

REAL CARS - REAL OWNERS - REAL STORIES

STANCEAUTO

MAGAZINE

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



Albert Trinidad

2021 Toyota GR Supra

Instagram: @Supralbert

Photographer: @r0cean11

Jonathan Pena,
2017 Dodge Challenger scatpack
Instagram: @17octane_red_scat
Photographer: @_wilsonproductions_



Edwin Suba
2021 A91 Toyota Supra
Instagram: @pinoy73160
Photographer: @Blakemanmedia



Tanner Romanos
Mercedes Benz 190E 1989
Instagram: @1clean190
Photographer: @Gingerbeardmanphoto



Lawrence Duckers
1998 Toyota Supra MK4 (Genuine TT 6 Speed)
Instagram: @lawrence_duckers
Photographers: @henners_n



Since 2020

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



2021 Toyota GR Supra

Albert, however, chose the Supra for the simple reason its a bad ass car!

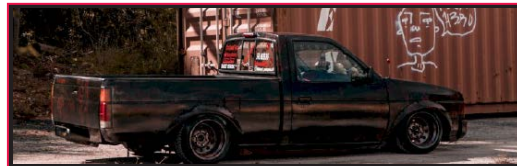
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2017 Honda Civic Hatchback Sport

Ever since high school, he's been needing to modify every car he drives. Stock vehicles will forever be boring to him.

6



1997 Nissan Hardbody 2wd

I'm Florida grown and life here is a blast. I've been into the car scene since the mid 90s,

16



2001 Acura Integra

This Integra has been a project ever since I got it! Ever since I got into the Honda game this was my grail!

30



2000 Nissan 1400

I currently drive a 2000 Nissan 1400 that's been converted into a Datsun Sunny.

44

This is our Monthly Magazine, 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, we hope that you get some inspiration from people just like you building their dream cars, we invite anyone and everyone with a high spec or modified car to submit their car and their story to feature in this magazine and also our Online MAG, why don't you come along and join us in our Facebook group and get to know us and some of the owners, ask questions and submit your own car, you'll find we are all very friendly, this is a community for us all.

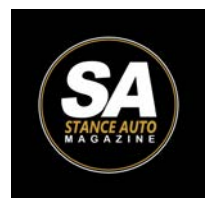
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Albert Trinidad

2021 Toyota GR Supra

Instagram: [@Supralbert](#)

Photographer: [@r0cean11](#)

Albert is 28 years old and is currently working as a heavy equipment transporter. He resides in Vallejo, California with his family. He says “I like to drive big trucks and make big bucks.”



“Your car is your attitude so wear it before going anywhere”

Albert



What got Albert into cars was when his mom bought him a massive amount of Hot Wheels, car magazines, posters, etc. As the years went on he fell in love with cars more and more.

He grew to appreciate everything about them from watching the Fast and Furious saga, Midnight Club 3 video game, and playing with RC cars.

The first car he modded was his 2012 Honda Civic SI (wide-body) Kevmannz kit. Coming from that build he has met so many people in the car community; it's like everyone is family to him now.

You see everyone around you sharing the same passion and getting the best quality parts for their vehicles. Seeing cars with everything from three-piece wheels, air suspension, body kits, getting sponsorships and going to automotive events. It's everything you could ask for in a car family.

Many people buy cars just to get around to their jobs or run errands. Some buy to just collect and fill their garages. Albert, however, chose the Supra for the simple reason

“IT’S A BADDASS CAR.”

The appeal of the car was more than enough to convince him he needed to get one and build it.



The car is a full-on head turner. Everyone that sees the car when he is driving around gives him a thumbs up and most yell out “Is that a Supra?!”

It makes him feel really happy deep down inside that he was able to afford the car and also afford the parts for it. He has worked hard to get to this point. Special thanks to Alvin Chiang at Pristine Parts.

A few tips Albert would give to noobs in the scene or even those who have been around are:

1 “Stay humble. There’ll always be someone that has a better car than you.”

2 “Don’t cheap out on parts. If you see someone going in the wrong direction, purchasing off-brand parts lead them in the right direction to buy high quality “legit” products. Why I suggest doing that is because you want products that stand by their name, that won’t break easily, etc...”

3 “Support one another. Support one another in this car community we all belong in. Spread love not hate.”

What makes my Supra unique from the others is it actually has a BMW paint code now coming from Phantom Matte Grey to the 2005 BMW M3 Imola Red with an HKS wide body kit.

Modifications

Exterior -

- Colour change BMW Imola Red
- HKS Wide Body Kit

Wheels -

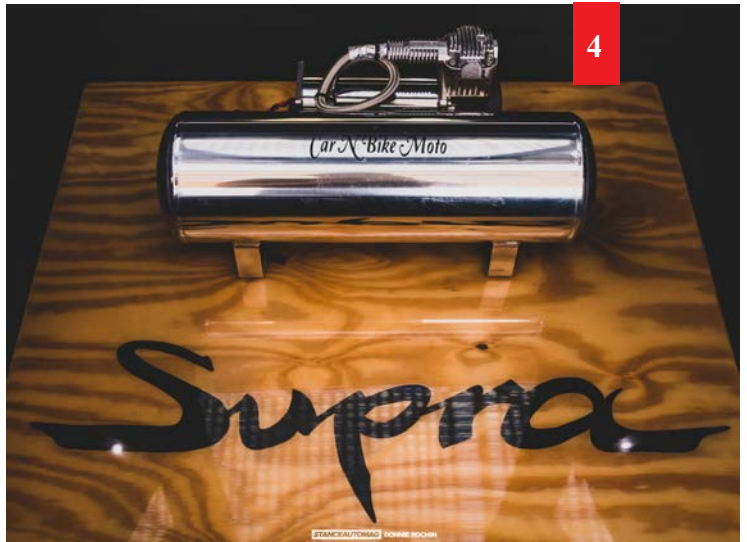
- Work Emotions cr3p

Suspension -

- Airlift 3P Air Suspension/Management

There are a ton more mods coming. It’s been tough for Albert with every part in the car world on backorder due to the pandemic and the ports being congested.

Next, he will start modifying the interior with Bride Stradia III Racing Seats and a new steering wheel. After that, he is going full send and straight into performance. He wants to push this car to at least 700whp.





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STANCEAUTOMAG DONNIE ROCHIN

Albert has to give props to a few people and shops who have got his car to this point. would like [@carnbikemoto](#) for installing his HKS wide body kit and for the fresh new paint job.

[@airliftperformance](#) for always sponsoring his rides with the best air suspension on the market. He would also like to thank [@speedstarz_john](#) for being there for him to install every part. And finally [@nfstiresbest](#); “the best place to get your tires.”

He would also like to thank his biggest supporter Alfred Ho, the owner of Car n Bike Moto. He wouldn't have cars like this if it wasn't for him and his boys at the shop.

The ultimate plan for the Supra is to have at least or over 700whp and to modify every part of the car that he can.

When he is done with it he has already made plans to pass it down to his son when the time is right. The people that have stuck with Albert throughout his time building cars are the following people.

They have been the most loyal to him.

[@carnbikemoto](#)
[@pristineparts](#)
[@speedstarz_john](#)
[@nfstires](#)
[@latenight_auto](#)
[@lgmautospa](#)
[@norcalxsole](#)

“I started from the bottom and I'm here. I wouldn't say I'm at the top but I'd say I'm at a better place now. I can always keep pushing. I'll see where this build will get me once the Supra is ready to come out and play.”

Albert's dream car is the 1993 Toyota Supra.



STANCEAUTOMAG DONNIE ROCHIN



Kurtis Hart

Instagram: [@FK7_KurtisHart](#)

Photographer: [@r0cean11](#)

2017 Honda Civic Hatchback Sport

STANCEAUTOMAG | DONNIE ROCHIN

Kurtis is from Owego, New York, a small town a couple of hours from Syracuse, New York. He served as a mechanic at a dealership for 4 years and a detailer for 1.

He was getting sick and tired of working on cars too quickly, so he then moved into the Plumbing industry.

Currently doing new construction plumbing. Kurtis grew up with his Dad in the car scene. He was the biggest influence on Kurtis' passion for cars. His Dad had a 1990 Dodge Colt Low rider. They traveled all over for shows.

They used to go to Friday night meets and he fell in love with cars. Growing up in an era of the Fast and Furious franchise, that also had a huge impact on his love for imports. Though he will always have a soft spot for US domestic rides.

He also spent hours playing Need For Speed Underground 2 after school every day or when he had free time.



So what made Kurtis choose this car specifically? Well at the time all he knew was the prototype for this vehicle.

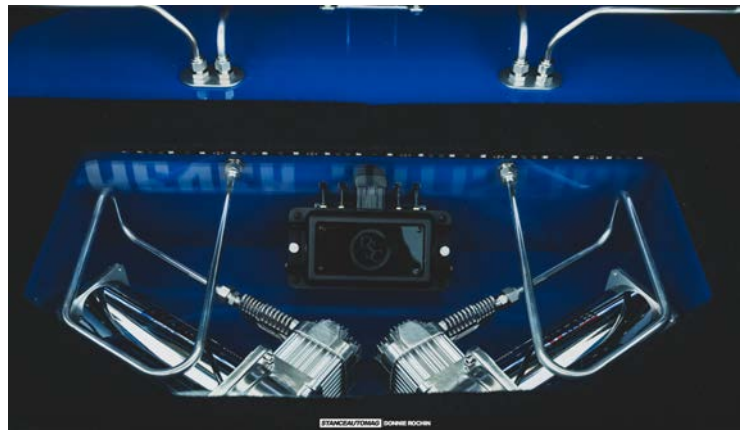
He didn't know if it would actually be released as it was shown Online. But seeing it in person made him love it that much more. The first picture he got of it in his head was it being lowered on wheels.

In high school, he had a '97 Honda Civic Hatchback. He did a d16z6 swap with a chipped ECU, lowered it then did the bodywork along with the 99-00 front end swap.

His Dad and he painted the whole car and it turned out amazing. Kurtis ended up needing to sell it, unfortunately, moved on to a cheap daily which also ended up getting lowered and wheels.

Ever since high school, he's been needing to modify every car he drives. Stock vehicles will forever be boring to him.

Kurtis built this car for himself and nobody else. When he drives the car he feels happy.



When he sees people taking pictures with his car or of his car it amazes him, they took their time to enjoy and love his car just as much as he does.

Kurtis will never forget the day when he was at a meet and a kid's mom came up to him and asked if her little boy could get a picture sitting inside.

He talked Kurtis' ear off on how he wanted to be like all of us one day. Building his car for his love and passion for cars is the biggest reason he continues to do it. It's an escape from everyday life when he works on it or sits in the driver seat.



When purchasing any car if you plan on modifying it, look into the aftermarket industry. When he first bought the car new, not a lot of parts were out at the time which was very frustrating.

Now four and half years later, he's thankful that parts weren't out right away. Being able to build the car with every brand name part out was much more pleasing.

The hood is what sets this car apart. It's what draws people to the car. The clear hood puts this car on another level. People are completely amazed by it. Being able to see the complete engine bay with all the carbon fibre covers. The engine bay has to be his favourite part of the car, to begin with.

