotography14>

Email: [redlinephotography14@gmail.com](mailto:redlinephotography14@gmail.com)

# Chris Humphrey

## 2004 Nissan 350Z

My name is Chris Humphrey. I am 26 years old. My hometown is Hopedale, MA. Currently, I reside in Murfreesboro, TN. I work as an automotive technician for Hyundai Motor Company.

In my spare time, usually, I am at the gym, fishing, spending time with friends and family, working on my car and helping out my friends work on their cars.

Photographer: @jik.media

Instagram: @bagged\_and\_balding

### What or who got you into Cars?

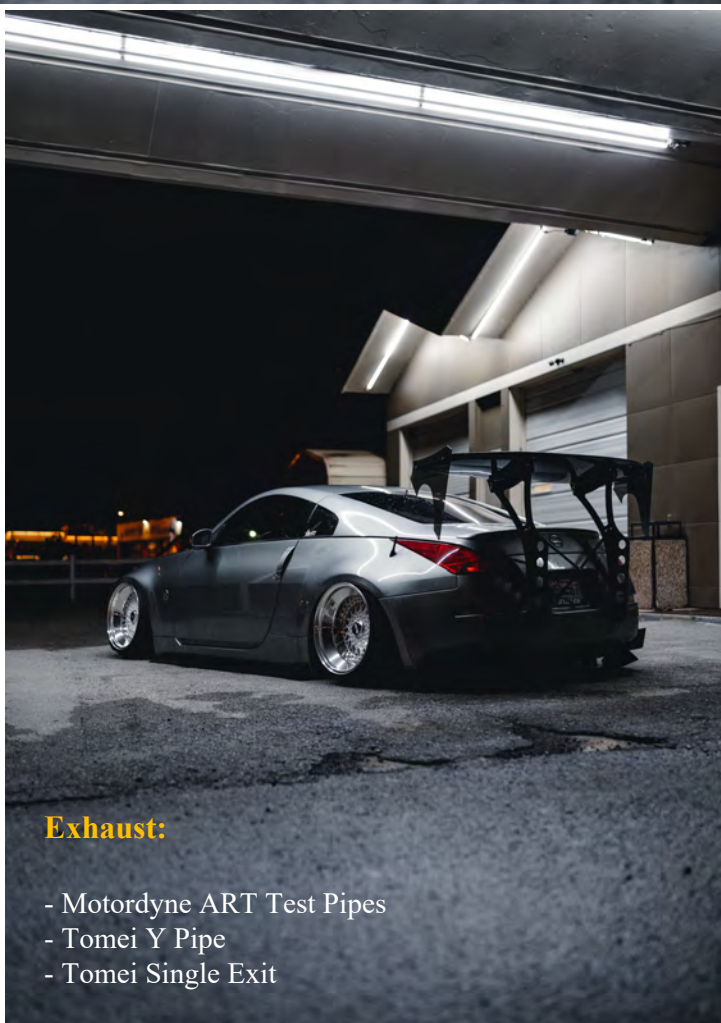
Almost every kid grew up playing some sort of racing video game. Whether it be Need for Speed, Forza, Gran Turismo etc. We grew up with a passion for cars whether we knew it or not. Some of my friends were already into cars while we were in high school so I guess it was always around me.

Eventually, I bought my car and all of us started going to local car meets together. Local meets turned into going to Import Alliance, Import Alliance turned into going to car shows. After some time, we started submitting our cars for these shows and after being accepted it turned into a habit to go to every show possible even if our cars weren't in them, making memories as a friend group.

### Why this Car?

Honestly, it wasn't my intention to buy this car. At the time, I was driving a 1985 Toyota pickup. The truck did not have any A/C, had clear coat fade and rust holes. It definitely needed to have some maintenance done.

I was about to start college and needed a reliable vehicle to get me back and forth the three hour round trip. I found the Z, went to go test drive it and immediately fell in love. Two owners, low miles, well taken care of. I was sold.



