

- Classics - Bagged Cars - American Muscle - Classic JDM - Car Groups -

# STANCE AUTO MAGAZINE

Inside This Month

**December 2020**

- 1994 Honda Civic EG3
- 1974 Datsun 240z
- Peugeot RCZ GT
- Mk6 Golf Gti



**2004 Nissan Fairlady Z**



Since 2020

## HOT For This Month



### **Peugeot RCZ GT**

*I wanted to stand out from the crowd.*

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### **South Meets**

*The group is for holding meets and bringing the car community together*

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### **Fairlady Z**

*I have been modifying cars for over 20 years,*

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### **Datsun 240 Z**

*My name is Tyler Probst, originally from the Bay Area in California.*

34



### **Honda Civic**

*I drive a 1991 Honda Civic EF and I absolutely love these cars.*

48



**Its More Than a Passion for Cars**  
*Making an Appearance in the FORD MAGAZINE*





***My name is Andrew and I live in sunny South Wales I am currently an International Tour coach driver and so naturally spend a lot of time on the road travelling.***

*I'm the owner of a 2011 mk6 Golf GTI, I chose the mk6 GTI because I like the blend between the curves and angled body lines unlike the mk7 which I find too boxy for my taste you also don't see that many mk6's around these days so for me it stood out.*

*A few friends drew me into the car seen through their cars and local car meets obviously the "Fast a Furious" franchise was a big draw also, once I got my licence I was always going to be in a modified car.*

*Most of my family don't really understand my love of cars or the scene but to me it's a big release from everyday life you just can't beat a drive through welsh mountain roads with music and the sound of an exhaust. The thing I'd say that stands out the most is fairly obvious and that's the wrap on it you certainly wouldn't lose it in a crowd that's for sure. Obviously when modifying a car, there is always challenges, touch wood I haven't hit any yet, but the car tends to throw something at me when I do something nice to it. The car is currently running an APR stage 2 map so is sitting at 284bhp roughly.*







### ***Full spec list:***

- APR stage 2 software
- 1 off digital printed wrap
- Custom turbo back exhaust
- Ram air induction kit
- ECS tuning dipstick
- Rotiform LAS-R alloys
- Airlift performance 3p management with performance series bags
- TRC splitter
- Maxton design side splitters and rear diffuser
- R8 coil packs
- Android tablet head unit
- Handmade boot build for the air ride
- Mk7 Golf R style headlights
- Sachs performance clutch
- Kill all wipers wiper delete kit.

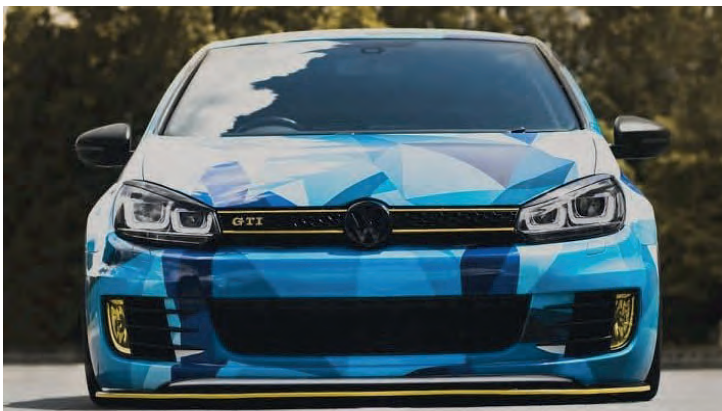
*Most of the work was done by myself and friends, the APR map was done by SCM remaps and the wrap was done by Popin graphics in Cardiff south Wales.*

*SCM remaps are top draw and Simon really knows his stuff would highly recommend them and Popin graphics were very helpful from start to finish from designing the wrap printing it and fitting fair to say they knocked it out of the park.*



***I'm currently a brand Ambassador for  
@stancegxn and @Fresh.ukk,***

***I am also a member of my local club:  
Projekt automotive and Elite Edition.***



***Author: Carla De Freitas***



# William Shand

## Peugeot RCZ GT



**Author:** Andz Stinton

**NINETY** TWO  
- AUTOMOTIVE -

**Instagram:** @willRCZ

***Hello guys, my name's William Shand, I'm 28 years young and my current car is a Peugeot RCZ GT.***

*Growing up I was like most teenage boys and into cars. Anything which sounded quick, looked nice and was showing off I loved. I got my first car as soon as I turned 17 which was a Vauxhall Corsa C 1.0 (don't forget the twin port power). I modified this and really enjoyed it but it was far too slow so it eventually had to go.*

*I then moved onto a Fiesta MK7.5 Sports van in blue (my favourite colour), this was a family company vehicle hence it being a van, however that didn't stop me so onto the modding I go. This was a 1.6 turbo diesel so was quite nippy, especially with the remap. I loved the car adding all the ST spec body kit and my favourite mod of all, car Audio.*

*I have had audio builds in all my cars from 6x9 and sub in my Corsa to twin subs big box and several amps in my Fiesta. As the years went on, I learnt more about audio install and how things work to improve my setups.*

*I didn't really get much time to spend on my cars as I worked full time (Mon-fri) early start late finish and on weekends I owned horses so my time went into them.*

*(Its Very expensive and time consuming having 2 hobbies) after running the Fiesta into the ground (brought at 60k and went to 250k) before I decided to move on I then finally purchased my own car, what I had always wanted a Peugeot RCZ.*

*Spending months deciding what Specs I wanted (satnav, xenon headlights, quad tips) I finally settled for a 60 plate RCZ GT with 24K miles in 2016.*





*I wanted to stand out from the crowd. I will admit going for Peugeot wasn't my best choice but I found a way to deal with that problem! Debadge time!*

*I had a few ideas up my sleeve on what I had planned for the car but I didn't quite expect to spend so much money on it! So audio wise again I started small and it got bigger and bigger.*

*The complete audio build is as follows. Custom pillars moulded by a close friend James Williams and wrapped by myself (I did body filler and smooth out to gloss black but didn't like it) so I wrapped them in roof lining material to match the roof.*

*They house the Hybrid Audio X3 drivers which are a 3inch full range driver (RRP £800) I then have built my own foot well kicks. I cut holes in the kicks which vent up into the dash and down the side of the car.*

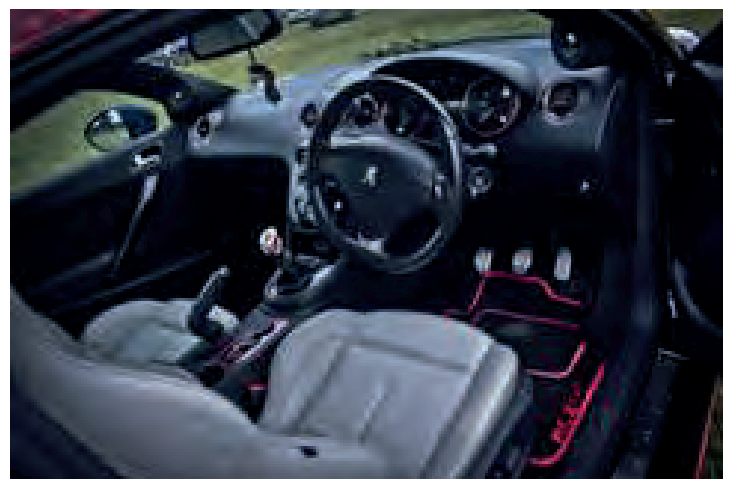
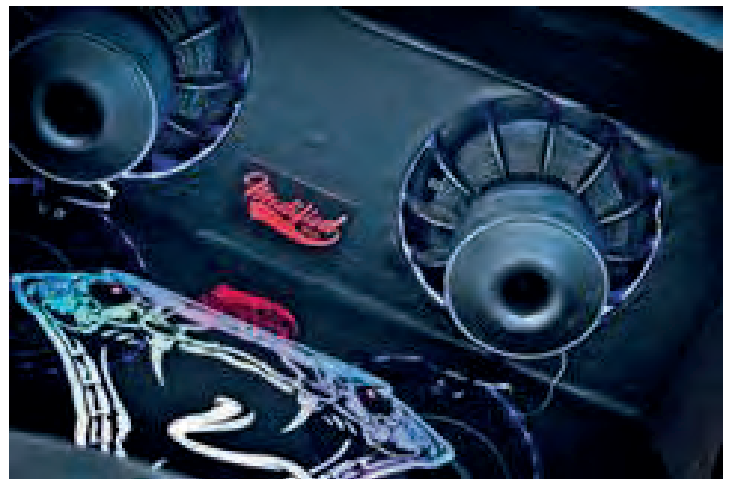
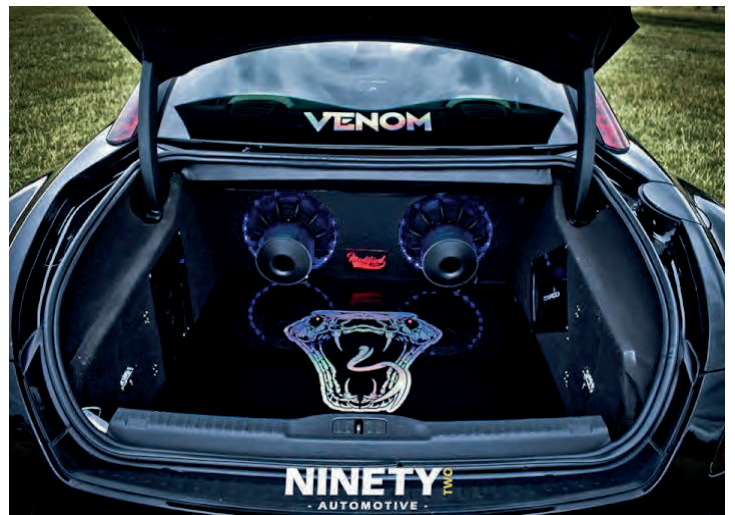
*The box I made from fibreglass, milkshake (fibreglass and filler mixture) and wrapped myself. They house a Hybrid Audio 6x9 2ohm slim driver (RRP £330). I did have them in doors at first but it caused too much vibration. I then have an IB boot install. IB stands for Infinite Baffle.*

*Which is basically a baffle board bolted to the car with no air holes between the baffle front and back. It uses the car's boot as its box and is a great setup for SQ. I also loved it because it gave me my whole boot still to use.*

*Which is basically a baffle board bolted to the car with no air holes between the baffle front and back. It uses the car's boot as its box and is a great setup for SQ. I also loved it because it gave me my whole boot still to use. I made it out of 52mm birch ply (3 X 18mm) and housed the FI IB3 12" infinite baffle subs (RRP £600) in my own custom colours of red and carbon.*

*Now for amps I'm using the Helix p6 (RRP £900) which is a 6 channel amp with a build in DSP for my front end then a Zapco Mono block 1350RMS (RRP £400) for the subs into 1ohm. For this final install I wanted to go SQL (sound quality loud) leaning more towards SQ. So I got SQ drivers that could also play to a reasonable volume as well.*

*Audio install alone and have my tunes done by Lee from Platinum in Car in Coventry my install has cost me around £4K with install materials and tunes ect ect. Now moving onto the rest of the vehicle I have done that many things to it I'm just going to do a list of all my mods:*





Automotive Photography

**NINETY**<sup>TWO</sup>

- AUTOMOTIVE -

[www.ninety2.biz](http://www.ninety2.biz)

Contact us at:

Email: [info@ninety2.biz](mailto:info@ninety2.biz)

Facebook: [/Ninety2Automotive](https://www.facebook.com/Ninety2Automotive)

Instagram: [@Ninety2Automotive](https://www.instagram.com/Ninety2Automotive)







### **Full Spec List:**

Candy Red alloys with Pirelli low profile tyres  
 Dropped 30mm on v maxx springs  
 Vented and grooved discs  
 Red callipers with decals  
 Tinted front and rear lights  
 Upgraded xenon headlights  
 Candy red hydro dipped arches (venom fangs)  
 Red tape strips across mirrors, skirts, front grill and rear bumper  
 Tinted sunstrip  
 Maxton Designs front splitter with struts,  
 Maxton designs rear diffuser  
 Maxton Designs rear corner splitters all In gloss black.  
 Amazon side skirt trims with RCZ logo.  
 Front bumper smoothed out the Euro look.  
 Headlight eyebrows in pearl black to match paintwork.  
 Private tinted number plate  
 Led bulbs all round.  
 Remapped  
 EGR blanked  
 DPF removed  
 No backbox  
 Quad 4inch exhausts  
 K&N cold air induction kit.  
 163hp 360nm standard  
 Now running 210bhp 440nm. Now onto the Interior...  
 Upgraded steering wheel  
 Red rings round all dials  
 Pearl black handles and centre dash to match car colour  
 RCZ R gear knob • RCZ GT car mats in matching red  
 Greddy boost gauge moulded into centre dash  
 Moulded a-pillars • Footwell kicks  
 IB boot.  
 RCZ badges from outside into inside.  
 RCZ logo door lights  
 LEDs throughout

There are probably more mods that I might have missed. I'm into my car detailing also and I use a das V6 and Menzerna polishes to look after the paintwork and EZ Car Care products to clean her. I have only had one problem with the car, which was when I got the car remapped it caused the vacuum pump which is moulded into the diesel pump to fail. This then scrapped all 4 of my injectors. Annoying being moulded into a fuel pump, I had to replace the whole pump and all 4 injectors.

Thankfully being a mechanic I was able to fit it all myself and parts cost 2k however silver lining is as the car does much better on fuel now! Apart from that she has been great and now just over 50K miles.



