

Performance VW

Remote turbo Vento

Turbos were never meant to be located here

637 bhp UK 'Rado 4x4

The UK's most powerful street-legal 'Rado?

Distressed Mk3 VRT

JKREW debuts his totally unique Mk3 turbo

US Vento 24v V6

Fresh Vento hides the smoothest of bays

Issue 161
Mar 2010
£4.50



03

Mr Big!

Russ Whitefield's Mk2 Golf returns and not only looks set to take on Germany but also conquer the world. You think it looks good outside, wait until you see underneath!



ALSO
INSIDE

SEMA v ESSEN

BODY-DROPPED Mk1

FIXX FEST 6

CAR OF THE YEAR
RESULTS

Britain's
Got Talent



Smallville

Who says small cars can't have impact?
Who says they have to be built by men?
Whoever they are, they're 100% wrong!

Issue 161

THE PACE CAR IS GETTING READY TO DUCK OFF. IF YOU GO TO THE OUTSIDE, YOU 'CAN' HOLD IT!

08



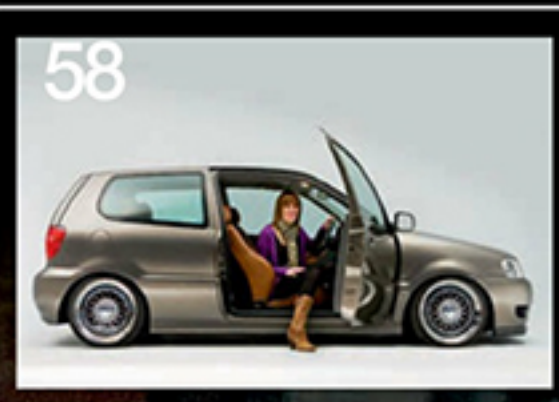
34



42



58



78



70 WE MADE THIS

Performance
VW

FEATURES

- 08 BRITAIN'S GOT TALENT**
After a year away from the show circuit, Russ Whitefield is back and could well be Mk2 show king of 2010.
- 28 CAR OF THE YEAR – THE RESULTS**
The voting lines have closed, the top three have been picked. The results...
- 34 EPIC WIN**
The word epic is used all-too frequently within the context of today's internet forums, but Connor Mahoney's epic project build is exactly that!
- 42 INGLORIOUS BASTARD**
It may not be pretty or particularly forgiving but Ollie Strickland-Miller's home-brewed 637bhp all-wheel-drive Corrado is taking no prisoners.
- 50 THE KIDS AREN'T ALRIGHT**
Thankfully for the VW scene, people like Nathan Baugher aren't afraid to go against the grain – despite what the haters say!
- 58 WHO THE F**K IS ALICE?**
With her stunning Polo, E38 crew member, Alice Turnock, almost makes this Dubbing scene look easy!
- 70 WE MADE THIS**
If you ask us, home-built cars finished by the hands of a true enthusiast are where it's at. A certain Jason Kress would probably agree...
- 78 HELLA F**KED**
It's hard to believe that the most talked-about car from last year's Worthersee Treffen was an abandoned-looking Mk1 Golf shed. Is this what the VW scene has come to?
- 84 EAST BOUND AND DOWN**
While Cali has retreated for a much-needed re-group, the scene in Florida has literally exploded! As a recent trip to FixxFest 6 revealed...
- 96 THERE'S NOTHING I CAN'T DO WITH A RACE CAR**
This is what happens when you try and build a race car, PVW-style. Sit down and buckle up, it's going to be one hell of a ride.

REGULARS

- | | | | | | | | |
|----|---------|-----|----------|-----|---------------|-----|------------------|
| 18 | NEWS | 106 | UK SUBS | 118 | TALK THE TALK | 124 | BUILT NOT BOUGHT |
| 26 | LETTERS | 111 | OUR CARS | 120 | WEB MASTERS | 126 | SPECIALIST |
| 68 | US SUBS | 115 | CLUBS | 122 | THE REWIND | 130 | NEXT MONTH |

**Subscribe
and save 20%**

Subscribe to Performance VW magazine and save 20%.
See page 106, go to www.performancevwmag.com or call 01732 748084





KRATE MOTOR CO.



