

REAL CARS - REAL OWNERS - REAL STORIES

# STANCEAUTO MAGAZINE

JDM - KDM - EXOTIC - EURO - CLASSIC - MUSCLE - SPORTS - AND MORE

OCT 2021



**FEATURING**  
Drew Jacksons

## 2016 Ford Mustang Ecoboost

Photographer: Eugene Rabinovich - @eueymedia

Joseph Leoniy  
Toyota Supra 1995



Jaime Carrasco  
2015 Subaru WRX STI limited



Jason Kenton  
2006 Lancer Evolution IX



Since 2020

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



### 2006 Lancer Evolution IX

When I was in Hawaii, everyone was street racing Honda civics.

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### 2004 Honda S2000

Originally this car was supposed to just be a cool daily driver because I had a 1996 Mazda Miata as a show car/project car,

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### Fiesta ST Galaxy

This unique and eye-catching car is owned by Chloe, a 21-year-old car enthusiast from Shropshire, UK.

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### 1995 Toyota Supra

My first real build at age 16 was a Volkswagen MK4 VR6 GTI 12V. Started as a bone stock grocery getter.

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### 2008 Volkswagen Rabbit S

I never intended to build the car since it was my first car. My goal was to sell it and get something else.

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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.

We also have Calendars, Hoodies, T-shirts, Magazines and Stickers available from our Store

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“SAVE THE HEADACHE AND DO IT RIGHT THE FIRST TIME”

STANCEAUTOMAG DONNIE ROCHIN

# Anas Uddin

## 2003 Lexus IS300

Instagram: [@STLKID07](#)  
Photographer: [@r0cean11](#)

**Story by: Donnie Rochin.**  
**Anas is 32 years old from St Louis Missouri and is currently serving in the United States Navy as a Gas Turbine Systems Technician.**

Anas’s passion for cars came about when his best friend Steven King (not the author lol) got him into them. Steven had a modified Acura Integra Sedan which after seeing motivated Anas to get his first Lexus IS300, it was a 2004 5 speed with just 38,000 miles. Both of them used to drive around looking for spots to take photos and just enjoy everything associated with cars.

So, with his friend being an influence for cars along came the Need For Speed video games. This game had a huge following when it came out and still does. The games showed Anas about the endless possibilities of what could be done to cars and how to make them your own. He ended up getting rid of his first IS300 once he joined the Navy. Over the course of the next two years, he would go home on vacation from time to time and see car parts in his basement waiting to be used.

It finally got to the point he purchased another IS300. Fast forward a couple more years into the future, while still serving in the Navy, he is now living in San Diego California. He was browsing through Craigslist and found a 2003 IS300 completely slammed to the ground with dents all over. He immediately fell in love because it was a black on black 5speed with 105,000 miles, and a clean title.

Anas had a vision of what he wanted to do. Everything was set. The first thing he did was get his dad to send him his Apexi n1 exhaust that was on his first IS300 so he could start this new build. The rest is history.

Anas has met so many people, built friendships, received bruises, lost blood, and put everything into this car. Every piece of the car has been messed with at one point or another. The car has won multiple shows and has received many compliments over the years. Anas has learned so much about not only cars but himself and it has shaped him into the person he is today.

**There are so many IS300 builds out there so why choose this car?**  
That’s easy. Back then it was a dark horse. It was a solid chassis with endless possibilities.

Anas would watch YouTube videos of other IS300’s decimating other cars. These motors have so much potential and if you didn’t want to upgrade you could always swap for a bigger motor. Boosting it for days. All that and it had 4 doors.



## Modifications

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### EXTERIOR:-

- Altezza Headlights W/Blue Tint
- TRD NEO V1 W/Fog Lights
- Elixir II Carbon Fiber Hood
- Seibon Carbon Trunk
- Ventus Splitter
- Custom Front OEM Style Fenders
- Vertex Side Skirts W/Carbon Fiber Supra Vent
- Authentic Altezza Grille
- Chargespeed Rear Bumper W/O Diffuser
- Custom Smoked LED Tail Lights
- 5d Carbon Vinyl Roof Wrap
- TRD Stubby Antenna
- Carbon Fiber Rear Window Spoiler
- Carbon Fiber Gas Lid
- TRD Gas Cap
- Altezza Window Visors
- Trd Trunk Lip Spoiler
- Figs Engineering CDD

### ENGINE:-

- K&N Short Ram Intake
- Figs Engineering Carbon Hood Props
- Custom Apexi N1 Exhaust
- TRD Radiator Cap
- Mishimoto Radiator and Carbon Fiber Cooling Plate
- Oil: Amsoil Synthetic
- 2x Odyssey Batteries W/Enclosure

### WHEELS:-

- SSR SP3's (Bronze Chrome)
  - Front: 18x10 +24 --- 225/40/18
  - Rear: 18x10 -9 --- 225/45/18
- Project Kics Leggdura Racing 2 Piece Lug Nuts

### BRAKES:-

- Cross/Slotted Drilled Rotors W/Brake Pads
- Hand Painted Rotors With Lexus Decals

### SUSPENSION:-

- Fortune Auto 500 Series Coil Overs W/Swift Springs
- Figs Engineering Caster Arms
- Figs Engineering Lateral Arms
- Figs Engineering Upper Control Arms
- Figs Engineering Toe Links
- Figs Engineering Rear Trac Links
- Figs Engineering Mega Rear Control Arms
- Figs Engineering Polyurethane Bushings
- Figs Engineering Spherical Bearings
- Figs Engineering Rear Subframe Mega Brace
- Mevotech Inner Tie Rods
- Mevotech Outer Tie Rods
- Mevotech Lower Ball Joints

We have been a part of car groups or clubs at least once or twice in the scene. For Anas, his first team was Team Hybrid (@TeamHybrid\_95). He learned a lot from them and built some lasting friendships. The last team he was a part of was Team Impact (@TeamImpact\_17).

Overall the car scene has really increased his knowledge of cars, as well as gained a lot of friends and family. Anas' dream car would have to be the Audi R8, Lamborghini LP670, and recently the Lamborghini Huracan has entered that list.



## INTERIOR:-

- Mishimoto Carbon Fiber Shift Knob
- Passport/Escort Radar Detector
- Custom LED Door Sills
- Footwell LED Lights
- 2x Sparco Fighter Seats
- 2x Sparco Competition 4" Harnesses
- Braum Harness Bar
- Custom Carbon Fiber OEM Tailored Steering Wheel
- Custom Stitched Interior Panels
- Hydro Dipped Panels
- Black Suede Headliner and A, B And C Pillars
- Black Suede Dash
- Black Suede Center Console
- DragINT Checkerboard Floor Mats

## AUDIO:-

- Kenwood DNX892 Head Unit
- Infinity Kappa Speakers All-Around
- Hifonics 1616 Brutus 4 Channel A/B Amp
- JL Audio W6's 12" Subwoofers
- Hifonics 3016.1D Brutus Monoblock Amp
- One-Off Custom Trunk Enclosure
- All New KnuKonceptz Audio Wiring

Anas has only ever owned three cars. His 2004 was really clean. He only had the Apexi n1 exhaust and small minor cosmetics. His current 2003 IS300 has a ton of mods! And while he has his show car he drives a 2017 Toyota Tacoma as a daily driver.

This build gives him a sense of accomplishment every time he gets behind the wheel. Just knowing that this build was his idea. He loves to think that he made this happen and now he gets rewarded when random people give him a thumbs up on the highway or the street. Every time he walks up to it parked on the street or a show it still blows his mind "This is my car" "I did this".

People always ask him questions about it, I always hear, "it's really clean", "the mods you have on this are perfect", "if I were to build an IS300 this is how I would do it!". Unlike other people he built this car for himself, not for judges, not for clout, but to enjoy it. It's an extension of himself as a person.

Word of advice from Anas for you builders out there. Always do it right the first time!!! Don't take any short cuts, it will save you endless headaches and your bank account will thank you! Don't try to please anyone, people will always talk bad about your build.



STANCEAUTOMAG | DONNIE ROCHIN

Build your car for you and only you. If people like it then that's a reward in itself. Having this car has opened his friend list up tremendously.

He now has so many connections from the United States to Japan to Canada, to the Dominican Republic, and Jamaica!

Ok, I am sure we have all seen tons of Lexus IS builds rolling around the street but what makes Anas' build most unique are the rare parts he has included with this build. Whether it be one-off parts or imported parts. This build isn't your normal IS.



STANCEAUTOMAG | DONNIE ROCHIN



STANCEAUTOMAG | DONNIE ROCHIN



STANCEAUTOMAG | DONNIE ROCHIN

Anas has had some help along the way with this build. Initial bodywork was done by a friend and then SOS Customs, over time the quality of work went down the drain and ended up getting better work done at:-

Jaymer Primer Autobody (@jaymer\_primer\_auto\_body), along with AP Upholstery (@ap\_upholstery) and Hydro Dipping Concepts (@Hydrodipconcepts). Most of the parts on his build were sourced by Dat at Speed Alliance (@speedalliance), without him half of this build wouldn't be possible. Everything else was friends helping out.

### So what's next for this car?

The only thing left is the engine swap. Anas knows what he is going to do and it'll be sure to ruffle some feathers, especially the purists, but he doesn't care because it's HIS CAR. Once the engine is done he is going to paint the engine bay, do a full wire tuck, and rebuild the motor. Anas says

"The car will always be for sale for the right price LOL!"

# Jason Kenton

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

## 2006 Lancer Evolution IX



I am retired military. I did 20 years in the Navy on submarines, most of which was on Oahu, Hawaii which is where I got my love for imports from. Also, Japan where I fell in love with the lancer evolution V which was unobtainable at the time.

I currently reside in Louisville, Kentucky and manage properties for my parents(property manager).

I really only do 2 hobbies, retro video games and import cars and I tend to keep these hobbies for very long periods of time.

I started with a 1989 Honda CRX which was hunter green and my wife had a 1995 Acura Integra GSR 4dr.....unfortunately when I moved to California for 3yrs in San Diego someone else wanted those more than we did. both were never recovered.

So I tried to love the 2003 Honda civic SI that I had bought as a replacement, but seeing the 2003 lancer evolution 8 and along with a trip to japan seeing the lancer evolution V really changed my heart. it would take till 2006 for me to be able to afford my own.

As for retro games, I really love Street Fighter 2 champion edition and Mortal Kombat 2 and play arcade 1up machines with my kids when time allows.



### What got you into cars?

When I was in Hawaii, everyone was street racing Honda civics. I really was not into the racing aspect but I really liked the meets and hangouts with other people.

I really liked the meets and car shows that would pop up, so I got a Honda CRX and started

modifying it. I really started to drift toward the lancer evolution when my family situation changed. I was married and looking at having children.

The lancer evolution to me was a way to have a 4dr that was AWD and had good power. seeing one on fast and the furious showed me the potential, and it looked great right out of the box, but I have never been one to keep my car looking like others so what I have is over 13yrs of slow work overtime.

### Why this car?

When you are on submarines you get a lot of time to think about things like this, there are 5 cars that I wanted in life.

The lancer evolution, the WRX STI, the NSX, FD RX7, and the R33 Skyline GTR. in 2006 I had made E-6(first-class petty officer) which was a pretty good jump in pay, I was married and looking at children one day, so only the lancer evolution and WRX STI where viable options for me.

I chose the Lancer evolution IX because there was a graphite grey one on the dealer lot. That dealer would take me for a ride with an \$8000 mark up which I had to pay because there was only one Mitsubishi dealer on the island of OAHU.

\$40000 later and I finally owned my own lancer evolution. I always justified my buying of the car by keeping it for so long. Currently, I have owned the car for close to 15yrs. Later my wife would pick up a 2006 WRX STI because she fell in love with the boxer engine, she has a 2011 WRX now, but maybe that car is another story altogether?

### Why did you build this car?

I started to build my car for speed, but when I almost wrecked the car at over 130mph going against a Yamaha R1 motorcycle, I went home and re-evaluated my priorities. The stance scene and Illest/HellaFlush was really starting to come into style at the time, so I changed my objective to more of a low and slow life.

With my car about 1 inch off the ground it made it really hard to go fast and not break expensive parts. so I bought my 1st set of wheels and dropped the car on stance gr+ coilovers. The car has changed a few times, but the objective changed to an OEM+ look that is low with aggressive wheels.



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

I have always been a firm believer in "if you do not turn around and look at your car when you get out of it, then sell the car" I also used to just sit down and drink a cold beer and just reflect on what I can do to make the car look better and be more enjoyable driving.

I don't win car shows usually because I did not build the car for it, but it's ok. I built this car for myself and when I look at it I am happy. I enjoy driving the car and I make all the right noises(turbo spool, blow off valve, exhaust).



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When it's parked I look back and almost always smile. I really wish some other people would do the same. you go to car shows and there is a lot of the same and no imagination in a lot of the builds. just enjoy your car, you don't live forever.

### What makes it unique?

My Evo is really about the details. I made it that way because that is what I like to do. admire details of something. If you look at my wheels, I have done things to make it just not another set of TE-37sl's. like open-ended titanium lug nuts, titanium hub centric rings and titanium hub nut and lock washer.

When you look at the fender I have added a titanium Varis badge to the carbon vent and secured the carbon vent with titanium cap head screws. When you look closely at the front of the car I have a very rare ARC titanium Mitsubishi emblem, and behind that, I have secured the ETS intercooler with titanium hardware as well that was fire burned to specific colours by me.

When you look at the steering wheel inside it kind of looks stock until you look closer and notice the wheel has been rewrapped and painted to match the rest of the interior. Also, titanium hardware is on the steering wheel as well.

There are others, but these are all little details over the years. Maybe the next car show just looks a little harder and you will see stuff I have not even mentioned. This is only a few.