At a guess I would say about 6k spent on the outside and inside of the car so totalling around 10k I have spent on the car to make it how I want.

Most people say "is that an Audi TT?". I say no it's better than that lol! Modification wise I think I'm done on the car now as sometimes you can start making it look tacky if you keep going. My dream is to be able to have her featured in an indoor show to really show her off.

So that's my aim for the next shows that come up. I'm currently admin on a Facebook group called Modified RCZ Owners Group. It's a great group, full of all different walks of life who all have the love for the RCZ, so if you have one feel free to join.



I have some nice photos from my most recent photoshoot done by:

[@ninety2automotive](https://www.instagram.com/ninety2automotive)



# Simon Hodgson

## Mk3 Focus ST3 250 2.0 Turbo



**Author:** Shannon Kealey Jeavons

**Instagram:** @hotwheels\_btcc\_focus

### *Hello I'm Simon*

*I'm from Staffordshire I'm 48 and a HGV Driver, I currently drive a 2012 Focus ST. Before this I had a modified BMW 320d so I wanted to get something a bit more fun to drive.*

*I initially looked for the mk2 Focus ST but found the mk3 more comfortable with a nicer driving position. I also have a Volvo S60 D5 which I use for general commuting to work.*

*I have always been interested in modifying cars since my 2nd car I upgraded the wheels, spot lights and stereo systems which lead me to modify a mk1 Mondeo estate which had a 140db sound system RS bodykit boot lid, all the door handles removed and smoothed, custom power bulge bonnet with filled and smoothed body work finished in a custom Pearl Auralis Blue this was featured in Redline magazine and was at most of the shows during the Max Power era.*

*I took a break from the shows for a while after the Mondeo was stolen and not recovered. I then just had fun driving cars which included a S2 RS Turbo mk4 Escort Cabriolet and a heavily modified off road prepared land rover Discovery which were all great fun to own and drive.*

*I've had a wide variety of cars over the years but seem to come back to fords generally and have had many fords over the years.*





## Styling

*Complete race used BTCC bodykit from the 2017 Team Parker Racing Steve Jelly car including*  
*BTCC front bumper*  
*BTCC 2x wings*  
*BTCC 2x side skirts*  
*BTCC 6 piece rear arch extensions*  
*Mountune Black and Yellow gear knob*  
*Mountune gaiter*  
*Vital Hydro graphics dipped Engine bay including*  
*Engine cover , Header tank cover , Fuse box cover ,*  
*Battery cover , Slam panel , Washer bottle top , Cut out ,*  
*Ram Air heat shield.*  
*CEUK engine dress up kit*  
*Boomba intake manifold spacer*  
*Boomba throttle body spacer*  
*Boomba Oil cap*  
*Boomba Coolant tank cap*  
*Boomba Bonnet release*  
*Boomba dipstick handle*  
*Boomba Brake res cap*  
*Wrapstarz Pro half wrap custom BTCC livery*  
*Hotwheels printed design by Evowrap*  
*Wrapstarz 5% tinted front and rear lights*  
*Black number plate surrounds*  
*gel carbon number plates front plate shortened and tinted*  
*Carbon fibre dipped rear bumper grilles*  
*Gloss black interior trim*  
*white and red ford badge Gel overlays*  
*Yellow ST Gel inserts*  
*Custom front splitter*  
*BYC rear mount Time attack / BTCC style wing*  
*RS Mk2 full carbon fibre Vents*  
*wind deflectors*  
*Streamline Carbon fibre Exhaust trim*  
*Under tray/trim delete fully wax oiled underside*  
*Bespoke bonnet strut (Mountune yellow)*  
*custom Zunsport lower grille*  
*Black ice bonnet raiser*



## Vital Hydro graphics

*Helped me redesign and theme all the engine bay plastics producing a very unique look.*

*Team Parker Racings 2017 BTCC focus provided the complete race used kit.*

*Thanks to Steve Jelly for not smashing the kit up too badly and too Team Parker Racing for their help sourcing the Complete Body Kit.*

*Jason Brooks [www.jayswax.co.uk](http://www.jayswax.co.uk)*

*Has always answered any questions I have about detailing the car and his ceramic range is all I use on the car now as the products are easy to use and deliver a great finish.*

## Fatfender

*Repaired then made the BTCC kit fit on the road car which involved making their own version of the kit in order to get the mount points and make the required modifications to the repaired kit getting the best fitment possible, the ST was at Fat Fender the same time as the Goblin Garage Custom Widebody BMW.*

*Both BMW wide kit and the Fatfender BTCC replica kit are available from [www.thespeedfactory.co.uk](http://www.thespeedfactory.co.uk)*

## Sam at Wrapstarz

*who wraps Stu Lines Maximum Motorsports race cars as I wanted an authentic as possible Motorsport race livery. Sam offered advice and a couple of tweaks to my poor Microsoft paint designs.*





*A family friendly well organised group, with very helpful Admin's and Moderators, lots a very active members and regular posts.*

## Welcome to South Meets

*I came up with the name "South Meets" as meets were going to be held in the south of England took a while to think of without treading on other groups toes.*

*The group is for holding meets and bringing the car community together, for every one to enjoy themselves. Goals of the group are to have meets and raise money for charity one either picked by members or by admin's/mods.*

*We have a great team of admin's and mods, with Adam, Oli, Char and plenty of others. We work as a great team and wouldn't be here without everyone sticking together.*

*I started the group because at the time it felt like there weren't many meets being held in the Hampshire/Wiltshire area and I wanted to make a group that was more than just one make of cars.*

*We tend to hold competitions at shows events not so much at meets, but we do the odd give away,*

*South meets is a big family, no matter what car you have modified, not modified, finished or not even started all are welcome! We don't like people big headed or negative towards other people's builds and hate towards others is deleted and dealt with, all of the admin team are really friendly and approachable wouldn't have hand picked them otherwise*

### Admin's:

Adam Ettles (Owner)  
Sam Thwaites  
Oli Smith  
Mitch Cleeve  
Char Marie

### Moderators:

Abbi Neal  
Christopher Lawrence  
Tom Haskell  
Liam Pusey

<https://www.facebook.com/groups/2118047568428704/>

Instagram: @southmeets



*A fantastic club with that family feeling about it, lots of activity and big plans for the future, Admin and staff are very helpful and have a good attitude towards the car scene and their groups community.*

## Kent Customs

*We are a family friendly car enthusiasts group, based in the south east of England in Kent, we love to see all sorts of cars and to get to know the people behind them, the main source of socialising is through are Facebook group where everyone can post pics, ask for help or advise with their cars.*

*Whether your car is stock or not we don't mind as it's all about building a community together where everyone can get along and enjoy the car scene in a safe and happy environment.*

*We have a wonderful Admin team that work a lot in their spare time discussing ideas to improve and help maintain the groups interests, such as, having club stickers and sun strips to display on your cars, weekly cover competitions, other special competitions with prizes, online car battles which is very entertaining and always a nail biting experience(especially when your cars in it) and also it's the main source of where we post our meets/events and car shows that we plan to attend and have stands at*

*If your interested in joining our Facebook all you need to do is find us via searching for the group and then request to join, just make sure you answer the questions as it makes it easier for us to know your car before for joining,*

*And for those who have and use Instagram for car builds, or just in general and like to follow pages,clubs etc we also have an Instagram page called @kentcustoms17*

### Let's introduce the team

Mel Agnew - owner  
Andrew Howell - Co owner  
Marco - admin  
Devon - admin  
Josh - admin  
Ky - admin  
Ben - mod  
Luke - mod  
Dan - mod  
Bronya - mod

<https://www.facebook.com/groups/888542381526344/>

Instagram: @kentcustoms17



When I decided to get a fun car to drive I started looking at Mk2 Focus ST as I've owned many fast fords over the years I couldn't find just what i wanted and then found the mk3 ST i have now it was standard apart from the Mountune exhaust system and the Mountune mp275 performance upgrade and I soon modified it further with Mountune suspension bola B1 wheels.

During this time they started running the Mk3 ST in the BTCC and I thought now that would look insane on the road and be very different from the popular mods and rally reps generally found within the ford scene. I tried to find a BTCC kit for over 18 months in the meantime i was still modifying the car and built it up into a BTCC rep albeit without the BTCC kit. It took over 2 years talking to BTCC team owners and team members.

I had been offered new BTCC kit on a few occasions but very much wanted to have some pedigree to the bodykit which I had planned to build up over the course of the 2018 race season between the team Parker and maximum Motorsport cars but Steve jelly changed to BMW for 2018 season so thought that was the end of the search until Team Parker Racing contacted me having found a complete race used kit and other parts clearing out room for the Bentley GT car.

## Tuning

**Mountune MR300 package with custom de res exhaust Milltek sport cat with Ram Air induction.**

**Mountune accessport, MR300 tune, 300ps and 470nm (official mountune figures)**

- MR300
- Large-capacity alloy intercooler
- Ramair induction kit
- Velocity Intake snorkel
- Milltek TUV High-flow 3" down pipe with 200-cell sports catalyst
- Mountune High-flow 2.5" bore cat-back exhaust
- Custom de res straight pipe (powerflow)
- High-flow charge pipe upgrade kit
- High-flow silicone induction hose kit
- MTune handset loaded with MR300 calibration.
- Mountune Symposer Delete
- Mountune Recirc Valve
- Mountune Engine Mount
- Forge actuator
- Quick shifter 40% Reduction
- NGK IX Iridium spark plugs
- Castrol magnatec ford ecoboost oil 5 20w

## Handling

- Coil over suspension -65mm drop
- White line front anti roll bar and drop links
- Rear Hard race anti roll bar and drop links
- Summit strut brace
- Team Dynamics pro race 1.2 18x9 wheels powder coated candy red
- Forged wheel nuts
- 275 40 tyres
- 25mm SD black spacers all round

Fortunately I had already laid down a plan and had been speaking to the guys at Flat fender about adapting the BTCC kit too the road car so from getting the bodykit in November 2018.

I was able to get the kit too Fat Fender for repair soon after and then with help from friends we stripped the the wrap and other bits and we took the car over too Fat Fender the first week of January 2019.

Once I got the car back from Fat Fender I had coilovers, anti roll bars and other bits too fit and the ST now sits 65mm lower than standard and is Stanced as close to the BTCC car as possible.

There were a few teething problems and modifications that I hadn't thought of along with finishing touches. I removed the front bumper and reinforced the 2 main mounting brackets as the Aero had made the bumper sag slightly.

I do as much work on the car myself as possible within my skill level and time available I do get some help off friends as as some jobs just require another set of hands, for example the BYC wing canards and splitter were fitted at home which involved drilling through the rear hatch and the underside of the spoiler for the BYC wing.

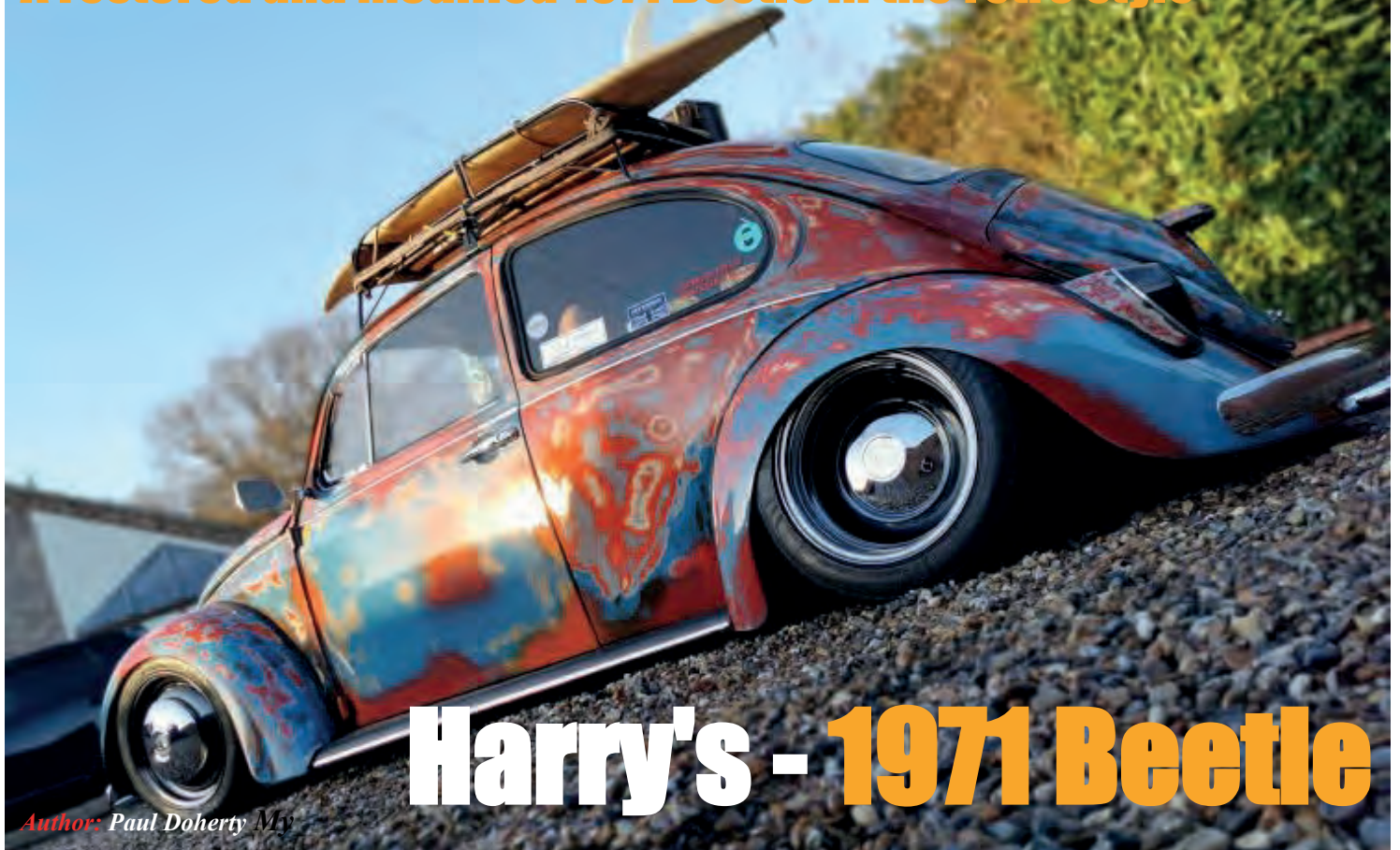


There will always be detail pieces or slight redesigns I am currently in 2 minds about fitting a bolt in half cage and getting a full leather rear lining by King Customs who have done my current custom leather work.