### Exhaust:

- Motordyne ART Test Pipes
- Tomei Y Pipe
- Tomei Single Exit



### What do you think makes it Unique?

To me, it's just a car. Just so happens I've done modifications to it. Deep down it's just like every other car on the road. Regardless, I think the thing that stands out the most is probably the chassis mount wing. It's pretty obnoxious hahaha.

### Advice/Tips

Make it your own. Build your car to your standards, not the standards of others. Make it an expression of yourself. Don't build it to impress others or to receive their approval.

It doesn't matter who likes it and who doesn't, as long as you're happy and satisfied with your own work, that's all that matters.



### Why did you build this Car?

It wasn't my intention to even start a build. I found myself looking at car parts and doing research on forums, watching install videos and reading reviews on companies. Before I knew it, I had sunk a good amount of money into the car. It was never my goal to get to this point, but watching your own build start taking shape over time can become very addicting.

### What does it feel like owning this Car?

I think many enthusiasts will agree when I say owning and driving your car can be a roller coaster of emotions. Most of the time it's a great feeling, but you'll always have your ups and downs. It's a wonderful feeling to drive a car you've modified with your own hands, a rolling piece of art that expresses the person you are. I love having people come up and ask about the car and the build process.

That's a wonderful way to make connections and also create friendships. The best thing is seeing the kids at shows. You know you're doing something right when little kids widen their eyes and their faces light up and go "WOW LOOK!". That's what it's about. Inspiring the younger generation to chase after their dreams by presenting something as solid proof that if you work hard enough and never give up, you can accomplish anything you put your mind to.



### Groups/Clubs

I actually helped form a local crew here in Murfreesboro. We're called [Revenant Society](#). A few of my friends wanted to create a crew and turn it into family orientated.

We invited a few people and grew from just six members to over twenty current members. We've all become very close with each other and consider everyone family.

## Spec List

Tuned by Z1 Motorsports in Atlanta, GA

### **Engine:**

- Osiris Uprev Tune: 273whp. 266wtq
- Performance map
- Flame map
- Valet map
- Base/ecomap
- Competition Clutch stage 2
- Fidanza Lightweight Flywheel
- Motordyne Isothermal 5/16' Plenum Spacer
- Mishimoto Racing Thermostat
- Mishimoto Radiator
- Z1 M-Spec Street Long Tube Cold Air Intake
- Osias Catch Can

### **Suspension:**

- Airlift Performance 3P Bags
- 1/4" Lines
- GkTech Front Upper Camber Arms SPC Rear - Lower Camber Arms
- SPC Toe Bolts

### **Wheels and Tires:**

- BBS RS Wheels
- Front 18x11 et 0, 4.5" Triple Step Lips
- Rear 18x12 et -3, 5" Triple Step Lips
- Toyo Proxes Sport A/S Tires
- Front 245/35/18
- Rear 255/35/18

### **Exterior:**

- Battle Aero V4 66" Carbon Fiber Chassis Mount Wing
- Street Aero Side Splitters
- Street Aero Rear Diffuser
- Carbon Fiber B Pillars
- Carbon Fiber Fender Emblems
- Carbon Fiber Mirror Covers
- Carbon Fiber VIS Racing Hood
- Aerocatch Hood Pins and Hood Latches

### **Interior:**

- NRG short hub
- NRG Gen 2 quick release
- Street Aero Forged Carbon Steering Wheel
- Recaro SPG-N Racing Seat
- PLM Seat Rails
- Cipher Harness Bar
- Alpine Type S Door Speakers
- Kenwood Head Unit
- DC Audio Level 2 12" Subwoofer





### Who did the work?

The majority of the work was done by me. Watching videos of other people doing the work has helped me tremendously in learning how to fix issues or install parts.

My friends also lent a hand in fixing/installing parts. It wouldn't be where it is today without their help. You know who you are, you guys are the best friends anyone could ask for

### Future Plans

Possibly might do a widebody in the future. For now, the car is pretty much done. Just have to catch up on routine maintenance now. If I don't end up doing anything else I might sell it.

Or maybe keep it and hand it down if I have any children. Of course, they'll have to earn it.