## Exterior:

- Voltex Evo 9 wagon front urethane lip.
- ARC titanium Mitsubishi emblem.
- Limited run Rexpeed 1x1 carbon fibre side sills and rear extensions.
- Varis front fenders
- Carbon fibre diversion plate with WC lathe works titanium Varis emblem.
- JDM rear bumper with after-hours automotive rear crash beam and custom lower windage tray.
- Titanium rear Mitsubishi emblem.
- Mazterpiece automotive titanium antennae.

## Wheels:

- 18x10.5+22 Volk Racing TE-37sl black edition.
- 10mm project kic spacer in the front.
- Yperion titanium hub centric rings, valve stems, valve stem caps and locking lug nuts.
- TWM performance titanium lugnuts fire burned by myself.
- 255/35-18 Nankang NS-25 tires

## Suspension and Brakes:

- Works croxx plate, Beatrush under tray.
- Airlift 3p air suspension dual compressor kit.
- Girodisc magic pads refinished Brembo brakes.

## Interior:

- Redline goods steering wheel wrap,
- Shift boot and e-brake boot kits.
- Steering wheel and centre console painted by Aaron boost.
- Rexpeed limited run dry 2x2 carbon dash overlay and armrest cover.
- RK titanium gauge cluster overlay and badge.
- Works grab shift knob, works floor mats and trunk mat.
- JVC kameleon head unit.
- Camber well airlift controller cigarette lighter holder.
- Airlift 3-gallon tank in the trunk with grunion customs mounts.
- RK titanium air block plate.
- Raised floor trunk that retains spare and tools made by myself.



## Engine:

- Stock block, Manifold, Turbo.
- ETS titanium intercooler short route kit for Evo 9.
- ETS mini battery kit.
- RK titanium intake fitted to the stock air box with a generic carbon fibre top and works drop-in filter.
- Generic carbon fibre radiator cooling panel.
- Yperion titanium brake reservoir cap.
- Frontline fabrication billet valve cover,
- Cam angle sensor covers, and oil dipstick.
- Cusco titanium front tower bar.
- JD Customs AC titanium purge/fill cap covers,
- Brake master cylinder bolt kit, and Coil over bolt kit.
- Zeklee clear cam cover.
- Monster titanium turbo manifold heat shield.
- RK titanium cam sensor heat shield.
- Radium engineering dual catch can kit.
- Koyorad radiator.
- Samco silicone hose kit.

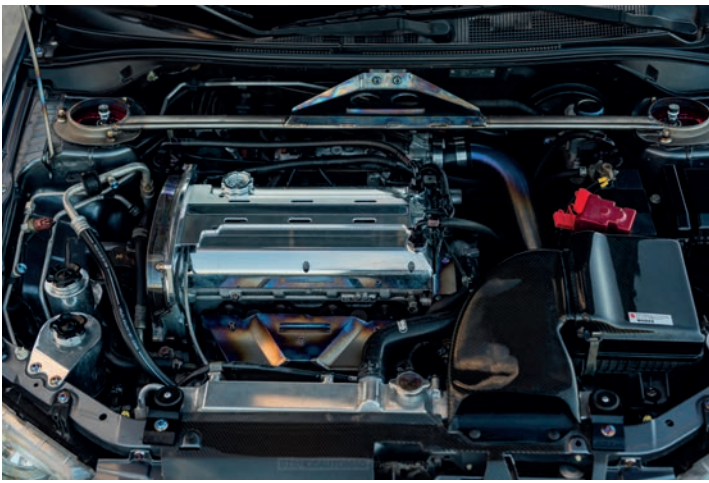
Most visible hardware has been replaced with titanium which has been fire burned to my choice colours.

## Who did the work?

most work has been done by myself. Believe it or not, this car has been in 3 rear-end accidents and always been professionally restored by body shops. OKA's auto body out of Oahu Hawaii did the custom fender work in the rear for the wheels to fit and have an OEM look. I also have shattered 3 Voltex lips when in Hawaii on the great H1 freeway. If you live on Oahu you know what I am talking about. except for the bodywork and clutches, I have done all the work myself with help of some friends.

## Future Plans

Next up is to refinish the brakes. I already have Yperion Titanium brake shims, Titanium brake bleed screws and caps. I will try for a gradient Titanium look, if that does not work out or does not look good they will be changed to a black colour to better match the car. other than that, the car has 100k miles so I will most likely rebuild the engine at some point in the future as well.



### Groups/Clubs

Big shout out to [@shadetreemotorsports](#) for getting me good deals on parts from anywhere in the world, [@rk\\_titanium](#) for custom one-off pieces and dedication to the Evo platform, [@yperiontitanium](#) for doing unique custom titanium pieces when my mind went wild. [@frontlinefab](#) for making billet greatness for the 4g63, and my friends [@mr\\_infek](#), [@issa\\_sil80](#), [@zheitz413](#) and my wife Stephanie and kids for dealing with the constant titanium hobby

I have met a lot of friends that drive all kinds of different cars. I have also got lots of ideas from other kinds of cars for my car for modifying. this is a hobby and I try to keep it as such with having a family

### Advice/Tips

The lancer evolution is not a cheap car. you may find it cheap for sale, but you will pay for it. shop around and pay a little extra for good condition. I learned the hard way to shop around for getting a clutch done. if they do not have experience with the 4g63 motor and transmission it will most likely get installed incorrectly.

Make sure you get a good catch can set up or your turbo will not last because of the blow-by oil from the PCV system. When something breaks, upgrade the components. When my clutch failed the 2nd time I got a clutch fork stop, when it failed the 3rd I got an ACT monoloc, then I found the previous 2 failed because they were installed wrong.

The lancer evolution 8 or 9 is a reliable platform, but if you go the route of a built motor the motor is less reliable in my opinion. <https://www.evolutionm.net> is a good source of information and troubleshooting.

### Dream Car

If I really had the funds and capability, I would like to get a 2008 Ralliart Sport back and do a Varis widebody kit and air ride suspension, this is really the only car I can see selling my car for. Unrealistic cars like Lamborghini's and Ferrari.



# Rowell Esquejo

## 2017 Subaru WRX

Instagram: [@StayHumble\\_WRX](#) - Photographers: [@Shotbyso](#) and [@Rawvisualzz](#)



I go by Ro, I was born and raised in Stockton, CA. I was in the ARMY for 6 years and was a mechanic. I currently work at Tesla as a Technician. I am also the Team President and one of the founding members of [@TeamStayHumble](#).

My hobbies are working on cars on my days off whether it be mine, a team member, or a friend. I also grew up in martial arts and eventually was assisting in teaching others. I live by a couple of sayings I grew up on which is "Walang Takot" meaning fearless as well as "Fear None and Respect All".

My older cousin who is more like my older brother got me into cars and the car scene. We used to always watch a lot of the Japanese circuit track racing videos, formula drift, WRC videos, as well as the 1320 videos and hot import nights videos from back then. I was in love with Honda's growing up. Hearing and feeling VTEC kick in on

an EJ1 Civic with a B18C5 (Type R) swap was everything to me. Being around his cars growing up fuelled me to get into the scene. A lot of everything we did together as I was growing up involved cars whether it was taking a drive, playing racing video games, or catching random people on the street who wanted to race.

I'm glad to have a family like him because I don't have any siblings and he was the closest thing to a sibling for me. To this day we still talk about cars and now he's finally got a chance to see what I built and drive it as well.

As I got older I started seeing a lot more Subaru's. I started researching them. I fell in love with the rumble and sound. I grew up around some of my family that rode motorcycles. For some reason, it reminded me of Harley's but in car form. I guess you can say it was one of my dream cars. Although the new WRX doesn't have the EJ motor in it to give it that signature unequal length header.

I was able to achieve one of my dream car goals. I decided to build this car because a Subaru WRX has always been a dream car for me. It's also the first car I was able to purchase and pay off on my own. I wanted to build something I can be proud of. I also got the support of my wife helping me out on my build. It's a car I and her both love. The build for this car was meant for the purpose of a "show" build. Slowly it got there and still got a long way to go to get it where I want it to be.

The car is a lot different from what I used to own and drive. I came from a 1995 Acura Integra GSR with a JDM front end that was slammed. The WRX was new to me and refreshing. Going from a FWD coupe to a AWD sedan turbo was a game-changer. I liked the feel and raw power I got from my Integra but the WRX and the AWD are so much more smoother and responsive.

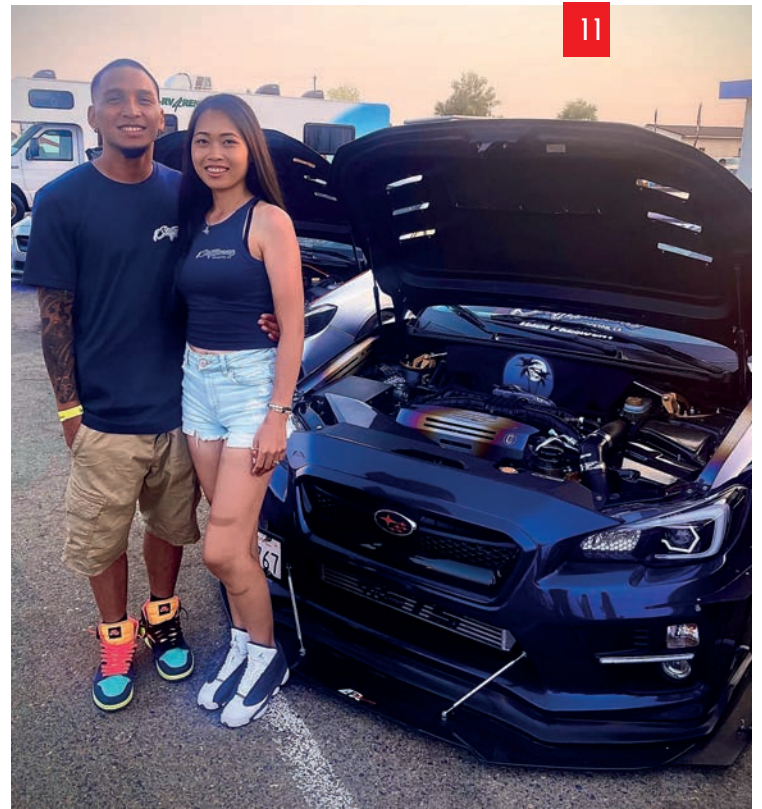
Sometimes I don't realize how fast I'm going just because it drives a lot better than what I was used to. I like driving it knowing that I built this and did most of the work on my car. When I drive this car I'm pretty much always happy and it's just me, my car, and the road.



I think what makes my car stand out from the crowd would definitely be my front end and engine bay. My front end is definitely a love or hate type of deal for people.

I custom-made my front-end parts or "retrofitted" some parts. It's something you definitely don't see every day. As for my engine bay, it's pretty normal I would say but I've gotten compliments on it and have been told not a lot of people like to show what's under the hood.

The car scene has brought out the best in me. I was able to create a family of car enthusiasts and grow. It made me realize that it's not always about cars. It's more than that. It's connections and creating friendships you can have for a lifetime. I'm able to express myself through my car and it's an extension of me.



It's something I can be proud of and share with the community. The car scene I feel will never stop with me it'll be something that will stay with me until I am grey and old

### Groups/Clubs

I want to shout out to my Wife Darlene for always being so supportive and helping out with this build. There's a thing we always joke about and it's #sponsoredbymywife.

Also was to shout out my Family, My team, My friends, and the businesses who have helped me get my car to this point, and the people I've met through the years that keep pushing me forward with this build.

[@TeamStayHumble](#)

My team has helped with installs and my family.

[@J\\_real\\_era](#)

The homie that always helps me out and gives me ideas.

"The man with a plan"

[@BainsTuning\\_Gary](#)

Tuner who Tuned my Car

[@PremierWerkz](#)

Air suspension

[@ModAutoDesign](#)

Custom Headlights

[@rawvisualzz](#)

Photographer

[@Shotbybso](#)

Photographer

[@Kaisa.Sti](#)



### Suspension:

- Airlift 3P
- Blox Racing rear LCA
- Blox Racing Strut Tower Bar

### Wheels/tires:

- Rays Gram Lights 57CR pro 2 piece
- 18x9.5 +38
- Federal 595 SS

### Engine/Power/Drive ability mods:

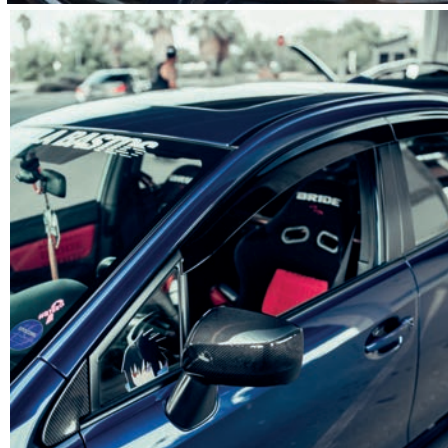
- Cobb Intake
- Cobb EBCS
- Cobb Accessport
- Cobb Flex Fuel Kit
- Cobb Air Oil Separator (AOS)
- Perrin BPV
- Nostrum HPFP
- AEM 340 LPFP
- IBR TGV Delete
- EGR unplug
- 1320 J-Pipe (downpipe)
- ETS FMIC
- Blox Racing Header
- INVIDIA Q300 Exhaust
- Perrin shift stop
- Boomba short-throw shifter

### Lights:

- DNA fog light bezels
- OLM Halo fog lights
- Spec-D Tail Lights
- F1 Style rear fog light
- Custom Headlights made by @modautodesign

### Spec List

Tuned by @BainsTuning\_Gary  
91 Gas- 295WHP 304 Torque  
E60 - 385WHP 360 Torque



### Interior/Engine dress up:

- iDOING Head Unit
- Compressive Tuning Radiator Shroud
- Cobb Radiator Shroud
- Password JDM Fuse box cover
- Password JDM Battery Cover
- Carbon Fiber intake shroud cover
- JDMSpeed dress up bolts
- BRIDE Low Max Seats
- Sparco mount and sliders
- Carbon Fiber Arm Rest
- BRIDE Material Door panels (Red)
- Alcantara Shift boot
- Shift Solutions Titanium Weighted Shift knob
- RGB footwell interior lights
- NRG Harness Bar
- Cipher Auto Harness
- ChasingJ's Titanium Fender Shrouds
- ChasingJ's Titanium Pulley Cover
- Custom Titanium Radiator Hose/piping

### Exterior:

- Seibon CS style carbon fiber hood
- Top1 Canard End Plates
- APR Carbon Fiber FR-S Splitter
- BaysonR front lip
- VIS Carbon Fiber Varis Style Wing
- Carbon Creations Carbon Fiber Duckbill Trunk
- EvilSubieCustoms Side Skirts
- Con10der8 Diffuser
- USDM Aero Splash Guards
- Carbon Fiber Mirror Caps
- Carbon Fiber A-pillars (outer)
- ETS front crash/bash bar

I did most of the work on my car by myself with help and guidance from some friends. I am only able to really work on my car on my days off as my schedule is pretty demanding working night shifts, sometimes I don't sleep on my first day off so I can take advantage of my days off to work on my car.