More power will happen should I have any engine issues as I would need to forge the block ideally to get reliable usable power gain with a Hybrid/Big turbo swap. I'm in no rush to do that as the enhanced Mountune package is very useful and still a lot of fun on real-life roads with the handling updates and genuine Aero.



## A restored and modified 1971 Beetle in the retro style



Author: Paul Doherty My

# Harry's - 1971 Beetle

*name is Harry Daines*

***I'm a Builder from Lowestoft, I drive a 1971 Beetle on air.***

*I've been involved in cars all my life mainly because of my dad, whether it was from tinkering about in the garage to going to shows and talking to other enthusiasts about their cars and others talking to him about his cars.*

*Most of the parts were supplied by [Lime bug](#) and they have been very helpful throughout this build whether its from ordering parts that I was struggling to find to giving me general information and tips about the beetle and air ride.*

*All the mechanical work was undertaken by Steve Reeve at [R&S Auto services](#) in Lowestoft, I couldn't recommend him more, I recommend him to anyone and everyone. In fact he's now doing a mates air ride on his beetle too after seeing the quality of work on mine.*

*I have had many cars in the last few years from your bog standard VW's like a Mk4 golf to a slammed Polo Gti to a mk1 mx5 Berkeley special edition.*

*I currently daily drive a Seat Ibiza FR 2.0tdi which I've modified to make in my opinion a perfect daily driver running over 200bhp but still being able to get 65mpg.*



***I try to make as many shows possible throughout the year. One of the biggest for me is Bugjam at Santapod every July.***

***I managed to bring home the Best Beetle in the rust and rat class last year at Bugjam which I was very honoured to win.***





***This car has undergone a lot of work over the last few years including***

*-Full Restoration Including New Floor Pans A Couple Years Ago And Anything Else That Was Required To Bring It To Show Standard*

*-Full Custom Patina Paint job Sanded And Lacquered To Show All Its Colours Throughout Its Life*

*- Restored Original Flat Four Roof Rack With Period Accessories Including A Specially Hand Made And Imported Sean Ambrose Surfboard From California*

*-Pre 67 Front Wings And Lights*

*-Custom Fabricated Rear Wings*

*-Widened Black Chrome Banded Smoothie Wheels*

*-Original Bumpers Stripped And Restored Back To Original Chrome*

*-Tinted Rear Tombstone Lights*

*-Full Airlift Performance Air Ride Supplied From Limebug Including Dual Chrome 444cc Viar Compressors And A 5 Gallon Brushed Steel Tank Mounted In The Boot At The Front Also I Have Fitted Manual Paddles And Psi Gauges In The Glove box In A Custom Steel Mount So The Controls Can Be Hidden. Included Is A New Narrowed Front Beam With Disc Brake Conversion*

*- Full Custom Interior Including Alfa Romeo Tan leather Seats Front And Rear, Dash Painted And Sanded To Match Patina Outside, Classic Looking Chrome Single Din Bluetooth Radio, Hessian Door Cards, Gearbox Tunnel And Rear Parcel Shelf With Custom Fitted 6x9 Speakers, Custom Brown Leather Headlining And Sun visors, Custom Made Pallet Floor Inserts Front And Rear, Wolfsburg Chrome 3 Spoke Wooden Wheel And Custom Made Black Glass Volkswagen Gear Knob Imported From America (Newly Fitted Not In Photos)*

*- Brand New Fully Rebuilt Original 1584cc Flat Four Engine With Alternator Conversion, Chrome Alternator Stand, Electronic Ignition, Petronix Upgraded Flame-thrower Chrome Coil, Red Clear Dizzy Cap,*

*- Pertronix Flame-thrower Performance Red HT Leads, Chrome Gp Sports Exhaust*

***If you have a car like this or a modded car and would like it featured in our Magazine DM us or join our group and show us what you've got.***

***Facebook Group: [www.facebook.com/groups/stanceautomagsgroup/](http://www.facebook.com/groups/stanceautomagsgroup/)***

***Facebook Page: [www.facebook.com/stanceautomag/](http://www.facebook.com/stanceautomag/)***

***Instagram: @stanceautomag***

***Magazine: <https://stanceauto.co.uk>***

***Email: [stanceautomag@gmail.com](mailto:stanceautomag@gmail.com)***





Instagram: [@Eg\\_niels](#)



## Niels Buseyne - 1994 Honda Civic EG3

*My name is Niels Buseyne*

*I am 24 years old, residing in Belgium and I currently work as an electrician. I am an owner of 3 Honda's and a proud member of Japgarage.*

*I currently drive a 1994 Honda Civic EG3! When I was 16 years old, I fell in love with Honda, no one in that area actually owned one at the time! I literally saw it on top gear once and since then, I caught the bloody bug, I was absolutely obsessed from there onwards.*

*Before I even turned 18 I already owned my Civic EG and then I obtained my driving licence on my birthday, so basically the Civic was my first car and still is my first car and has been owned by me for almost 7 years!! Crazy hey? When you love one thing, you just never let go.*

*What got me into the car scene? The ultimate question of all times, everyone loves to know how people became the petrol heads that we are! So, I went to a car event with some friends years back, who aren't really into the car scene but they just like cars.*

*At that event, I met a guy who also drove an EG at the time and how big can this change be! Coincidentally, he only lived 30 minutes away from my home and because of him, I had my very first step into the car scene and met a lot of people with Honda's, the obsession just grows more and more from there.*

*I was in heaven already and all of this even happened before I commenced build of my Civic. For 2 years the Civic was just purely my daily driver with a lot of rust and per usual many shades of red!.*

*Thanks to the new friends I met that then provided me with a lot of knowledge and taught me many things, they supported my build step by step.*



*My car stats?*

*I swapped the engine from a d13b2 (1300cc) carbonated to a d16z6 (1600cc) with stock power of 130bhp. For me personally, it was an awesome upgrade, an engine swap in Belgium is highly illegal however, I have doubled the power now. It only had 75bhp to start off with!!*

### Full Spec List:-

#### Exterior:

- Full Respray in Ruby Red;
- White Crow Front Bumper;
- OEM Window Visors;
- OEM Parking Pole;
- Spoon Mirrors;
- Back Yard Special Spoiler;
- Civic EK Side Skirts;
- Self Made Splitter;
- Back Housing Headlights;
- All Clear Tail lights; and
- Led Under Glow.







### Interior:

- Bride Seats;
- Flocked Interior (dash, door panels, centre console....);
- Bride Fabric Interior (headliner, door panels, shifter, armrest, window trims, the floor in the trunk...);
- Ktuned Shifter;
- Nardi Deep Dish;
- OEM Usdm Dual Din;
- PLM X-Brace;
- Tegiwa Race harness Bar;
- DIY Red Floor Carpet;
- Self Made Trunk Floor; and
- 5panel Rear View Mirror.

### Engine bay:

- Skunk2 Intake;
- Skunk2 Strut Bar;
- Skunk2 Socks;
- Skunk2 Radiator Hoses;
- Skunk2 Radiator;
- Skunk2 Camgear;
- Skunk2 4-2-1 Exhaust Header;
- Skunk2 Megapower Exhaust 2.5insh;
- Mugen Valve Cover;
- Bishimoto Slimfan;
- Bishimoto Overflow; and
- Us racing Spark Plug Cables.

### Suspension:

- Bill stein Suspension with a
- Airlift System and Bags;
- Skunk2 Rear Camber
- Arms; and
- MPC Drop Forks.

*I attempt to do majority of the work myself however, the only things done professionally is the flocking of my interior and the paint job! I did do a lot of the sanding down at home on the civic and the engine swap was undertaken with help of friends! On this note, one of my main tips is, pay attention to the small details, they do make a difference to the final product!*

*I must admit, I am a Skunk2 fan and also love the rare parts or parts that are not easy to find! That's what makes my Civic unique to the rest of them!*

*The flocking was done by 'Takashi Customs' he's a great guy! He is also very good with Carbon Skinned Parts. You can find them on Facebook.*

*The paint job was done by 'D.E. Car Design' also a great guy! The only thing is, patience is required sometimes!*

*The Civic was my first car however, is no longer my daily. I did have to build up to the stage I am at now. My dream car I would say is a car which becomes a never ending build.*

*What project car is ever finished? I can say that my civic will never be finished, the next new updates are, some new wheels, new spoiler, wire tuck in the engine bay and a nice new respray to the bay! Making it clean and tucked is my next objective!*

*My dream car at the moment is a FK8, that for sure will be my next daily! It has that aggressive look, and the required horsepower.... and a car where 'normal' people will always look at! As a Honda enthusiast, we all want an NSX! Just give me more money and I will get one!*

*My current daily driver is a Honda Accord C;9, K24, Chipped to 236bhp, 280nm. My 3rd Car is a Honda Diesel Esi, just my cabriolet, I am currently building it OEM.*





# Trang Banh 2018 Toyota Camry



Instagram @camoazn

*I'm 33 years old and I'm currently serving in the military in Austin, Texas. I had bought this car back in September 2018 and I was planning on just driving it until it died.*

*I posted my car purchase on Facebook and someone commented to join a social media group page which I did and that what got me started on being BACK in the car scene.*

*My first car scene was a 2000 Camry. I didn't know much. I had that car for 8 years and ended up with over 355 k miles. All I had on that Camry was a front bumper kit, custom exhaust, halo headlights, Euro tail lights, under glow, a double din radio, 2 12s and an amp.*

*I didn't know a lot about cars then and I'm still learning as I go with cars and mods. What makes my car unique is that it's not very common to modify a Toyota Camry. It makes it somewhat challenging to be patient on what's coming out and who will be more unique than the other Camrys.*





The install that had been done is with me, Mustashar @gen8kamse, Marcos @delvalletc2.5, and the wrap by Third Coast Customs @thirdcoastcustoms. My goals right now for my Camry is putting air ride suspension by Air Lift Performance, maybe a different set of wheels and customize my doors, customize my interior, change my steering wheel, an audio system and many more that I can't think of. Hopefully, I can get some car sponsorships along the way. I'm in a social group called the **Gen8 Camry Motor Sports** - Ideas and Designs on Facebook.

Since my journey on this car scene, I've made awesome friends along the way to help support each other and enjoy good company as well as helping each other out on deals if any. I have already participated in one car show which was Hot Import Nights Houston in December 2019 for fun.

### **Mods and Specs List:**

Gloss Psychedelic Chrome by Third Coast Customs  
Ceramic Pro Ceramic Coating by Third Coast Customs  
AEM Air Intake  
Illuminated Door Sills  
Carbon Fiber Eyebrow Lids  
Blue Ambient Door and Dash Light  
Lexus LS Front Bumper  
Carbon Fiber Roof Spoiler  
LED Camry Logo Trunk Light  
GT Style Rear Diffuser and Rear Spat  
Rear Bumper Scuff Protector w/Chrome Trim  
Rear Bumper LED Brake Tail Light  
Blue Camry Logo Trim Brake and Gas Pedal  
NonStop Tuning Lightweight Crank Pulley  
iDrive Performance Throttle Controller  
Opt7 LED Underglow Lighting Kit  
Opt7 LED Underglow Wheel Well Kit  
Opt7 LED Interior Lighting Kit  
Toyota Logo LED Door Projector Light  
Custom Blue Dashmat  
Hi Rev Sports LED Smoked Tail Lights  
Viofo Dash Cam  
YitaMotor 21 inch LED Light Bar  
R1 Concepts Carbon Geomet Drilled & Slotted Rotors  
Sevizia SE432 20x9 with Toyo Tires  
Japanese "TEQ" front emblem logo  
Custom Rear Logo Emblem



I have participated in more car meets than car shows but Im trying to participate more in car shows. I had so many people complimenting on my Camry which is either a nice wrap or a nice Lexus. I made up a nickname for it called Lexota - Lexus/Toyota. I was the first Camry to install the Lexus front bumper with the help of Mustashar.

The car shows I plan to participate in are Hot Import Nights Dallas which is this July 18, ImportExpo and Slammed Enuff on August 15-16.

I hope that they have more mods for our car soon and keep being unique.



**Author:** Paul Doherty





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

## Christopher's Subaru hatch sti

Author: Paul Doherty

**Where do I begin with this car. Ever since I got the pleasure to go out in a Subaru P1 as a child I fell in love! The noise it made, the colour and just the whole experience.**

I have always wanted to own a Subaru as a dream car and over the years it became apparent that this would soon become a reality. I chose the Hatch STI as I wanted something a little different to what seemed to be very common on the car scene. I had seen many classics and blobeye shaped Subaru's all lovely in their own right, but almost very hard to see the differences between them.