WE MADE THIS

Cheque book cars are okay but often lack personality and depth. If you ask us, home-built cars, finished by the hands of a true enthusiast, are where it's at. A certain Jason Kress would probably agree. Words: Elliott Roberts Photos: Kate Kress

While a number of firms claim to be one-stop-tuning-shops and offer a complete makeover service, there are very few that will see a project through from start to finish, especially to the standards most of us would be happy with these days.

You can have all the money in the world to throw at a project, you can palm it off to various styling houses up and down the country and entrust it to the best-of-the-best tuners, but unless you're dealing with the likes of Foose or Coddington, then you'll still struggle to find someone who will treat the project as if it's their own and add those all-

important finishing touches. You know, the bits that tie the whole thing together and separate your chunk of metal from the guy next door's.

To build a complete car takes some genuine skill. Unfortunately, we've seen some very nice cars fall down over the years because their owners simply didn't have these credentials once the car arrived home

from the trimmer, bodyshop or engine builder. 'The devil is in the detail' has never been more true than when talking about a finished project. It's the difference between a complete car or something that, on closer inspection, looks a bit rushed or half-arsed.

I'm not going to lie to you, I'm pretty good with ideas but I don't have the patience or

skill needed to see the majority of them through myself. Britain may have talent, but it's sadly lacking here at PVWHQ. However, the same can't be said for the Kress household. I won't beat around the bush: Jason Kress – the mastermind behind this car – is kind of a big deal on the internet Stateside. Loved by many, hated by

thousands, Jason (or JKREW as he's more commonly known) is about as outspoken as they come, and his tongue-in-cheek humour makes for a refreshing change to the sea of hate-debate usually found online these days. In fact, some of his threads have earned 'classic status' in the Vortex hall of fame, most starting deadly serious but turning into



something of a comedy sketch by the time lockdown comes around. Jason's sense of humour is totally wasted on your average keyboard jock! But seriously, JKREW is a diamond geezer. His heart is in the right place, that's for sure, even if his mind is more often than not wondering off on some crazy tangent. If you thought you had some weird and wacky ideas going around inside your head then think again, the world according to JKREW is very rarely normal or dull for that matter. It's full of highs and lows and the madness never really seems to drop off. Jason is the type of chap who never rests or switches off 100%.

The 33-year-old has had a life-long

obsession with cars and design. In fact, he's a graphic designer by trade, so he's got a good eye for ascetics and finer details. He's also got something of a history with Mk3 Golfs – which we promised we wouldn't get into but it's hard not to mention. "You could say I'm pretty cursed with them and this car, Roxy, has been no different," Jay told us in confidence (sorry, Jay – Ed). Bought back at the beginning of '07 for a paltry \$700, Jay's original brief was to build a race car in the style of Shinya Kimura. Don't worry; we had to Google it, too. "Mr Kimura is a famous Japanese motorcycle builder who only builds old Harleys, mainly from the '20s and '30s, with Brad Pitt being one of his many fans,"

said Jay. Put simply, Shinya incorporates modern mechanics in an old-skool frame to create arguably some of the most sought-after bikes in the world. We bet Shinya never had to battle as much as Jason has though. "The car has fought me every step of the way," Jason grinned. "It's been a running joke between friends about which one of us would kill the other first." Nice friends, you might think; but when you look at the statistics you can start to see where they were coming from. "I got locked out five times with the engine still running," explained Jason, "have been through two engines, two sets of seized coilovers, three chips, two engine fires, exploding water pumps,

recovered the interior five times, plus twelve tickets from the police." Like we said, it's never dull over in Kress-ville, and that's not mentioning the three different sets of seats and five sets of wheels he's been through.