If my friends and I get stuck on how to do some things we usually reach out to our friends on Facebook or Instagram and hop on a video call but that is only if we can't figure it out even after watching some YouTube videos. Although the only thing I probably didn't do myself was install my Air suspension and management.

My buddies at Premier Werkz did the install for me and got me right.

[@teamstayhumble](#): help with installs and kept me company

[@Premierwerkz](#): Air suspension

[@modautodesign](#): custom headlight work

[@bainstuning\\_gary](#): Tuner



### Advice/Tips

For someone wanting to get into the same platform right now. I would say be patient. Buy all your engine/power parts little by little. I would recommend installing all the parts you want and need all at once and get tuned once. As the saying goes, do it right the first time. As for install of engine/power parts the J-pipe is going to be the worst install for anyone.

Have extractors handy and make sure to soak those bolts in PB blaster or deep creep for a few days before attempting to uninstall it. Use a 6 point socket and not a 12 point; they strip fairly easily. Impact gun makes the job a lot easier. For exterior parts, I would say look for deals unless you absolutely want brand new. Search the Facebook pages and also forums. Someone is always parting out. The new WRX and STi are going to be coming out soon. Maybe wait for that since the new engine and platform for that may be better than what is out now.



### Future Plans

My Future Plans for this build are:

To be able to track the car at circuit races

[@marsh\\_composites](#): GTSPEC F-Type Hood

[@chamorrobey86](#): to 3 Piece my wheels for me

[@Extreme\\_Dimensions](#): Fenders

[@Autopowersafety](#): 6 Point Roll Cage Custom Rear Seat Delete

[@Kaisa.Sti](#): Carbon Fiber parts

Powder Coat Intercooler Piping

Powder Coat Bash/Crash Bar

### My dream car(s)

NSX- Honda will forever be my first love and the NSX is the first car I like that looked like a supercar.

Nissan S15 Silvia- Has been one of my favourite cars and the way it looks just looks perfect to me.

Nissan Skyline R34- The Fas

# Roberto Figueroa

## 2004 Honda S2000



**Instagram: @oddrob**  
**Photographers: @tmasss**

**I am from Miami, Florida, 24 years of age, and a full-time student studying Mechanical Engineering.**

### What got you interested in cars?

The reason behind me having an interest or obsession with cars is because of my uncle which is my dad's twin brother, he was a car enthusiast, he owned a boosted em1 and when I would come to visit him, I'd ask him to take me on hour-long drives just because the sound of the car would bring a smile to my face.

### Why this Car?

I got this car because my uncle's dream car was an s2000, which he owned for a short period of time and had to give up because he was moving to Texas. You know what they say "everything is bigger in Texas" so he got rid of his dream car to blend in once he made it to Texas and purchased a lifted Jeep wrangler.

About a year later, he fell asleep behind the wheel, and the lifted Jeep went up a hill and flipped and he lost his life. So, I got this car in memory of him, because if it was not for him, I would not see cars in the same light as I do now.

### Why did you build this Car?

Originally this car was supposed to just be a cool daily driver because I had a 1996 Mazda Miata as a show car/project car, but after a couple of weeks of driving the s2000 around I realized it was everything the Miata was missing. The power, stability, modernness, and space was all there with the s2000.

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

Something that makes my car unique is that I went with an OEM plus approach to the build, all OEM accessories even the very sought after OEM hardtop that's getting difficult to come by, and of course the excessive amount of camber.



## Groups/Clubs

I need to give a shoutout to [@cambergang.tm](#), [@tmasss](#) because he is an absolute madman at photography and to Kenny over at [@fitmentgurus](#)

## What has the car scene brought you?

The car scene has given me some of my best friends, and the best memories from just working on cars with the homies or shows such as Simply Clean in Daytona Beach Florida.



## What does it feel like owning your car?

Owning this car gives me a certain type of joy that is unexplainable, I think most car guys feel the same way about their cars. It is such a cool feeling realizing you're causing traffic because people are slowing down to just staring at your car.

One of the funniest questions usually is "why are your wheels sideways, is it safe?" then explaining to them everything that goes into being able to achieve negative camber to that degree safely, and what not is awesome because you have the opportunity to teach people something new and show them a world they did not even know existed.

## What's your dream car?

Currently, my dream car is a Minivan, yes, a Minivan but not just any minivan. I want to import a right-hand drive RB1 Honda Odyssey from Japan.



## Spec List

I bought the car stock just with an after market hks dual exhaust, but I really wanted the OEM look and feel and sold the exhaust to be able to get an OEM s2000 exhaust.

Since then I have bagged the car with airlift 3p, built OZ racing Futuras, installed front and rear Truhart upper control arms, redid the soft top with a black cloth top instead of the vinyl top it comes with, OEM 2 piece floor mats, weighted countersunk shift knob, OEM duckbill, Side Strakes, and front lip, OEM hardtop, OEM CR clear fender lights, clear headlight diffusers, Skar audio door speakers connected to a pioneer amp, R1 concept brake rotors and pads, Injen intake, and an Izzie racing secondary air pump delete.

## Advice/Tips

Some advice I would give someone considering buying an s2000 would be to take your time finding one because they are getting expensive very quickly.

There are deals out there though so do not rush the process of finding or building the car. Another tip is to BUILD IT HOW YOU LIKE, at the end of the day it is your car and the only person who needs to like it is you.

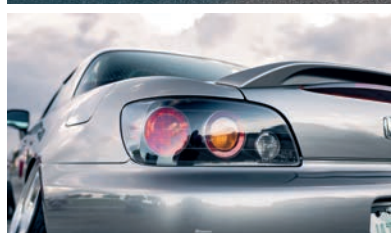


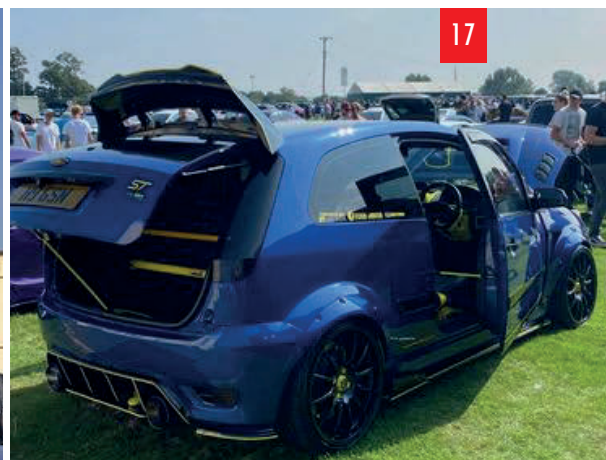
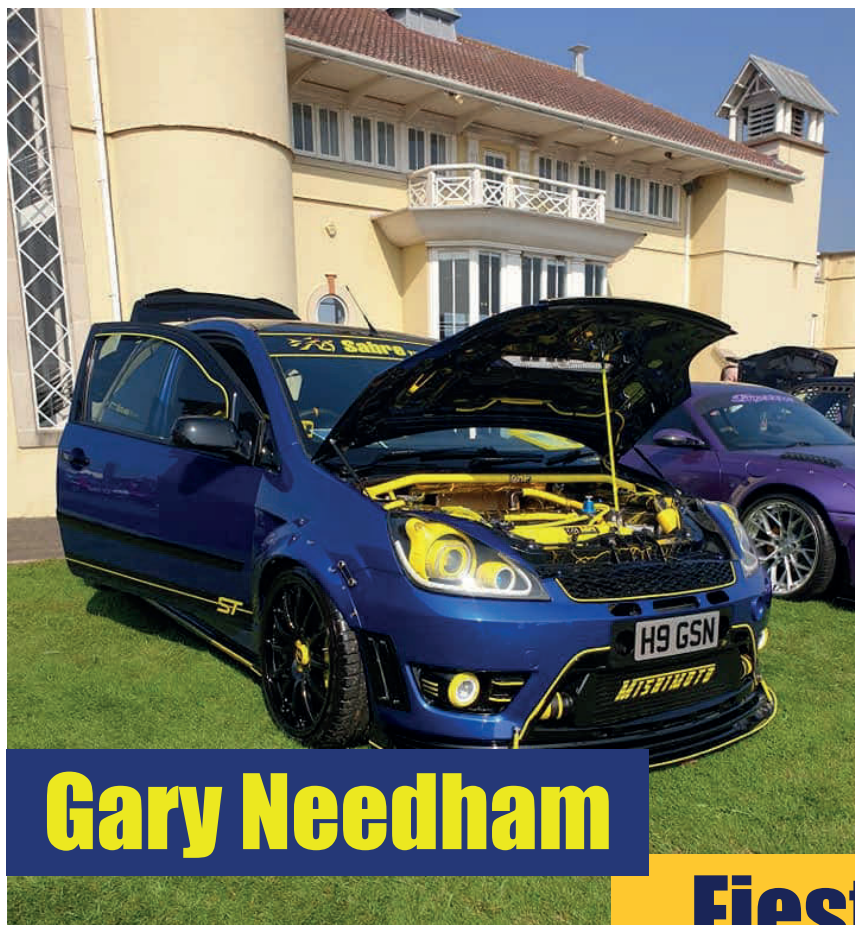
## Future Plans:

My next plans with the car are to repaint the car, boost it, shave and tuck the engine bay, and rebuild the wheels.

## Who did the work?

Everything was done at home by me in my garage except the airlift installation and fender rolling which was done by one of the only people I trust touching my car Kenny over at fitment gurus





## Gary Needham

## Fiesta ST 150 Turbo

I am a Construction/Ground care machinery engineer Since I could drive at 17 I've always been interested in modifying cars, I've had many different cars that I have modified and sprayed over the years then I had my first son and I gave it up for a few years so I brought a little ST150 as a run around but at the time I didn't have any intention of modifying it.

Then I decided that it was a bit boring so I started to change a few things lol bigger wheels splitters as you can see, then I decide it needed more power so I started on the engine bigger cams, manifold induction kit exhaust and so on.

I had it mapped it was running 185bhp but that wasn't enough so I decided to do a turbo conversion with a td04 turbo which was then running 280bhp which was quite quick, the engine and gearbox decided to go bang.

I decided to rebuild the engine to a fully forged hi-spec engine and run more power so it's now running a healthy **406 Bhp on a Garrett turbo.**

The car is pretty much how I want it now with maybe a bigger intercooler and injectors to run a bit more power later on.

I think the colour scheme and the turbo build make this one very unique car .and a lot of the parts are custom made, I've done 95% of the work myself.

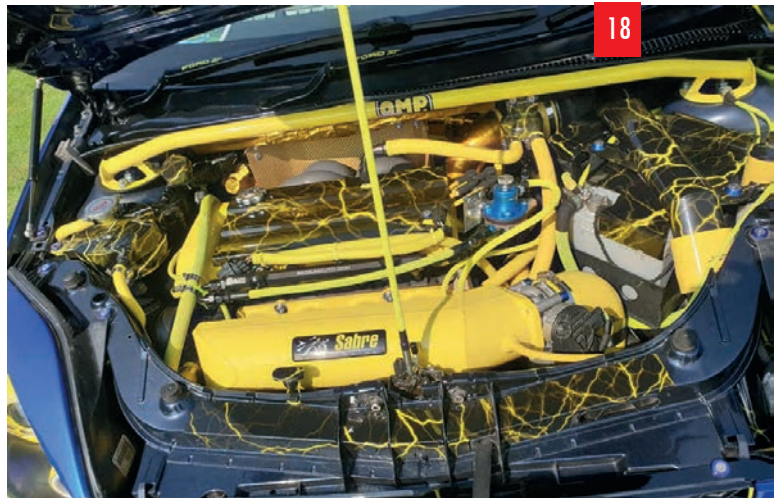
My Engine and Performance mods run into a rather long list if you want to see everything I have done to the engine to get such Power and Performance out of my car check my Stance Auto Magazine Online feature the full list can be found there - <https://stanceauto.co.uk>, it is a long one, here is just a few from the list.