Car clubs are like family. You go to shows, meets, have tech days, help each other not only with car-related stuff but oftentimes personal stuff. Team Nv US is that family to Kurtis.

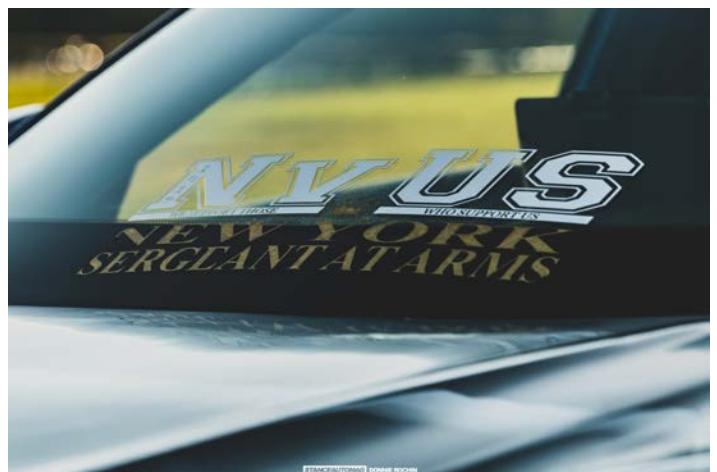
He's been with this club since 2018 is a prospective member, becoming a full-fledged member this past year, and was finally promoted to Sergeant At Arms for the New York Chapter. He loves this team/family.

'It's truly home wherever you go to a show with another chapter. The team is very helpful and always there to listen and give advice. Be sure to check us out on Instagram [@team_nvus](#) and [@nvus_newyork!](#)'

The scene has done more for Kurtis than anything else. Being an escape from reality is the biggest help of all. Creating new friendships at every meet or show you go to. Creating bonds with people that just can't be broken due to the love of the same things.

He couldn't be more thankful for the Team NvUS New York Chapter, being there for him for breaking down, working on the cars and even personal issues. "At the end of the day, we can all escape the same way.

Cruising together all over the states and being what outsiders call us 'Menace To Society' all because we are different."





Modifications

Engine Bay/Performance -

- 27 Won performance cai
- PRL Catless Down pipe
- Ktuner v2
- 27Won Turbo inlet pipe
- Injen Performance inter cooler
- Straight pipe with 1320 performance tips
- Password JDM coolant reservoir cover
- Password JDM radiator shroud cover
- Password JDM fuse box cover
- Password JDM ECU cover
- Password JDM turbo inlet cover
- Password JDM Valve cover
- Password JDM suspension covers
- Kevmannz Kevtec Carbon fiber fender covers
- Ultra racing strut bar
- Downstar 10th gen civic dress up bolt kit
- Opt7 RGB engine bay lights
- Downstar BILLET OIL CAP

Suspension -

- Air Force performance Struts/bags
- Airlift 3p Management
- Dual Viair Compressors
- Adjustable end links
- Air Force performance camber top hats
- Truhart performance rear camber arms

Exterior -

- Kevmannz Kevtec clear hood
- Kevmannz Kevtec carbon fibre rear diffuser
- ABS Dynamics type r rep wing
- Honda factory Sport side skirts
- Honda factory sport front lip
- LightCreationz RGB custom headlight with Morimoto halo, demon eye and RGB DRL
- American Modified Front Grille
- Smoked side markers
- Opt 7 aluminum Under glow kit

Interior -

- Cipher Auto Racing seats
- Planted seat brackets
- Cipher auto harness bar
- Cipher auto harness
- Authentic blue bride headliner
- Billetworkz shift knob
- Synch Carbon Fiber interior pieces
- Android tablet
- Ktuner tablet
- Complete custom air suspension hardline trunk setup done by Draggin Style Customs
- Custom painted air tank by Space Related Customs
- Authentic blue bride in the trunk

Wheels/Tires -

- Work CR2P White face with polished lip (18x9.5 +10)
- Nankang NS-25 (215/35)



He has done most of the work by himself but without the help of Draggin Style Customs, the trunk setup would not be what it is today. It turned out amazing.

The shop does crazy work on every single trunk setup that they do. Not one setup that comes out of their garage comes out the same. If you are looking for a killer setup be sure to check him on Instagram [@dragginstylecustoms](https://www.instagram.com/dragginstylecustoms).

Also, a special shoutout to Space Related Custom for the custom painted air tank. Using tropical glitz paint and doing crazy old school lowrider designs.

So what's next for this ride? Future plans include having a complete carbon fibre front end with a carbon fibre wide body. He would like to get a candy colour close to what his Aegean blue is now to keep the true colour of the vehicle.



Would love to go to 3 pc wheels when doing the Widebody. He also plans to do a complete interior overhaul this winter. He is going to take the car back to Draggin Style Customs in April for him to do an audio setup in the trunk and upgrade all the speakers.

Finally, Kurtis wants to change out the seats to some custom Status Racing seats as well.

He has a few dream cars because let's be honest you can't just have one. The Acura NSX, Toyota Supra, Nissan Skyline R34, and he would love a Honda CRX.

Lawrence Duckers

1998 Toyota Supra MK4

(Genuine TT 6 Speed)

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

Photographers:

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

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

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

Hey, I'm Lawrence. I am 33 years old and I am from Stockton on Tees in the North East of England. My current job is as a Prototypes Engineer working in the CNC department making things that I'm not actually allowed to talk about.

Something or some one got us all interested in cars and the car scene, what encouraged you?

I'm truly unsure, just seemed to grow up being attracted to anything fast. Whether that be planes, trains or automobiles.

I grew up surrounded by a family of train enthusiasts and I'm a pain for not following the followers, so I swayed towards cars. Educating myself on the Internet, books and advice from friends to get me where I am today.

Why did I choose this Car, The generic response to this would be "The Fast and the Furious". Yes, it had a small part to play but I liked the MK4 Supra even before that.

I grew up watching those insane videos of the Supra on the Internet and reading about them. I just loved the potential of the car.



This is the third Supra that I have owned. It has been a huge journey to get to the point I am at now. The term "Blood, Sweat and Tears" couldn't be more fitting. My current Supra is a Genuine TT 6 Speed so it is the 'Top Dog' of the Supra variant.

It is the perfect base to invest the most and try to get the most out of the car. Prior to a big purchase, I always say to myself 'the car deserves this'.

The Supra will be undergoing the last stage of its journey in the winter of 2022 and will be coming out all singing, all dancing.



It's a great feeling owning this car. But, it carries a huge burden. By that, I mean that people seem to think a Supra is 1000bhp from the factory. Which in turn puts pressure on you and primarily, your wallet!

Building a car to 1000bhp is definitely not cheap. Fortunately, I want my car to be a 4 figure fire breathing monster. So building the car for myself works well with people's expectations.

It's a real head turner now as there are so few on the road. I am surrounded by them day in, day out on social media. But to the general public, it really blows them away. The Supra is my getaway. Do you feel down? Go for a drive or turn some spanners. My solace is under the bonnet of that car and I wouldn't have it any other way.

What makes my car unique, that's easy, I'd definitely have to say the engine bay does all the talking on the car. A big turbo, a tucked harness and a smoothed-out engine bay.

Everything plays a part to make it overall special. It's special to me and hopefully, people see that. I had a vision and brought it to fruition on my driveway. All the build photos are on my Facebook in an album and it has been a journey, for myself and the car.



Exterior:-

- OEM Genuine Front Bumper
- OEM Genuine Rear Bumper
- TRD Carbon Rear Spoiler
- V2 Front Lip

Drive train:-

- 6 Speed Getrag Gearbox (V161)
- RPS Max Series 6 Puck Clutch
- RPS Cyn-R-G Billet Flywheel
- 8.5" OS Giken LSD

Interior:-

- OEM Genuine Seats
- OEM Genuine Confetti Mats
- Syvecs Toucan Display
- OEM Genuine 3 Spoke Steering Wheel
- Turbo Timer
- Drag Race Timer

Suspension:-

- HSD Mono pro Coil overs

Advice/Tips?

Advice on a Supra? Whatever your budget is, double it. Parts are expensive and if I've learnt anything through my supra ownership, it's that the small things really do add up.

In regards to modifying, all I can say is if you have a power goal in mind. Stick to it! Otherwise, you'll end up buying everything twice!



As i said before the engine shopping list can get quite long, this is whats fitted to date, there maybe more to come as time goes by but for now she is running quite sweet.

Engine:-

- 2JZ-GTE VVTi (Original) - 89,000 miles
- Precision 7275 Gen 2 Dual Ball Bearing Turbo
- SRD Tuning T4 Exhaust Manifold
- Turbo smart Gen V Power Gate 60mm External Waste-gate
- Syvecs S7i Standalone ECU
- Syvecs NTK O2 Sensor and Loom
- Syvecs 4 Bar Map Sensor
- SRD Tuning Custom Engine Loom
- Whifbitz 269 camshafts
- Brian Crower Valve Springs and Retainers
- ARP Head Bolts
- ARP Main Bolts
- TITAN Version 2 Crank Pulley
- Clevite Bearings (Crank and Rod)
- Manley Pistons - 87.5mm
- Manley H Tuff Rods
- ARP Rod Bolts
- Flex Fuel Sensor (Ethanol)
- Whifbitz Billet Tensioner Bracket
- Whifbitz 4" Titanium Exhaust System (Turbo-Back)
- SSI Polished Front Face Intake
- SSI 90mm Throttle Body
- SSI Fuel Rail (14mm Domestic)
- Injector Dynamics 1700x Injectors
- Whifbitz Carbon Fibre Spark Plug Cover
- Whifbitz Carbon Fibre Upper Timing Belt Cover
- Whifbitz Carbon Fibre Lower Timing Belt Cover
- Whifbitz 5" Inter-cooler
- Gates Timing Belt (Done 2021)
- Mishimoto Radiator
- Mishimoto Thermostat
- R35 Coil Packs
- SRD Tuning 6 Phase 170A Alternator
- Extended Throttle Cable
- SRD Tuning E85 Safe Fuel Line Kit
- Fuel Lab Fuel Pressure Regulator
- 2x Walbro 485 Fuel Pumps
- Power-House Racing Triple Fuel Pump Hanger
- Power-House Racing Power Steering Relocation Kit
- Billet Polished Pulley Kit
- Twin Electric Fans
- AN3 Oil Feed
- SRD Tuning Oil Return Kit
- AN12 Braided Cam Cover Breathers
- ASH Inter-cooler Pipework
- ASH Silicone Hoses
- ASH T Clamps
- K&N 4" Cone Filter
- Millers NANODRIVE CFS 10w60 Fully Synthetic
- Prestone Coolant





SRD Tuning supplied and built the bottom end for me. Mark Briggs built the head for me, along with doing the full engine assembly prior to putting it into the car. I have had a bunch of parts also supplied from Garage Whifbitz and Future Motor sports.

All of my paintwork has been carried out by Shaun Coulson at Mirror Finishes in Newcastle. I can't help but thank every other person who helped out along the way. Friends and Family. You all played a part when I needed help so **Thank you!**

My future plans are simple. To get the car over the 1000whp threshold. It is estimated to be coming out in 2022 with 900whp+ on VPower and around 1100whp on E85. The car will be going down to SRD Tuning to get dialed in ready for next year's show season.

