



WAR ON RACING

SOUTHERN CALIFORNIA'S BIGGEST AUTO CULTURE CRISIS

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THE GOLDEN ERA; IS IT NOW?
NO LIMIT PORSCHE CAYMAN
A.M.P. FREESTYLE DRIFTING
BEST INSTAGRAM CAR PICS

BMW 1M RBR TRIBUTE

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THE GOLDEN ERA OF CARS *are we living in it?*

 Yoav Gilad

Ahhh, the good old days of motoring... I'm not old enough to remember the good old days of course, but how wonderful they must have been. You know what I'm talking about, right? The golden age of coachbuilt glamour, of Duesenbergs and Bentleys, Figoni et Falaschi and Touring. You'd turn the chromed door latch and step onto the well-lacquered running boards, your cosseted back side emerging from the buttery animal hide. The night air would be warm and perfumed by magnolias as you entered the sprawling mansion for a night of languid boozing and up-tempo jazz. Out of one window you'd see the cabriolets and limousines stretching past the carriage house and the drivers standing by, sharing a cigarette, awaiting the word to whisk guests back home through the premature sun beams.

This was the reality of the 1920's and 30's; as long as your name was Clark Gable or John Rockefeller. You see, these cars and that lifestyle were the domain of a very privileged, very, very few. Most people were still scraping by in factories or on farms. Urbanization, and the middle-class that sprouted with it, was

only just beginning in earnest. On top of that there was the Great Depression of the 1930's which wiped out a great deal of wealth throughout this country and the world.

So perhaps the good old days of motoring, the real glory days of speed were the 1960's? You'd set out on a Saturday night for the local drive-in restaurant, maybe the Big Boy close to high school, where all the kids would be. You'd finally gotten that new four barrel carburetor installed and wanted to see what she could do. Or maybe, you were one of the lucky ones

who was factory backed and running on Woodward near 14 Mile. You'd pull up at a light in your big block Chevy, Ford or Mopar and some clown in a rival make would roll up next to you. Lights change. Rubber burns. A quarter mile later there was a winner.

Win or lose, you were driving a car that couldn't turn as well as a cruise ship and had brakes more suitable for a Schwinn.

On top of that, your big block was probably running thirteen second quarter-miles and today, would get smoked by a Lexus ES330. It must have been fun, but it's all relative. Twenty-five years later it was the same story all over again. However, instead of 'Cudas and Chevelles, it was Integras and Supras. During the 1990's there were guys in

Civics referring to a 50 shot of nitrous as the 'Big Shot' and still running thirteen or fourteen second quarter-miles.

Is it possible that the Golden Age is today? Impossible! Only three years ago the US government was bailing out car companies fat and bloated with inefficiency. And yet, you have the Ford Mustang which costs less than \$23,000 and does 0-60 in 5.6 seconds (just as quick as the 1985 Ferrari Testarossa or just a tick slower than a 2011 Porsche Boxster!) while getting over 30mpg highway. Is this not amazing? Additionally, because of social media new, obscure trends can gain a wider following no matter where or how they originate—think Rauh Welt in Japan or car wraps right here in the US.

While it's important to respect the past, you shouldn't forget that romanticizing it makes you lose sight of how good we have it today—500 horsepower Mustangs, Camaros, Lexus' and Nissans, 700 bhp Ferraris and Lamborghinis, and a multitude of cars that achieve over 40mpg which are still relatively quick. Not to mention that traffic fatalities are declining because cars are becoming safer all the time. I appreciate the coachbuilt glamour of the 30's, the democratization of horsepower in the 60's and the rebirth of speed through the 90's. But if there was ever a Golden Age of Motoring, I'm sure this is it.



NO LIMIT PORSCHE



Ezekiel Wheeler



Brian Sloma



Dreams are often a combination of childhood imagination and adult aspiration. When those dreams become reality the result is a truly unbridled Porsche Cayman built and raced by 911 Designs.

The man behind the car, Mr. Loren Beggs has been a long time fan and supporter of Automotive Styles, so when we got a call to come check out his “flippin’ insane Cayman” we couldn’t help ourselves.

We showed up just a few days before this issue was released, well after the shop was cleared of its daily to-do tasks. Passing the rows of Porsche Cup cars, weekend race cars and customer cars to the back tire wall of



the shop and there it was. The most wicked looking Porsche race car I have ever seen in person. Its sinister flat black paint offset by its playful teal accents reminded me of an anglerfish.