Anyway, back to Shinya and his unique approach to building custom bikes: "He makes everything look old and dated by way of a patina aging-type process, making all the new parts used blend in with the old bike," said Jay. So even if he didn't have luck on his side, at least our OCD-tuner had a theme to work with. "I wanted to have a completely stripped-down, vintage-looking car that was as barebones as possible, similar to the Rat Rods of the '40s and '50s." He may not have luck

Nope, not just some '50s Hot Rod porn, that's Jay's 'old lady', the lovely Kate

JKREW Q&A Session

It's quite clear that you're a gearhead through and through, but how did you get into cars originally? It's funny because I was never a gearhead growing up and I even went through high school admiring the hell out of those kids from afar. I always wanted to be the guy who could pop his hood and actually fix something. Don't get me wrong, I loved cars, but I was never a wrencher. My best friend had a '69 Firebird that we would work on but at the end of the day, I was a total car noob. I became a master stereo installer in college so my focus was always fabrication inside the car instead of on the outside. I joined a car club called RawNRG in college and we all hung out at VW Sport/1552. That was a pretty big inspiration seeing all of their work in almost every PVW at the time. I took a break for a bit and picked the bug back up with a new group of friends who had an anti-car club called Homegrown Motorsports where their motto was "nothing beats doing it yourself". They got me to really dig into cars and get dirty.

Now JKREW is kind of a big name on certain forums, but would you call yourself an internet celeb or are you more a web villain? The JKREW persona was all a study in college. It was an exercise in building a brand for an advertising class so I went about creating a web persona and I somewhat live it 24-hours-a-day online. JKREW is just a boisterous guy who has no vocal filters and it often gets him in trouble (my ban count is up to 23 and holding "cough"). I try to get away with as much as possible and often tend to have it bite me in the ass, but it's never a dull time. I just try to have fun with it and never take anything too seriously. People either love me or hate me, but as soon as they realise that I'm the exact opposite in person, I tend to not get punched in the face.

You've got a lovely assistant who goes by the name of Kate. How did you guys meet? It didn't take you long to put a ring on that girl's finger did it? Hmmm.... Haha! Kate always tells me she fell in love with me as soon as she saw my Mk4 years ago. We met on AIM, I said I was a photographer because she was a budding model so we eventually met up with mutual friends. I was smitten instantly but I was dating someone at the time so we stayed in touch over the course of four years, as friends. Two days after I broke up with the ex, Kate and I were making out on the couch. A couple of years and two project cars later we were hitched by some chap named Elliott at H20 as a drunken joke and got officially and properly married the next summer. I can't tell you how many people still think the H20 gig was the real-deal wedding!

You've got so many websites, blogs and internet identities. Can you explain them to us in a simple manner? JKREW, jkrate, OhKate, Krate Motors etc. Kate and I always come up with these online projects so we try to keep it within our brand of jkrate just to keep the name fresh. Seeing how we're both incredibly open with our online lives up until now, it was only natural to have such a broad online website/blog presence. JKREW is my personal portfolio, OhKate is Kate's, jkrate is our professional (albeit outdated) portfolio and Krate Motors is a chronicle of our various car builds.

You've had a number of interesting jobs over the years. Please explain what you're up to these days, the road you took to get here, and more about Krate Motors? I've been doing something design-related in the field for the past ten years, ranging from designing VW's website, to building automotive prototypes, to designing boring PPT templates. As far as jkrate and Krate Motors goes, we're planning something really big for the new year.

You're a creative devil at times. Have you always been into design and where do you get your creative flair? I'm an only child, so I always had to entertain myself. I was a fiend with Lego back in the day. I would build complete cities going throughout the house that would always piss my mum off. I dunno, I guess I'm just that kind of person that is always thinking about a creative solution to make something work. My dad was always tinkering with something so I guess I got it from him. But at the end of the day, I'd have to give it up to good old-fashioned boredom and alcohol that got me off my ass and into the garage.

I've said it a thousand times but too many people get so engrossed in one style of automotive genre and segregate everything else. There are so many wonderfully creative projects being built all over the world to pull inspiration from. It makes me sad to see so many cars that all look the same at shows all following the same trends. All of these people who think they are being adventurous with air should look at

the people who are putting LS1 lumps in the bays of S2000s. That's the kind of stuff that gets noticed, not multi-colored bolts on ridiculously-chromed RSs.