I wanted something that would turn heads, yes people would hear the noise and say here comes another Subaru but to their surprise it would be my hatch, something not common in my area. There aren't very many of them around my way so I am pleased with my choice. I brought it completely standard apart from a Milltek catback system.

Picked it up from Lowestoft the day before my daughter was born so I'm sure you can imagine the looks I received putting the car seat in from the hospital! This has been so much more than a car to me, the focus it has given me during some darker times of life with anxiety. Many people would not understand, and look at me as some sort of yobo driving down the street when in reality that was the only release and comfortable thing to suppress my anxiety and feel myself again.

It has kept me motivated and always puts a smile on my face when I take it out for a drive. It has been part of my journey to recovering from anxiety and for that it will never be sold.

I have tried to modify it to keep a classy look to the car which I hope people can appreciate and see.

The opportunities with this car have shown no limits for my aspirations. I feel I can always change various areas of the car so I don't think I will ever truly be able to say the car is finished. That's the fun in this hobby for me, there is always something to do. I have gained many new friends within the car scene and been to some fantastic events and road trips. To date the Swiss mountains and the Scottish NC500 have been my favourite amongst many other trips the car has undertaken.

Truly a pleasure to drive and that sound never gets old. As for future plans my biggest ambition for the car is to change its appearance to the varis body kit. Syvecs will be in the not so distant future and I am open to a potential colour change!





## SPEC LIST-

### ENGINE

Full closed deck block conversion  
TGV delete  
Clevite Main & big end bearings  
RCM 1.1mm Head gaskets  
Mahle 2618 pistons Manley H-tuff plus rods & ARP CA625 bolts Nitride crank RCM  
14/12mm Head Studs  
Secondary air pump delete  
Hawk eye valve springs Syvecs S6 plus ECU

### ENGINE BAY DRESS UP

Custom stainless rad shroud  
Custom stainless alternator cover  
Mishimoto battery tie down  
Mishimoto Rad brackets  
Red STI oil filler cap  
Perrin Boost solenoid cover  
Perrin front upper strut brace



### BOLT-ONS

RCM fuel pressure regulator  
750cc injectors  
Group N engine mounts  
Group N baffled oil sump  
IAG Oil pickup  
RCM baffled oil catch can  
Mac 3 port boost solenoid  
Zen 4 bar map sensor  
Japspeed FMI  
Japspeed CAI  
Mishimoto 3 core performance radiator with red hoses  
ACT heavy duty clutch kit  
Parallel fuel system  
MDX321T turbo  
Mishimoto header tank  
RCM wrapped headers and up pipe  
Dual port Turbo smart dump valve  
Haywood & Scott Decat downpipe  
Invidia N1 race exhaust with burnt titanium tip

### EXTERIOR

Work Emotion T7r Wheels in GT  
Silver Wrapped in Yokohama AD08r Tyres  
Carbon Fibre CS front lip  
Carbon Fibre CS side skirt extensions  
Carbon Fibre Varis Blade rear Spoiler  
Colour coded JDM Front grille  
Zunsport Lower grille  
RallyFlapz Mud flaps  
Heko wind deflectors  
Window tints all round  
3M suntrip  
Perrin number plate relocation  
Topaz blue gel with carbon letter 4D number plates (not fitted at time of shoot)  
Blue Mishimoto wheel nuts  
Rear light overlays  
Black sti wing badges  
Customised headlights  
New tail lights (1st in the UK)

### SUSPENSION & BRAKES

Whiteline 5100 series fully adjustable coilovers  
Whiteline top mounts  
Whiteline Drop Links all round  
Whiteline front and rear 22mm ARB  
DBA T2 disks all round  
PFC Z rated pads all round  
Goodridge Braided lines all round  
Motul DOT 5.1 brake fluid

### INTERIOR

All plastic trims carbon dipped  
Mishimoto carbon fibre gear knob  
Pioneer SPH-DA130 DAB double din head unit  
Prosport gauges- boost/vacuum, oil pressure, water temp, oil temp  
Corbeau clubsport XL bucket seats, rails and mounts.  
Corbeau Harnesses  
O2C blue painted harness bar  
New genuine WRX STI charcoal floor matts  
Perrin Si Drive knob  
Retrimmed Steering wheel in Alcantara & perforated leather with red stitching

### FUTURE MODIFICATIONS

Flexi-fuel system (METHANOL)  
Rear diffuser  
Carbon bonnet (painted) ordered just waiting on delivery!  
Carbon side vents  
Second exhaust (track friendly) or the full titanium Invidia N1  
Change from stock speakers  
Face-lift bumper  
Carbon wrapped roof  
Bigger turbo, but stock location something that's not been done before, currently in discussion.





# Dayne Osterberg



## 1973 Chevrolet Nova

Instagram: @mr.murf

***My name is Dayne Osterberg. I currently live in the PNW and work as a Project Manager for a local restaurant design company.***

*I attribute my love of cars to my dad who owns a 1967 Chevy Nova SS. My 1973 Chevy Nova was originally purchased by my dad who planned to restore it as a gift for my mom. Instead, at age 16, the Nova officially became mine after my dad realized how interested in cars I had become.*

*The car originally was an automatic, bench seat, low-compression cruiser with a nice paint job. Over the last 16 years the car has evolved into what it is now.*

*The first thing the car needed was more power as the original 350 was about 8.5:1 with smog cylinder heads and a tiny camshaft.*

*My dad and I built a mild sbc (also a 350) with around 275-300 horsepower and after getting my hands on a Muncie 4 speed and a book on how to rebuild it, out went the slush box TH350 and in went 3 pedals. This was probably the best upgrade I could have done for the car as it upped the fun factor immensely.*

*I slowly upgraded the Nova over the next few years, taking the winter months to do big projects. One year I did the interior and swapped out the bench seat for some buckets, added new carpet and gauges and dyed all the interior panels black. Another year I completely redid the suspension with tubular control arms, coil overs and poly bushings.*

*I eventually blew up the 350 my dad and I had built and decided to build one on my own with better parts. This time I went with, the good stuff, a big cam, aluminium heads and intake and MSD ignition.*

*I got the opportunity to run the car on a dyno at a local car show to see what she was putting out and it laid down 323rwhp and 372rwtq. Not bad too bad for just 350 cubes and good street manners.*

*The last few years I've focused more on handling modifications as I discovered I really enjoyed throwing this old girl around the autocross. Better brakes, sticky tires and a quick ratio steering box helped immensely.*

*It's obviously not the fastest thing around the course, but It surprises some of the newer cars for sure. It's a street car first and I drive it a lot in the summer months, even taking it to work a couple of days a week.*





*I'd say the most notable things about the car would be the paint and the stance. It's running 18" wheels and they just don't look good on old cars unless they're absolutely slammed which is hard to do without major modifications. The wheel wells are rolled and trimmed and the inner fenders are also cut back for clearance. It's running dropped tall spindles, coil overs up front and del-a-lum bushing in the rear leaf springs. It's finally at a point where I'm pretty happy with it, but it's true what they say, they're never done. I want more power and a 6 speed for the highway and am currently trying to decide if I should build a rowdy stroker gen 1 small block or go LS and make more power with it being more streetable but losing some of the old school style.*

***It's forever a work in progress, but I absolutely love driving it, modifying it, breaking it and fixing it again, I cherish the bond that it's created between me and my dad and wouldn't trade that for anything.***



### ***Noteworthy Modifications:***

#### ***Engine:***

- 4 Bolt 350 Block
- 10.4:1 Compression
- Cast Steel Crank
- Patriot 195cc Aluminium Heads
- Lunati Hyd Flat Cam
- Duration: 233 Int. 241 Exh.
- Lift @ .050: .537 Int. .525 Exh.
- Edelbrock RPM Air Gap Intake Comp Cams
- Ultra Pro Roller Rockers
- Quick Fuel 650 Mechanical Secondary Carb
- Hedman 1 7/8 Long Tube Headers
- Canton Road Race Oil Pan
- MSD Pro Billet w/6AL Ignition Box

#### ***Exterior:***

- Paint Colour: 2000 Chevy Silverado
- "Meadow Green Metallic"
- Earlier '68-'72 Nova front end swap
- '69 Mustang Front Spoiler
- H4 Retrofit Headlights
- Custom Rear Bumper

#### ***Wheels/Tires:***

- American Racing Torque Thrust II's w/ Gray Spokes
- Flat Center Caps
- Front: 18x7 w/ 235/40
- Rear: 18x8 w/ 255/40

#### ***Transmission/Rear End:***

- Muncie M20 4 Speed
- McCleod Clutch
- McCleod Light Flywheel
- Hurst Shifter w/Heim Joint Rods
- GM 8.5" 10 Bolt
- Yukon DuraGrip Limited Slip w/3.73
- Ring Gear

#### ***Suspension/Steering/Brakes:***

- Tubular Upper and Lower Control Arms
- Heids Dropped/Tall Spindles
- QA1 Coilovers
- 1 1/8" Front Sway Bar
- Subframe Connectors
- Global West Del-a-Lum Leaf Spring Bushings
- Lowered Leaf Springs
- Polyurethane Body Bushings
- Quick Ratio 12.7:1 Steering Box
- New Factory Linkage with Billet Adjustment Sleeves
- CPP 4 Wheel Manual Disc Brakes with Hawk Pads

#### ***Interior:***

- Corbeau GTS II Buckets
- Black Leather w/Suede Inserts
- AutoMeter Gauges
- Scott Drake Corso Feroce Steering Wheel
- TMI Center Console



***Author: Carla De Freitas***





## Martin Bennett - Citroen DS3



S. Beadnell  
PHOTOGRAPHY

Instagram: [@that\\_bxgged\\_DS3](#)

Car: [@project\\_clivo](#)

*I have worked at a local car parts supplier for over 5 years now and it has its perks when all you know is cars, I worked there as a parts salesman until late 2019 then I took over the sealey tool van selling every tool needed for the job.*

*I got into the car scene about 12 years ago when pimp my ride, Wheeler dealers, west coast customs were on the TV I spent a lot of time watching them. I always enjoyed making things so when I got older the toys just got bigger. I did a mechanics course through school that led to a college qualification in level 3 automotive technology.*

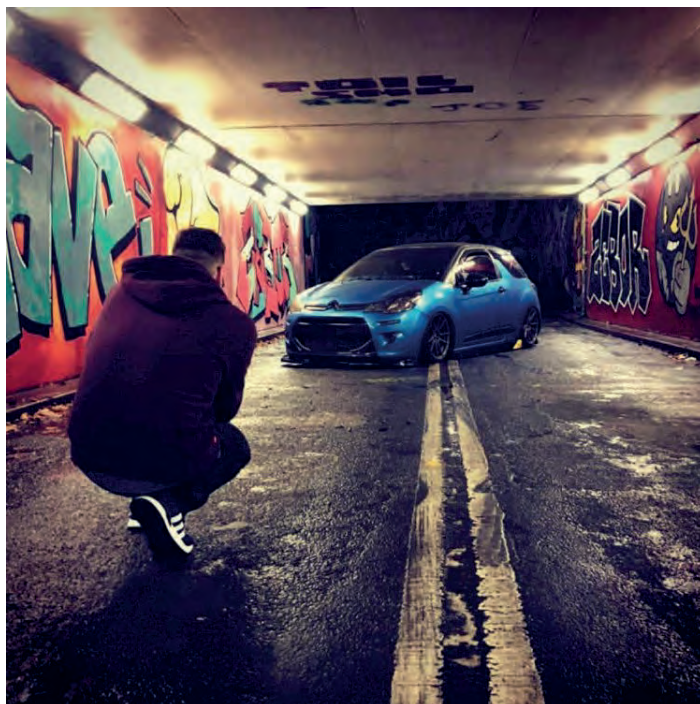
*I have always been surrounded by cars so it was natural that I picked it up., As a teenager my dad used to mess around with minis and old cortinas when you could get them for pence. I worked my way up to how the DS3 looks over the last 5 years.*

*It was always a car I wanted to own since Jeremy Clarkson drove it around on top gear. It's hard to find parts so some items I have had custom made. My car addiction started with a 1.1L 5 door Saxo desire in silver and it had a short life passed my test and two months later I rear ended at a red light and the Saxo was written off.*

*After the Saxo I owned a MK5 fiesta black edition 1.25L which I had for 2 years*

*The fiesta was what started me off modifying cars but I got my new job so sold it to get a more sensible car in the ds3.*

*In between buying the ds3 and up to present day I have also owned*





- 1992 Mazda MX-5 import
- 2005 Mini Cooper
- 2004 Citroen C2 (still own)
- 1992 mk1 Clio (restoring)

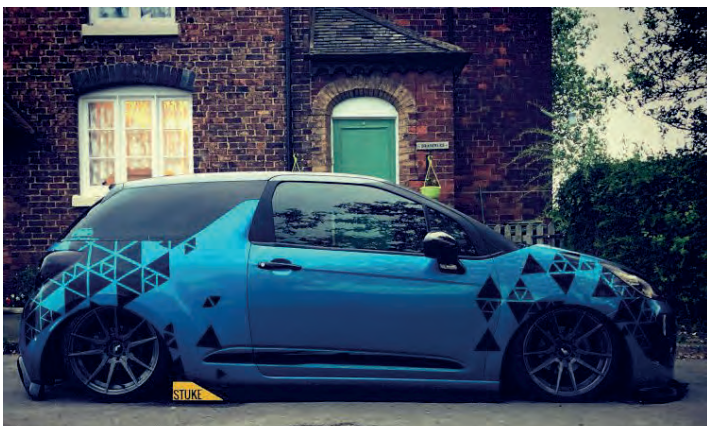
I currently drive the Citroen DS3 a lot but soon will only be used as a weekend/show car as it keeps getting damaged in place parks or at work.