### Engine:-

- Ported and polished Cosworth style inlet manifold with Ferriday TIG all sprayed champion yellow,
- Wiseco forged piston,
- K1 forged rods with arp bolts,
- Arp head bolts,
- Arp main bolts
- Arp flywheel bolts,
- Arp crank bolts,
- Arp camshaft bolts,
- Supertech 1mm oversized iconnel valves,
- Colesbro valve guides,
- Ported and polished head,
- Cosworth Duratec head gasket with Ferriday 1mm copper gasket shim,
- Mahle motorsport racing big end bearings,
- Diado racing main bearings,
- Keyed crankshaft crank sprocket and crank pulley,
- Crankshaft polished balanced and oil way chamfered,
- Airtec PCV baffled breather plate,
- Airtec oil catch tank system,

The rest of the work I have done to the car covers pretty much everything, as you can see from my Mods list there as been a lot of work, I have enjoyed every minute of it, I love driving it and when I go to shows it grabs every ones attention, I love answer peoples questions and getting to know new people.

I guess that is one of the great things about the car scene, everyone, or pretty much everyone as one thing in common CARS and you meet so many kind hearted people all willing to help each other, even if its just advice or encouragement, things can only get better for the future and I'm glad to be apart of it



### Suspension & Running Gear:-

- Yellow front strut brace custom made,
- White line rear anti-sway roll bar sprayed yellow,
- Dgr coilovers with stiffness/softness adjustment front lowered about 50mm and rear 65mm
- Reyland Motorsport 330mm 2 pieces slotted rear brake conversion
- Ebc yellow stuff pads,
- Custom Reyland motor sport 343mm 2 piece slotted discs
- Alfa Gtv Brembo 4 pot callipers with adapter bracket sprayed yellow
- Ebc yellow stuff pads,
- Yellow braided brake hose with racing brake fluid
- All-round power flex bushes,
- Adjustable uprated front link bars,
- Focus mk1 diesel drive shafts
- Focus shifter tower and cables.

### Interior:-

- B.B. classics front sport seats with a yellow st badge,
- Yellow TRS 3 point harnesses with black shoulder pads,
- Rear leather seat with a yellow st badge,
- Blue auto beam footwell LEDs,
- Custom centre dash housing an Innovate Oil temp and Pressure gauge AEM boost gauge and AEM Afr gauge,
- Armster centre armrest,
- Scangauge 2 obd display,
- Mountune floor mats,
- Yellow stitched Omp 320mm flat-bottom steering wheel with b-g quick release boss,
- Omp seat subframes sprayed yellow,
- Black and yellow stitched gator and hand brake cover and belt buckle covers,
- Black yellow gear knob,
- Yellow vent surrounds,
- Yellow dimma show roll cage made to fit,
- St seat belt shoulder covers,
- Rear boot strut sprayed yellow,
- Yellow door handles,
- Yellow door cards,
- Blue illuminated switches and dials,
- Yellow gear gaiter ring,
- Black roof lining and sun visor,
- Blacked out dashboard



**Exterior:-**

- Rear Maxton diffuser with custom twin holes cut for exhausts,
- Maxton rear corner spats and centre diffuser with yellow detailing,
- Mountune sun strip,
- Custom one-off bonnet,
- Mk7 gloss black bee sting aerial,
- TCR front splitter with seat Leon splitter custom mounted on the bottom,
- 3 piece splitter,
- Bumper ties,
- Team Heko wind deflectors with yellow detailing,
- Stainless steel rocker cover,
- Stainless steel under bonnet mirrors,
- Stainless steel battery cover,
- Stainless steel crossover plate,
- Stainless steel fuel rail cover all hydro dip in yellow lightning,



- Focus mk1 Rs style Front bumper vents cut in,
- Front splitter support bars,
- Custom led projector headlights with eyebrows,
- Dark smoke led rear lights,
- Focus St indicator mirrors with gloss black covers,
- Custom vented wings with wide arch fenders on front and rear,
- TCR bonnet lip,
- TCR side skirt splitter Yellow detailing,
- fiesta st180 Maxton side skirt extension spats,
- Tinted windows,
- Yellow pin striping,
- Focus Rs style rear spoiler with a custom lip spoiler on top and Focus mk3 lip on top of that,
- NBS gas bonnet struts,
- 3D gel smoked number plates personalised plate,
- Yellow TRS tow strap,
- Yellow and black union Jack roof decal,
- Auto beam halo fog light rings,
- Led fog lights,
- Debadged front grill,
- Yellow pin striping all over

**Audio:-**

- Pioneer Sph-da130dab head unit with reverse camera
- Hertz hpd1 d mono amp with bass controller
- Hertz hpd4 d 4 channel amp
- Hertz hx 300d 12" sub
- All housed in custom boot build in spare wheel hole with blue LEDs
- Hertz Energy ECX 570.5 5x7 rear speakers
- Hertz energy ESK165.5 front components
- Dead mat sound deadening
- 0 gauge ofc wiring split into 2 x 4 gauge ofc wiring kits
- Auto beam colour changing led strip

**Wheels & Tyres:-**

18" 8j wide team dynamics pro 1.2 alloys painted in gloss black with blue & gold metal flake wrapped in 215 35 18 Falken fk510 tyres 7mm custom rear axle spacers and 8mm front wheel spacers



**I would like to say thanks to**  
 Leighton @circuitmotorsports\_sabretuning for tuning and mapping.  
 James @grace\_engine\_developments with help with the engine build  
 @jasonhicks8917 for the painting and bodywork  
 Mark @mkcustomz for all the hydro dipping  
 Matt @fusionfabs.co.uk for all the exhaust and turbo fabrication work  
 And everyone else that help and supplied the products

# Jack Bates

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## Ford Fiesta ST3 Mk8

Instagram: [@jb\\_st3\\_](#)

Photographer: [@royal.touch.photography](#)

This stunning car is owned by Jack, a 23-year-old car enthusiast from Shropshire, UK. He has always had a passion for cars and anything with an engine. Growing up he loved to go to the Steam Rally with his Grandad and admire the classic cars on display.

As he got older he discovered the wider car scene and has been a regular visitor at Ford Fair for the last 14 years. His passion for all things automotive is definitely in his blood and he now works as a Maintenance Engineer for a company that makes automotive parts for Jaguar Land rover.



Jack has owned this car now for around 18 months and bought it as he personally considers it to be the best hot hatch on the market.

With its modern interior, it also comes with good handling and is super light. It comes with a 1.5L engine which gives the car plenty of torque and is a fast and nimble car.

The colour of the car appealed and allowed for lots of subtle mods to enhance this already impressive car. The sleek shape gives it a sporty and modern look and is one of the first 5 doors ST in the UK and is unique to Europe.

Jack decided to go with lime green accents to enhance the overall look of the car and complement the existing design. He designed his own decals to add body styling to the car, added a spoiler riser that fits under the original spoiler and lifts it up, and a lowline kit to give it an overall more aggressive look.

The car has concave Bola CSR wheels on 30mm low springs, being one of only 2 in the UK with these wheels. This has given the car the illusion of it being wider.



It originally came as 200bhp standard from the factory but he has since had a stage 1 remap done which has made the car a better ride.

An after market Cobra exhaust was also added meaning the car not only looks better but sounds nicer.



Jack says the car is exciting to drive and that the car gets a lot of attention. Even the engine bay is ready for display with colour coded detailing. A lot of the work has been done by Jack himself and when needed he has supported local businesses in asking them to do work for him.

Jack's advice for anyone looking to own this car would be to always get a remap done as this gives it more power making it a more exciting drive. Also to get a torque mount for the engine and most of all be unique and make the car your own don't feel the need to follow everyone else.

He is an active member of the car scene and has made many friends, this, in turn, has improved his social life too. It has also given him a new hobby with photography and has pushed the boundary of his imagination meaning he is always on the lookout for the next creative photo opportunity and location. Cars are definitely going to be a lifelong interest for him.





### Dream Car:

A Sierra Cosworth magenta as he loves the classic shape and style of it.

### Future Plans:

- Fitting a stage 1 Airtec intercooler
- Wrapping the roof either a dark grey or black
- Fitting carbon wing mirrors.

### Modifications:-

- Peron Stage 1 + map
- Airtec Stage 1 induction kit with Pro hose primary hose
- Airtec short shifter
- Dark ice design bonnet lifters
- J9 performance bonnet stay
- Paint modz custom dress-up kit
- Maxton Design v4 splitter
- Maxton Design v1 skirts
- Maxton Design v2 spoiler cap
- Maxton Design eyebrows v1
- Delta spoiler riser
- Bola CSR 17 inch
- Eibach redline 30 mm springs
- Baf motorsport x brace
- Cobra gpf back valved system
- That Foglight guy fog guards
- That footlights guy rear brake light cover
- Etec rear light tint
- Auto beam interior lime green footwells and mirror lights.
- We are likewise Lil oozy gear knob
- Fake carbon steering wheel dress-up kit
- Logo car mats custom st mats
- PP&S interior dress-up kit
- PP&S lower side strips
- PP&S light decals v2



### I'd like to give a shout out to The boys:

@d17\_bll - @stevens.st2 - @lk8ull  
 @celica\_scott\_slk - @joynson\_st2 - @djdansparrow  
 @chris\_robson07 - @magnetic\_st3 - @jpav25  
 @l50\_cya - @tom.harvey92 - @pez\_767

### Check out who I REP for!

@fresh.ukk - @turbo.chatter  
 @numberplatesrus - @pristine.shine  
 @royal.touch.photography

# Chloe

Instagram: @3\_chlo

Photographer: @royal.touch.photography

## Stage 1 Fiesta ST Galaxy



**This unique and eye-catching car is owned by Chloe, a 21-year-old car enthusiast from Shropshire, UK.**

By day Chloe works for Motor Parts Direct, a local car parts supplier, and in her spare time, she enjoys all things car and all kinds of sports. She used to play hockey and swim for the county and even got selected to play for the England's Women's Team.

Even at a young age, she has an impressive and already expanding car collection, but her dream car would be a Mitsubishi evolution |6 as she has always loved the look of them, how fast they are, and the fact you can do a lot to them.

Chloe has always liked cars from a young age. She always played with hot wheels and Remote control cars, as well as playing PlayStation games like GTA and Need For Speed.

One of her earliest memories was of her best friend's mum who owned a fast and loud Evo. She would pick them up from school in it and Chloe thinks that is where her passion for cars really started.

She bought her first car and went to Ford Fair in 2017 and that opened her eyes to the car world properly. She always loved fords as they handle like Go-karts, are pretty nippy, and look lovely standard or modded.

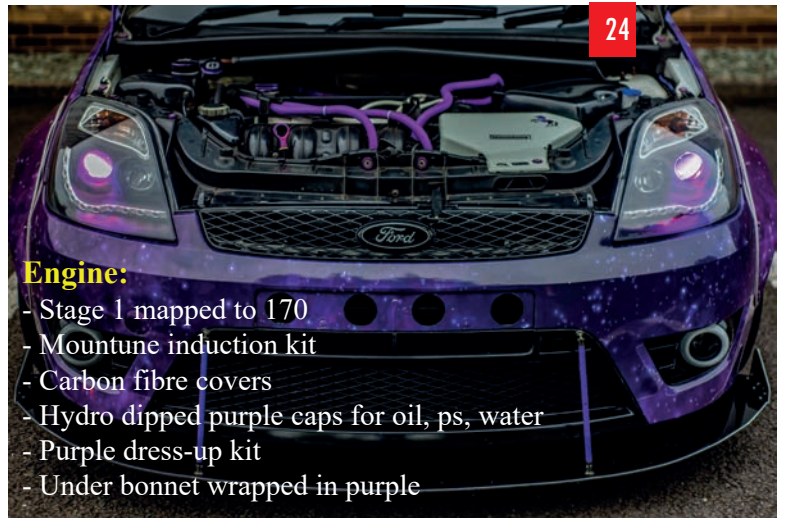




With this stunning car she wanted to stand out from the crowd and be unique, once she started she couldn't stop. She wanted to create something that would turn heads in the car scene and show what you can achieve with the ST150.

Chloe says 'Driving the car and displaying it at shows she feels proud, happy, excited, content, and overall shocked that it's hers.'

The car has lots of custom parts, custom-printed wrap, custom exhaust system, custom wide arches, custom centre caps, it is a truly stunning car and is a labour of love.



#### Engine:

- Stage 1 mapped to 170
- Mountune induction kit
- Carbon fibre covers
- Hydro dipped purple caps for oil, ps, water
- Purple dress-up kit
- Under bonnet wrapped in purple

Chloe plans to finish the little details on the cosmetic mods and then focus on power and hopefully supercharge it. Her advice to anyone looking to buy a car like this would be to go for it, you won't regret it.

Check for rust as Ford wasn't very forthcoming with protection, and stock up on anti-roll bar links and top mounts as they are a common issue with this car.

Chloe says she has got a lot from being part of the car scene, she has made new friends and experienced enjoyment. As well as gaining inspiration and making memories. She is an active member of [@RollingOval](#) and [@Ford-Mania.UK](#) and would recommend anyone with an interest in cars to check out what meets are on locally and nationally.