Let's talk about project cars. You've had a few in the past. Have they always been VWs? I've never driven anything except hatches although my first VW was a four-door Mk3. My first project car was a '94 Civic hatch. I always wanted one so I found one for \$400 and wanted to swap a Jap-spec engine in it. Kate took it to get inspected and the mechanic told her that the car was unfit to even drive home. Needless to say, we sold it that night to the first person who called my phone. The first car that Kate and I officially built together was a cherry Mk2 golf named Betty. It was insanely clean and we picked it up for a steal so we decided to keep it simple and just enjoy it.

So, the main reason we're here today is because of your latest project car, Roxy. Did you always plan to build a Mk3 and why the name Roxy? I built Roxy to beat my Mk3 curse. Almost everyone knows about it but essentially I killed my first Mk3 with a botched VR swap which caused the curse to begin with. Roxy fought me every step of the way but I think I finally made amends with the Mk3 gods. As for the naming, I name everything. Tools, body parts and cars. Especially cars. I mean, it's your car, you always have to name your car! And it has to be a dame's name because she's the one that will take care of you as long as you take care of her.

Where did you find the base car and what condition was it in? Roxy was a faded black \$700 VR6 with 180,000 miles on the clock when I bought her. She was the best beater ever and I really had no plans to do anything else with her but drive her in the winter. People get bored in the winter so the idea of not touching her lasted for about two weeks.

In what order did you tackle the car and what was the hardest part of the build? I wondered what it would be like to drive a gutted car. So one day, during a snow storm, I ripped out the interior in my car port, mainly out of boredom. I started hanging out in the Mk3 forums learning about all the rarities of the models etc. I wanted to build a car that no one could make with parts off-the-shelf. I'd touched every single piece of that car by the time I was done with her. It was literally the greatest learning experience I have ever gone through in my adult life so far (didn't you just get married? – Ed.). The hardest part of the build has to be a tie between painting the damn car and the multiple engine swaps. Well anything engine-related really. The paint procedure had never really been done by anyone in the area before so it was all guess work. It was a normal paint job but a matting agent was mixed into the final clearcoat to give a pearl-look under the sun and a matte-look in the shade. You can't spray when it's hot or the flake would settle, so everything had to be right. The bad thing is that the clear coat and matting agent equation was never written down the first time we did the bay so we had to guess every time we painted the other parts of the car.

We know you're lucky in that Kate is just as enthusiastic about the projects as you and is happy to get her hands dirty. There's a limit though, right? I know my limits to what I can do and when I need help. I have always asked my friends to either help me or teach me, or both. My friend Bubba taught me how to prep and paint, my friend Jason helped with the engine swap(s), fabbing and various other fine-tuning bits. And lastly, and most importantly, Brad down at 1552v2 installed the fun factor under the hood. NGP was always there to help me when I just couldn't figure something out.

The project hasn't been without its low points and you've had a bunch of other stuff happening in your personal life. Ever consider throwing in the towel? There were far too many with the build but without getting into any of them too much, I think that the most important thing I walked away with is, that even if you go through a complete failure or mistake, it teaches you what not to do and how to appreciate things when they do work out. That being said, no matter what we did with Roxy, it always went wrong. One time the door shut and the alarm locked us out while the engine was running. We were burping the coolant and the engine started overheating and there was no way to shut the car off. I pulled the battery cable, MAF plug, tried to choke the throttle... nothing worked. We had to

PLEASE
TURN
OVER

"The car has fought me every step of the way. It's been a running joke about which one of us would kill the other first"

Possibly our favourite ever VR6 turbo install...and it looks f**ked!



but one thing Jason has got bucket-loads of is patience; that's why, no matter how long this car took to build, you could pretty much guarantee the finish and attention to detail would be second-to-none. Okay, it won't appeal to all the shiny show car jocks out there, but the thought and finish that's gone into this car makes your average Mk3 show car 'bubble' look positively plain. And that's being polite!