Clubs

Boosted Boutique Social
Miv Owners
Kuruma

If you're not a part of the car scene, in some groups or clubs you really should think of joining some. It has brought me lots of new adventures.

Socializing, meeting new people and gaining inspiration to push me on to improve my own build, there are plenty of groups and clubs out there, dip your toe in and see where it takes you.

Socials and Websites;

@srd_tuning - www.srdtuning.com
@whifbitz - www.garagewhifbitz.co.uk
@futuremotorsports - www.futuremotorsports.com/

**What's my dream car, good question.
I own it! I built it!**

Got to go, the car is giving me puppy dog eyes and wants a good drive out!

Thank you for reading and safe driving!



Jonathan Pena

2017 Dodge Challenger scatpack



Instagram: [@17octane_red_scat](#)
Detailing page: [@Jonmys.autodetailing](#)
Photographer: [@_wilsonproductions_](#)

I'm from Easley SC, and I run a Mobile Detailing business in the upstate of SC. As a kid, I would always play with hot wheels and watch all of the movies, as I got older my love for cars continued to grow.



I drive a 2017 Dodge Challenger scatpack right now. I fell in love with this car because one of my buddies had one. He took me for a ride and I knew after that I needed to own one, but I just wanted to do something different from what others were doing to these cars.



It still feels unreal to see the car parked in my driveway. Sometimes I think it's a dream, when I'm out on the road I'll have kids record the car giving me thumbs up and nothing can beat that feeling because I was once that kid. It's a fun car, has perfect power for a daily driver and is very reliable to me.

I've driven this car for up to 10hrs with no issues, it's also very comfortable to ride in. The wrap I have on it really made the car pop and that's what most people notice when they see this car.



The scat pack comes with a 6.4L v8 engine, I've added a flex-fuel kit to run E85, a full exhaust system from modern muscle extreme, and it's on K-sport Coilover and wrapped by sticky graphics.

I get all my mods done by Nob Rats performance, and all my lighting work done by [@hemihouse](#).

I plan to get a set of wheels for this car soon as well as some other upgrades!

I am a part of a car club called [@nameless__SC](#) on Instagram, it's a great club.

We are all like family and always willing to meet new people. This car club is like a 2nd family to me, we've all watched each other grow and built a good relationship with everyone in the car scene.

Dream Car

One of my dreams is that I would love to own a Camaro Z111e.



ALL I CAN SAY IS FOLLOW YOUR DREAMS AND MAKE THEM HAPPEN !



Andrew Luciani

1997 Nissan Hardbody 2wd

Instagram: [@stanced_pennywise78](https://www.instagram.com/stanced_pennywise78)

I'm Florida grown and life here is a blast. I've been into the car scene since the mid 90s, funny because nobody else in my family ever was. I've been customizing cars and trucks for a long time from hydros, air, drag racing and static builds.

It's fun to have a passion and this is mine you can see more [@stanced_pennywise78](https://www.instagram.com/stanced_pennywise78). I love to express myself and be the center of attention and with PENNYWISE I did just that. As you can see it's a bit different from an everyday driver's car.

This is my daily driver it has a one piece driveshaft PDM-C404 cam, K&N air filter, flex-a-lite low pro electric fans, custom tubular upper control arms to give me the low and the chamber to sit this low and blocks in rear with a little custom spring work to never hit the frame even though i drive hard it never does hit, its sitting on 15x11 wheels with a one off custom paint job done by me as well as the exterior paint too this theme is not for Halloween it's an extension of who I am so it's all year long.



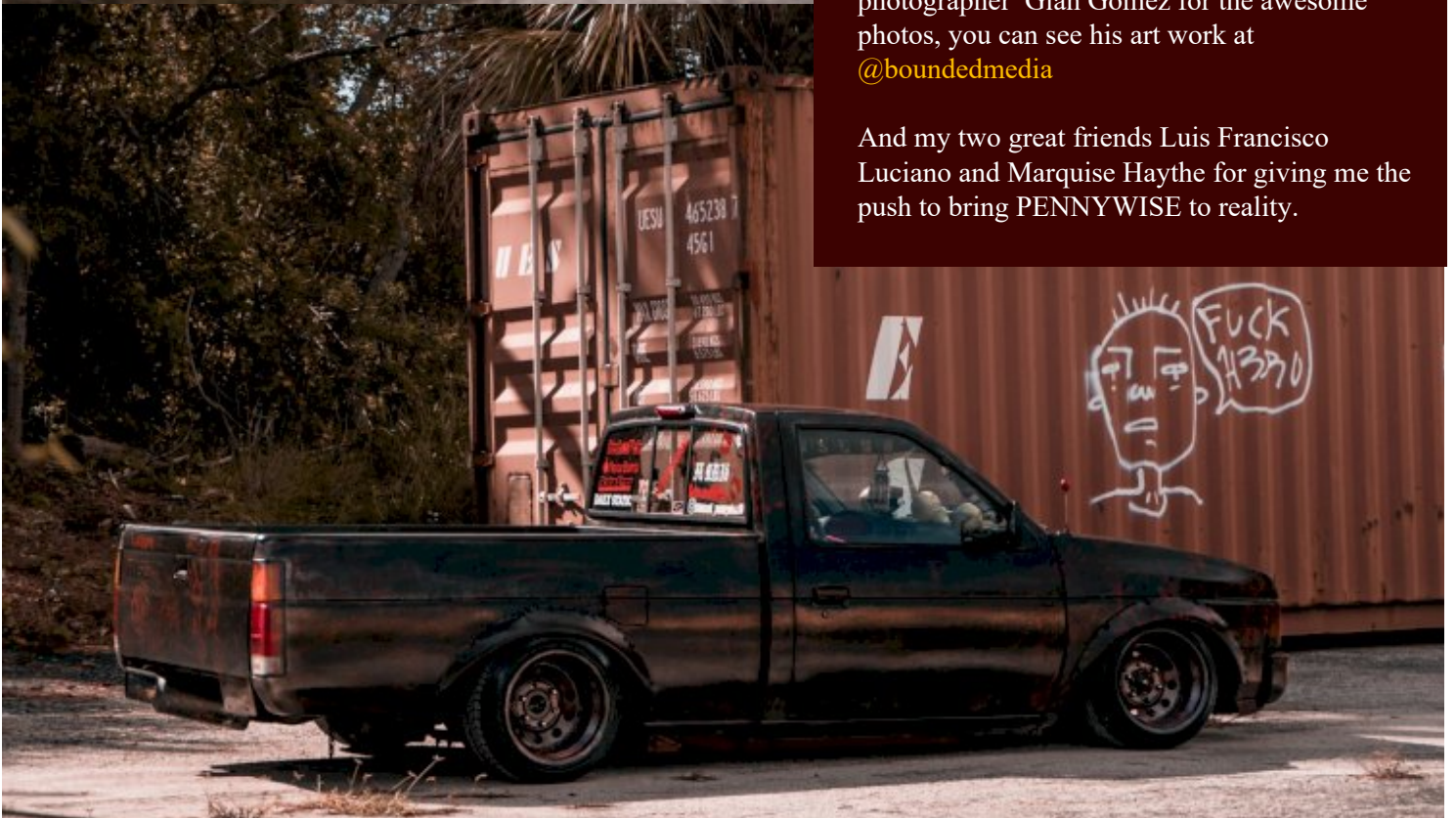


What makes this a little different and unique from a lot of others is the detail I put into the paint scheme the small hidden pieces that makes you wonder how and why from the hand made Balloon on the antenna to the words written on the body, the layers of blood splatter so you can feel every single texture of it, the dead lights as my headlight, so much to see it's a great feeling when I see people either walking taking pictures or driving on the road and taking pictures this is why I do what I do and I take pride in my work.

I want to thank my good friend Chase Baldwin [@driftology](#) for the help with things I couldn't do alone and the great decals he did for PENNYWISE.

I would also like to thank my friend the photographer Gian Gomez for the awesome photos, you can see his art work at [@boundedmedia](#)

And my two great friends Luis Francisco Luciano and Marquise Haythe for giving me the push to bring PENNYWISE to reality.



Kevin Tweedy

97 Honda Prelude

Instagram: [@h22preludedude](https://www.instagram.com/h22preludedude)

Photographer: [@trey.coleman.photos](https://www.instagram.com/trey.coleman.photos)

I am 31 years old from the small town of Georgetown in southern Indiana about 25 min outside of Louisville Kentucky.

I currently live in the Charlestown/Jeffersonville area of southern Indiana a lot closer to Louisville. I went to school at Vincennes university and got my associates degree in automotive technology.



Q&A

During my time in school, I got a job at a local Toyota dealership and have worked my way up to a Toyota master technician over the past 11 years. I've had plenty of hobbies over the years but the main one that stuck was cars.

I love the outdoors, camping, hiking, kayaking, anything outside. I used to skate pretty often when I was younger and snowboard when I can. I've always been fascinated with reptiles and had a large collection of boa constrictors at one point. Currently, I have been collecting bourbon and making new friends in that community.

What got you into cars?

I'd have to say the main thing that got me interested in cars and showed me that they could be modified and made to be something out of this world would be the same as most my age, the movie Fast and the furious!

I was 10 or 11 when it came to theaters and I remember my grandma taking us to see it and I just blew my young impressionable mind haha.

After that, I was obsessed with all the need for speed games. I think my favourite out of all of them was Need for Speed Underground 2. I couldn't begin to imagine the number of hours I had invested in that game. There was so much freedom to customize whatever vehicle you wanted



Why did you choose this Car?

It isn't so easy to say why I picked this car to modify. Well, then again it is... It was the only car I had, it was the first car I've ever owned. I remember car shopping when I was around 15, you know, looking through Auto-trader from the local grocery store.

That's how we had to do it back in the good old days. I always liked being different so what better platform than a Honda prelude.



What made you Customize this car?

Originally I wasn't interested in performance. I wanted something that looked crazy and flashy for the attention I would receive. Some of the first things I did to the car were those neon tubes I put under my seats and dash, new radio and some subs. At one point I had laid down my back seats and had 4 12" subs in that little car haha.

She was a blast cruising around in!

But then again coming from a smaller county town the car scene at school was mainly muscle cars (fox body mustangs). All everyone cared about was going fast. So I jumped on board. I spent a lot of time on the car domain which you can probably still find on my profile if you search kttskater90 I saw all different types of precludes there, show cars, track cars and drag cars. From my surroundings I wanted a drag car. Something that would keep the v8 guys from running their mouth.

What does it feel like owning this car?

The car wasn't put together overnight. It's had years and years of changes and tweaks to get where it is. There is an insane amount of pride I feel for this car.

I'm not someone that likes to give up on their goals and it's taught me that perseverance pays off. I'm humbled by all of the different people that compliment me on the car.

Older guys, import guys, muscle guys, they can tell it wasn't easy and respect the work I've invested. When the car is running and I do get to enjoy it, it's so high! riding around in a dream.

I love the attention the car gets. It makes me feel good. And 40 psi is a wild adrenaline rush that can't be beaten!

What makes your car unique?