So I'll be using my c2 as a daily driver from A-B.

The DS3 is a 1.6 E-HDI running about 105bhp, Gets me 0-60 eventually but an awesome, 85MPG going to a car show.

### ***My current spec list on the car is -***

- Custom made air ride suspension
- JR21 Japan racing wheels in a flat grey
- Retro fitted C3 bumper with modifications
- Custom made side skirts
- Imported rear diffuser from musketeer
- Rdx splitter with custom made plate for looks and support
- Sparco r333 seats and luke harnesses
- Custom made harness bar
- Pioneer car play radio
- Hydro dipped dashboard
- Kenwood subwoofer and amplifier
- And many more small details
- Hand made Boot build



I had plans of a new body kit, wheel spoiler and show cage but two days before my trip Boris locked down the country because of COVID-19 so once there lifted my plans will carry on.

I started off doing the ds3 myself but as my ideas got more complex I had to learn or get assistance from a few people.

***If you are local to Telford I used the below places for everything I needed help with***

- Paint work - S.P auto repairs
- Air ride fitting and customisation Auto-Barn
- Wheels refurb - City powder coaters
- Cleaning products - Defined Detail
- Window tint and wrapping - Tint Master
- Stickers - Defined Detail

***I have become members of many groups over the years here are a few below***

- Defined ridez
- DS3Club
- Citroen fantique
- C2UK
- Blessed co
- Strictly French
- Clubs unite



**Author: Andz Stinton**



Instagram: [@m.a.d.16](#)

## Glen - 2004 Nissan Fairlady Z

*I have been modifying cars for over 20 years, in that time I have managed to learn a few things as I always like to have ago at everything.*

*In fact it's one of the reasons I started a YouTube channel "[MAD Life](#)" with some of my mate's, We make some 'how to videos' to try and share our experiences, things that don't make it to video you can find on my Instagram account [@M.A.D.16](#).*

*But enough of that let's get on to my Fairlady Z, I picked her up back in 2018 and she was completely stock with only 22k miles on the clock and a full service history, she still even had her cassette player fitted.*

*It didn't stay stock very long in fact within the first 5 hours of ownership I had purchased a set of concaved 19s, which are not on the car now*

*She has had a fair amount of work, from the Do luck wider over fenders to custom rear bumper vents, I'm always modifying something.*

*I have also fitted sports cats with a full stainless exhaust system, custom air intake and I also recently fitted a plenum spacer, so my next port of call will be an Uprev tune to make the most of the breathing mods I have completed.*

*You will also notice I have airbrushed the Hellboy theme on the top of the engine.*

*Suspension wise I'm running sport line Eibach springs with oe , poly bushed ARB's and adjustable drop links.*

*The modifications carry on inside the car, with a OMP steering wheel, D1 spec quick release, NRG reclining buck seats and OMP harness's, connected to a harness bar in the rear.*





*I live locally to Goodwood race circuit so I visit there on a regular basis and I have shown my car in various breakfast club events that Goodwood hold at the circuit, I was due to show at event called Players in June but unfortunately it has been postponed.*

*When I'm not visiting Goodwood you can find me attending many other shows, such as Japfest, Tunerfest, Simply Jap to mention just a couple. What's next for the Fairlady, The next modification will definitely be the Uprev tune to set all of the mods up and I'm also considering creating some kind of boot build in the near future.*

*Further future plans will be to build and modify some kind of a kit car, build a car from the ground up to my Specs.*



## Spec list

### Bodywork

- Custom made Headlamps
- Custom made rear lights
- Hidden side repeaters
- Tinted rear lights
- INGS front bib
- INGS rear spoiler Custom side divertors
- Ridox style air divertors
- Customised rear bumper
- Custom bumper vent ferring
- Bumper tuck
- Bonnet lift
- Rear dewipered
- Custom Diffuser
- Do Luck over fenders
- Carbon fibre mirror covers
- Evo R carbon door handle overlays
- Custom rear Diffusers
- Carbon Air vent
- Hellboy roof wrap
- Blood splatter graphics
- Hellboy Z logos
- Tommy Z rear badge
- Z front badge

### Interior

- NRG red reclining bucket seats
- Omp 4 point black harness's
- RED harness bar
- Omp deep dish steering wheel
- DIspec short quick release
- Red leather handbrake and gear stick gaiters
- Richbrook alloy handbrake handle
- Hellboy comic strip centre console
- HUD Android headunit
- Jbl component speakers
- Vibe 10" sub
- Vibe amp



### Braking

- Mtec dimpled and grooved discs
- EBC pads
- Hel braided hoses
- Full fluid flush

### Engine

- VQ35DE
- Custom CAI Japspeed k1 exhaust
- Japspeed Sport cats
- Blox plenum spacer
- Red silicone hoses
- HKS earth lines
- Custom cooling plate

### Suspension and wheels

- Eibach sport line springs drop
- F1.7" R2. 3" Adjustable drop links
- Strong flex ploy bushes
- Cades 20" dished wheels, F8.5" R 11"



**Author: Paul Doherty**





# Kerry's - Toyota GT86

Instagram: [@kopparberg\\_gt86](https://www.instagram.com/kopparberg_gt86)

*Hey, I'm Kerry Gatehouse also known as Momma Modified to the car family.*

*I'm a registered Pharmacy Technician and founder of Southern Modified UK based in Southampton, who have also been featured on here, in the Car Clubs /Groups section, go and check our article out.*

*Feel free to follow us on Facebook at Southern Modified UK  
Instagram [@southernmodifieduk](https://www.instagram.com/southernmodifieduk)  
Also you can follow Kopparberg's journey  
Instagram: [@kopparberg\\_gt86](https://www.instagram.com/kopparberg_gt86)*

*We are a close car group run by myself and an amazing team of admin's trying to offer a safe and friendly environment for like minded enthusiasts to come together no matter what you drive. Our only rule and it's a strict rule - respect.*

*I have my dad to thank for my interest in cars and grew up with him owning and working on them. My first car was a red mk1 fiesta 1.0L, I was the first in my group of friends to drive and thought I was awesome and constantly drove round the strip in Bournemouth with my music where I'm originally from hahaha.*

*I got into the car scene about six years ago when I brought my first Evo 8 called Lancerlotte, after a health scare and decided it was time to pursue my own interests and live a little.*







*Broke my heart to part with Lancerlotte but felt I needed something newer and had gone as far as I could with her from standard. So went on to buy my Toyota GT86 aka Kopparberg. Totally in love with this car, less Bhp than the Evo but so nippy and ticks all the boxes with great performance handling.*

**Spec;**  
**2.0l petrol**  
**197bhp**  
**0-60 in 7.4 sec**

*Work carried out on her so far is mostly cosmetic. Changed the standard spoiler to a Nur wing and had custom sprayed in opposite colours to stand out and be slightly different. Added my signature graphics to her down the side, pin stripe touches etc.*

- Carbon rear light covers
- Rear window louver's
- Tinted windows
- Front lip
- Under car lights and projectors
- Internal colour trim etc
- Orange colour coded hoses

*All the work has been done by myself with the help of friends.*

*Just some neon Chrome exhaust tips to go on and I have pretty much completed all I wanted to do with her. Kopparberg is my family and daily car so trying not to do anything performance wise to her for safety reasons however not sure how long this theory will last!*

*I enjoy taking her to car shows like Fast Show and Trax with my club, and had hoped to have done more this season but unfortunately that was not meant to be with Lockdown and current social situation going on. Looking forward to getting back to our monthly meets and catching up with everyone when this is all over. you don't realise what a close community the car scene is and the social side of it until it's taken away.*



*Andrew Paul Doherty*



# Dan - Mk3 Ford Focus 1L Turbo



*I'm 25 years old and I'm a Fabricator/Welder from Herne Bay.*

*I'm a Proud owner of a Mk3 Ford Focus 1L Turbo, it's not just any old 1L ecoboost, it's on it way to becoming the 2nd road legal mk3 Focus British Touring Championship Car Replica in the UK, but more about that a little later...*

*I was first drawn into the car scene by my friend, Luke Marsh. I had very little knowledge of cars but let's be honest - who doesn't look at a heavily modded car or a sports car and think 'damn'? So he invited me to a meet one night and I thought to myself 'ah this could be fun'. At this point, I'd never been to a meet before.*

*So my first meeting, how did it go? Well there were some stunning cars and loads of people there but the only person I could talk to was my mate Luke because everyone seemed to be gathered up in little groups. Actually there was one other person I could talk to, he had a van full of speakers.... IT WAS INSANE, I do have to say. So yes I enjoyed seeing all these lovely cars but I felt out of place, not because I turned up with only a few stickers on my car and nothing to show but because other than one person, no one felt welcome.*

*I didn't go to another meet for a long time until I was invited to one by my brother-in-law Lee Sonnex, Kent Customs. From the moment I arrived I was welcomed with open arms, the banter was flowing and I felt like I had a connection with this small group of people sitting in a car park talking about cars, looking at cars and getting to know each other.*



*So the Car... Che Che her name is. I brought her from a local garage, but why did I buy a 1l? Well it's simple; I'd only been driving 11 months and I desperately wanted to get rid of my old 2006 Kia picanto LX (Little Red), although I still own her today.*

*So I went for something nice on the eyes with a little bit of boost. Man did I feel like a king driving that off the forecourt, till the 3 pots seized in Asda's car park 28 days later when I was driving it to the garage to figure out why it had gone into limp mode and why I kept losing coolant with no trace of a leak. I was gutted; absolutely heart broken.*

*I called the garage I bought it from and they told me I had 2 days left on my warranty and they would rectify the issue. They did in the end; the heater matrix had gone! It had thrown all the coolant into the rear foot well and caused the engine to seize. But good as new, I began to add my own little feel to the car. Red and grey stickers, painting calipers/drums red to match, seat covers. I was happy doing the little things.*





*Then when at work, it had been hit by another driver whilst parked. A nice young lady who had the decency to let me know with a note and provided her contact details.*

*Due to the car being repaired by the insurance I lost some of my stickers from the replacement wing and bumper. So I put better stickers on, wrapped the roof, fitted ST seats, wheel spacers, bright yellow wheel refurb, I started to progress just a little more into the actual modified car bits!*

*Then I saw this one car that completely changed everything. Simon Hodgson's BTCC Hotwheels monster. I saw it on a video that I stumbled across on YouTube, so I searched like a mad man to find this kit hoping it was something anyone could buy.*

*Now where this man's credit is due; he has an actual race used kit and by working with Fat Fenders a kit is available to buy through TheSpeedWorks. So that was it after weeks of saving I ordered it just before Christmas. This is the point where I had finally found and spoken to Simon and he had given me all the help and advice I needed to get this job done, along with some help from Jeff Fox.*

*This was no easy job... yes the bumpers, wings and side skirts were drill holes and bolted to original mounting points but Alan (my fiberglass engineer) had a few issues sorting the flare in the front bumper and getting things to line up. To be frank, he was glad to see the back end of it; I had to cut and weld the arches myself in a barn on a farm which is where the kit was being fitted. At no point has this car yet seen a true Motorsport shop. (The poor thing). It will however be going up to TJ's Paintworks for bonding and painting. I want the rear end of the car to have a complete flush look, that's my own take as opposed to having the bolted on look of a BTCC Car.*

*I won't go into money costs, hours, sweat, blood or tears because I'm sure that anyone can appreciate how much we as car enthusiasts give our cars. I will be attending many shows this year with a finished product.*

*Now this car is like Marmite, you're either going to love it or hate it but either way it's my car and it's made me happy, I've made great friendships and even better so; I'm part of the Shadow Car Culture family.*

*I do have massive plans for an engine swap but for now that will remain a secret but just know that for now she is the widest 11 Focus I've ever seen and I hope it continues to light up people's faces as it does mine when I step outside the front door.*

**Author:** Paul Doherty



**If you would like to follow the progression of my build or see its history please feel free to follow Instagram @focusbtccreplia.**





*I am ex-military and have always had a passion about cars since a very young age and love the way cars look, sound and move but mainly how they can turn heads for other enthusiast's.*

*I remember being a teenager I used to go out on weekends when not in school finding cars to take photos of and making my own car photography albums and since then it's got more in depth with the car scene.*

*So my Fiesta St is a working project in its early stages, it's a stunning spirit blue with only a few added touches to it for now but the list is always endless to add to it.*

*I have a very unique theme to it which is a **Lest We Forget** theme being ex-military but also have the backing from Help For Heroes fundraising to raise money for them when I'm at car shows or events.*

*They have seen some of the touches I have added and like what they see knowing its working progress. I am also bringing back some of the older car scene generation back adding Underglow lights to the car which tops off the car photos for night time photos.*







*So far the spec list is basic -*

- Custom sunstrip with club logo and lest we forget stickers and poppies
- Custom engine bay covers hydro dipped with world war theme
- H&R lowering springs and power flex isolators from an fiesta St200
- Custom gel badges on the inside and outside for subtle touches
- Internal bulbs changed from standard yellow to blue
- Autobeam fog lights
- Multi colour and multi function Underglow lights
- Unique custom show plates

*No engine mods at the moment due to owning the car less than a year.*

*I'm part of too many car groups to mention however I am part of one particular club in general which I am also staff for which I would class as my family and very fond of the people in that group, the club is called*