#### Suspension and brakes

- Stance+ ultra coilovers
- EBC discs and pads (cut and drilled)



#### Interior:-

- Cobra limited edition 612 bucket seats
- 3 point OMP harnesses
- Rear strut brace
- X2 10" pioneer subs
- Pioneer amplifier
- Raised false floor with custom insta name box and LEDs
- Hydro dipped interior trims
- Complete flocked dash
- Focus heater dials conversion
- LED switched and speedo conversion (purple)
- Kode sports steering wheel and boss kit
- Purple and Black ST150 car mats
- Black roof liner
- Pioneer touch screen stereo



### Exterior:



- Custom exhaust including sports cat
- Custom arches
- JR11 alloys
- Custom centre caps
- TRC spats and side skirt extensions
- Cm composites splitter
- Custom splitter rods
- Custom printed wrap
- Sun strip/sticker
- Devil eye headlights
- TRC bonnet lip
- Track holes
- Rear tinted lights
- De wipered
- Purple tuner nuts
- Purple grenade dust caps
- Shark fin aerial
- TRC diffuser
- Private Gel Plates
- Wind deflectors
- Folding electric mirrors
- Custom ford badges
- Sequential indicators

### Work complete by:

Chloe has done the little details on the interior like wrapping bits herself

- MIJ Exhaust
- Dope Graphics - center caps
- Auto shine and Tinting - Wrap
- Rookie Modz and flocks - dash and LED conversion
- De-wipered - kill all wipers
- Boot Build - JC Clubsport

### Companies who she has bought parts from:

- Wheelbase
- Triple R composites
- Cm composites
- Ultimate styling
- eBay
- Facebook marketplace
- Mountune





## Jaime Carrasco Instagram: @el\_estihay 2015 Subaru WRX STi limited

# Q&A

**Well, I'm 40 years old. I have worked in the oil and gas industry for the last 9 years. Before that, I used to be an over the road truck driver.**

Travelled all 48 states of the United States 23 days out of the month. But now in the oil and gas industry I usually teach, mentor and keep everyone working here safe.

### What or who got you into Cars?

Ever since I was a young kid I remember just playing with little hot wheels. I grew up with a single parent and my mom did not have lots of money. So to keep me entertained she would bring paint from her work and would help me paint them and give a new look to my 3 hot wheels.

One week they were all black then red and so on. When I started growing up I would see the Subaru win rally races and I was just amazed.

Then I was just hanging out at night when I saw some illegal races going on and it was the 1st time I ever saw a wrx sti. Of course, it had all this stuff and it was fast and from back in 2005 I told myself I was going to get one. I want to thank God for always blessing me with work so I started saving and planning and after 10 years I bought a 2015 wrx sti limited.

It was just there waiting in the showroom waiting for its new owner. That particular model was the 2nd one in the city, so I was excited and 6 years later I'm pushing over 600 whp and I just love it.



### Why this Car?

Well, I always liked cars but it was actually my mom. She wasn't into cars but she was into taking care of me. I loved hot wheels so much that she would help me paint them and play with them. She did it out of love not because she was into cars but out of love to keep me entertained. Now until this day, she is 61 years old and she goes with me to car events and car shows. She doesn't like cars but she loves her son. So my mom got me into cars.

## Why did you build this Car?

I used to watch rally races on TV, I found it so interesting that they needed a co-pilot to drive. Growing up it was either a Ferrari poster, corvette or a mustang poster. But rally racing was different. Then I saw a wrx sti in person back in 2005. The way it rumbled and the way it was fast with 4 doors! I would go to street races and the Subaru AWD system was just killing it. So I knew I wanted one ever since.



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### Engine:-

- Ets rotated kit,
- Ets fmic,
- Precision turbo 6266,
- Aig block fully built,
- 2 Walbro 450 fuel pumps,
- LD 2000 injectors,
- Lag AOS,
- Competition twin-disc clutch,
- Aig fuel rails,
- Mishimoto radiator,
- Perrin stabilizing bars,
- Optima battery,
- Cobb flex fuel kit,
- Killer bee oil pickup and baffle,

### Exterior:-

- Varis front bumper,
- Varis carbon fibre rear diffuser,
- Carbon fibre side skirts,
- Work emotion Kiwanis,
- Soon ToYo r888,
- Yellow speed coil-overs and big brake kit,
- Seibon carbon fibre hood, trunk and wing,

### Interior:-

- Carbon fibre steering wheel
- Bride seats with carbon fibre on the back.



I first got my Subaru and it was just amazing. Then I started hanging out with other Subaru owners and they started talking about making it faster, and I was like wait a minute you can make them faster. One thing led to another and thanks to some friends now it's over 600 whp.

Sometimes I just like to park and eat and just stare at what people's reactions are. Most of the time they take pictures but there are a few guys that are older gentlemen that just scratch their head.

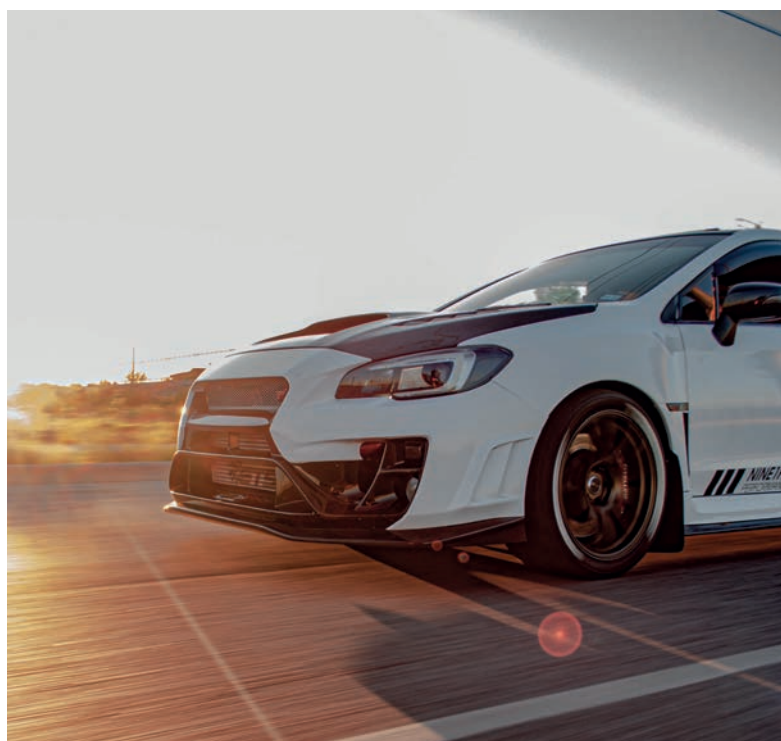
I love when people ask questions or they ask for pictures, I try to build my dream car, making dreams come true. And if one day some kid like me watches my car I want him or her to have the same feeling of what I felt when I saw my first wrx sti.



## What makes it Unique?

It has a few Japanese parts with a crazy wrap making over 600 whp. If you know Subaru you know rotated Turbo kits are amazing.

You see the full turbo on display, plus with the work I've done it makes it stand out more and definitely turns head, its unique because its my build my vision.



## Have you done the work?

Just basic stuff, it's been professionally done by Rigos garage in El Paso Texas and tuned by goosetuned

## Future Plans

Maybe more power or wide-body but I need to save more money

## Advice/Tips

Check your oil, check your tune. Check your gauges. Last but not least you gotta pay to play.

## Groups/Clubs

I'm in a few groups and clubs, @Teamdazig, @rigosgarage, Nine 1 Five Performance and @lowclassmilitia

## Dream Car

Nissan gtr, Subaru sti and Mercedes c63



## Jack Stephen Heyes

### 2016 Peugeot 308 gt 1.6 turbo

Instagram: [@jheyez](#)

Photographers: [@photodriven](#)

From South Wales valleys I am 20 years old, My passion for cars has come from my grandfather who built a kit car from scratch and fell in love with modding cars starting with a road-legal buggy until I passed my test.

Then started modding my first car a Seat Ibiza doing a full restoration and seeing it change as I put my time and money into it, since then I am always looking for ways to improve and do something different with my builds that's why I purchased the Peugeot 308 GT.

They are such underrated cars and when I first saw them, I saw their potential when nobody else did, then I started modding it buying and making different kits Molds working out what would suit my car best.

I then saw what I wanted my end to build to look like and am getting closer and closer with every mod, I would love to get a feature in your magazine as it would be nice for something that people didn't see to be a (nice car) be in a car magazine and show people they can expand and experiment with all different models.

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

My father, brother and grandfather got me into modding cars helping my father build a road-legal buggy modding and fixing it up and watching my brother mod his cars when he passed his test and looking back at my grandfather builds and hoping I can build something nearly as good as his one day



#### Why this Car?

I bought and started modding this car as it's not your usual car in the car scene and wanted to build something that no one has before and slowly it is getting to a standard that I am so proud of.

## What does it feel like owning this car?

The feeling of owning this car people driving past taking photos, getting sent over photos and I love driving it on the beautiful roads of the valleys the car handles and pulls so nice and brings smiles every ride, can't help but look back every time I park it



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## Spec List

- Stage 1 pushing 197bhp 377 nm
- Full custom exhaust designed by me and welded from long life
- Rolls Royce starlight roofing
- Custom fender flares
- Mercedes amg spoiler tailored to fit
- Custom side skirts
- Custom front splitter
- Customer made diffuser all made in my garage
- RGB daytime running lights
- RGB underglow
- Cut in bonnet vents
- Carbon roof
- Carbon wing mirrors
- Custom grill (honeycomb)
- Inovit 19" alloy wheels in space black
- Graded callipers
- Led light upgrade
- Custom sun strip
- Lowered 30mm
- Chameleon windscreen tint
- Heko wind deflectors
- All rear dark tints
- Kill all wipers delete
- New babe design on front
- De-badge on rear
- Upgraded speakers all around with 3 speaker sub
- Boot build (ready for airlift)
- GeAr stick
- Hear gaiter
- Head unit upgrade
- Carbon and Alcantara custom steering wheel

**Loads more to come in the future**

## Advice/Tips?

If I could go for any advice, don't follow the crowd, find something that you want to build and don't stop until you are happy with it. It's nice to be different and build something that people have to double look to see what it is

## Who did the work?

All work carried out by myself and my family in my garage spending most nights out on the car putting blood sweat and tears into it to get it to the standard it sits today.



## What do you think makes your car Unique?

My car is unique as I have built it from my head and going with my own style and own spin on it and I'm so happy with how different it is and how it is turning out.

## Future Plans:

My future plan for my car is

- Full airlift suspension
- Full stage 3 polish
- Front debadge
- Stage 2 (nearly ready)

And then see where it takes me more shows the better

## What did the car scene bring you?

The car scene has brought me many late nights

- Friendships
- Sponsorships

And just the joy of being at show days doing what I love.

## What's your dream car?

My dream car would have to be a Nissan Skyline R34, I have always had a soft spot and will slowly progress to hopefully having one, one day!





# Mark Whitfield

## 1998 ST205 Celica GT-FOUR

Instagram: [@m4rk205](#)

Photographer: [@mondogheckophotography](#)



Not everything goes how you plan it in life... You can have a set idea of the car you want and even plan how you are going to get it. But there are a lot of factors between what you plan and what actually happens, that is how I came to end up with such a highly modified Toyota Celica GT-FOUR.

10 years ago, I had a Honda Civic VTi-S and wanted to move up from VTEC to a turbo car. My turbo car would be the stopgap car to the Toyota Supra or Nissan Skyline I had dreamed of owning since playing all the street racing games when I was a kid where they were the best cars in the game!

Having always wanted to drive something quick, cool but a bit different, my Civic was the less desired MB6 5 door model. However, it was one of a limited run of VTi-S models and had Pearlescent Pirates Black/Purple paint, a rare VTi-S body kit, a B18 VTEC engine, VOLK TE37 wheels, a few tweaks to take it close to 200 Bhp and it was on the deck!

I needed to find a turbo car that ticked similar boxes. It had to be different from the norm, quick and something I could build on.

With the GT-FOUR being a sleek Coupe AWD turbo car, having the capable 2.0 litre

3S-GTE under the bonnet and being a rare sight on the roads, the decision was made. I was set on getting one as a belated 21st Birthday present to myself as insurance costs dropped quite a bit and the right example of this rare beast presented itself... 20 miles away!

For anyone familiar with the current value of these cars, I picked this up for £3,500! The car came with a boost controller, HKS SSQV, turbo-back exhaust and different wheels. Since then I have been on a decade-long journey with the car that has taught me a lot about the GT-FOUR, its issues, its strengths and tuning in general really.

I initially set out to improve the look of the car and to just enjoy it. This resulted in me taking it to an RWYB day and frying the standard clutch with a few 5k launches! I left with a broken car but a smile from ear to ear and chasing that same buzz has resulted in what the car has developed into now.



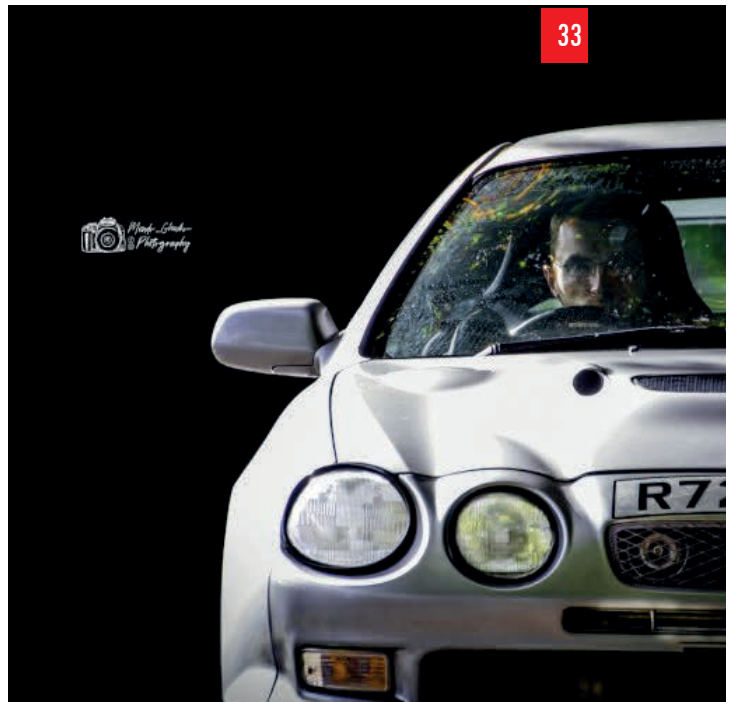
The fried clutch was replaced with a stage 3 clutch and lightweight flywheel and I purchased some Revolution Rally wheels.