The main thing that is unique about the car is the chassis itself. The Honda prelude isn't a popular platform to modify for speed. It's one of the only precludes currently running 1100hp and a Dogbox straight-cut transmission on the street.

Another visual thing that makes it unique is the custom fabricated headlight intake, which I call the eyeball.





SPEC LIST



Ecu-

- Haltech Elite 1500
- 1088 hp and 716 ft-lbs at 43psi (has seen around 50psi off dyno)

Engine-

- Golden Eagle sleeved and copper O-ring h22a4 block with Aries 10.5:1 pistons with ceramic coated skirts and Manley turbo Tuff rods
- Arp head and main studs
- 4 piston CNC ported cylinder head with ferrea valves, springs and retainers
- Skunk2 Pro2 cams
- Kstuned balance shaft delete kit, timing belt tensioner, and cam gear/trigger kit
- Ati crank pulley
- Autosports Engineering dual injector custom lower intake manifold with skunk2 ultra top hat and 1L spacer
- 90mm Ross Throttle Body
- Custom t4 top mount turbo manifold with dual tial 44mm wastegates
- Precision Gen2 7275 BB turbo
- Custom 6" thick intercooler
- Innovative mount motor mounts with custom solid aluminum inserts

Track Wheels-

- Belak series2 13x9 single bead lock with titanium hardware
- M&H slick 24.5x9x13
- VMS Racing BLACK HAWK skinnies 15x3.5"
- M&H front runner 3.6-24x15

Street Wheels-

- Enkei TFR 17x9 +40 5x114.3 in Gunmetal Front and Rear
- Toyo Proxes RR 255-40-17

Transmission-

- Few H22 Crew billet AWD bell housing (currently running Fwd)
- GearX H series Dogbox gear set.
- M factory Helical LSD
- Driveshaft Shop 5.9 level axles with upgraded hubs
- Driveshaft shop intermediate shaft
- Competition Clutch Twin Disk Clutch and Flywheel
- Custom CNC mid-plate brace that bolts to traction bar

Fuel-

- Ignite red race fuel which is 114 octane and 90% ethanol
- ID1050 primary injectors and ID2200 secondary injectors
- Sumped factory gas tank
- Weldon 2035 external fuel pump
- Weldon fuel pressure regulator
- Radium fuel pulse damper
- 10 AN feed lines and -8 AN return

Suspension-

- Koni yellow adjustable shocks with ground control Coilover sleeves
- Eibach springs with custom spring rates
- Energy suspension Poly bushings where available
- Innovative mounts traction bar with custom 100lbs weight plate welded to the front
- Adjustable upper ball joints
- Megan racing rear toe bars

Interior-

- Completely gutted cabin
- 10 point roll cage
- AIM digital dash
- 2 Kirkey aluminum racing seats
- Racequip 6 point harness
- Carbon fibre sunroof plug



Have you done the work yourself?

From the very beginning of owning the car when something would happen to the car or I would mess something up or do something wrong on it I was the only one that would work on it and fix it.

I couldn't afford to pay anyone to work on it so I had to learn and teach myself through trial and error. Without this car, I wouldn't be where I am in life today being a successful mechanic at a Toyota dealership. I've rebuilt a few engines myself, manual swapped the car and had to rebuild countless manual transmissions.

As for how the car currently is, the block was assembled by a golden eagle, the head was assembled by 4 pistons and I put everything else together myself besides any welding. I've had to have a few others do a lot of welding and custom fabrication on the car.

Deff wants to give a huge shout out to Wade Hill and Eric Sanchez they have been The main contributors to the fabrication of the car. The one other thing I don't do is tune the car. Dynosty has helped with the car for many years and couldn't thank them enough for all of the hard work they have invested. The car currently gets tuned at Haltech in Lexington Ky

Are there future plans?

As a race car there are always things that I plan to do, change, and improve! The most significant thing coming up in the future will be converting to AWD. S1built just released an AWD rear trailing arm sub frame kit to fit on the 5th gen prelude and that's high up on my list.

I already have we go diff, k series transfer case with ppg gears and wago viscous coupler. With that being said the fuel tank will have to be removed and a custom fuel cell made so that a drive shaft can be utilized.

Advice/Tips

I love the prelude and anyone that owns one will tell you they are special. As far as performance modifications it isn't the best chassis unfortunately. They are heavy cars and honestly not a whole lot of aftermarket support. So many things I've gotten for the cars I had to be part of group buys and have other things modified to fit or custom made altogether.

If you do end up making some good power the stock manual transmissions are pretty weak. I've probably broken 20 of them over the years ripping around on the street. Definitely look into the Gearx synchro gear set

Groups/Club

First I want to share my personal YouTube account. I'm trying to get a good following so check it out and follow along with the progress of this wild car. Can also be found by searching H22 Prelude Dude

<https://youtube.com/user/ktt2009>

2 of my main sponsors who have helped me acquire some parts are listed below.

<https://wyler.com/>

<https://www.teamufg.com/>

One of the main prelude groups that are very supportive
<https://www.facebook.com/groups/117491091732243>

What did the car scene bring you?

The car scene has brought me tons of new friends and a sense of community, local and nationally. I get to talk to and educate people from all over the world. It's a small niche of people that own preludes and we all pretty much know each other and can usually always count on one another for help or advice

Dream Car

I'm driving it

Pretty serious tho.. as like a killer daily probably a white right-hand drive type S 5th gen prelude.

Dreams and Drivers, NorCal's Charity Driven Car Club
www.dreamsanddrivers.com

Facebook Page: www.facebook.com/dreamsanddrivers
Instagram: [@dreamsanddrivers](https://www.instagram.com/dreamsanddrivers)

Club Founders:

Josh Lindenmuth, Kymberly Lindenmuth



Dreams and Drivers is a Sacramento, CA-based 501(c)7 social awareness charity car club with a mission of bringing together people who share common passions; vehicles, and helping others who need them, automobiles of any make or model are welcome.

As long as it has wheels, whether it's two, four, six, or even more Dreams and Drivers welcomes you to join and looks forward to meeting you and your car.

Dreams and Drivers meet on the third Sunday of every month for cars and coffee at various locations throughout the Sacramento and Placer county areas from 9 am to 11 am. Follow us on social media to be informed of when and where our next event will be.

Dreams and Drivers were founded in 2013 by Joshua and Kymberly Lindenmuth, both of whom are lifelong car enthusiasts with deep roots in the Sacramento car scene. Dreams and Drivers are composed of four board members, one alternate, and a hard-working dedicated team of volunteers who make the club the best in the area.

The focus of the club is to raise awareness for specific and local charities through fundraising, hosting events, and working with others who share a similar passion. Attending their monthly Cars and Coffee events, you can expect to find anything from off-road builds to tastefully modified exotics and everything in between.





Every June, Dreams and Drivers has its only judged car show at Red Hawk Casino in Placerville with 100% of the proceeds going to Pancreatic Cancer Action Network.

We are proud to say that 2022 will be our 10th year of this show!



Dreams and Drivers proudly supports and works with many local small businesses, and charities, such as SPCA, animal shelters, and groups that support our first responders in the Sacramento and Northern California region.



We pride ourselves on being transparent with where donations go, and we make that one of our top priorities.

We believe if you're donating money to a cause, that money should go straight to it, not in someone's pocket, and we don't believe in using our fellow enthusiasts to make money for ourselves.

This is what makes Dreams and Drivers The Sacramento areas #1 Charity Driven Car Club.



Edwin Suba Instagram: [@pinoy73160](https://www.instagram.com/pinoy73160)

2021 A91 Toyota Supra

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

STANCEAUTOMAG DAN BLAKEMAN

Originally from the Philippines, Edwin found his love for cars while living in Oklahoma before settling in California.

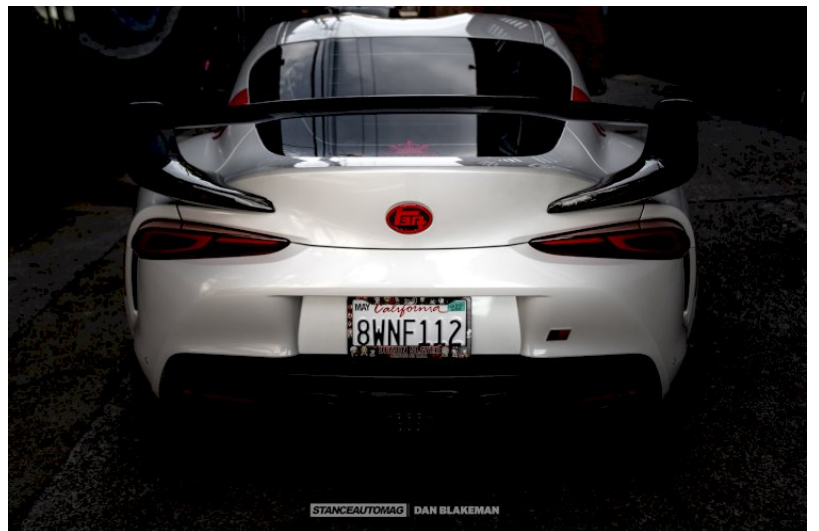
Currently driving a 2021 A91 Toyota Supra, he first got into the local Honda scene where he had previously lived.

A growing interest in looking at different cars and builds eventually led Edwin to start attending some local car meets and shows with friends. This only accelerated his new passion, and it wasn't long before he found himself interested in motorcycles as well.

The Supra has always been a dream car of Edwin's.

Ever since the introduction of the MKIV Supra in 1993, he has been in love with both how it looks and the way it drives.

At first, he wasn't even considering the new MKV Supra, even after browsing through some photos and video reviews Online



STANCEAUTOMAG DAN BLAKEMAN

Though his opinion quickly changed once he finally saw it in person and got to sit in the driver seat. Edwin immediately knew this was the vehicle for him.

When it comes to building and modifying vehicles, in his own words Edwin states that he **“builds to be different from everyone else. I’m always trying to do something unique.”** While drawing inspiration from Online sources and talking with others, he makes sure to never copy what they have done, but rather use it for inspiration towards creating something unique and original.



STANCEAUTOMAG DAN BLAKEMAN

Standing out from the rest is something he really works hard towards. While still making sure everything looks clean. Edwin wants to upgrade the performance of his Supra as well, with a goal of reaching 1000hp. The end result? A car that can be shown off while remaining functional and track ready.

All the work has been done by Edwin himself. He's always had an interest in learning how to do each project with his own hands to make the car truly his. A lot of Edwin's knowledge comes through his own research from books, various articles, and videos.

His previous Civic build had taught him a lot of things as well, many of which he is excited to apply towards his Supra. Besides looking different, the comfort and power of the MKV Supra were other major points that helped Edwin decide to acquire one. With its looks and speed from the factory, not a lot had to be done right away.

This meant more time and effort could be spent on planning what he really wanted his car to look like, and dial in those ideas held in his mind.

A few things he has planned for the near future include; custom seats made by Braum, custom seat belts, coil overs or bags, big turbo, and various other mods to make the car truly his.

Besides meeting a lot of new friends, being a part of the car scene is an escape for Edwin. Seeing all the cars and meeting the owners behind them is a way to calm down and get away from the stresses of life for a few hours.