Anyway, how did the vision become a reality? Well, in the summer of 2007 I met a guy named Bubba who worked at a local body shop," said Jay. "He began to teach me how to carry out bodywork and prepare a car for paint." During this time, Jay sourced a donor VR6, which had less clicks on it than Roxy. "During the bodywork we took the car to my friend Jason Duerr's house to fit the new motor and paint the bay while the old engine was out." Jason, aka Turbo 'Pumpkin', is something of a VW veteran, having had his Mk4 featured back in the day. After that, it was back to Bubba's place to finish the car off. But after beginning to paint the inside, things went wrong: "Although it looks flat to most people the paint is actually metallic with a clear coat which is then mixed with a matting agent. If you don't get the mix right it either goes too glossy or too matte. We got it wrong... twice!" And that was just the start of the bad luck.

It was only after the guys managed to get the paint finish spot-on that Jay discovered the new motor was, for want of a better word, f**ked: "The head gasket had gone, so I had to go back to the original motor. This meant a trip back over to Jason's for another engine swap," said Jay - still frustrated just reliving the story. The car finally arrived back home, just in time for the trio to make their annual trip across to Ocean City for H2O International.

The car remained largely the same for the best part of '08 but by winter Jason was ready to go all-out: "I really wanted to turbo the thing. I had a friend who shipped cars, so I sent it down to Florida by train to have the guys at 1552 perform the install," he told us. Jason has been friends with Brad at 1552 for some time and knew the car would be in safe

hands. It goes without saying that an obligatory rebuild was called upon, too, just to be on the safe side.

Brad and the crew have done enough VRT swaps to be able to turn them around pretty quickly and it wasn't long before Jay and his partner Kate flew down to pick up the now-rather-spicy Roxy: "We decided it would be best to get the train back to Virginia," said Jay. The 18-hour journey was full of mixed emotions, as you can imagine: "The train was full of old people which was pure hell, but we still managed to have the time of our lives in the process." That's another thing about Jason and Kate, I genuinely believe they could have a good time in a morgue. Whether they're on a train full of old farts or making some custom part in their kitchen sink or bath tub (don't ask), so long as cars are involved then they're happy.

"Once home, to make matters worse we got Roxy stuck whilst getting off the train," Jay said. As you can imagine, this went down really well with all those onboard! After finally getting the car home Jason spent the summer of 2008 finishing the interior. For this, he was rewarded first place in class at H2O, which was no mean feat considering how competitive the 'Mk3 Wild' category is.

While the car was obviously a hit with most people, Jason still wasn't 100% happy. He's obviously a creative kind of guy and he just wasn't convinced the car was original enough or said enough about him: "I knew on paper the car was done, but it needed some more personal touches to be completely finished," he claimed. So the pair spent the rest of summer adding what have got to be some of our favourite, totally unique, mods to the car. Some might call them quirky, we call the whole look pure genius. This car sums up exactly why we love the US scene right now. Not just because, only a decade ago, if you weren't fitting a Wings West kit to your Jetta then you weren't worth a mention on the US show scene, but because they've not simply copied what's happening in Europe. No, they've gone out and done their own unique

pull all of the injectors to kill the engine. Also, every single time I decided to sell Roxy or burn her to the ground, Kate was always there to punch me in the chest and tell me to 'finish the goddamn car'.

Okay, what about the highs? How did you stay motivated during the build and what sticks out in your mind as the best part of the project? Going back to me being an attention whore. I have to say that my 'build-up' blog and forum friends really kept me motivated to finish. That, and the fact that it was such a unique build of sorts, the attention it got was almost addictive. I think the best point of the build was driving into H2O's fairgrounds and deciding not to show because I didn't care about winning anymore. I finally understood that I built the car for me and not for anyone else.

If you could wind the clock back, would you do it again and, if so, is there anything you would change? I'd love to do it all over again but this time I bet I could do it for half the cost.