I added BC coilovers and the car really started coming to life on the local B-roads.

Whilst all of this was going on, I was reading an Import Tuner magazine and noticed

all the clean builds with genuine high-end parts and aspired to have a car like that one day. I got into track days and wanted to push for more power. So I got the car set up on a top-spec standalone ECU with all the cool features like launch control, hard cut limiter etc but it hated it, it would not run right at all. I had a bit of fun making huge bangs and flames with the hard cut but being unable to get it to run decent power and I had to scrap that idea completely.

That was when I took the car to Tuning Developments to try and sort out the issues and put a new map on it. But when they inspected the car, they said the words no car enthusiast wants to hear, 'the ring lands have gone', time to put a proper forged engine in as a strong foundation to build on. Wossner forged pistons and Eagle forged rods as well as ACL race bearings drastically improved the bottom end. Whilst a refresh of the head and a Cometic head gasket clamped down with ARP head studs finished things off.



With this in mind, the engine is built to take around 450bhp but runs 360bhp. The turbo isn't maxed out at 1.4 bar, the 1,000cc fuel injectors easily support the power, likewise the 314lph fuel pump.

The response from the Hybrid Billet wheel turbo combined with the AWD grip through the Federal RSR Semi-slicks launches the car out of tight bends and off mini-roundabouts (as the photographer can confirm!)

With the performance sorted, I needed to brighten the car up for shows. Going back to the inspiration from Import Tuner magazine as well as the fact that every GT-FOUR I saw at shows had the same Rally inspired style, I wanted to take a different approach. I thought I would bring the Import/street racer style often tried on Evo's and Impreza's to another Japanese Rally bred car. A set of Enkei RPF1s painted White started this off, the White wheels and polished silver paint is such a clean combination.

The front end looks aggressive and hints at the power, Toyota absolutely nailed it with the vented bonnet design and the intercooler is so big the fog lights had to make way for it! Although I have retained the fog light surround from one side and utilised it for a custom cold air feed with a huge K&N filter at the other end.

The foglight void on the opposite side of the grille is filled with a WRC blanking plate. A C-One style front lip completes the aggressive look to the front end, blends nicely into the 'OEM+' Toyota side skirts and the TRD rear spats combined with the End works diffuser make the rear end look a lot more purposeful. D2's Neochrome Big brake kit was one of the coolest things I'd seen, I had to have them. So, I bought a front set and paired them with some Neo Chrome wheel nuts.



As well as the fresh engine, we needed to take things back to basics a bit. So the over-complex ECU got swapped out for a Wolf V4X standalone management system. Starting again with a blank canvas made me think about things differently.

Rather than focus on all-out power, I started to focus on drive ability, reliability and the environments I wanted the car to excel in (B roads and on track).



The attention at the first show I went to was insane; so much so that even my girlfriend said 'you need the back brakes to match'. The original wheel nuts corroded but I loved the Neochrome and luckily TGR Motorsport offers a really high-quality set that is designed for the track as well as show use. With lots of designs available, I would recommend them.

To complete the car and to ensure longevity, Underwood's Motorsport undertook a lot of bespoke work including replacing all the brake, oil and fuel lines with new braided lines. In addition to this, they relocated and replaced the factory oil and power steering coolers with Mocal units. The custom turbo-back exhaust has also been fabricated by them.

The best way I can describe the experience of driving the car is like a Group A Rally car with number plates, but still used regularly. Jump into the tight Recaro Apex bucket seat, flick the ignition and the gauges light up as the fuel pump springs into life.



Out on the road, drop a gear and the engine really makes its presence felt thanks to the tubular manifold and custom 3" exhaust. The handling is sharp thanks to the BC Coilovers and the car corners well and feels tight thanks to everything being poly bushed. The brakes also bite hard when required!

The wheel and brake combination attracts lots of finger-pointing and double-takes when you stop in a built-up area and it's rare I go to the fuel station without someone wanting to chat about the car as they are so rare and you can tell this one isn't anything like it left the factory.

### Exterior:



- Aerokit C-One Style Front Lip
- Toyota after market Side skirts
- TRD Rear Spats
- End works Rear Diffuser
- ASH Red Cold air feed intake moulded into Fog Light surround
- 17 x 7.5 Enkei RPF01 Wheels for show use ran with H&R 20mm hub centric spacers.
- TGR Motorsport Neo Chrome wheel nuts
- Federal 595 RS-R Tyres on both sets of Wheels

### Chassis:

- BC Coilovers with adjustable Dampers and camber adjustable top mounts
- Full poly bushed Rear Subframe with reconditioned OEM Toyota hub bushes
- D2 6 pot Front Brakes with 330mm disks and Ferodo DS2500 pads
- D2 4 pot Rear Brakes with 330mm disks and Ferodo DS2500 pads
- Neo Chrome Brake Calipers

**Transmission:**

- Standard Toyota 5 Speed Manual
- Exedy Stage 3 Hyper Clutch
- Fidanza Lightweight Flywheel
- BRD Poly Rear Diff mount

**Interior:**

- Recaro Apex Driver's seat
- Recaro Pole Position Passenger seat
- Half stripped out
- Battery relocated to boot
- Sony head unit
- AEM wideband AFR dash-mounted gauge
- Dash-mounted boost gauge



**1998 ST205 Toyota Celica GT-FOUR**  
**Power/Torque – 360 Bhp 360 lbs ft at 1.4**  
**bar of boost**

**Engine:**

Tuning Developments Stage 1 Forged Engine comprising of;

- Fully machined and polished Bottom End
- Wossner Forged Pistons
- Eagle Forged Rods
- Fully reconditioned Head with ARP head studs
- ACL Race bearings
- K&N induction on a custom straight intake
- Billet wheel CT26 Hybrid turbo
- Blitz Dual SBS Boost Controller
- HKS SSQV Blow off valve
- Front Mounted Intercooler
- Tuning Developments Tubular Exhaust Manifold
- 3" Tuning Devs downpipe to 3" Custom Turbo-back Exhaust Fabricated by Under woods Motorsport
- Brooks Racing Development Poly Engine Mounts
- Wolf V4X Stand-alone ECU
- Injector Dynamics 1,000cc Fuel injectors
- High flow top-feed Fuel rail
- Tuning Developments 314lph Fuel pump
- Go Fast Bits Fuel Pressure Regulator
- Mocal oil and power steering coolers
- KOYO Racing Aluminium Radiator
- Braided Fuel, Brake and Oil lines throughout



Future plans include a full refresh underneath the car with a new under seal and fresh subframe (painted Cadbury Purple), a massive engine dress upside down project to clean things up for shows and a full roll cage and harnesses. Money no object I would fit a fully sequential gearbox to the car to complete the Rally car experience and improve acceleration further.

Going back to my first point, in planning what I thought I wanted and choosing the GT-FOUR as my '2-3 year stop gap to a Supra' I totally overlooked the fact that it ticked all the boxes for me and offered exactly what I wanted from a car once I unlocked its potential.

The roads here in the Lake District resemble Tarmac Rally stages more than the wide-open highways a Supra thrives on and the GT-FOUR is in its element on them.

To me, modified Supra's are way more common than a GT-FOUR in the style I have chosen. Plus with the WRC Celica's now making their way to America for over £20k and a new homologation car from Toyota, the GT-FOUR's time is now.

If you are thinking of buying one, do it before they get out of reach! You might even have it 10 years from now giving you the same buzz as day 1!





## Joseph Leoniy

# Toyota Supra 1995

Instagram: [@\\_2joez\\_](#)

Photographer: [@Jrice\\_visuals](#)

Hi there, I'll start by introducing myself. My name is Joseph Leoniy from Houston Texas, I am a precision CNC machinist by day, but by night my real passion and hobby fall into building cars and photography of custom car builds!

### What or who got you into cars?

I started getting into cars at a young age. After my first build, I was addicted to building custom cars. I loved turning nothing into something special. I enjoyed making things with my own touch, kind of an extension of me. My first real build at age 16 was a Volkswagen MK4 VR6 GTI 12V. Started as a bone stock grocery getter and turned into a near fully built, laying frame bagged monster.

Ended up taking a few trophies with this build and was bit by the car bug big time. Next I built a 24v GTI, Ford Lightning, Lifted, f250, Hemi's, Lifted Excursion, s13 2jz swap and a few NA-T IS300's. After building the is300 NA-T I knew the 2jz was the power-plant I wanted to run. The bang per buck, power, reliability and sounds are beyond addicting. I just needed to find the perfect chassis to marry it to.



*"I'd say the best part of owning this car is inspiring the next generation of car guys and girls"*

### Why this car?

At last, I found the car I wanted, my dream car growing up as a kid. The car I played with every day after school. The car I spent countless hours earning tokens in Forza to modify. The ultimate build of builds. The Toyota Supra MK4. A legendary platform to start from.

After searching for months and travelling 13 hours one way to get it. I finally obtained a chassis to start from. She was rough around the edges with a blown motor and many other issues, but it was a Supra and I was up for the task of this build. A dream build.

### What makes your car unique?

I feel like my car stands out from the rest of the builds and other Supra's because I didn't follow any of the typical molds. I built the car pretty much how I pictured it in my dreams and how I'd build it in the video games growing up.

I didn't want to build it as a one-trick pony. I wanted an overall balanced build. A show car that can still hold it down on the track. I fully built this car from the ground up to achieve just that.

Took me 5 years but was worth every bit. From a fully molded widebody kit, custom spec wheels, fully built r-154, to a big turbo engine. I sourced several parts from Japan that were discontinued. A lot of parts would take years to source again.

These small little touches make the car very unique, almost like a little time capsule from Japan. A car that I'll never walk away from without looking back at!



### Why did you build this car?

I chose the Supra because it has always been my dream car. From the looks and performance all the way down to the sounds it makes when you roll into boost. I tried to build this car like I would in Forza, not just a one-trick pony.

A fully built and functional street car. The best of the show and go. I've always looked up to this car. There's just something special about a Supra that will never fade away.

## What does it feel like owning this car?

Owning and driving one is quite the experience! I can't tell you how many necks this car breaks pulling out anywhere I go. Seeing the reactions is something I never expected from this build but they make it all worthwhile. I built the car 100% myself minus the paint and ECU tune.

Anytime someone asks me about what's done I always love breaking down the build to them. The respect this car gets is unreal. I love seeing myself as a kid asking these same questions to other car builders, bringing back so many memories. I'd say the best part of owning this car is inspiring the next generation of car guys and girls. Hands down the best part.



## Groups/Clubs

### Shout out!!!!

- Team Square 1 - [@teamsquare1](#)
- Saturday Night Primetime
- Tune: Lawrence Shipman
- ISFabrication - [@lsfabrication](#)
- Houston Supra Club - [@houstonsupraclub](#)

## What did the car scene bring you?

My favourite thing the car community has brought me is friendship and the bonds we share over our builds. The amount of friends I've made in the car scene is unreal. All of them are unique in their own ways. We all have one common interest and we're always there ready to help each other out no matter what the issue, from flat tires to engine swaps. We are a family.

## Dream Car

Luckily I own my dream car. My 1995 Toyota Supra but if I were to build something next I'm going to have to say an S14 big turbo 2JZ/T56 swap. I've always had a soft spot for Silvia's.





### Engine:-

- Power Output:800whp/E85
- Precision T67 DBB Turbo
- 2JZ GTE VVTI Swap
- Driftmotion - 8 Manifold
- Driftmotion IAC
- K&N 4" XL Intake Filter
- Precision Wastegate
- Dump Tube
- Tial Sport Q BOV
- HKS Ti Exhaust
- 3" V Band DownPipe
- HKS Intercooler
- Mishimoto Radiator
- APR Cooling Plate
- Bosch 1000CC Injectors
- Aeromotive FPR
- Walbro Hellcat 525 LPH Pump
- PTFE Lines
- AEM Infinity 6 ECU
- Flex Sensor
- Tweaked Harness

### Exterior-Interior:-

- Top Secret Vented Hood
- Custom Front Lip
- Top Secret Rear Diffuser
- Vortex Center Generator
- APR GT300 Carbon Fiber Wing
- Molded Rear Bomex Spats
- Molded Bomex Skirts
- Bomex Front Bumper
- Toyota 020 Black Respray
- TRD Strut And Sway Bars
- AEM CD5 Carbon Digital Display
- Many More Unlisted Modifications

### Transmission:-

- Marlin Crawler R154 Trans
- Clutch Masters FX850 Clutch
- MKIV Torsen 4.11 LSD
- TRD Strut Tower Brace
- Tein Control Master Flex Coilovers
- TRD Front & Rear Sway Bars

### Wheels and Brakes:-

- I Forge Custom Wheels
- Custom Finish Lip's & Faces
- Yokohama S-Drive Tires
- Michelin Pilot Sport Tires
- 19x9 /285x30x19
- 19x12 / 315x25x19
- HRE Hubs/Muteki Lugs
- Brembo GT Big Brake Kit



### Who did the work?

I built the entire car myself minus the paint and tune. I had a shop in Dallas paint the car and my buddy Lawrance Shipman tuned the car. He's a phenomenal 2JZ builder. It took me over 5 years to turn the car into what you see. Tons of blood sweat and tears, biggest of all time.

This car took me the longest to build out of any of my builds because I did not want to cheap out on any of this build with a do it once, do it right mentality. This car taught me a lot. Not only about the car but about myself. Countless days working on a frame-off build comes with its challenges.

Sometimes you'll hit several roadblocks that will make you want to call it quits. You have to remember why you started in the first place. Persevere through the hard times, learn and follow your dreams! Anything is possible.