Being in the scene also, as Edwin says, "helps to keep me out of trouble." Talking to those who are new to cars or building for the first time is a part of attending car meets he has really come to enjoy. "It doesn't matter what kind of car you have, always build your car for yourself and nobody else" he states. "Reviewing plans twice, even three times and doing your research" are other important points Edwin makes sure to stress.



STANCEAUTOMAG DAN BLAKEMAN



He sums it up by saying “Use your imagination and do what makes you happy, because in the end, the car you’re building is for you and nobody else.”

Now that Edwin has acquired one of his dream cars, the next one he would love in his garage would be a C8 Corvette. Like the Supra, he has always loved the body style and the performance of the vehicle while remaining at a reasonable price point.

Had Edwin decided against the MKV Supra, there is no doubt that he would be sitting in that Corvette. Keep an eye out for this one, with what he has planned this will be a Supra like no other.

Spec List:

Engine:

- Stock 2021 Supra GR A91
- Engine mode to come soon!

Exterior:

- Carbon Fiber Wing
- Tire Lettering
- RGB Under glow
- Carbon Fiber Mirrors
- Custom Badges
- Stickers

Interior:

- Custom Red Carbon Fiber Steering Wheel
- Red Seat Plastics
- Red Subwoofer Cover
- Custom Seats by Braum Coming Soon



Emma Louise

Fiat 500 Abarth 2012



Instagram: [@abarthqueen12](#)

Photographers: [@ntm_automotive](#)

Photographs courtesy of: <https://ntmphotography.uk/>

Hello, My name's Emma im from Stroud, Gloucestershire. Currently in the powered access industry but only for another 2 weeks, as I move on to a transport admin.

Which I'm very much looking forward to. My hobbies are of course cars lol!. I spend my weekends with my partner, attending shows all over the county, taking part in show and shine, and also on trade stands. When there isn't a show on a weekend, we tend to get the car up together looking clean ready for the next show. As a lot of people may know, we do like to clean cars regularly (every weekend).



Who got me into cars you may wonder I think the person who got me into the car was my partner. And now I'm worse than he is with cars. haha!

I was also watching the Fast and Furious films as well. Which I'm sure a lot of people can relate to.

I always wanted a fiat Abarth, but I had to start from the bottom somewhere so I decided to get a standard fiat 500 first to see if I would like them. Then coming across a campovolo grey one local in the area was a bonus!.

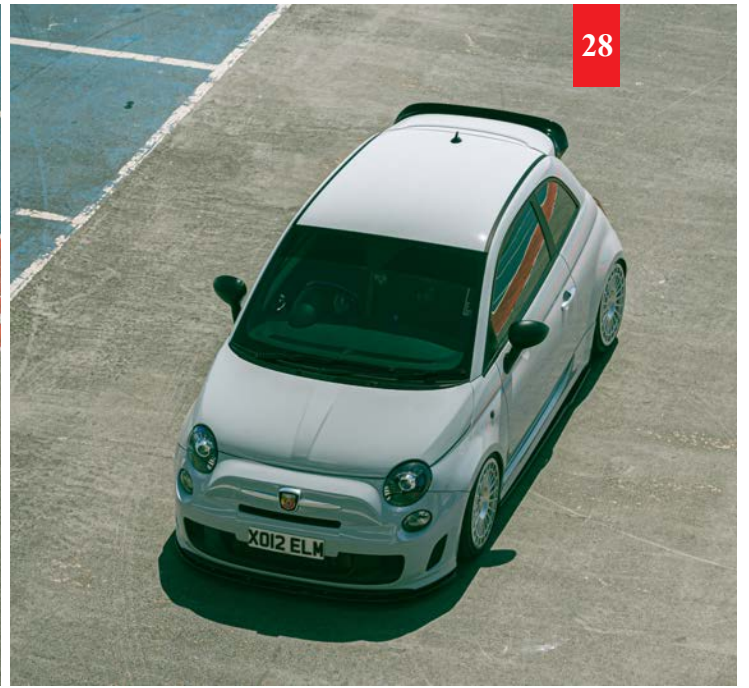
The fact I wanted an Abarth was it had more power but was still compact and small. This one was one of my dream cars for many years.

Seeing as I got into cars a lot more and knowing I had my dream car, I thought let's try and mod it. Starting with the small mods of course like rear wiper delete etc, but then after a while went to larger-scale mods like air ride lol!

Which we all know is not the cheapest of mods these days. After growing throughout the years it became more and more obsessive, getting into the car scene a lot more and people recognizing the car a lot. And till this day it's still an ongoing project

Like with everyone who parks up and then turns around to have a look or even take a pic! people notice the Abarth at shows and take the time to get photos, tag you on Instagram etc, this really makes you think all the time and effort was really worth it.

Like I always say, I appreciate everyone who does take the time for pictures, and even come up to us at shows to have a chat about the car and how clean it looks. Makes me feel so good and it's very rewarding.



My car stands out by its looks, and the fact everyone knows we spend a lot of time and money on cleaning the car making it look up to scratch. Everyone mentions how well the wheels suit the car and the way it sits. (air ride). I am quite well known on Instagram, well the car anyway haha!

But this is because I'm always interacting and attending regular shows every year. Also having a great rapport with companies.



Spec List



Engine:-

- Forge blow-off valve,
- Forge inter cooler,
- Forge induction kit,
- Re-map,
- Battery and fuse cover,
- Aluminium oil cap and coolant cap,
- Coolant cover.
- Many more things will be added soon.

Exterior:-

- Maxton side skirts and front splitter,
- Full respray,
- Lexus style rear lights,
- Aftermarket front lights,
- 4d plates (front plate is removable) tinted windows,
- Small Arial,
- CHD gloss black spoiler extension,
- Rear camber plates.

Interior:-

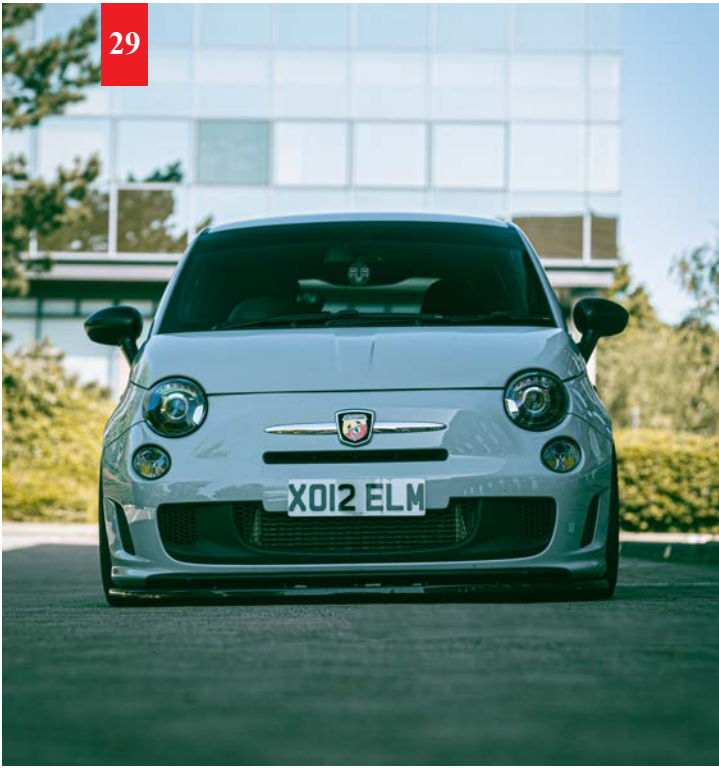
- Rear seat delete,
- Aftermarket steering wheel from kode,
- Aftermarket gear stick from wearlikewise,
- Simple boot build with tank showing,
- Custom car mats,

Wheels:-

- Fifteen52 deletors in silver

Suspension:-

- 3p airlift currently running standard brakes for now.



My partner and I do the smaller work, as we don't have much room in the garage to do the bigger stuff. My air ride was fitted by the Motorworks in Gloucester. Full respray was done by vehicle solutions in Cheltenham. Wheels fitted by Chris Mullins in Gloucester.

Future Plans

Oh yes, it will never stop, currently planning mods for show season 2022 so keep your eyes peeled. Follow me on Instagram [@abarthqueen12](#)



Shout Outs

So my biggest shout out would be mirror image car care for everything they have done for me over the last 4 years. The support and help are truly appreciated. They know how much I appreciate these guys. :) Thank you, Nick and Aegean. [@mirrorimagecarcare](#)

Next up was the one and only epic photographer around NTM automotive, first met at the beginning of the year he was my go-to for the reveal of the car and the photos just blew me away. Ever since we have had many other shoots done and I can't thank Anthony enough for his support and help with such amazing shots. [@ntm_automotive](#)

And finally not forgetting forge motor sport, the guys at forge are always supportive, if you're needing help or advice they are always there to help. It's a bonus as their HQ is local to me. And I just want to say thank you to Forge for their support over the years. [@forgemotorsport](#)

We love the car scene, Meeting new friends, trying new things out like applying for show and shine etc and having that confidence to finally do it!

Having great rapport with companies etc like Forge motorsport, deadly etc. Never in my life can I say I've won a few things, especially this year having won the best paint at modified nationals, and then coming 3rd at Trax for show and shine was unexpected.

Dream car

I have so many.... but it would still be a mustang.



I am a 28-year-old entrepreneur from Colorado. Owner of two businesses in the Construction industry. Thankfully this has allowed me to get money for my number one hobby... CARS! I have 3 Honda builds and recently purchased a GTR. Out of my Honda builds, my Integra is definitely my favourite!

Ever since I was little my dad was always restoring old classic cars! Even to this day, there's always something to do with them! Him being a Ford guy I wanted to do something different. Fast and the Furious really influenced me to get into the tuner scene! I started with a boosted CRX and was instantly hooked! I had 3 Crx's but still every time I saw a JDM Integra I knew that was the car I really wanted! I had an EVO that I had bought to flip. I had it up on Craigslist and thought one of my friends was pranking me when someone offered me a JDM front k series turbo Integra as a trade.

I thought OK I'll trade and the car is basically done, Yeah right, the engine in it ended up needing a head gasket but I figured I'd swap it with a fully built sleeved k20 to handle some big boost! Later down the road, I decided to change just about everything on the car anyways and now the Integra is AWD and makes 730awhp. Soon to be turned up!

This Integra has been a project ever since I got it! Ever since I got into the Honda game this was my grail! Besides an NSX of course... but I loved the way the JDM front Integras looked. I always had a vision of how I would make it when I got one and now I've brought this dream to life! The goal was always to have an Integra that was a beast on the street! Back when the car was AWD I would hate that it would spin sometimes causing people to get the jump on me.



Carlos Martinez

2001 Acura Integra

Instagram: [@mightyhondacarlos](#)

Photographer: [@puredeathmedia](#)





This problem was “easily” resolved when I took the AWD components off my 1990 civic wagon RT4WD! Since I had the parts for the AWD build we went ahead with it. I wanted to build an Integra that would inspire more people to use this platform for racing. As the hatchbacks are more popular for their low weight!

I love owning this car! Every time I park it's one of those cars that you look back at as you walk away! I'd you don't do that too you don't have the right car. It's definitely rowdy to drive too! It torques steers and pulls hard when it hits full boost! Having the fender exit makes it amazing as well! Turbo noises make it sound like a jet about to take off!