The Cayman stood, waiting in the shadow of its own bioluminescence to attract prey. Of course, on the track a good looking car will only work well in the pits. Whether or not it's

worthy of its livery is a judgment withheld for the track.

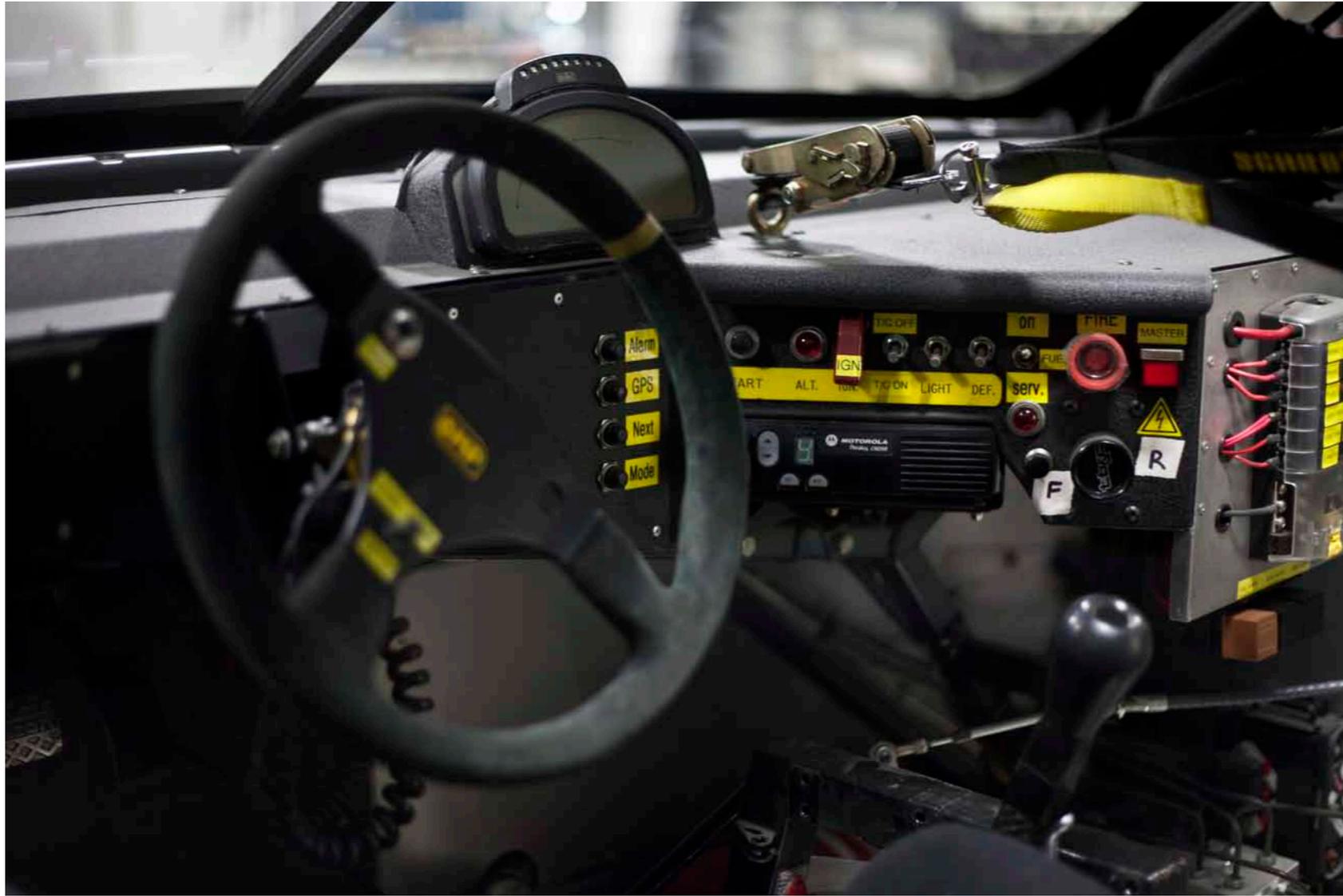
Certainly, Mr. Beggs and the team at 911 Design are well aware of this rule. Which is why this Porsche comes with

a custom attack weapon--a twin turbo Porsche 997 GT2 cup car engine equipped with 911 Design's individual throttle bodies (ITBs). To ensure that this 730 horsepower beast's power gets transferred to the track properly, a six-speed sequential gearbox executing 85 millisecond shifts was installed. Once the power has made its way through the drivetrain it has to leave an impression on the road. This is where the massive eleven and fifteen inch-wide (front and rear respectively), center-locking Fikse wheels and Yokohama Advan slicks become involved and trans-

mit every ounce of power propelling the car to a top speed of 192 miles per hour.