**Internet: [WWW.FordClubGB.CO.UK](http://WWW.FordClubGB.CO.UK)**

**FaceBook: [@FordClubGB](https://www.facebook.com/FordClubGB)**

*I'd like to say a massive thank you to Annlouise, she's my fiancé and as been a huge support in getting the car to this level so far, I couldn't have done it with out her, she is also staff for Ford club GB and is a great help with this as well.*



*Author: Paul Doherty*





## Char - **TFSI MK6 Golf R**

Instagram: [@chargirl400\\_x](#)

**Hey I'm Char**

**From Berkshire, 27 years young, Admin for South Meets and I am the proud owner of a 2.0 TFSI MK6 Golf R that is currently running 420bhp.**

*The R has had around £12K (if not more) spent on mods from the showroom, some of which was done before my ownership.*

*It is a Shadow Blue R currently mapped to Stage 2+ running on an uprated TTE420 Turbocharger with REVO High Flow Intake, RS3 Intake Fuel Pump, RS4 Fuel Pressure Valve, Sach Racing Clutch with Single Mass Flywheel.*

*It also has a Full Milltek Decat Exhaust System. It has the setup ready for Meth Injection. I just need to get round to putting the tank in the boot. The Wingback Racing Bucket Seats were an optional extra from the factory but in all honesty, it was the seats that drew me in.*

*I have had the rear end of the car wrapped to create a two-tone contrast effect, it not to everyone's taste but I absolutely love the colours together, changed the standard VW alloys to Bola B17s but she normally runs on 19" Borbet Y's with R888 tyres (alloys are currently being refurbished) and I have added a few visual mods i.e. MAXTON rear diffuser and front splitter.*



*My ideal plans for the R is that I would like to strip out the rear seats and have a boot build around the Meth tank once it's in, Forge the engine, upgrade to a TTE480 Turbo & Stage 3 Remap, but at the moment I'm happy with how it runs and the power it puts down... for now anyway.*

*This is my fourth car in the last 8 years, I started off with a little 1.4 VW MK4 Golf, then due to travelling for work I moved to a 1.9 TDI AUDI A3, but after about a year of ownership, I blew the turbo on.*

*This mishap made me fall back in love with VW so I went onto a 2.0 MK6 GTD which I owned for around 2/3 years before coming across the R, I fell in love with the MK6 shape and it seemed as though the R was like gold dust once the MK7 came out so I made it my mission to own one.*





*I am an Admin for South Meets (you can find us on Facebook and Instagram) we are always holding Meets and attending shows and would happily welcome any new members or if you just want to come along for a nosey and a chat.*

<https://www.facebook.com/groups/2118047568428704/>

*Instagram: @southmeets*

*Unfortunately, I haven't entered the R into any competitions yet as I wanted to work on it visually first, but she will definitely be put forward for a few when the car show season starts again.*

*I will be attending TRAX in the R this year so if you see me or have any questions please come say hi!*

*My ideal dream car would have to be a Nissan GT-R.*



*Author: Elliot Heywood*





**Instagram: @Tylerz240**

**Author:** Carla De Freitas

# **Tyler Probst**

## **72' Datsun 240z**

***My name is Tyler Probst, originally from the Bay Area in California.***

***I spent 18 years of my life over in California and recently moved to the Boise, Idaho area last August! I am currently studying Business and Economics in Brigham Young University in Provo, Utah.***

***Make sure you go and give me a follow and check out my content!***

***I currently drive a 1972 Datsun 240z. Growing up I saw many pictures of cool cars my dad had either bought, built or restored. One that really caught my eye and stuck out to me was his old orange 240z. Let's just say that ever since I laid my eyes on that car I knew for a fact that I wanted one when I became older and guess what, I did!***

***Growing up I was surrounded by car enthusiasts. My dad's side of the family know cars inside out like no others. By being involved and surrounded by them, this sparked an interest in me since a very young age and really provided me with a jump start into the car scene.***

***Once I turned 16, I obtained my driving licence. I had a lot more freedom to go and do what I wanted. So I naturally began attending local car meets hosted by many car enthusiasts in the area. I met a good group of people that eventually became a second family to me.***

***Not long after that, I began to take the lead of our car club and became the co-president with one of my friends. We grew our club to one of the biggest in the Bay Area, hosting and attending weekly meets and cruises from anywhere between 50 to 500 people in attendance. Let's just say that at this point I was fully invested in the car scene!***



***Why does my car stick out from the crowd and unique? I think my 240z is considered pretty unique amongst most people I come in contact with.***

***You just don't see fully restored 240z's on the road these days.***

***Most people that come across my car in town, at events or even on social media are awe at the details and the craftsmanship of my build. The LED halo headlights I have recently installed on my build has definitely sparked a huge interest and following.***

***They are unique!  
In my opinion, it adds the perfect modern touch to such a classic beauty.***



*One thing I believe many people don't realise is the time and effort that goes into a build like mine! You really gain an appreciation and love for the car throughout the process. My 240z build and restoration has taken five years to date.*

*The first couple of years were mostly spent on purchasing parts and planning the build. The last three years or so has been spent building the car into the beauty that it is today.*

*One of the biggest things I have learnt throughout this process is that, things always take longer than expected to complete and that's absolutely fine! Good things take time and as long as you're making progress, you're on the right path!*



*The 240z is such a classic JDM legend. I would most definitely recommend it as the perfect project car or even dream whip. The 240z's are becoming rarer as the years go by, especially those ones in good condition.*

*For everyone who asks me for tips and advice on buying a 240z, I always advise them that the best thing to do is to get your hands on one as soon as you can. If you happen to find one in decent condition to build, don't let that opportunity pass because, you will never know when that opportunity will pop up again!*

*I am currently running the L28 out of a 280z. The unique thing about my engine set up is that I am currently running a Holley 4-Barrel Carburettor with a custom Arizona Z Car intake manifold. Some of my recent modifications include 'Megan' fully adjustable coil overs, LED Halo Headlights with LED light strip blinkers, NRG quick release steering wheel and a few more other things.*

*All of the work on this car was done by my dad and I along with the help of friends and family along the way. Building this car from the ground up has taught me everything I know about cars today.*

*As many car enthusiasts know, a project car is never really finished. Although my 240z is in a 'complete' form and in great condition, I still have many plans for it in the future.*

*I love taking my Z to shows, meets and cruises and pretty much every event where I can spark up a conversation with fellow car guys.*

*This build has been everything from amazing to a headache and everything in between, but I wouldn't have it any other way. Make sure to check me out on Instagram and TikTok [@Tylerz240](#) and feel free to message me with any questions regarding the build!*





Instagram: [@scott\\_evo8](https://www.instagram.com/scott_evo8)

**Scott Thackray**

**Mitsubishi evo 8 mr fq320** MODIFIED MOMENTS  
WORLDWIDE

*I Bought my Mitsubishi Evo 8 MR FQ320 back in August 2014.*

*Unloved and in need of TLC, I knew then when I went to Leeds to view the car it needed to be saved. It was the car for me.*

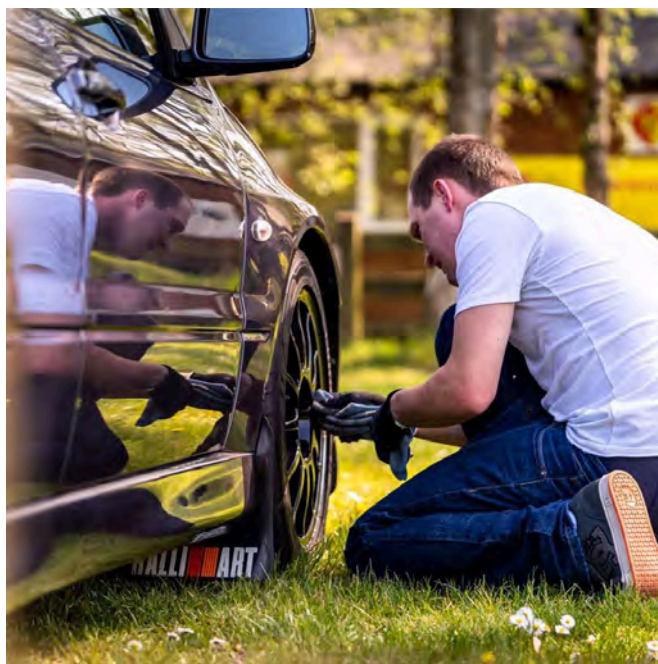
*I was looking for an Evo that was half modified so I could finish it off and put my own twist and style on it. Throughout the 6 years of ownership, I have taken my time fixing and upgrading the car along the way.*

***Now running 371bhp at 1.7bar of boost  
(full) with pops and bangs, 330bhp at 1.3bar  
of boost (low)***

*During my ownership, I travel up and down the UK to the big car events with my car club '@extremebhp'.*

*I've been with them since 2017 and recently at the start of 2020, I became one of the two sponsored cars of the group - all thanks to [Sonia Davies](#) who owns and runs the club a big thank you to her for the opportunity.*

*Also, since entering my first Show and Shine event back in 2017 (which was king of the ring round 5) I have won 12 trophies from local events up to November 2019 with the Evo, which to me is a big accomplishment.*





### ***Interior mods:***

- Carbon fibre: dashboard inserts:
- Armrest cover,
- Handbrake cover,
- Centre console cover, AMS gear knob,
- Omp steering wheel with an Omp boss kit
- Evo 9 Mr fq360 gauges fitted: voltage,
- Oil temperature and boost
- Front Evo 9 GT rally art bucket seats: half leather/ Alcantara
- Full suede rear bench seat
- Fully flocked A, B and C pillars in black
- Roof lining re-trimmed in black
- Rear Cusco polished stainless steel strut brace



### ***Engine mods:***

- Remapped by Bob and Lee and Dyno tech
- 3 port boost solenoid fitted
- Hks hard pipe kit
- Hks clear cam cover
- Big k&n air filter with aps relocation pipe
- Vented and grooved discs all round
- Full blitz nur spec exhaust system with de-cat
- Spec r engine bay polished stainless steel parts
- Japspeed triple-core front mount intercooler
- Cusco polished stainless steel front strut brace



### ***Exterior mods:***

- Carbon fibre:
- Bonnet (one of one), boot, rear wing,
- The vortex roof spoiler,
- Rally art front splitter,
- Number plate holder,
- A pillar trims,
- Rear window vents,
- Side/rear bumper extensions,
- 17inch OEM factory MR alloys fully refurbished in gloss black wrapped in Goodyear eagle f1 tires - -
- Front and rear Evo 9 bumper upgrade



Author: Paul Doherty

ACW  
IMAGES

ABSTO  
PHOTO BY JOEY BUCKFIELD





***My name is David and my car is the 'Hornybee392'. I reside in Roseville, CA and I currently drive a 2018 Dodge Charger Scat Pack.***

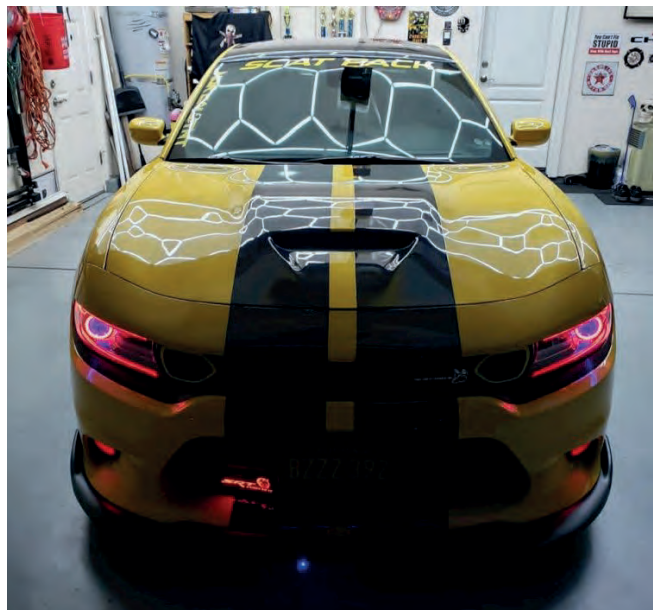
*When I purchased the car it was from a car auction. I sell to car dealerships and I have been in the business for quite some time now. I went to go and buy a Black Scat pack and I ended up buying the Yellow Scat.*

*I was shocked to hear that I won the yellow car instead. My friend turned around to me and said "Don't you like yellow?" of which I then turned back to respond "Who the hell likes a yellow car!?" and I started to freak out! Now, I can't even imagine owning any other coloured car, it has to be yellow!!*

*I have always been a little bit of a tinkerer when it comes to my cars and motorcycles but have never tinkered a car to this extreme...*

*This car was nothing but yellow and even yellow rings on the rims. That was the first thing I ever removed, the yellow rings! I did pay someone to wrap my roof and shark fin however, the guy was a hack! When he ripped off the first roof he rolled it into a ball and threw it into my garage. I said "Why did you do that I could have used it for something else?", then when he proceeded to hack the roof the second time, I just said "Give me back my money and get out!" Now as it happens, I am taking him to court and I ripped off everything he did because it was pure junk!*

*The first thing I ever wrapped was my Scat Pack front right rim. Never had I ever wrapped anything and the first thing I went and wrapped was a rim! I have done all the modifications myself and there has been quite a lot of mods. Here goes a free tip, for all cars that have shark finds,*





*DO NOT ever wrap them, go to the dealer and get a factory painted shark fin, believe me you will thank me later.*