One of the big factors that make this car unique is the hyper shift liquid wrap! It sets it off because it changes colour as you go around the car. That along with the carbon parts, crazy-sounding exhaust and meaty tires it really sets it apart from other Integras!



Spec List



Exterior

- JDM Integra front end
- Seibon carbon fiber hood
- Seibon mugen style wing
- Top 1 motors winglets and canards (don't place an order as they scam now)
- ZTU hyper-shift AutoFlex liquid wrap
- PCI side skirts

Wheels

- VMS Racing 15x8 wheels
- Nitro r888r tires 235 50 r15s

Engine

- Fully built k20
- Sleeved and forged piston and I beam rod combo
- Webb cams
- S2k oil pump
- Metigulous turbo manifold
- 6466 gen 2 precision
- Metigulous Titanium fender exit
- Gear x gear set
- Autocross gearing with 4.03 final drive
- Competition twin-disc clutch
- Magnafuel 625 tuner series electric fuel pump
- ID 2200 cc injectors
- S1 built AWD components
- Alpha 6 Trailing arms,
- Diff mount,
- Biller forks and carrier bearings

Interior

- Type R conversion including front and rear seats
- Aem Infinity standalone
- K tuned billet race spec shifter
- K tuned race-spec shift cables

Shout out to one of my best friends Hayden Wilson @Metigulous weld and fab. He has done a lot of the work on my car. He has a YouTube channel and has documented a lot of the progress of the build of the car!

Future Plans

We want to change out the turbo to make more power! The turbo now has been great for quick spool but we want to make more power top end! I eventually want to Dona Dog Box or Sequential to turn it up to over 1000 whp!

Advice/Tips

I would say buy parts that will support more than your power goals. This way if you ever want to make more power it's as simple as turning it up instead of having to change things out! Have patience builds like these take a lot of fabrication. Lastly, select the right parts! S1Built has been great and really makes the AWD conversion super easy



Shout Outs!!
@Metigulous on YouTube for the build!
@MightyHondaCarlos on YouTube content coming soon!

I've met a lot of people in the car scene. a lot of my close friends now come from going to meets and working on our cars together! It's a good feeling to put passion into your car build and have other people see that it has hundreds of hours into it! More than anything you know that the car scene is a bug... once it bites you it's hard to think of other things other than cars!

Dream car
TT Lamborghini, K20 swapped Exige, K20 swapped NSX



Tanner Romanos

Mercedes Benz 190E 1989

Instagram: [@1clean190](#)

Photographer: [@Gingerbeardmanphoto](#)



I'm 25 years old, active duty military for the United States Air Force. I have been in the military for 7 years or so and have been all around the world a few times.

I try my best to better myself and be there for my son and friends. I strive to better myself and my community by just being positive about the car scene and society as a whole. My father took me to the New York auto show when I was 10. This was my first time seeing new models, and clean modified cars. I then attended any and all car-related functions and events, local meets, local shows, and events from all over the east coast.



Now I modify cars and avidly participate in many shows and local events. Besides owning the 190e pictured above I have a 1985 RX7 FB that is currently in the works and a 2017 Passat that is waiting on wheels and coil-overs.

The Mercedes 190E has a very unique body style compared to similar cars of that era. While the 190 has a very similar style to the e30 you don't generally see a lot of 190s in the area of the states I'm in. The 190 has quickly become my favourite car that I own.





I purchased this car with some slight modifications done to it already (wheels, and a slight drop). After seeing other builds from around the globe of the same car I knew that this would pop! So I've added camber arms, coilovers, and aftermarket headlights.

Owning this car is quite the experience. I usually get stopped every time I drive it. This car has actually helped me open up to my surroundings. These stops usually involve photos and lots of questions. So if you like attention this is the build for you. The camber alone gets a ton of attention, let alone how low the car is.

I personally have never seen a build like this. The camber combines with the white and gold paint pop! This is my favourite part that stands out. The engine also sounds unique being a 2.6l inline-six. It's peppy but not too fast.

Club:-

Limitless WorldWide

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

The car scene as brought me, Friends! I have met so many new great people I would have never imagined having in my life. From my photographer ([Gingerbeardman](#)) to my best friend Corey, if it wasn't for the car scene I would not have these guys in my life and I consider them family. I know that sounds cliché but these guys have my back no matter what.

Dream car

My dream car... more like a dream garage. RX7 FD3, R33 GTR.





Spec List



Engine:-

- Bone stock inline-six

Interior:-

- Stock mint blue interior.

Wheels:-

- JNC 04s 17x8.5 wrapped in 205 35s

Suspension and Brakes:-

- The front end is BMW e36 coilovers,
- Custom top hats,
- Custom camber plates.
- Rear-end has cut springs,
- Ford ranger struts (no modification needed)
- Rear camber arms.
- Breaks are drilled and slotted.

I've done 70% of the work on this vehicle myself. Dialling in the camber, headlight, coil-over install, and rear suspension and spring cut. The custom top hats were made by someone else.

Future Plans

I plan to convert the car to air ride, Damphammer wheels, full interior restore and swap the motor to a Chevy ls3. I have been contemplating putting the Pandem wide body kit on the car but haven't made up my mind 100%.

Advice/Tips

Use the forums! That was one of the best assets I could have found. I recommend that for any car enthusiast. Read about your car's people! get to know the car and what other parts are interchangeable! YouTube was also a great help when it came time to figure out the best process to wire the headlights.





Kyle Hemingway

1990 Honda CRX SI

Instagram: [@night_runner_crx](#)

Photographer: [@stilo_media](#)

Born and raised in Canon City, Colorado. I am a Barber by day and a street hooligan by night haha. I am the founder of Team Empire Alliance. My hobbies include gaming, playing music with my band Fighting the Phoenix, riding motorcycles, soccer and building cars.



What got me into cars was definitely Fast and the Furious 1! After seeing that movie, there was a spark that ignited in me and inspired me to build a car and live a life as they did. Car meets, team BBQs and racing. What more could you want?

I have always had an insane attraction to CRXs. Their body style was just so ahead of its time compared to most of the other cars on the road in its era.

I decided to build this CRX after owning about 12 beforehand haha. I realized that if I saved the money that I spent buying other cars and fixing them, I would have an amazing car. That's exactly what happened! When I found this car, it just called to me. It's like the car had a mind of its own and begged me for help. So I answered. The idea started off as just wanting a stance car and now it is becoming a battle aero race car.

There's no better feeling than being the owner of the car. Whenever people see it around town, they are always completely mind blown.

It's absolutely amazing seeing people gawk over something you dumped your heart and soul into. Especially when it's young kids, they are the future of this. I never thought that my car would get the attention that it's getting, it's absolutely amazing.

I think what makes my car stand out is not only how insanely clean it is, but also how many rare parts it has. On top of that, it has a one of a kind hand-built chassis wing that I built. As far as Colorado, I believe it's the only CRX with one.

My most recent pick up is a carbon fibre cargo cover. I've never seen another one in person and it adds a crazy cool touch to the interior.



SPEC LIST

EXTERIOR:-

- Seibon carbon fibre hood,
- Password JDM hood risers,
- EDM CRX front bumper,
- Jun style custom moulded EG front lip,
- Custom made EK side skirts,
- 1/1 hand-built Chassis wing,
- Rare SIR trunk lip,
- HIC racing rear window visor,
- HIC racing door visors,
- Carbon wrapped sunroof with custom vinyl embroidery,
- Carbon wrapped fenders,
- Rare clear tail lights,
- Clear front corner lights,
- Carbon fibre F1 mirrors,
- Clear bumper lights,
- Team Jagger rear tow hook,
- Halogen headlights,
- LED bulbs through the entire car,



ENGINE BAY-PERFORMANCE:-

- B18b1 swap,
- AEM fuel pressure regulator,
- Golden Eagle fuel rail,
- Wire tuck,
- VMS fuel pressure gauge,
- DC Headers to Invidia Exhaust with HKS muffler,
- Chipped ECU,
- Custom made good struts,
- Mugen oil cap,
- Password JDM engine dress up bolts,
- Steel braided brake lines,
- Custom made DC Sports cold air intake (off of a Scion TC),
- Hasport solid engine mounts,
- Show closer approved #120 tag,
- Polished rare 1st gen Skunk2 intake manifold,
- Skunk2 70mm throttle body



INTERIOR:-

- Bride Racing seats,
- Bride Racing door panels,
- Bride Racings rear speaker covers,
- Katana shifter with a KSport extender,
- Custom toggle switch set up,
- Password JDM 5 Panel Mirror,
- Kenwood Bluetooth Deck,
- Viilante Galaxy woodgrain steering wheel,
- VMS neo chrome quick release,
- NRG short hub,
- Bride shift boot,
- Bride armrest cushion,
- S2000 push start,
- S2K cluster swap,
- Mugen pedal covers,
- Greg Parts armrest,
- Greg Parts cup holder (x2),
- Gage cluster flocked,
- Glove box flocked,
- 1 of a kind hand built Epoxy glitter dash,
- AEM wide band,
- AEM oil pressure gauge,
- AEM boost gauge,
- NRG seat brackets,
- Custom rear divider made from hardwood with Password JDM hardware (1 of a kind),
- Hardwood flooring through the trunk,
- Custom carbon fibre wrapped dash vent deletes (1 of a kind),
- Carbon fibre cargo cover.

WHEELS:-

- MST MT11 16x8 +15 offset wrapped in 195/40r16 federal evolution ST tires,
- NRG red spiked lug nuts, red spike valve caps

SUSPENSION:-

- BC BR series coilovers with a custom spring designed specifically for me,
- Skunk2 upper control arms,
- Skunk2 adjustable ball joints,
- Skunk2 rear camber kit,
- Skunk2 rear lower control arms,
- Innovative front traction bar,

Most of the work was done by yours truly, although I did have a lot of help from my brothers in Empire Alliance and also tons of support from my amazing wife, Raven. I couldn't have done it without everyone's help and "YouTube University".

Future Plans

I'm currently in the works of building a 500/600ish HP turbo motor that will hopefully be done soon! After that, I'd like to repaint it as Midori green. Once both of those are done, I think the car will be finished. My next build is definitely going to be my drift Miata build.

Advice/Tips

Some good advice in my opinion would be to hoard as many CRX parts as you can when building one. Parts for these things are becoming extremely hard to find and when you do find them, people want an arm and a leg.



Groups/Clubs

Shout out to my team, Empire Alliance. I would also like to shout out our sponsor, Elicit Decals, Knee Bone Apparel, Car Toys and Contemporary Car Care. Last but not least, I want to shout out to my wonderful family for supporting me and for pushing me through the hard times, especially my wife.

I don't know where I would be without the car scene. I have met some of my absolute best friends, the memories we have all made together are irreplaceable.

Dream car

My dream car would either be an FD RX7 or an RHD CRX SiR





James Evans

Instagram: [@that_purple_camaro](#)

Photographers: [Tasker Visuals](#) - [CH Media](#) - [Marcus Burke](#)

1970 Chevrolet Camaro SS

I've already had one car featured which was my Big turbo wide body Lexus is200. Since having that car and moving work.