Are we right in thinking the finished car debuted at H2O last year? How did it go down? I think Roxy is officially done. Every winter I wanted to do one more thing but I am just happy to enjoy her now. The best part about H2O was just cruising and going to the GTGs and, I know this is shallow, I loved to sit back and watch people check her out. It was good to see people taking pictures and showing interest in the car. As for what people think, I couldn't really care less; I love her haters just as much as I love her fans. That was the whole point of the build, to do what I wanted and stand out in a crowd full of copycats.

One of our favourite parts of the car has got to be the engine. Not just the fact it's a VRT but the whole patina look. Where did you come up with the idea? Shinya was the basis of this entire build from start to finish. I would get completely toasted and stare at his bikes for hours. I made it a point to touch everything in the car, whether it be sanding logos off, scuffing boost hoses or wrapping the steering wheel and dyeing it with dirt and engine grease. I have notebooks on people I called up and asked about their

techniques but most of it was trial and error. The funniest thing I did was rattle-can my shifter setup. I had this crazy expensive piece of art and then I took a can of flat black Krylon and steel wool to it. I even videotaped it. I blame the beer on that decision that night.

What do you say to people that might claim the seats are a step too far and where the hell did you find them? Is that shit even legal? The seat idea just came to me one night after seeing some bomber seats in a photo book. I bought a set of Jetta seats for \$50 and gutted them one day and was amazed at how beautiful the form was under all that padding. It was perfect for what I wanted to do and even had the speed holes in the seat bases. I painted them black and then stripped them on my tiny deck and carefully brought them in the house and washed them down in the shower. They're totally legal and actually pretty comfortable (for short drives). I think they were the element that made the car complete and it's funny that the cheap \$50 mod got the most attention.

Are we correct in thinking there are other airplane parts inside? Some of which are quite special to you. I fabbed in the flight timer from the plane my grandfather flew at Pearl Harbor. I always remember playing with it as a kid and came upon it during the build and decided to put it to good use. Funny thing is that it still works.

After all the hard work, once you'd got the motor running, explain how it felt the first time you took the thing out for a shake down? Due to all the problems with this car it was never an immediate thing. It was a gradual build and it still has its problems but I will admit, going from NA to FI is an addictive experience. Everyone who knows me has no idea how fast the car is because I never romp on it around anyone. The only times I drive the piss out of her are after I've a bad day at work or if I'm really stressed out. I have a few roads that I take her out on and drive as fast as I can without losing control for 20 minutes and then come home feeling completely better with a silly grin on my face.

What does the future hold for yourself, Kate, Roxy and the whole JKREW empire? Where do you go from here? The road ahead is going to be interesting seeing how we are almost at the point of either stepping up to Audi or taking the jump to classic Porsche. I desperately need a garage. I've been holding on to a great idea for two-years but I can't do it in my carport this time around. It's silly, but Kate wants a baby and I want a garage. Guess we'll have to see who wins that battle!



"I knew on paper the car was done but it needed some more personal touches to be completely finished"

"It was an insanely fun ride teamed with just as much furious frustration"



Dub Details

ENGINE: 2.8-litre VR6, C2 9:1 head spacer, T3/T4 .82 trim turbo. Euro transporter rocker cover with welded Harley Davidson fuel cap. SP short runner, hand-made inter-cooler piping, Kinetic front mount. C2 management. Forge boost controller and diverter valve. Full 3" exhaust with motorised side-exit lakepipe, Peloquin LSD

CHASSIS: 7x16" distressed-look SSR Candy Walks (25mm front adapters and 45mm rear) with 205/40/16 Falken 512s. Golf H&R ultra low coilovers (front) and Passat H&R coilovers (rear). DE front brakes, front and rear-drilled and grooved discs. Autotech anti-roll bar (rear)

OUTSIDE: Honda Tea green metallic with PPG matte clear coat paint. Jetta front end, Jetta Ecode headlights. Shaved bonnet, front and rear bumper, hatch plinth, rear seam lines, aerial and wiper hole. Euro hatch, Cabrio 3.5 rear clusters. 4" exhaust hole cut out of sills. Polo door handles, Greek rear badge