### Advice/Tips

If anyone was interested in building this car the one thing I would recommend is to save save save. This is by far the most expensive build I've ever done. These cars come with a steep Supra Tax. The car is 100% worth it but boy does it add up fast. Another thing I've learned is don't cut any corners. Do it once. Do it right. Also, don't use cheap parts, you get exactly what you pay for. Remember fuelling is the most important part when doing a standalone Turbo build. You always want to overpower your fuelling system vs what's required.

### Future Plans

Any car enthusiast knows the build is never complete. There's always something you want to change, fix or modify. It's part of who we are as car enthusiasts. My next big plan for the car is air ride suspension. I held off doing bags based on 800whp but after talking to a lot of people with bags I've got the confidence now to really give them a go.





**Brian Schmidt** Instagram: [@uncle\\_tickle](#)

Q&A

**1963 VW Beetle** Photographer: [@tony\\_watson\\_photo](#)

**My name is Brian Schmidt and I'm from Nazareth Pennsylvania, I work for a carpet cleaning and home restoration company right in my own town.**

I also do a lot of other trades mainly including homes but the true passion is what I consider my hobby and that's taking stock Volkswagens and modifying them to see my visions come to life.

I've always been into the car scene the second I got my license and owning my first VW mk5. Since then I've owned 5 other Volkswagens spawning from an mk4 r32, VW Caddy Pickup, 2012 Golf R, and last but not least my 63 Beetles.

### What or who got you into cars?

The people who got me into cars and mainly Volkswagens happen to be my closest friends from high school and still are the reason why I love doing what I do. They are still my best friends to date and we all help work on each other's cars whenever one of us needs a helping hand.

It's fun to watch your closest friends (and yourself) build the vision and it's hard to see them sell but you almost can't wait to help them on their next project. We started attending shows right out of the gate with our first cars and it's funny how far along we've come.

### Why this car?

Why I chose this car was because growing up I've heard stories of my dad how he used to own a 64 beetle and how it came right off the boat from Germany, I thought that was the coolest thing and I always tell my friends and friends I've met along the way how the blinkers, horn, washer fluid button was all written in German and my dad always got a kick out of telling people the blinkers said "das glimmer blinken."

But owning a mk6 golf R for over 5 years and completing the vision I had for the car I thought it was finally time to say goodbye and get into something that always had "that look" so I sold my R to one of my close friends and purchased the beetle bone stock original 6v the perfect candidate to start with a clean slate

### Why did you build this car?

Building cars is just in my blood, I don't think I could drive anything that's not modified. The idea of modifying cars has always been with me and I got the bug at an early age even when we didn't have a license we would modify our BMX bikes to the max. Buying and building a beetle has always been a bucket list of mine, to me, it's one of the most beautiful cars to ever be made even if it's not the fastest it just has that look to it and there isn't anything else like it

## What does it feel like owning this car?

Going from a 2012 golf R to a 1963 bug is a huge difference, nothing is the same besides the basic functions of a car itself. You have to know how to drive the car because there aren't any functional controls. You are the sole operator and that's the best feeling in the world.

Whenever I park it I can't help but to always look back and admire what I've built and so do the people who swarm around it. Whenever I hit the road there's always someone taking a picture of it. And the best feeling in the world is having an older person come up and tell me their stories they've had with the same car



## What makes your car unique?

Its personality makes the car unique just because Beetle's are still out there but they are nowhere near as common, you see less and less of them, and more importantly there aren't many perfect ones out there anymore either. I love a good patina look but nothing beats paint and clean body lines in my own opinion

### Dream car

My dream car would probably have to be a 1980 Porsche 911 turbo, I can't get over how beautiful that car looks, and one day I will have one myself.



## Spec List



### Engine:-

I swapped the original 1200cc motor out for a late 60's early 70's 1600cc motor

### Exterior:-

- Added pop-out rear windows,
- A deck lid riser,
- A roof rack

### Interior:-

Besides rear blinds in the rear view I haven't changed much, I like the stock interior look of the beetle so that wasn't changed too much.

### Wheels:-

- Widened powder coated white wheels from J--bugs.

### Suspension:-

- Full airlift 3p all bought from Limebug in the UK

### Brakes and Suspension:-

- Stock brakes
- 12v conversion from original 6v to run airlift suspension



### Who did the work?

Everything done to the car from stock to its current look now has all been done by myself, I pride myself on doing it and learn as I go that's the best form of education and really knowing how things work, just getting some jack stands and lifting the car up in some garage isn't the nicest way to work but if that's all your given make the best out of it and do it yourself so you can learn a thing or two so you know how to do or fix something in the future.

### Future Plans

The list never stops, next modification would be to pull the front windscreen and add the safari pop out the front window, then following that would be to get some nicer looking three-piece wheels, and just kind of tinker around and find stuff to add to it in the future.

### Advice/Tips

Do it, the car really is a blast to drive and the smile never leaves your face until it's time to shut it down. I can sit in my garage and stare at it for hours; the passion never leaves.

### What did the car scene bring you?

The car scene has brought me so many memories and friendships that will last a lifetime, meeting new people and forming a friendship because of the same hobby has brought me some of my closest friends today, and it's always exciting meeting new people who share the same passion.





**Agnes Oliveira** Instagram: [@volkswabit](https://www.instagram.com/volkswabit)

## 2008 Volkswagen Rabbit S

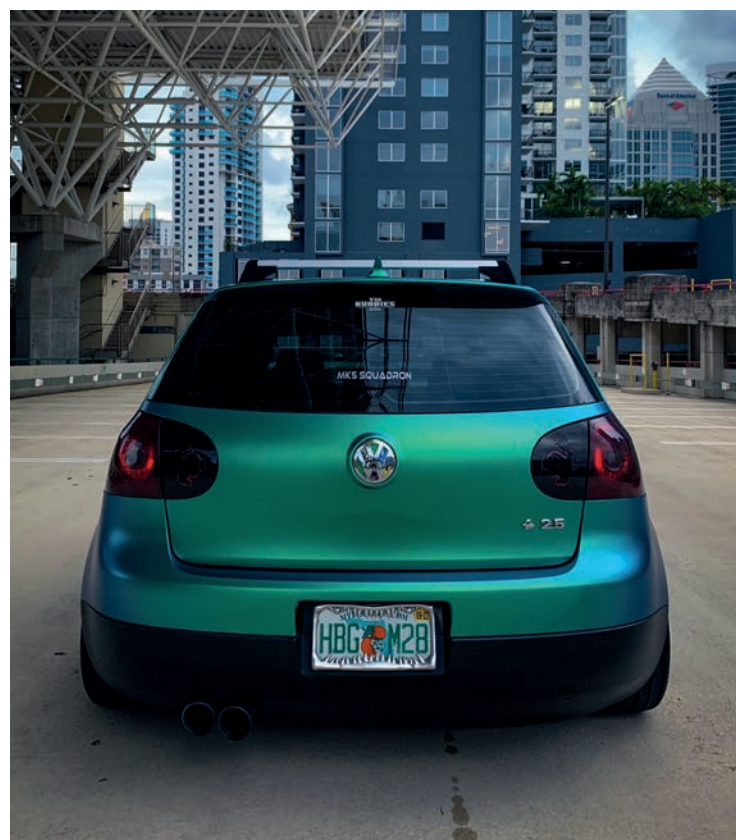
I am from South Florida, recently graduated from FAU with a bachelors degree in Biology. Currently, I work at Panera Bread and do some side jobs involving art, either drawing or painting. I enjoy going to the beach to hunt for seashells and love a great milkshake.

### What or who got you into cars?

My dad has influenced me a lot when it comes to cars, from a young age I've been attending car shows, drag races and going to the mechanic shop to watch him work. He would always explain to me things that at the time I didn't understand but now I can look back and remember things that helped me with my car.

It wasn't until recently (past 3 years) that I've gotten involved in the car scene, even though growing up playing Need for Speed and watching movies like Christine or the Fast and Furious franchise, it never fully piqued my interest until I got the rabbit.

Thankfully I've made many friends who have gotten me interested more in the community and got me more involved.



## Why this car?

So I'll be completely honest in that I never really liked the mk5 model until I saw the Rabbit, what I didn't like was the gti front end and I honestly still don't like it that much to this day. What I wanted, in the beginning, was a mk4 GTI or Jetta since my dad had an 01 Jetta when I was younger. What attracted me to the car was the fact that it was a hatch and the front end was different from the gti.

## What inspired you to build this car?

I never intended to build the car since it was my first car. My goal was to sell it and get something else. But the more I drove it and started to do small things like new wheels, sticker bomb the dash, I became more attached to the car. It wasn't until the last 2 years that I've been more committed to changing the way the car looked. People always ask me why I have yet to do anything to the engine being that I've had the car for 5 years already and personally I prefer looks overpower.

### Spec list



#### Exterior:

- Spyder headlights,
- Side skirts,
- Roof racks,
- Aquamarine colour shift wrap,
- Underglow

#### Interior:

- Subwoofer trunk lid,
- Carbon fibre wrap (dash),
- LEDs

#### Engine:

- APR ignition coils

#### Wheels:

- Rotiform SIX size 18 with custom made centre caps

#### Exhaust:

- Muffler and resonator delete

#### Suspension:

- ECS coil-overs,
- Air ride shocks

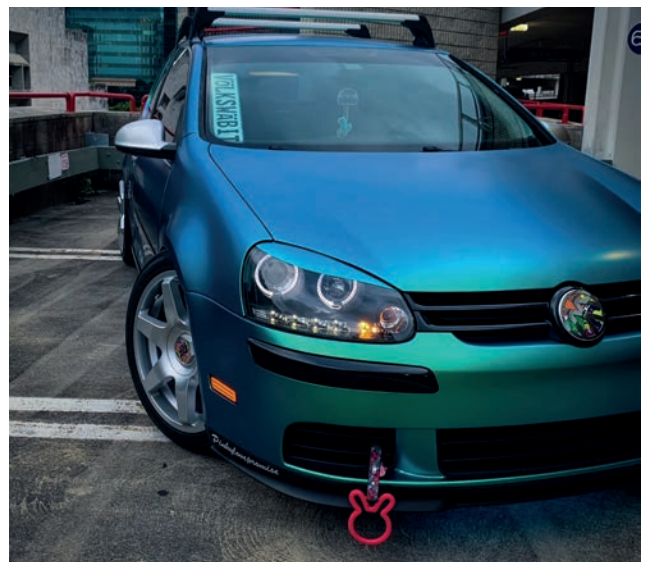


## What does it feel like owning this car?

I feel like I'm the person young me used to look up to at car shows. I never imagined that I would own a car that I can proudly call mine and not care what others have to say about it. I love parking it at shows and people coming up to take pictures or seeing the sparkle in the eyes of little kids when I drive past them. Honestly, it feels like I own life-sized hot wheels or something out of a need for speed.

## What makes your car unique?

The thing that makes my car unique is the personality I put into the car, you look at the car and you look at me and it's a complete expression of myself. From the colour of the wrap to the small details, it's hard to not stand out.



## Who did the work?

For the most part, my dad has worked on my car when it comes to changing parts. There have been many times where we work together such as installing the under glow and building the custom trunk lid. I do more of the customization, I wrapped my dash, made custom tail light tints/decals, and did anything else I can do in my driveway that doesn't require a lift. The wrap was done by my friend [@Eddy\\_wraps](#) and the exhaust was done by [@954mufflers](#).



### Future Plans

If I plan to stay with the car I want to put in an RS3 turbo and see where I can go from there. I hope to someday get my hands on a thunder bunny front bumper to complete my look, if not then I may do a wide body kit and go full air suspension. I will be starting the process of redoing my headliner with the fibre optic star kit soon and getting new seats.

### Advice/Tips

Honestly, if you are looking to get this car, do not expect anything fancy. It is a great first car, very reliable if you take care of it, yes parts may come by expensive or hard to find but it is worth it. Don't get this car if you want something fast, and always make sure to buy mods that guarantee they fit the rabbit model, just because it looks similar to the gt, doesn't mean they share similar parts... Learned that one the hard way.



### What do you get from the car scene?

The car scene has brought me great memories from going to shows or cruising around with my friends. I've learned a lot about myself, it brought me some but not a lot of headaches with the car and people but I've learned to deal with it. Definitely brought me and my parents closer, even my mom is more into cars now than when she was younger. I can't imagine my life any other way than how it is right now, and that's all thanks to the car scene.

### Dream car

I never know how to answer this question because I am a very optimistic person and try to keep my dreams reachable and reasonable, so when it comes to dream cars I look for something that I know I will be able to afford. My "affordable" dream cars would be.