I'm from sunny Cleethorpes and have lived around here most of my life after returning from Spain. Working as an HGV technician for countless years loving every minute of it.

Hobby wise well I'm a car enthusiast so as you can probably relate my hobbies are just based around my cars other peoples cars and shows involving cars ha-ha sad I know but hey we all share the same passion one way or another.

I was in search of my next "big thing". I always fancied owning a true American icon ever since I was a kid being brought up around them most of my life spending countless days working on them with my dad and uncle, I dreamed that one day I would finally be able to own my own car.

So after selling my Lexus the search began with countless email viewings tracking up and down to find the perfect one for me. Finally, I found the "one" as soon as I laid my eyes on it I knew I had to have it after looking around vigorously checking everything I finally made the leap and purchased my 1970 Camaro SS.

This as always been my dream car the true representation of American muscle big v8 radical styling and enough power to turn the earth's rotation backwards.



After dipping my foot in the JDM scene and leaving my mark it was now time to play with the big toys and leave my stamp bringing a slice of Americana culture to the UK car scene.

Ever since a young age I've always been around cars mainly American or classic my parents and family members used to run one of the biggest American clubs around Lincolnshire bomber county cruisers hosting large events at Manny airfield back in the day 1000s of cars would turn up for the weekend revving v8s, burnout comps the usual.

Since that point, I knew I was hooked and my life well let's just say impulsive eBay buys and financial mistakes would now become a key part of my life.



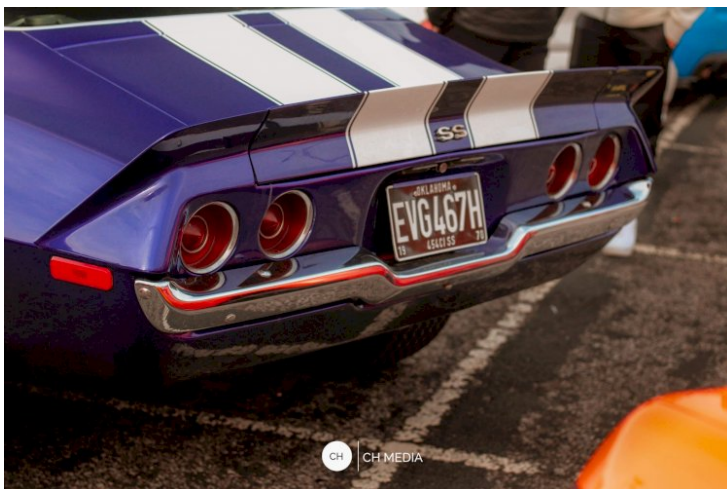
So getting the chance to own my dream car at such a young age was a blessing for me and realizing hard work seriously does pay off if you want it but it after having a near-death experience at 17 when I was involved in an rtc on my motorbike it made me realize that life's way to short not to make the purchase or chase dreams and make them happen.

Making a build as bold as this in the present day car scene and market is a big step of being thrown in the deep end but we



all have our likes and dislikes not to sound big-headed but I have not yet received one bad thing about it yet kids love it adults love it more.

Owning something as old and as cool as my Camaro is a feeling beyond anything that first start-up of the car shaking and rocking in idle to the noise it makes when you plant your foot is like the food of thunder following you just to look at it it's hard to describe how it feels other than nothing has ever come close to the feeling.





So now the good stuff, the specs!

First of engine wise it's powered by a built and forged 454ci big-block Chevy v8 in layman terms it's a massive 7.4ltr 8 cylinder monster coupled with a set of street performer high lift competition race cams high rise Edelbrock inlet manifold forged pistons and rods 4bolt steel crank 750 CFM Edelbrock carb for all the fuel as well as a cheeky 200 shot of nitrous meaning the car produces 623 BHP n/a and over 800 BHP with the nitrous.

All this power means it has to go somewhere being transferred through a TH400 R 3speed auto box 3000 stall torque converter and full-forward manual valve body sending all that power through to the massive 15 inch wide rear tires. Transmitted into a 348 posi-rear diff with LSD it means traction can be a friend and burnouts can be a best friend.

Exterior

Exterior wise the car is presented in stunning purple and white racing stripes wrapped in plenty of chrome

Wheels

Wheels wise we have a set of centre line racing lightweight wheels wrapped in plenty of rubber

Interior

Interior wise nothing out the ordinary factory bucket seats and leather dash and a bottle of the good stuff nitrous

The majority of the work was done in America before being brought over to the UK earlier this year few things have been changed and added like the nitrous, cams, carb, fuel pump and other bits but nothing major.

Future plans for the car consist of you guessed it more power looking into fitting a Weiand 6/71 blower with double carb setup hoping to push over 1000 BHP before Xmas next year

Advice/Tips

My advice for people wanting to buy something similar is if you want it and can afford it do it although parts are expensive and hard to get hold of, they are out there if you know where to look. Fuel wise be prepared to get to know your fuel station on a first-name basis as they drink a lot, parking can be a nightmare but just take two spaces other than that it's an opportunity you can't afford to miss out on.

Dream Car

I already own it 1970 Camaro SS

What makes my car unique?

Well I mean first of all it's bright purple so I suppose that makes it stand out over 50 years old and still going stronger than ever. It's a true survivor of the classic era when cars were styled beautifully with actual curves and metal. All that and then some from top to bottom front to back you will never see another one like this.

Brandon Cox

2019 Kia optima

Q&A

Instagram: [@low_k5](#)
Photographer: [@apex_visualz](#)

I'm 22 years young. I was born and raised in Hermiston Oregon. I currently work at an industrial facility that deals with a lot of agricultural and farm work.

Who or what got you into cars?

The one person that got me into cars was my father when we started building his race truck, would take me to the drag strip to watch funny cars top full Harley's top full dragsters.

The thing I loved the most was going to the drag strip and asking racers for their broken car parts. What made me build my own cars was my buddy in high school that committed suicide, every time I go to a car event or even a car meet that's one person I'm always thinking about.

Why this car?

Many people ask me why I built a KIA Optima out of any car I could have chosen. I ask them why not, when do you ever see a KIA Optima built or on bags, and I just love it.

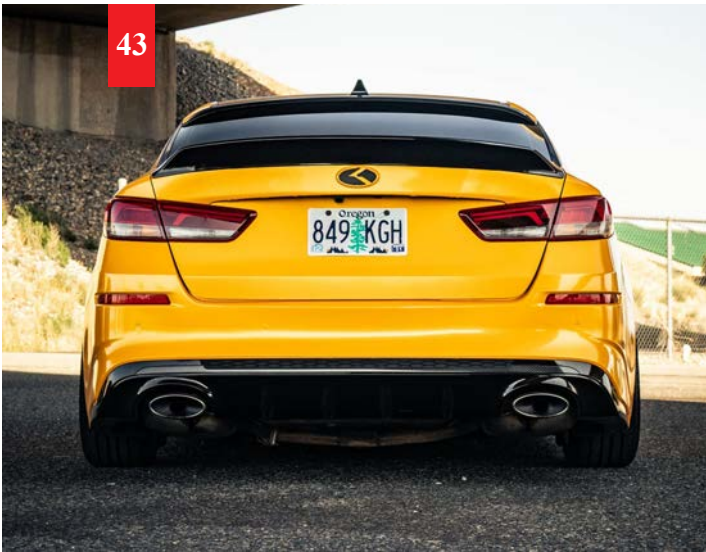
Why build this car?

I decided to build my KIA Optima for the simple fact that no one does them and I like a challenge.

What makes it unique?

The first thing everyone notices about my car is the vinyl wrap, it's the most unusual yellow.





Spec List

- Bagged Wrenchmonkee struts with 3p airlift management
- Esr cs15 wheels
- Krotov ducktail
- Carbon fibre door pillar overlays
- Teckwrap golden yellow vinyl wrap
- 1 of 1 engine cover powdered coated in bronze chrome designed by myself
- 1 of 1 hood prop designed by myself powdered coated in bronze chrome
- Strut tower bar powder-coated in bronze chrome
- Catch can powder-coated in bronze chrome
- Bov
- Engine bay dress-up kit

Who did the work?

The bags were installed by Wrenchmonkee out of Kennewick Washington. The wheels were bought from Wrenchmonkee. Tires were installed onto the wheels by Phipps chevron. I installed the wheels and tires. The vinyl wrap was done by someone out of Washington.

Future Plans

Future plans would consist of a full show trunk setup. New wheels, new wrap, front diffuser, side skirts, possible carbon hood and wing.



Advice/Tips

My advice to any car enthusiast out in the world: don't let anyone get in the way of your dreams or ideas, if you have a vision it can be done. Anything can happen as long as you put your mind to it.

Group

Prominence @prominencecrew

Dream Car

My dream car would have to be a 1956 or 1957 Chevy BEL Air 2dr hardtop.

Driving my car is the most amazing feeling in the world. I feel like I have accomplished one of my dreams as a kid. I remember looking at cool cars driving down the road saying that's cool or I wanna be like that one day. Well, I have done that with this car.

Every time I park the car and air out I have to look back at it because it's a great accomplishment. The thing I love the most about driving my car down the road everyone spots me and I mean everyone, the look on peoples faces when I drive by or park just brings me joy!



Brannigan Achadinha 2000 Nissan 1400

Instagram: [@brannigan101](https://www.instagram.com/brannigan101)

I'm from Johannesburg, South Africa. I own a screen printing and dye sublimation company. I currently drive a 2000 Nissan 1400 that's been converted into a Datsun Sunny.

I have grown up with cars and bikes and my dad working on cars as a hobby his whole life got me into it, I've always wanted a Japanese styled car for a while now and it started by swapping a low-rider scooter I built for a 1979 Toyota Corolla that I then stripped down, repainted and lowered it in my garage.

I used this car as a tester to see if I had some skill to paint and modify my own cars, I then swapped this Toyota for a Golf GTI 2000, I fixed that motor and then swapped that for my current Nissan 1400



I have been into the car scene for a long time now, I had a Corsa Utility 2005 that was featured in a well-known magazine Speed and Sound this side. Since then I've always had the urge to modify most of the cars I've owned!

Did I grow up in a family of petrol heads? 100%... from bikes when we were younger to my dad and I building some Lancia Fulvias in his backyard a few years back and it will always be in our family.

My car is the only bagged Datsun sunny in South Africa at the moment its crazy and unique style and modifications definitely make it stand out from the car scene here. In terms of challenges, funny enough I have not really faced any.

The build went rather smoothly... the first reason why I finished the Ute in around 6 months however, I did have issues when it came to the motor side fitting the weber side droughts... Trying to set and get those guys purring and running right took extremely long!

My car is not an import, it is a local and backyard build! I would 100% recommend people buying the same model car as me, they are super reliable and the motors are almost bulletproof. Also not to mention a million ways you can modify these Utes. In terms of car stats, mine right now with a stock carb back on is running 95hp on the wheels.

In terms of specs, I started by chopping the fenders to allow access for the wheel to dig deeper into the body, the added wheel arches and some wide 9.5J 15" rims all around and spaced those out 20mm.



I then replaced all the new Nissan grills for the more nostalgic Datsun grill and round lights, I added a nice chin lip from the Golf MK1. Flushed the rear bin top edging, welded all the holes closed as well as the door handles and petrol cap.