# Rob Cooling

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## 2006 Dodge Magnum



Instagram [@Chozen\\_Swagnum](#)

Photographers [@untilnexttime.photography](#)

# Q&A

STANCEAUTOMAG | SHANNA RINALDO

**I was born in Wilmington Delaware and moved to West Virginia when I was 13. I met my wife in high school and we got married after 6 years in college.**

We moved to South Carolina shortly after that. After 25 years in retail management, I recently changed jobs and am now the North American Parts Manager for Atlas Copco.

**What or who got you interested in cars?**

I got into cars as a way to be creative. I started building cars at 14, helping my friends with stereo installation and lowering cars. There wasn't much else to do in WV.

**Why this Car?**

I wanted air conditioning. When I moved to SC, I had a 91 accord that was way too custom to daily drive. I was driving by a dealership and saw this car, so I bought it new in 06 because it had A/C and I saw potential.

**Why did you build this Car?**

It is different, you see a ton of 300's, Chargers, and Challengers but very few Magnums. It has nice lines and after I bagged it, it looks so much better on the ground.



STANCEAUTOMAG | SHANNA RINALDO

**What does it feel like owning your car?**

I built the car for myself. I was changing the colour, painting wheels, and redoing the interior every other year. All my cars end up green.

It is fun to drive the car, I like sharing tips with others and telling them what is done to the car. I like being the "go-to guy" for suggestions on people's cars and trucks, I guess I did something right to have all these people asking for advice.



STANCEAUTOMAG | SHANNA RINALDO



STANCEAUTOMAG | SHANNA RINALDO

## Spec List

### Engine:

- K&N intake
- Custom car back exhaust
- Optima Yellow group 31 battery and 0 gauge wires
- MSD coils
- Custom paint

### Interior:

- All black interior with silver and green highlights
- Custom front door panels with (2) kicker marine 8's and a compression driver.
- Custom fibreglass speaker box with (3) Alpine Type R 12's
- 3.5-inch compression drivers in the dash
- Kappa perfect 6x9s in factory locations in the rear
- Infinity Reference 6.5 components in the rear hatch
- Orion HCCA 10000.1d on the subs
- Eclipse XA4000 on rear speakers and front compression drivers
- Infinity Kappa 400.4 on the front door speakers
- JVC double din radio
- Green led lighting

### Exterior:

- Synergy green/ platinum silver metallic paint
- Shaved side moldings
- Extreme Dimensions body kit and rear spoiler
- Custom color matched headlights with halos
- Custom front metal grill
- Front splitter
- Chrysler 300 SRT rear lip spoiler mid hatch
- Pinstripe by Hightower

### Wheels:

- Custom painted 22x10.5 inch MOZ Dinner rolls
- Lexani 255/30/22 tires

### Suspension:

- UAS bags
- Front aluminum adjustable strut mounts
- 5-gallon air tank 200 PSI cutoff
- 2 chrome Viair 444 compressors and 1 chrome Viair 480
- Digital pressure gauges in 3 gauge pillar
- Maxxair Management and 9 switch box
- ¼ inch electric drain valve
- Trimmed and rolled fenders

### Brakes:

- Powerstop rotors
- Advance Auto Parts Platinum ceramic pads

### Advice/Tips

Make sure the car has been maintained properly. I have seen people with big ideas for a custom car that can't do it because they have to spend money on repairs. Since they don't make these anymore, you have to be creative and use Charger and 300 parts.

### Did you do the work yourself?

Our whole club, CHOZEN, helps each other out. We push each other to be better. Chad Martin did the painting on the wheels, doors, and speaker box. Christian Blount helping with anything I ask or need an extra hand with. My very understanding wife Lee Ann and my son Solomon for keeping me company in the garage.



### Future plans?

I will be buried in this car, but there are always ideas for the future. I would like to candy paint the whole car green in the near future. Also, a 392 swap and 8-speed auto may be in the future.

### What do you think makes your car Unique?

All the mods aren't crazy, more tastefully done than some crazy show car. You have to look for some of the customs. I try to make it look custom but be functional. I can take it to a show or the grocery store, and it fits in either place.