**Drew Jackson** Instagram: [@slammed\\_ecostang](#)

## 2016 Ford Mustang EcoBoost

Photographer: [@eueymedia](#)



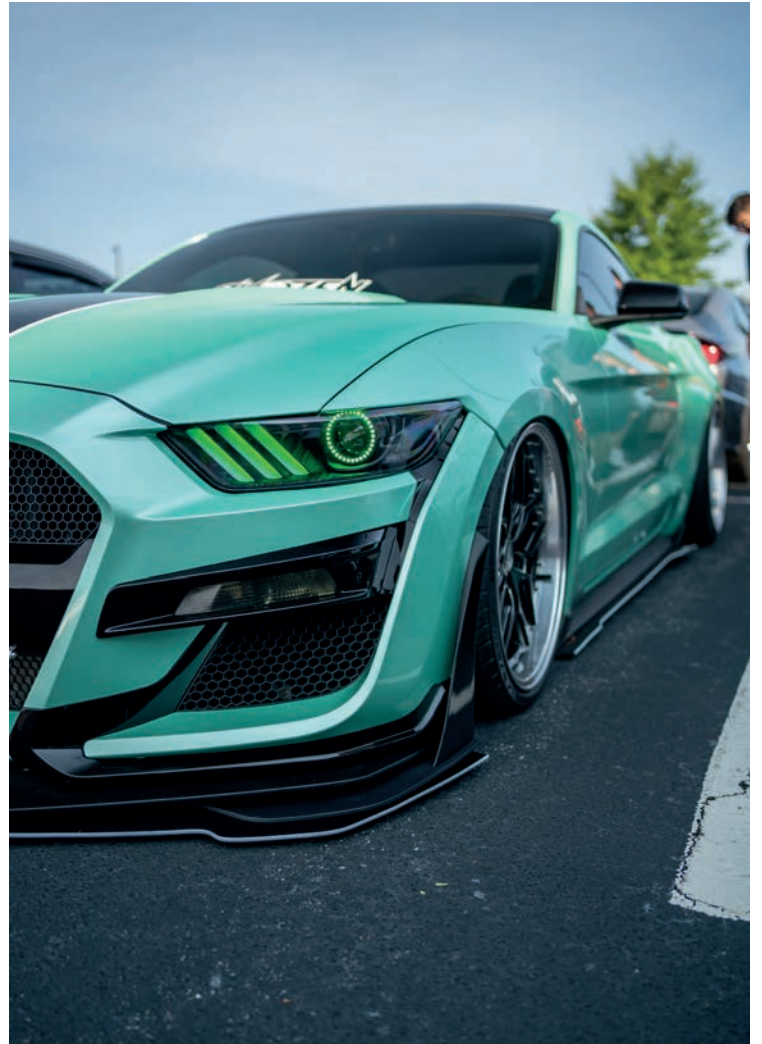
I've worked for Verizon wireless for the past 15 years as a small business account specialist and store manager. I grew up in a small town right outside of Charlotte NC called Kings Mountain and still live in the area today with my wife Ashley, daughter Savannah and son Camden.

This is how my car looked before I decided to have it wrapped and a few more bits. I've always been into cars. It started at a young age helping my dad and grandfather work on their classic cars and taking late-night trips to the dealership with my dad to walk around and look at cars on the lot.

### **To me, the car scene is all about friendship and experiences.**

Some of my best friends and best memories are from car shows and friends met through the car scene. I've always loved Mustangs. This came from growing up in "Ford Family", My first car was a 1993 Ford Mustang. I've had a few JDM and DSM cars which I loved but always had a soft spot for Mustangs, so when the s550 platform was introduced I knew I had to have one.

If you buy a car like this or any car that you plan on modding. Get the base model and build it from there. Most of the factory parts you will end up changing out anyway. Also, do what makes you happy.





It's your car. Build it for your happiness and no one else', this car is awesome. It gets attention everywhere I go and it's just fun to drive, Turbo noises are cool and nothing better than airing out every chance I get.

I've been a Ford guy since a young age, my entire family-owned Ford trucks and classic Ford cars. My father and grandfather taught me a lot of what I know about cars by having me help them work on their 1972 Gran Torino and 1977 LTD, so from a young age, I caught the gear head bug. When I was 16 I was able to buy my first vehicle. A 1993 Ford Mustang LX 5.0. I did a few basic mods to it and enjoyed every minute of driving it before I was t-boned on the way to school and totaled the car. I always said that one day I would have another Mustang, so in 2016 when I had the opportunity to buy this car I pulled the trigger and have loved it ever since.



When I purchased the car I opted for the Eco-boost version because I initially had no intentions of modding the car. I wanted a cool looking daily driver, that was fun to drive and still gave me good fuel mileage for my daily commute. After test driving the Eco-boost I loved the low-end torque from the turbo motor and I felt like the looks of the s550 chassis was the best-looking design Ford had ever done with the Mustang.

After purchasing the car I did a few small mods to it and went to a local car meet with some long time friends in the car scene, at which point I caught the bug and started making plans for a full build

After doing research I was shocked at the amount of power the small 2.3l motor was capable of so I decided to do all the "full bolt-on" performance mods along with a turbo upgrade from the precision turbo and a water/methanol injection kit from AEM. After driving the car for about 6 months with just performance mods and a set of wheels from SVE I decided to concentrate more on cosmetic mods and build a show car.

I previously did a show car build in the early 2000s with a 2003 Mitsubishi Eclipse but I wanted to take this car to another level, so I made plans for new wheels to give me a better stance, airlift suspension, some aero mods from the gt350 and several other add-ons. I drove this version of the car for about a year, attended lots of shows and won several awards with it but decided to take it up a notch again.

This is when I did the current wrap from Inozetek USA in neon mint pearl, the gt500 front fascia from 777 performance and the new duckbill style wing. Despite getting lots of attention with the car and winning many more awards, I still don't have the car exactly where I want it to be.

I have new wheels from Heritage being built and plans of doing a full interior build as soon as the current show season is over. I'm sure I will change the looks of the car several more times as I have no plans of getting rid of this build and I want to pass it down to my kids one day.

I would have never imagined getting the attention from this car that I have. I built it for my own pleasure but the reaction it gets from people is pretty cool. I always have a crowd around my car at shows and meets and constantly get compliments.

At times it can get a little overwhelming with the number of questions, compliments and pictures but I truly appreciate all the love and it makes me feel like I've done a great job with building this car.





### Engine

- Custom hydro dipping
- FBO
- Precision Nx2 turbo
- Water/meth injection

### Interior:

- Kenwood Wireless Android Auto,
- Custom hydro dipping
- MGW short-throw shifter

### Exterior:

- Inozetek neon mint pearl wrap with custom stripes,
- GT 500 front fascia,
- Oracle led headlights,
- Diode dynamics corner lens,
- Vicrez front splitter,
- Vicrez side-splitter,
- MMD Duckbill wing,
- GT 350 side aero

### Wheels:

- ESR CS15 wheels custom coloured gloss black with polished lip 19x9.5 front 19x10.5 back
- Heritage Ebusu 3 piece wheels ordered, 19x10.5 squared set up.

### Tires:

- Indy Firehawks

### Suspension:

- Airlift performance 3h,
- Steeda camber arms and stop the hop kit.

### Audio, Video, and Technology:

- Kenwood android auto wireless

The part I enjoy most though is the reaction it gets from kids, to me that's what it's all about and I make it a point to let any kid that wants to get an up-close look have as many pictures as they want with the car. I even had some stickers of the car printed that I can hand out at shows. If I can turn one kid into a car guy or girl in the future it makes it all worth it.

I guess a bagged Mustang isn't that unique nowadays, but one of the reasons I chose the Eco-boost platform was to be a little different than most of the 5.0 cars out there ( can't beat the sound of a coyote) I've done some performance mods like water/methanol injection and turbo upgrades, the wheels had to be custom powder coated to get a polished lip with the style of wheel. But the most unique part of the car is the custom hydro dipped engine bay. It draws a crowd at every show.

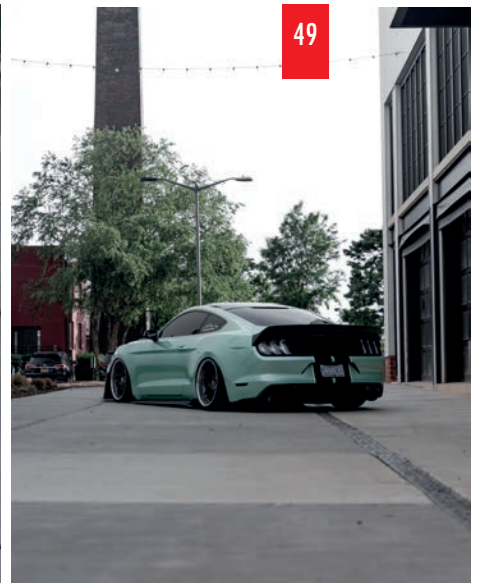
I have a few Mods on it but plan for more, It has airlift performance suspension, a mix of GT 350 and Gt500 Aero mods, ESR 19x9,5 and 19x10.5 wheels, euro style tail lights, custom racing stripe and roof wrap, custom hydro dipped engine bay. Its FBO car with precision turbo upgrade and water/methanol injection.

I've had several local shops and friends help me do the work on this build. I'm pretty good with basic stuff but I like to get some more experienced help with some of the more complicated stuff.

My car club Chozen has been the biggest help to me on the build, always there for inspiration and any help with absolutely anything I need. Greg Smith owns Cosmic Creations out of Lake Wylie SC, he did a great job with all the hydro dipping under the hood look him up on Instagram at " Greg smith cosmic creations ".

In-Depth restyling out of Charlotte NC did the wrap on the car and I will never let another shop do that for me again.





They absolutely killed it with the quality of work and customer service and I recommend them to everyone I talk to. You can find them on Instagram at " in-depth restyling" or call them at 704-941-5619. Frank Defeo who owns Defeo detailing does all of my graphene coatings and is the only person in the world I allow to detail my car other than myself.

His experience and skill are unlike anyone else I've ever met. Call him at 704-241-6561 or look him up on Instagram at " defeo detail ". I want to give some Credit to Freemans car stereo, Randy's auto care and CS motor sports for helping out along the way too.

Since I've had my car in the Mag I've added some more to my Performance Modifications:

- Mbrp race exhaust,
- Mbrp catless down pipe,
- Air raid intake,
- k&n filter,
- Precision nx2 turbo,
- Turbonetics wastegate,
- Turbonetics bov,
- Speed factory race inter cooler,
- AEM water/meth injection,
- Pro tuned by Tune +,
- NGK plugs,
- JLT dual catch can

**Chozen!** are my car family . We are based out of North and South Carolina and have been around the car scene for a long time. We started off around 2001 as Team Chozen. The club has stuck around in a small capacity since, but we recently did a reboot and shortened the name to Chozen.

We are growing fast and becoming the best car club in the area. You can find us at most shows and meets or at a local food truck or restaurant because we all love to eat. Shout out to Rich Campbell, Rob Cooling, Christian Blount, Frank Radford, U'ryan Byers, Tim Reaves, Rob Bollinger and everyone else in the club for always being the best group of friends a person could ask for.

Over the years the car scene has brought me countless lifelong memories. The shows, meets and awards are kind of a blur. But the times hanging out with family and friends is what I will always remember. Chozen has become more of a family to me than a car club and I look forward to making more memories in the future.

**Laura Bostock** Instagram: @sugarskull\_smax

**2007 Ford s-max** Photographer: @PDBphotography



**I am Laura, 35 years old, I am from Port Talbot in South Wales, I am a mum to 2 kids, I am a paint sprayer by trade, I love traveling and driving, cars, bikes, love drawing and into tattoos I am a massive American V8 enthusiast.**

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

I grew up around cars with my dad, he used to take me to shows back in the 90s. I watched him fix them and show his 2 rovers V8 he had. I spent a few years out of the scene due to having my 2 babies but in 2019 I got back into the cars. In march 2021 I opened my car club called sugar skull car club which I love, my club is for all motors, cars, vans and bikes.

#### Why this car?

I have had loads of cars in my time, my first car was a ford fiesta rs turbo and had many cars since but I wanted something unique and different, so I brought my ford s-max 1.8tdci which I have done loads to her and have big plans for her as well.

On the 18th of December 2019, I started looking around and I came across her, it's a 1.8tdci which I need diesel for traveling, I wanted a 7 seater just so I had more room, but since owning sugar I have fallen in love and want to do something different and unique to her as in the car scene you don't see many people carriers done up. I have always been a ford fan but wanted to be different from others.



© PDB Photography

#### What makes it unique?

Here is sugar aka the Skull Bus!!

She stands out because she is different it's panther black with the pink theme throughout, she has a custom sugar skull theme bonnet wrap which makes her stand out, she has had a custom made exhaust system which makes her very loud, ( even my street knows when I'm home lol )

## What does it feel like owning this car?

I love this car from the moment I picked her up from Bristol, I love the drive, the space it has, and since owner her she has helped me escape life stresses,( she has caused some too lol ) but I suffer with mental health problems and when I drive her I just drove and love the handling, the feel and freedom I get with her.

When I park her up I am always turning to take a picture of her, people ask me why an s-max and I say look at her why not an s-max, I have had her to my taste and style, 2006 to 2012 are the best shapes. She is just beautiful in my eyes, yes I get a lot of hate for my car but I chose her for me and to show the car scene a mum bus can be just as cool and great as all the others, no she isn't a performance car but I wanted a show car, she is called sugar aka the skull bus.



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## Future Plans

Hoping to either put her on-air ride or hydraulic suspension I want 18inch Bora alloys in hot pink, custom airbrushing down both sides of the car done, so it looks like vampire skulls coming out of the ST engine or an RS engine done with all upgrades.

## Dream car

My dream is to own a 1950s ford f100 V8 pickup truck

## Groups/Clubs

My car club SUGAR SKULL CAR CLUB has brought me a whole new car family and a great bunch of friends who are always willing to help each other. We all band together when we go to shows or meets and have a good time.

## Spec List

She is a ford s max 1.8tdci.

- Stage 1 map done, a standard she was 115 BHP, the stage 1 has taken her to 150bhp
  - Custom one-off bonnet wrap,
  - Lowered 30mm on springs
  - Rear tail lights sprayed black
  - Custom one-off pin striping done on both rear side ends down
  - All inside trims have been hydro dipped in pink skulls.
  - Twin X2 12 inch 1200watt sub and an aftermarket stereo system
  - 17-inch snowflake alloys
- She has been done in a pink and black theme.

## Who did the work?

Remap was done by TTC tuning in Swansea, South Wales. The bonnet was done by Poppin graphics in Cardiff I brought springs off my friend Hydro dipping and pinstripe was done by DPG custom paint and graphics in Neath South Wales