Bolted on some old school rear view fender mirrors, carbon fibre rear spoiler. Removed the original gas tank to give more room to go lower. Then put a fuel cell, roll cage and cut a space for the diff to pop through.

This was all so once the air ride was installed we could lay the frame nicely onto the floor. 4 link setup with airlift performance double bellow bags and custom coil-over struts with OCD single bellow bags in the front, single viair 444c unit running 3-gallon tank.

The interior I wanted was so simple I replaced the original dash with a carbon fibre mould. Stock gauges but no radio cutouts, then replaced all the panels with Perspex gloss black I installed 2 x 5" kicker subs and Morel splits all

hidden under the dash and seats, with a Bluetooth amplifier that connects directly to my phone so you won't see any speakers or radios but you will most certainly hear it! Removable steering wheel and custom leather bench seats.

Engine-wise I have had the head ported and gas flow, a new race cam, branches, rev limiter kit and a straight pipe with a side exit.



In terms of work, most of the work was done by me... from interior to paint to welding and bodywork. I did however have help with a few things

- @fsudevelopment helped with the carbon fibre bits.
- @fsprojects helped with the air ride setup and suspension.
- @pitchaudio helped with the sound install.
- @rollingdents helped with flushing the door handles and a blow over spray job once I was finished.

All the professionals mentioned above, they were all amazing and would recommend it all of the time and time again... Price you cannot argue when the level of professionalism is so high

I am part of a club called "4theloveofjdm" a group that doesn't like riff-raff and is focused on cars and the scene. No bullshit there! No grudges. Plus, we will never judge you or your ride! Last year I entered German vs Jap and it's a pretty big show here in South Africa and I won Best Ute of the show ... was definitely my highlight.

I go to car meets all the time we try to meet up once a month at least! Our meet are chilled maybe 20 – 30 cars in a parking lot, some crews have pretty big meets that we attend and love showing off my van at those because no one really has anything like mine so it does stand out!

What is my dream car? I'd have to say funny enough a Chevy C10 truck ... modified the way I want.



I find it amazing and so humbling seeing people from all over the world commenting on my van and great feedback and just makes the build so worthwhile, people say it's an inspiration to get their vans built and great ideas for others I am blessed to have built this van and super pumped that people like yourselves find interest in it.

So everyone out there... THANK YOU!!



Nicholas Loftus

2014 Dodge Challenger R/T

(Custom Built Camera Car)

Instagram: @ss_video_production

YouTube: SS Video Production



The man Behind the Camera

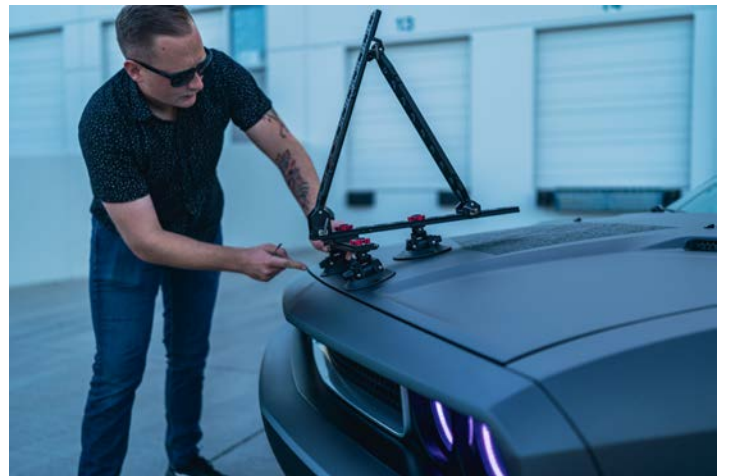
I am a 20-Year-Old Videographer based in Phoenix Arizona USA, Originally From Cary Illinois USA. Currently serving in the United States Air Force as an Explosive Ordnance Disposal Technician (EOD) (Bomb Squad) Stationed at Luke AFB AZ.

I always had a passion for Videography from a very young age, started a YouTube channel when I was 12 against my parent's permission to make videos about my RC cars and aircraft. Graduated high school One year early at the age of 17 and enlisted in the Air Force at 18. Moved from Illinois - Texas - Florida - Arizona Over the course of 2 years to complete all of my required school and training.

Back in my elementary school days, my grandfather would take me into his office on the weekends where his boss was a big Ferrari collector, I would sit there for hours picking his brains about the cars. Later on in the 8th grade, my parents had bought me a Nikon D3200 kit camera for Christmas, and that had begun the madness of my interest in car photography/Videography.

I would take that camera everywhere with me. There was only one car show in my hometown so I would take as many pictures as possible trying to improve my skill. Later on, in high school, I would do many photo-shoots/ Video shoots of friends' cars for free just to get practice.

But When I had enlisted in the Air Force I had left that all behind. It wasn't Until about 1 year ago that I saw the Bondurant Racing School (Now Radford Racing School) Was offering a free spin in a Dodge Challenger Hellcat,



so I said "why not?" and that's when all the passion came rushing back. Right around that time "Dogecoin" The Meme Cryptocurrency had skyrocketed in price and I had made my move a week later to buy my own Dodge Challenger..... Nothing Fast... Nothing Special... Just something to scratch that itch.

This Story Isn't so much about the car, It's more about the camera..... After picking up the challenger I Slapped some ugly red racing stripes on and was "ready to rock ". Cruising around town was fun, but I was missing something..... after the initial excitement of buying a car died down I was getting bored and that's when it struck me..... Join a car club.

So I did exactly that, but soon after that I realized nobody had any good pictures of their cars, so as any logical person does, I went out and spent \$4,500 on a camera and lens with no profit return in mind.



It wasn't too soon after I started taking some car photos and videos that everyone in the club was asking me to do some. After showing some of my coworkers the videos they told me " You know, you really could be making a lot of money doing this right?".

I sat on that for a while because at the time I was just doing this for fun, But with COVID Lock-downs and extra Dogecoin cash burning a hole in my wallet I decided there was no better time than now, so I hopped Online and ordered another \$12,000 In-camera equipment and haven't looked back since.

Defusing Bombs, And Editing Videos is no easy task talk about time management. So here I am 20 years old with \$17,000 worth of camera equipment and a Dodge Challenger all in no less than 3 months..... talk about impulsiveness. Well, I knew people enjoyed my videos, so I needed a name, something sly, something That sounded cool "Street heat video" No " Street Stance Video" No

So I messaged Automotive businesses from an empty profile with zero followers and yet again.0 replies,ok, no big deal I thought I'll go film some street racing and some car meets in the area to fill up my profile, so I did exactly that. And one week later I booked my first paid shoot with @2020_slowcivic.

Now I can promise no matter how great I thought my shoots were when I first started they were not they were nothing more than a hot pile of a dumpster fire. I quickly learned that having the most expensive gear did not make me the best cameraman around.

But over time and many videos later I noticed my content started to improve, every time I pick up my camera I'm trying something new or different to try and improve upon my past mistakes or failures. Every chance I get I'm watching YouTube videos to improve my filming or editing technique and be the best I can possibly be.



"NL Media" No "SS Video Production"..... Ah yes, that's the one. So I set off with the name and good content in mind and messaged just about every single car owner in the state of Arizona if they wanted to do an edit and to my surprise I got an overwhelming amount of.... 0 replies. Well, that was disappointing.

Only a few months had gone by into shooting with all this fancy gear and I had clubs, car owners, business owners reaching out for content. Life is great, one of the most notable shoots had begun with myself reaching out to a local Vinyl Wrap shop "AZ Wrapaholics" to shoot a free promo video, after the first video the owner of the shop David loved the content so much he offered to completely



The camera system is where everyone stares while we are driving down the road. I use a Tilta Hydra Alien Arm with the DJI RS2 Gimbel, mounted to the rear of the vehicle. I have all of my control and video cables and control cables routed to the passenger seat to capture the best possible rolling footage.

Advice/tip

Again Less Related to my car and more toward auto film making, "Never Quit" And "Send It" are two quotes, four words, and simple language tattooed on my body as a constant reminder. Keep grinding, even when things seem at their worst I can promise you will improve and others will notice.

vinyl wrap my challenger with my brand logos in exchange for more video work. After then a friendship had developed between the two of us which just speaks to how much this car community means to both of us.

The challenger Isn't very different from the rest other than a custom vinyl wrap, wheels, suspension, and lighting, nothing noteworthy. The Wrap is interesting because most businesses would use colour or gloss to advertise their brand but unfortunately with the challenger being used as a chase car I had to go with a matte colour to avoid reflection onto the other vehicle we are filming.



Sponsors

AZWrapaholics
Glow Optics

Car Club

NXLVL Car Club

Special Thanks To

Chance Chassot
Endlessmedia
IceyMedia
TheProVideo
ProdNorb

The car scene has brought me so much! Most importantly it has brought me family..... yes it seems cliché like a quote straight out of Dom Torreto's mouth but it's so true, the friends I've met through filming cars I consider my family.





Darren Mitchell

Mitsubishi GTO Twin Turbo

Photographers. [@AGBPhotography](#)

I will keep it short and sweet, I'm 36 years old, from Petersfield and I'm a Landscaper/Groundworks, I've always loved cars growing up, my Dad was a mechanic and used to buy and sell them.

I wanted to be a racing driver, found myself on Gran Turismo, Toca touring car, etc... but my dream never came true.

I used to always choose this on Gran Turismo. Plus my Dad's cousin had one and took me for a drive. My mind was made up and I had to get one.

I wanted more power as it was worthy to be faster. Added mods to help with the heat in the engine bay. Lowered it to make it fit the arches better!



Owning this car feels like you won a million dollars, it makes me so happy. The sound of the turbos whining, people's heads turning as you go past. Parking up and getting asked what it is? Even got asked if it was a type of Ferrari or NSX.

They are so underrated, I think back in 1991 they were over complicated and heavy. But compared to today's super cars 1695kg is light. 4wd, 4ws, active Aero, cruise control, climate control, abs, electric windows/mirrors/seats, ECS suspension, air conditioning..... Still today I go to shows and don't see many. Becoming very rare! This is also why I love owning it.

Engine:-

- 13T Turbos
- 550cc injectors
- Walbro fuel pump
- Custom intercooler pipes
- Fmic
- Twin Hks Filter
- Hks Dump Valve
- Standalone

Interior:-

- Leather Seats
- Momo Steering Wheel
- Double Din Stereo
- Triple Pillar Pod

Exterior:-

- Tein Coilovers
- Ultra-lite Alloys
- Bonnet Scoops
- Front Splitter
- Tinted Rear Lights



All the work was done by myself but tuned in by Eurospec. My future plans are just to keep showing it off at car shows and to take it around the race track, got to keep those juices flowing ha.

Advice/Tips

Stay below 500 bhp on the stock engine. The gearbox will not like hard launches. Service regularly. If you look after it you will have plenty of miles. Drive it as you stole it and you can say goodbye to your wages!

In my opinion, my car looks unique because it looks modern, it's aged really well. Has that supercar feel. It's always turning heads, most JDM cars are always going to grab the attention. When I'm at shows and track days I always get plenty of interest which is always nice.