**STANCEAUTOMAG** SHANNA RINALDO

#### **Groups/Clubs**

CHOZEN, we are back! Been a member since 2003, so many great people in the club. Bonus that we all drive the nicest vehicles around and love to eat, so you can catch us posted up at a local restaurant.

#### **What has the scene done for you?**

We are all like-minded, mostly older guys, and love showing off. We like reaching the younger people in the car community and helping them with their builds and being role models for them. We keep our standards high and don't mind teaching others what we have learned over the years.

#### **Dream car?**

Full custom 59 Impala 2 door on hydraulics



<https://chozentm.myspreadshop.com/>

**Instagram: @chozen.tm**

**Ian Kneeshaw**

## **Nissan Skyline R33 GTS-t 'Laura-Jill'**

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Instagram: [@g60inc](#)

Photographer: [@that\\_somerset\\_photographer\\_](#)

Photographer: [@RichWiltshirePortraits](#)

Location and Shoot: [CM Events Official](#)

**Hi, my name is Ian Kneeshaw, 48 years old and from Taunton in Somerset.**

Currently, I work for Airbus UK in the Procurement team (fuel systems and landing gear) but no I do not actually build the planes; I just make sure the bits they are made out of are correct.

Being a car enthusiast I think in my case is definitely genetic, both of my parents appreciate their cars and my mum even owns an Alfa so guaranteed petrol head.

One of my earliest memories is being sat in the back of my dad's Mk2 Ford Cortina Savage (3.0l V6 transplant), looking it up as it's a very cool car, asking him to go faster or chase that Porsche.

Although one of my favourite stories was from one of my friends, not knowing that my mum had borrowed my Celica GT4 they tried racing it only to have her down shift and accelerate.

On confronting my mum with this information she simply stated 'goes well doesn't it. This genetic predisposition to fast cars even extends to my brother, who has settled on his halo car, a Saab 9-3 Turbo-X after many cars.



In comparison to some people, I know my car history is definitely quality over quantity, venturing into the modified car scene I started with an Mk1 VW Golf Cabriolet GTi before moving onto forced induction (and never looking back).

Next up was a VW Corrado G60, and that supercharger made the best noise. After an incident involving a sheep, it was time to move on and so I bought an Audi S2 in factory pearl white, and someone that became a good friend hated me for forgetting that car.

Next up I swapped from VAG to JDM (just as all my friends were going the other way) and got myself a Toyota Celica GT4 ST205 which has been the best B-road car I have ever owned.

After playing the Gran Turismo games when they first came out, I always wanted a Skyline, so the GT4 was sold to make way for a white R33 GTS-t Spec2 in white (nicknamed the Exxon Valdez for the amount of fuel it checked out of the exhaust). It had all the right parts but just wasn't put together that well.

That car was also sold due to a girlfriend at the time, but after escaping, I really wanted another Skyline after considering an S14.

After much searching for a dark grey R33 (I have a thing about alternating car colours between light and dark) I found my current car in Macclesfield, owned by the guy who had imported it.

Unusually it was very unmolested in only having an HKS exhaust and Advan tri-spoke wheels changed from how it left the factory.