Hearing the numbers and all of the related statistics of the car, you'd expect the driver to be one of those guys that wears orange everywhere and walks around with oversized sunglasses bragging about his time on a yacht his friend owns. Here's the thing, Mr. Beggs is one of those guys that truly catches you off-guard. He epitomizes the phrase... "beware of the quiet ones." They are the ones who don't need to brag about their work because their work and success on the track speaks for them. Being the young guy that I am I can't help but just smile and want to shout to the world that this Cayman is a car





that deserves national magazine coverage. In this moment and declaration of Wayne's World-like unworthiness, I have come to realize that other race cars are not the only prey the angler-fish has been waiting to devour. I have fallen victim to the 911 Design Porsche Cayman race car, and you can be sure that we'll be returning for their next wild creation. I see a wide-body 4.0L Porsche Boxster Spyder on the horizon.





WAR ON RACING

Southern California's Biggest Auto Culture Crisis

 Ezekiel Wheeler

 Robert Hardin

Brake, downshift, apex, g-force, acceleration. Terms most of us enthusiasts long to experience. Hell, if we could engage in side-by-side racing with other like-minded individuals on freeways and surface streets all the way to our destinations, we would. Recreational racing on tracks keeps many of us sane. So why does there seem to be a war on LEGAL racing?

Recently, some disturbing news developed--from out of nowhere, Irwindale Speedway hit the metaphorical crash barrier at 200 miles per hour. Reports that the pit lane grandstands had been disassembled and employees had quietly cleared out their offices and received final paychecks were buzzing around. Inquiring into

these rumors, we received official word that indeed the track had been shut down, but would still consider honoring their pre-arranged events for the calendar year. Two hours later Hot Import Nights, Formula Drift, and various other automotive racing and show car events announced new locations and it was confirmed that Irwindale was indeed closed for good. The only endeavor which would continue would be the kart racing school in the parking lot. Year-round sanctioned racing in Los Angeles County had now been declared history.

We can be certain that politics were involved; certain sponsors took an escape clause and other parties bickered over price and prospects, but how did Irwindale shut down so suddenly? How was

an entire community, let alone Los Angeles, caught off guard? How were we not aware that this institution was struggling and could have potentially benefited from the largest culture of automotive hobbyists in the world to help save it?



Only a month after the Irwindale's disappearance act, Auto Club Speedway had announced they were officially closing down their drag strip (Fontana Dragway) pending a court hearing. Apparently some neighbors across an industrial train track had decided the noise (prevalent for nearly six years) had become too much to live with and demanded the track be closed or relocated.

Unfortunately, Irwindale and Auto Club Speedway were not the only casualties. Within the past six months, 4 tracks in SoCal have closed down for good: Orange Show Speedway (November 23rd, 2011), Irwindale Speedway (February 12, 2012), Fontana Dragway (March 1st, 2012) and Victorville Speedway (March 13, 2012). One of those has been shut down by,



let's face it, whiners who knew what they were getting when a race track was built nearby.

The Not-In-My-Back-Yard whiners, while not appreciated, are the exception not the rule. The rest of the tracks shut down for a variety of reasons, but the main reason is purely economic. The bottom line, both literally and figuratively, is that tracks are not cheap to run. So unless you have big dollar sponsors (ie Long Beach GP

and Fontana's NASCAR race) it's tough to make money. Waiting for the annual Super Bowl of racing to show up at your track does bring in spectators who buy \$10 hot dogs. But what the majority of whiners don't understand is that it's the weekend racers who spend everything they have to keep their passion alive and help keep the surrounding community thriving and open. They are the ones who spend money at nearby restaurants, gas stations, bars, garages and even car part retail stores to make sure they are ready to take on an entire weekend of racing. And while no one will move to a new community because their local track shut down, they may decide to keep racing whether or not there is a track.