*I call the car 'Hornybee392' because it is a Scat Pack and the bee has an antennae. I do not really care about the antennae so I changed it into horns. From there my theme was set! What makes the car unique? I would say the fact that it is yellow and the scat pack. I have even had the projection lens etched with the Hornybee.*

*I have pretty much done everything you can think of on the Hornybee. I have even switched out the Scat Pack bee on the side of the car and made a 4 inch Hornybee and filled its eyes with red. I now have the 4 inch red eye Hornybee.*

*I have never taken off a panel on a car let alone a whole front bumper but, to do the lights on the charger you must remove the WHOLE bumper. I know what a pain! Believe me a lot has been learnt from doing all these modifications.*

*I am originally from Wisconsin and I have never been a petrol head like this before but, I really love it now! If you want it done right, you have to do it yourself. I was sponsored by American Brother Designs for Spring Fest 15 in Pomona Raceway this March. Well we all know how that all ended up thanks to COVID-19.*

*Scott is the owner of American Brother Designs and I will represent them hopefully in 2021 next year. They set up my whole engine compartment and my cab stuff too!*

*It's funny, when I was trying to figure out my stripping, I took some black glad bags and cut them up and placed them on my car to see what the Hornybee wanted. The Hornybee was meant to have the racing stripes on the front and back and the roof had to "bee" a solid black.*

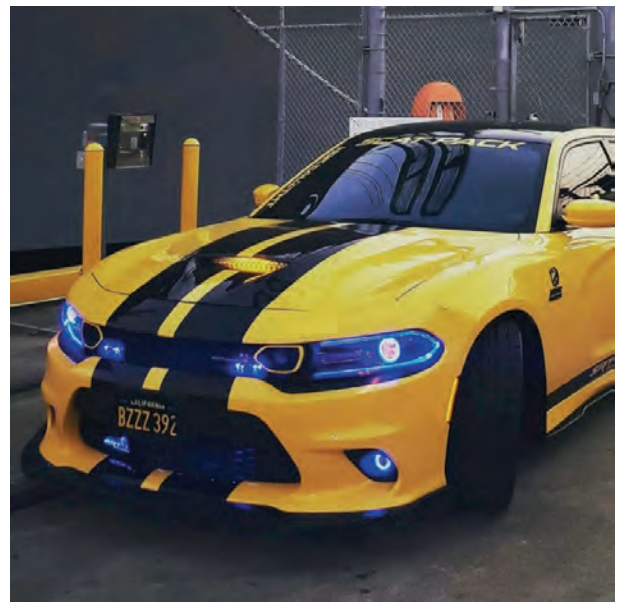
*I have done all the lights from the headlights to the grill, under glow, engine, cab and of course the Hornybee's trademark which is the lit up honeycomb hood scoop. After all every bee needs a lit up honeycomb.*

*I am almost done doing all the desired modifications, thank god!  
But, then what will I do?*

*I'd love for you take a look, I even honeycombed the underside of the hood and deck lid in the engine compartment. I love the "BEE" theme so much I even put a honeycomb LED lighting system in my garage. After all the Hornybee392 needs his honeycomb at night.*

*I only have plans to do a few more things to the "Bee". I would like to soup it up a bit with a PCM swap and a good remap. I will then "BEE" well over 625 horsepower. I am semi-retired from selling to car dealerships so I guess this all goes hand in hand.*

*I had a car alarm installing business for new car dealers, no, it's not what you think, I am too damn big to crawl under dashes so I had a crew of guys that did that for me. I just got too tired working 18 to 20 hours a day and paying more taxes so I decided it was time to shut it down.*





# Alan Cowen

## Seat Ibiza Cupra Bocanegra



*My interest in the car scene 1st peaked in my college years when a fellow student had a fully modded Vauxhall Corsa, Bodykit, Wheels, Interior the work's from then I began to pick up Max Power/Fast Ford & Redline mag's every month and I was hooked.*

*The car scene is great because it allows you full creativity on your own motor which I think most enthusiasts appreciate when you talk to them at meets. Everyone is welcoming and there for the same reason's, It's one big friendly family of the weird, wonderful and very often crazy!!*

*The Bocanegra is one in it's own as they only made 3000 of them worldwide a decade ago, with only 400 left on UK roads.*

*They had such a bad wrap in the early days with engine problems but there are some good egg's out there, although I've yet to see another at a meet (which I kind of like)*

*I think mine stands out mainly for the Dakota Red colour by far the nicest colour they made them in IMO, Also once dropped a few inches they just have the right stance and look great from any angle.*

*My first car was a Ford Fiesta 1.1 Popular plus 5 door. Only mod was writing it off after a month!!*

*I am part of the @ExtremeBHP club and also a member of [SeatCupra.net](http://SeatCupra.net), I have only just started attending meets again as I've not been around the car scene for many years but you will usually find me at a BHP meet as they are legal, good fun and highly recommended.*

*ExtremeBHP has just announced some MASSIVE future plan's which I can not wait to be a part of, go check them out on the socials!!!*

*Dream car are tough one's to answer as they've changed through the years, my early 20's self would say an Escort Cossie, but now I really want an M2 Competition in Sunset Orange.*



### *Full Mods list*

- Stage 1 ECU & TCU remap by DC Performance (Warrington) running 192bhp
- Lowered on Stance street+ coilovers/ Stance shortened links
- Ronal R59 18's x 7.5J (45 Offset) with recut rim's
- Toyo Proxes TR1s 215x35
- Whiteline Rear ARB
- Brembo Extra Discs & Pads (312 Front/256 Rear) Audi TT (8n) (Front brake upgrade)
- RTMG Turbo Intake Pipe
- Stock air box with K&N high flow filter with modified stock intake scoop
- Forge Motorsport Silicone Boost Hoses
- Airtec Intercooler
- NGK U5002's Coil Packs
- Denso SKJ20CRA8's plugs
- Cobra Cat Back (Non Res) 2.5" System
- JVC Headunit/ Vibe Blackair 10" sub & Mono amp wired at 1ohm
- Alpine SPG 17cm 240W up front
- Kill All Wiperz rear wiper delete
- Dark-Ice designs bonnet gas struts
- Fan jet windscreen washers
- Smoked side repeaters
- Autoworx black aluminium paddle shift extensions
- Seat OEM door sills with Boc decals
- Maxton Design front splitter
- 4D Plates
- Bocanegra "B" centre caps & acrylic boc front lettering by AT Designs
- Gloss Carbon roof & spoiler wrap plus tint's by Autowrap Manchester
- Rear diffuser & vent pods, Mirror cover's hydro dipped in carbon and finished metallic clear coat.

*Aside from the front coils, wrap, hydro dipped parts and remapping I have done everything myself including painted front lip, vent grills & interior plastics.*

*Future mods will be Custom downpipe & stage 2 map, Wheels & calipers redone in different colour-fastness bonnet vents but that's just an afterthought.*

### ***Why this car?***

***It's Twin-charged (Supercharger & Turbo) with a DSG box,***

***What's not to like?***



***Author: Paul Doherty***





**Andrew's**

**2003 Blobeye STI**

Instagram: [@andrew.broom1](https://www.instagram.com/andrew.broom1)

*Shona Irving*

Photography

Author: Paul Doherty

*I've been growing up with cars since a young age, the first car I ever got my hands on was a ford escort MK2 putting a pinto engine in there.*

*Since then grew into modifying cars and enjoy driving pretty much anything with an engine.*

*Before having my Subaru I didn't modify a car for many of years but my last was a 1990 RS Turbo Escort, my very first car was a 1.6 mk1 ford focus which I then sold after a little while to buy a Saxo VTR(will attach pics also as it was modified)*

*My STI is finished and I don't have any more plans Yet!!!! I've been around modified cars growing up and was always fascinated by people creating their own vision back when Max Power was around and Weston Wheels shows were all around.*

*Big shout out to **Reis Motorsport Insurance** who paid for a couple of my shows last year and hotel room for me and my family to be on their trade stand.*

*Also a big shout out to Pole position UK that rebuilt my engine and has gone back there many times for advice and parts.*

*This car has been to many shows at Castle Combe/ Silverstone/Donnington which has mainly been on trade stands or show & shine. Entered many shows & shine but never won as of yet sadly.*

*Dream car for me is probably a good custom made hot rod with a supercharged blower.*

**Sponsored by**

**Monstershine car care**

**NL Powder Coating**

**Auto Scuffs Merthyr Tydfil**

**Mishimoto**

**Slug Design & Wraps Bridgend**

**AquaGraphix**







## Engine

- 2.1 stroker Semi-Closed(407bhp/385ft.lb)
- AET built turbo GT3071r
- Turbosmart actuator
- 4 bar MAP sensor
- Fuchs titan race Pro s 10/50
- Japspeed large alloy radiator
- Red coolant hoses
- Red anodised lightweight pulleys
- A/C deleted
- Kevlar timing belt
- RCM track attack can with feedback to the sump
- RCM Headers & up-pipe with heat wrap
- RCM Mocal 25 row oil cooler with the thermostatic sandwich plate
- Hayward & Scott downpipe 3"
- Blitz nur spec r exhaust 3" with poly bush hangers
- DW 750cc injectors
- Fuel Lab FPR
- 340LPH DW fuel pump
- Chrome engine dress
- Red powder coating engine dress
- Bonnet struts
- Ultra racing strut brace
- Perrin pitch
- Perrin oil cap
- Perrin rad stays
- Group N engine mounts
- Hyperflow monster intercooler
- Hard spec race pipes powder coated red
- Powder-coated intake manifold
- SWRD 3 port boost solenoid
- Hydro dipped timing belt cover & caps
- Samco Group N air intake
- HKS oil filter
- MAFLESS
- High/Low boost
- Anti Lag
- Active launch control set at 5500rpm

## Handling

- MTEC gold edition discs (drilled & grooved)
- Brembo brake pads
- Brembo callipers painted Ferrari Rosso red
- Braided brake hoses
- Coilovers suspension
- 6spd gearbox with group N mounts
- RTS stage 2 race clutch
- RCM lightened flywheel
- Millers CRX LS 75w-90 NT+ competition oil

## Interior

- Blitz dual turbo timer
- Full hydro dipped interior
- Hydro dipped boot cover
- Tailor-made floor mats
- Prosport Evo LCD gauges (boost/oil temp & pressure/volts)
- Perrin gear knob
- Perrin short shifter



## Exterior

- Hydro dipped extension lips
- Powder-coated Rota Grids polar white
- Full custom graphics & decals
- Perrin front license plate delete
- Carbon fibre rear licence plate holder
- Cold air feed from the front bumper
- Cold air feed through the headlight
- HID bulbs
- LED license plate lights
- Rear under-car diffuser
- Fully under sealed





Photographers:

Downshift Media: [@down.shift.media](#)

Untypical Media: [@auntypical\\_media](#)

Instagram: [@n4urd\\_r](#)

**Steven Nurden**

**Volkswagen mk7 golf R 2.0L**

*I used to be mad about cars when I was younger, especially during the Max power days, and always said to myself I would love to have a nice car like that one day.*

*Once I had passed my driving test, I bought my first car (Peugeot 106 Aztec) and like many young lads before me and since, the process of looking for the next car began. I had a few 'alright' cars in my teens and early twenties but when Max power ceased publication, my interest in cars faded and I began to just appreciate nice cars, but owning one wasn't such a priority.*

*Fast forward a few years and the opportunity arose to buy a Renault Megane 250. That was such a great fun car to drive and play around in and rekindled my interest in cars as a hobby. However, due to other circumstances, I did not own the Megane for long and the need for so-called sensible cars prevailed.*

*However, a few years ago my dad bought a brand new mk7 Golf R. He was so taken by it he gave me the keys and told me to take it out and see what I thought. Of course, I didn't need telling twice, so I jumped in and off I went for one of the most memorable drives of my life.*

*I live in the gorgeous Wiltshire countryside, surrounded by some stunning lanes and roads which I've always considered great driving roads. The drive was exhilarating, and I came back with the biggest smile on my face and the first words to my dad on jumping out of the driving seat were "I am buying that car off you".*

*3 years later I was the proud owner of the Golf. In my head, I just wanted to keep it simple. Tint the windows, lower it, and perhaps a remap just to keep it simple and subtle.*

*I stuck to the plan, got the windows tinted and had the car lowered. It was around that time when I was told by a friend of mine to look at the Forums and Groups on Facebook, especially the Golf R page. I can officially say that if it wasn't for doing that, I wouldn't have the car I have today.*

*I wrote a post on the page as soon as I was admitted and asked for recommendations for a place that could remap the engine. I received loads of recommendations, many being a substantial distance away from me, so I had to choose carefully. I finally made my mind up and chose a garage to undertake a stage 1 remap on the car.*





*What was done was simply amazing. What a difference it made, the car drove like a brand new car. I can't put into words how happy I was with the end result, and I will admit that I thought the work on the car was done at that point and I could now relax and enjoy it, but that did not last long.*

*Sitting in my lounge one wet weekend, I was scrolling through the cars on the Golf R Facebook page and began to appreciate the wide range of possibilities and routes that different people take in modifying the cars. I was inspired, yet again, to take mine to the next level. I started to draw up a list, performance modifications, bodywork changes, interior styling.*

*The list continued to grow! I have a perfect friend who is an amazing mechanic. I spoke to him about my ideas and I could tell that he was rubbing his hands together with excitement as I messaged and called him about my ideas.*

*I'd ring him and say "I've just ordered these new parts, and I want you to fit them for me". He was a great help in fitting and advising me on this build, and I can't thank him enough for it. Cheers, Chris!*