## Spec List:-

- Full glass out respray in factory KH2 Dark Grey Metallic,
- Ceramic coated with Wax Is Dead protection
- MaxxECU Street ECU,
- Mapped by PVE making 360 BHP which is limited by the OE injector capacity
- Nismo 400R style arches,
- Impul side skirts,
- Top secret style rear spats,
- C-West headlight eyebrows,
- Infill drag spoiler,
- OE GTR style grill (was a factory option),
- Aerial delete,
- Smoked lights and OE front fog lights
- Japan Racing JR32 wheels,
- 18x8.5J front & 18x9.5J rear, wrapped in Michelin Pilot Sport 4 tyres
- BC Racing coilovers,
- Driftworks camber control & lower control arms,
- Tie rod ends and HICAS delete kit,
- Upper & lower front and rear strut braces,
- B-pillar Do-Luck strut brace
- Front brake callipers spaced to allow GTR size brake disc,
- Driftworks braided brake lines
- Japspeed turbo elbow & 3" downpipe,
- Custom 3" stainless steel exhaust to an HKS backbox
- Turbo Dynamics hybrid turbo, with a ball bearing core,
- Forge BOV and A'Pexi induction kit
- Plenty of stainless-steel bolts,
- Heatshields and decals in the engine bay
- Air-con deleted (it was beyond repair),
- Front mount intercooler
- Plazmaman forward-facing inlet plenum,
- Candy fire red rocker covers & Mishimoto oil catch can
- Hermfab custom aluminium radiator,
- GK Tech radiator fan
- Vertex 'Racing' deep-dish steering wheel,
- Works Bell short steering wheel boss,
- Japspeed short-shift kit,
- Driftworks gear knob,
- GK Tech handbrake sleeve,
- Recaro premier edition Type-R seats on Nisuba bases
- 60mm A'Pexi boost gauge
- All interior switch bulbs swapped to red LEDs,
- Alpine double-DIN head unit,
- JL Audio amp & speakers



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## Future plans

It is an ever-evolving thing but freeing up a little more horsepower will be the next big job as that will mean a metal head gasket and larger capacity for the injectors.



That\_somerset\_photographer

That was over 10 years ago and in the time I have owned the car a lot has changed, but also it has introduced me to new friends and gone on some epic adventures. I am not sure how many other Skylines have been driven to the Stelvio pass in Italy or around the street circuit in Monaco, blasting through the tunnel was a definite bucket list moment!

So she is now sitting on her 4th set of wheels, pretty much all of the suspension has been replaced, lots of interior modifications, new seats, and lots of work in the engine bay but these were not the biggest changes and I can legitimately say I have 'overnight parts from Japan' after buying a short boss kit for a new steering wheel!

The car's current incarnation is mainly due to an accident I had about 4 years ago, a cold November day on rubbish tyres and a psychopathic boost spike that led to the front end hitting a signpost.

Fortunately, Stu Clark at SC Performance in Taunton said she could be saved, so the process of restoration was started. He may have regretted that decision as the work required was extensive, usual old JDM car rust issues, as while the car was designated 'Project33' he affectionately called her 'the problem child'. Although that is probably nicer than the rest of my friends who call her the 'Datsun Mondeo'.



That\_somerset\_photographer



That\_somerset\_photographer

While in for repairs I had asked that Nismo 400R style arches be added to the front to match the rear, so therefore side skirts would be required and then rear spats to make the lines flow. But the key detail I had been looking for for 5 years was the infill boot lid, and what did Stu have in his collection of goodies was none other than the boot lid I had been looking for.

This had to be negotiated from him but for me, this makes the car for me, while at the same time being a very 'Marmite' mod as it seems to split opinion between perfect and needs a BGW. There was also a whole lot of other small details that Stu did while the car was with him that was above and beyond what was required.

### Thank you to:-

Ken & Andy at Nut & Bolt garage services (Taunton), for the years of servicing and fitting various parts to the car, their expertise and knowledge have been invaluable. Honestly, the car would not be running without them.

\*

Stu at SC Performance (Taunton) for all the welding and the quality paint finish, and also for suggesting the under-glow kit as it is a 90's car after all.

Steve at Performance Vehicle Engineering (PVE) (near Taunton) for the ECU installation and mapping plus the continued support.

\*

Gareth at Xceed Detailing & Valeting (Taunton) for the polishing and ceramic coating, still looks amazing now.

Andy at ATJ Fine Blast Engine Services (Barnstaple) for the powder coating

And also the great suppliers for the many shiny things that the car needs; JDM Garage, Driftworks, AutoExtreme.

Nengun Performance, RHD Japan



## 1995 Acura Integra Special Edition



Car Name: **MOJO**  
Instagram: [@casper31181](https://www.instagram.com/casper31181)

I'm 40 years old from Hermantown, Minnesota U.S. (most things around here pertain to ice hockey & we're pretty good at it).

I've been a car guy since I can remember & at the age of 14 I bought my first car, a 1973 Dodge Charger which I was able to use it to learn how to work on cars (all aspects).