INSIDE: Stripped and colour-matched interior. Hand-made aluminum door panels with race-inspired door pulls. Hand-made fuel cell with hidden subwoofer enclosure. Stripped and riveted Jetta bomber seats. VW Motorsport rally shifter. Jetta power windows, Cabrio 3.5 dash with linear actuated custom gauge panel (containing vintage Stewart Warner gauges). NOS Momo steering wheel

ICE: Sony head unit, Alpine amp, Infiniti 4" dash speakers, 6.5" rear speakers and hidden 10" JL subwoofer in fuel cell

SHOUT: My wife Kate, Roger and Rudi, Bubba, Jon, Elliott, Brad at 1552, NGP, Jason Duerr and everyone in Homegrown, plus The Flying Circus airfield in VA for giving us a free run of the facility

thing and this car demonstrates that.

Just before the final makeover, Jason decided he wanted to get the car sitting right: "It needed to go lower, but I had to run custom piping so I went up to a shop in Pennsylvania and was talked into an LSD while I was there." Unfortunately, on its return the car ran like a bag of crap, so Jay and his friends once again had to fix it. What do they say about if you want something done right?

To complete the new stance, Jason needed to do something a bit unusual on the wheel front: "I found these wheels on eBay.co.uk and got a buddy to collect them and ship them from the UK." Jason couldn't remember the guy's name, but said he was balding, with a Tintin-type wispy spike. Kind of a big deal on the UK Dub scene, too. God knows who he was going on about!

As it transpires, the Hot Rod-style SSR Candy Walks turned out to be, apparently the only set in the country: "That made them extra cool in my book." The wheels, along with the rest of the car were rubbed down or distressed to give a used-type of appearance: "I sanded off every single logo on the car, the short runner intake and even the new silicone hose to continue the theme." Jay then painted every single pipe black, before sanding it back down so only paint remained on the indents and edges to make it look old: "I sanded the

interior and scuffed the fuel cell paint. Nothing in the car has a shine to it, which I think really makes it look dated and vintage." While the interior is pretty sparse, Jay hand-selected a bunch of choice accessories to complement the rest of the car's used-and-abused appearance: "I sourced the VW Motorsport shifter from Germany, made up aluminium doorcards with race-style door pulls. And then came the Jetta bomber seats!" he exclaims.

The fuel cell we mentioned earlier housed a hidden subwoofer, which is a neat touch, as is the Mk3 Cabby dash in which Jay mounted something rather special: "I'd sourced the specs for the original decals intended for a Porsche 356 Cup and had them made up and placed on the car in the exact same position as a homage to vintage racing," Jay continued. "Then inside, as another tilt of the hat, I installed a light timer from my grandfather's plane that he flew at Pearl Harbor in the dash." It still works, too, according to Jay.

Now it's not just Jay with an artistic hand; you may have spotted a familiar name in the photo credits to this very feature: "We were so excited when Kate got the chance to shoot the car for the feature. It was her very first automotive shoot and she did wonderfully," said Jay. We'd have to agree there.

You've only got to take a look at the

beaming smile on the couple's faces to know they're pleased with result. The fact some people totally missed the point adds to the taste of victory. "In the same way Shinya does his bikes, I wanted to do the same with Roxy," said Jay. "The main issue people had with it on the boards is that it's obviously a modern car, and back in the day it wasn't about buying parts, it was about making do with what you had. While I had the means to buy the parts, I tried to make them look like I'd found them laying around or that I'd made them from scratch."

Well we get the concept, even if the majority of people don't. I guess the big question is: would they do it all again? "It was an insanely fun ride teamed with just as much furious frustration, but Kate and I learned how to do just about everything on a car through Roxy." You can't put a price on that.

So was there any time when you just wanted to throw in the towel then Jay? "Kate was great, she was always there to support me when I wanted to quit and throw a hammer through the windscreen," which probably explains why the couple officially tied the knot last year. What a perfect way to complete the perfect build, which has united a bunch of friends in the good old-fashioned American way; spanning on an old automobile over a few beers ●