*As time went on, the car continued to change. I probably haven't mentioned that the car was a blackout of the factory. By this time, it was completely murdered out. Black everything. I was really proud of what we had achieved so I decided to use my Instagram page to show the car off. Prior to that decision, my use of social media had been quite basic, but I started learning about the use of hash-tags and how to get noticed. The car started to draw attention and I started chatting to some new people, making new friends and meeting some awesome people.*

*A page caught my eye [@vagsocietyuk](#). This is a big group of like-minded owners and I started posting to the page about my plans for the car and what I was hoping to do next. My posts caught their attention which at the time I couldn't believe. I had come a long way from not knowing anyone in the car scene to piquing interest on a big page like this. Seeing some of the other examples of Golfs on the page, and in particular some of the striking colours, I decided I wanted to move away from the all-black look to something more unique.*

*After doing some research and making some enquiries I decided that I would wrap the car rather than paint it as it would be cheaper, given all the panels that needed doing. I got put in touch with a company called shade wraps and we spoke for a number of weeks, with me throwing different colours at them because I really couldn't make my mind up.*

*The decision was made whilst out and about with my brother. We caught a glimpse of a car in orange and just had to go and take a look.*



*I wasn't so keen, but then there it was, whilst looking around, I saw a bright green Hyundai and begged them to tell me what the colour was as I knew straight away that was what I wanted. As soon as I knew the name of the colour, I was straight on the phone to shade wraps and was so thankful that they were able to match the colour.*

*The day came for the car to be wrapped and on unveiling, I was blown away. The colour blew me away, shade wraps had smashed it with the wrap, and I can't thank them nearly enough. I am now good friends with Jared and Hannah (owners of [@vagsocietyuk](#)) and they asked me to become a rep for them. Again, I can't thank them enough for that.*

*It has opened doors for me to meet even more new people in the car scene. I am currently doing some shots of the car with photographers [untypical\\_media](#) and [down.shift.media](#) who have produced some amazing images of the car. Thanks, guys.....*



The background of the entire advertisement is a detailed, close-up photograph of a car's engine compartment. The image is in grayscale, with the various mechanical parts, hoses, and the engine block visible. The lighting highlights the textures and metallic surfaces of the engine components.

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### Engine:

- Stage 2 mrc map 408bhp
- Airtec intercooler
- Cobra decat
- Remus non res exhaust
- Ungraded plugs
- Racing line induction kit R600 

Forward to today, I can't believe how far the car has come from what it used to look like when I bought it off my dad. It has had a crazy boost in power and looks completely different. I have made many new friends and seen some amazing cars which continue to inspire me to put more into my car.

Finally, I've already mentioned him already but a massive thanks to my good friend and mechanic Chris Brookes for all the work he has done, and again to Shade Wraps for their patience and the work they have done for me and finally to Jared and Hannah for making me a rep for [@vagsocietyuk](#), well worth a look.

### Plans for the car:

I have a few ideas of what I would like to do but I keep changing my mind so who knows what will be different before the next show season.....but I definitely want more power!



Downshift Media: [@down.shift.media](#)



### Exterior:

- Full wrap
- Bola b11 19" wheels
- Vogtland lowering springs
- Carbon canards
- Carbon front grill
- Maxton splitters
- Carbon badges
- Carbon spoiler
- Tinted windows
- Chameleon windscreen tint
- Carbon mirrors

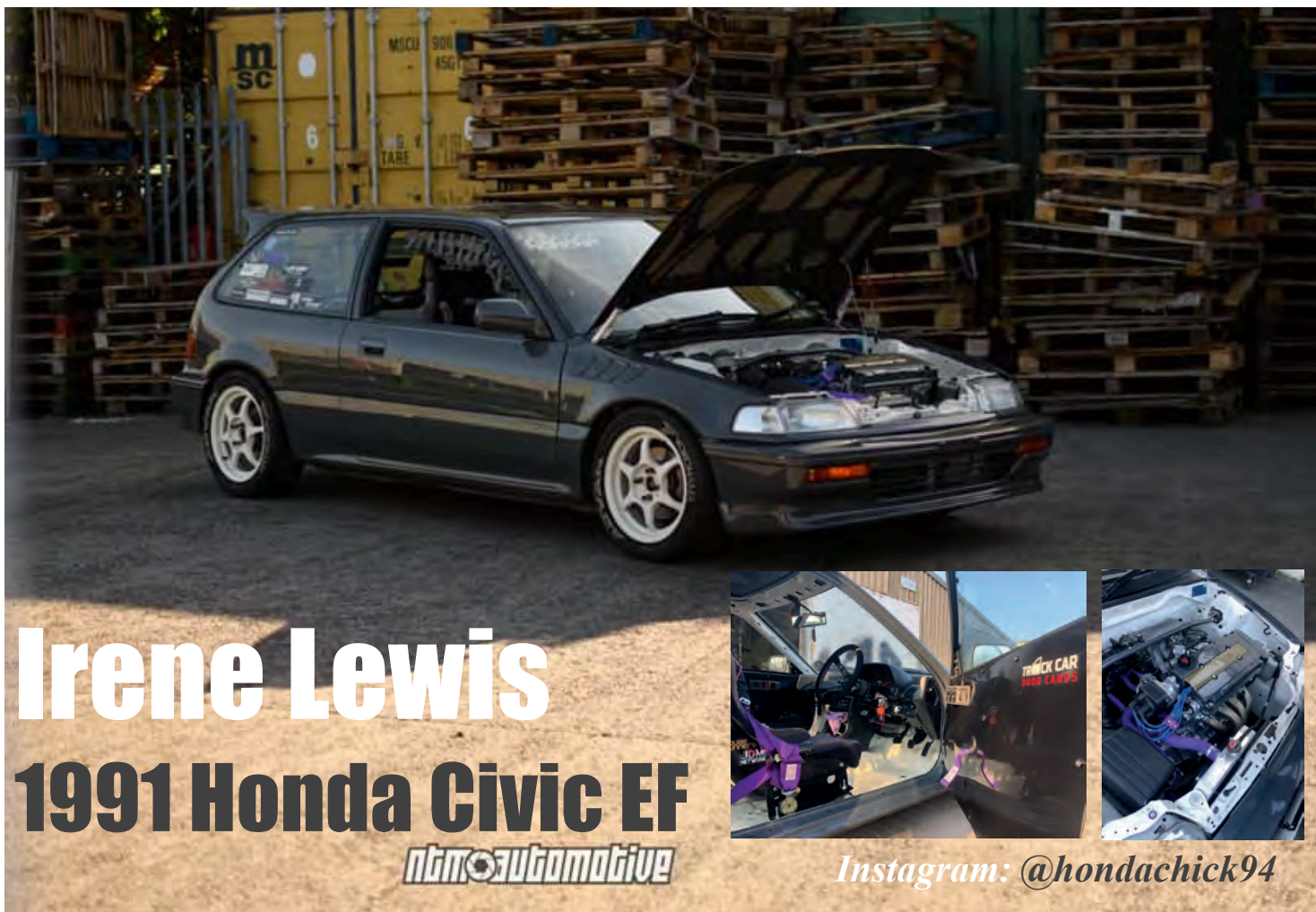
### Interior:

- Carbon steering wheel
- Carbon wrapped interior
- Bigger paddles
- Needle colour change
- Carbon gear shift (DSG)

**VAG** SOCIETY  
UK







# Irene Lewis

## 1991 Honda Civic EF

ntm automotive



Instagram: @hondachick94

***I work as a sales team leader for a local catering equipment supplier (but I'm currently on Furlough). I live in the South West of England.***

*I drive a 1991 Honda Civic EF and I absolutely love these cars. I already really liked Honda's and when I found the 4th gen shape I fell in love with the look of them!*

*They have such a cool history in Japan which I really enjoyed finding out about.. I could spend all day looking at Kanjo civics. I love the style and characteristic that comes with owning a retro car.*

*I was going to local car events before I was even driving so once I bought the Honda I became more involved in the car scene. Social media is a great platform for finding other car builds and speaking to people from all over the world who share the same interests.*

*The B16A engine is 170BHP as standard, I haven't had an opportunity yet to get the car on a dyno as it was only finished at the end of last year so I don't have the figures for how much power she is running yet.*

*I would estimate the car to weigh around 900KG as it's been stripped out inside however I haven't yet checked this, so it's possibly less.*



*The build was done in the garage/unit we have and honestly wouldn't have been possible without my boyfriend Jack, he's my mechanic and car sprayer all in one haha! He's taught me so much and I'm constantly learning.*

*It was a lot of fun (but also tedious) learning how to prep a car as well as fitting all the new parts. Make sure you go check out Jack's Instagram too, he has a JZX100 which he has lots of plans for @jzx\_jacky.*



*We had help and advice from friends too.. Tom did all the wiring on my car and it looks so tidy so I'm so grateful for that. When we needed some parts quickly we turned to a local company JDM Regiment which I recommend as he has a stock of loads of Honda parts.*

*My biggest bit of advice would be to have patience as building a car to a good standard doesn't happen overnight, unless you have a LOT of money it's going to take time to save for the parts you want and get them to work/fit correctly.*

*Although the majority of work was done at our own garage I did take the car to a local company to get the door cards and rear blanks made for the car in a carbon effect, the work was done by Track Car Door Cards and I really recommend them.*

*This was the 2nd car I bought, she was pretty much standard when I purchased her back in May 2014 and over the years I have added more modifications to her. I then took the car off the road and throughout 2019 the engine was swapped and the car was fully resprayed (plus a lot of other things done to her too)*

*My very first car was a 1998 Seat Arosa 1litre. In May 2014 I bought the Civic and then in 2017 I got another Civic EF (a sedan version) to use as a daily car which I still have alongside the hatch.*

*I have lots more plans for the Honda including getting a new steering wheel and boss kit, possibly a roll cage, wrap/livery, BYC side skirts, front splitter, more carbon parts and ITB's would be a dream at some point.*

*There's a lot of car clubs out there but one I have been more involved with this year is called Exclusive JDM – It's a private group for Japanese car owners, they have a really good variety of car builds and are really friendly. Hoping to get out and see them and some of their cars later in the year.*



### **Here is the full spec list -**

- B16a engine;
- S80 LSD gearbox;
- H22A7 throttle body with thermal gasket;
- Stage 3 XTD clutch kit;
- ARP flywheel bolts;
- BC Racing coilovers;
- Energy Suspension full poly bush kit;
- Hard race rear LCAs with down star dress up bolts;
- Skunk2 front camber arms;
- Buddy Club rear camber arms;
- Tegiwa 2.5" 4-2-1 manifold which has been vapour blasted;
- DC2 intake;
- Full custom 2.5" exhaust system;
- 262mm front brakes with Brembo discs and pads;
- Front and rear braided brake lines HEL;
- Rear disc swap with Mintex discs and pads;
- Full respray in colour Grigio Telesto;
- Freshly painted interior and engine bay in Championship white;
- Buddy Club P1 wheels also painted champ white;
- Yokohama Advan AD08rs;
- TGR Motorsport locking wheel nuts;
- Carbon bonnet;
- Fibreworx fibreglass sunroof bung and charge speed style wing;
- Fibreglass vented front wings;
- Carbon effect door cards and rear pocket blanks from Track door cards;
- Purple STR Harnesses;
- 2 bucket seats;
- K Tuned shifter;
- Clocks from EK4 SIR;
- Heavysset purple hose kit;
- Skunk2 countersunk rocker cover dress-up kit;
- Password JDM carbon fuel pump cover;
- HT lead separator and billet bonnet raisers; and
- Buddy Club style front lip.





*I haven't really entered any car comps but I would like to enter the car into some show and the shine stands at car events when possible! However it's always just for you – It's so important to build your car for yourself.*

*If it wins something or someone shows it some respect it's just an added bonus. If it doesn't get accepted or no one likes it who cares? As long as the person who built the car is happy with it.*

*Once car shows are allowed I'm really looking forward to taking the car out and enjoying her. There are lots of shows I want to attend including Mimms Honda Day as its a huge Honda event... They do events at different circuits and also host Japanese Performance show which is an indoor Jap car event.*

*Gravity car show hosted by @SlammedUK, I attended this for the first time in 2019 and really enjoyed the variety of cars which all were built to a high standard.*

*I always attend events at Castle Combe circuit as this is my local circuit, this year I was planning to attend Spring performance action day and JDM Combe with my favourite detailing company, [Bristol detailing supplies](#).*

*Another must on the car show list is Japfest at Silverstone, its Europe's biggest jap car show and always filled with an array of epic JDM goodness.*

*I also love attending Retro rides gathering at Shelsley Walsh Hill Climb, it's a different experience than most other events and really entertaining watching the cars go up the hill.*



*I usually attend the Queen Square car club meets which are local to me and held at different locations, always a chilled environment and without fail cool cars in attendance.*

*I honestly hate trying to answer what my dream car is because I'm the most indecisive person ever. If it were a supercars / won the lottery category, it would probably be a McLaren P1. If we are talking Japanese cars it would be anything from an AE86, C33 laurel, JZX81, anything retro really.*

*When I wash the Civic I will only use Bristol Detailing Supplies products, I really do recommend them! I started using their products last year and I'm growing my collection of their own brand products.*





# Competition Winner James Cox

Instagram: @j3coxy



## DECEMBER 2020

W#	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
48			1 Martin Luther King Jr. Day	2	3	4	5
49	6	7	8	9	10	11	12
50	13	14	15	16	17	18	19
51	20	21	22	23	24	25 Christmas Eve	26 Christmas Day
52	27	28	29	30 Boxing Day	31		