Since that first car, I've owned 43 cars (10 of which am in possession of. My first job out of tech school was as a body man fixing cars at a body shop.

Fast forward to the current time and I've worked in automotive dealerships for 15 years from sales, to finance, to sales manager.



I have loved absolutely every aspect of cars my entire life. I met my wife working in a dealership and knew she was something special when I learned she owned & drove a 1973 MG Midget for fun to work & on the weekends.

She loves them, I love them. This last April I woke her up on a Sunday morning & said hun there's a guy 4 hours away selling a 1995 Eagle Talon TSI AWD that's been stored in a barn for 14 years and it doesn't run & I told him we'd be there today to get it & her first question was is it automatic or stick... We're a car couple.

### What or Who got you into cars, the car scene?

I grew up in a house that was on the main street in town and as a child, I would always sit at the kitchen table, by the window, facing the street and watch the cars going by. By age 10 I could name each car passing by brand, model & trim.

I would check out any book in the automobile section at the library each time my family went. Once high school came around, I spent more time working on my own cars than going out with friends and once I got my license and people saw what I was driving (1985 CRX) I definitely got some attention and joined my first car club "audible art".

### Why did you build the car?

I built the car so I could have a complete project with my teenage son to teach him all the aspects of working on cars & how if you're gonna do something you do it right no half-assing it. I also built it because I wanna win in a circuit that is dominated by domestic cars when imports should be ruling the hornet circuit.



### What does it feel like owning your car?

It's amazing seeing the car parked knowing I've made something that isn't typical. Days when the car is parked at the end of the driveway I get a kick out of seeing how many heads turn as they drive by and see the car.



### Why this Car?

I was helping a friend in the pits on his own race car (pure stock class (Wissota dirt track)) which he was driving a 1985 Monte Carlo and I heard the hum of 4 cylinders coming from the track and I asked him what the hell is racing right now?!

He said, "oh those are the Hornets, 4 cylinder front wheel drive class".

I walked over to get a better look at the track & saw Chevy Cavaliers, Dodge Neons & Ford Focuses racing & I thought where are the Civics, Preludes, Eclipses, Celica's etc...

I went home that night on a mission to find the perfect "hornet" project to be able to go out, win and put the others to shame.

It was within a week that I found the Integra for sale on Craigslist and its specs fit within the Wissota racing rule book (fwd, less than 107in wheelbase, non-turbo, no variable valve timing). Bought it the next day...

## What makes your car unique?

There are very few Integras running in the Wisconsin hornet class and mine is hasn't had a nut or bolt unturned on it

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## Spec List:-

Per "Wisconsin Hornet" Rules the engine, transmission, suspension, brakes etc have to remain completely stock. Not being able to upgrade the motor I completely rebuilt the motor from top to bottom with new "stock" parts.

The block was in great shape so that was left untouched however the head, valves, cams, oil pump, water pump, oil pick up, oil pan, all gaskets, fuel injectors were replaced making an essentially brand new b18b1 engine from 1995.

The only change from the factory is a cat delete which is allowed in the Wisconsin rule book & no factory muffler. Inside is a different story as the interior has been completely gutted with a 6 point roll cage being welded in along with a memetic racing seat, 5 point harness & quick release steering wheel hub.

Strut tower braces front and back help stiffen the body. New rocker panels were made from 22 gauge black steel to box in the void. Power steering & air conditioning have been deleted to save weight & power.

## Future plans for the car?

No future plans or modifications. Its first race will be on August 20th at the Badger State Hornet Nationals at Gondik Law Speedway in Superior, WI U.S.

Wisconsin Hornets run on red clay tracks that are typically 3/8 - 4/10 mile oval tracks

## Have you done the work yourself?

Every inch of work was completed with my own hands. Built not bought. Engine tear down & rebuild, all bodywork, paint, roll cage, etc

## What has the car scene done for you?

The automotive industry has given me a means of feeding my family for decades and a creative escape outside of work. Other cars in our fleet are

1989 BMW E30 Convertible  
1973 MG Midget  
1995 Eagle Talon Tsi AWD