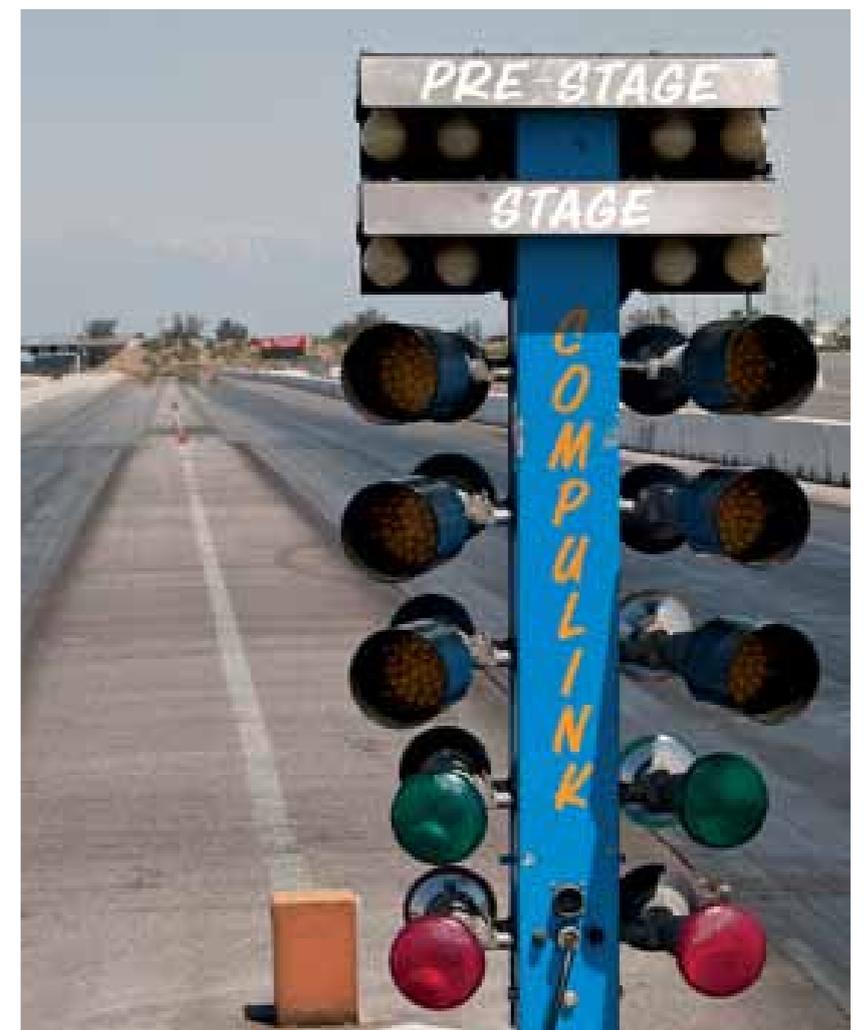
So with the sudden shutdown of so many racetracks suited to those with modest budgets, where will racers turn if there isn't a track? The answer is obvious... the streets. Not all, but you can be certain that some will. It's human nature to find a convenient solution to a problem, but when you remove the safest and only legal option realize that there is nowhere to turn but to extremely questionable conditions where the high probability of serious injury (to racers and bystanders) is the rule and not the exception.

By this point you've probably been shaking your head at the impact these track closures will have not only the youth but also on those who may be caught in the middle of a street race. The toughest part of any dilemma is

finding an appropriate solution. The HOW part of any campaign seems to be the part often overlooked. Thanks to the almighty Internet we can mobilize in numbers incomprehensibly quickly. Mr. Dana Sniff, has organized such a platform on Change.org and is petitioning the County of San Bernardino and State of California to provide safe, organized and LEGAL racing for all. Currently there are over 7,400 signatures of the petitions goal of 7,500. The goal is within reach, but by obliterating it and pushing the number of signatures into the tens of thousands we can show the county and state that there is a louder voice in the grandstands than in the background.

Before we give in and accept that local race tracks are not viable,

we have to demonstrate to our local businesses, municipalities and counties that people WANT these institutions of speed. They are more than just an occasional diversion for some and provide a place where safety is a priority and education is as thrilling as the action. Hopefully, it isn't too late for SoCal.



BMW IM RBR TRIBUTE



Ezekiel Wheeler



Robert Hardin





On a random errand run through the Inland Empire I decided to take a detour to my local Toys R' Us to see their latest Hot Wheels inventory. While parking, something unusual caught my eye--the BMW iM you see here. When you see a BMW iM in the flesh you need to really study it to be certain that it is a real iM. Some tuners have been known to imitate performance and styling on a budget. But there she was in all her glory, a true BMW iM. Not just any iM but one that was stanced on some clean black powdercoated wheels and Michelin Pilot tires with a nice set of lowering springs and even a beautifully crafted Meisterschaft Exhaust system.

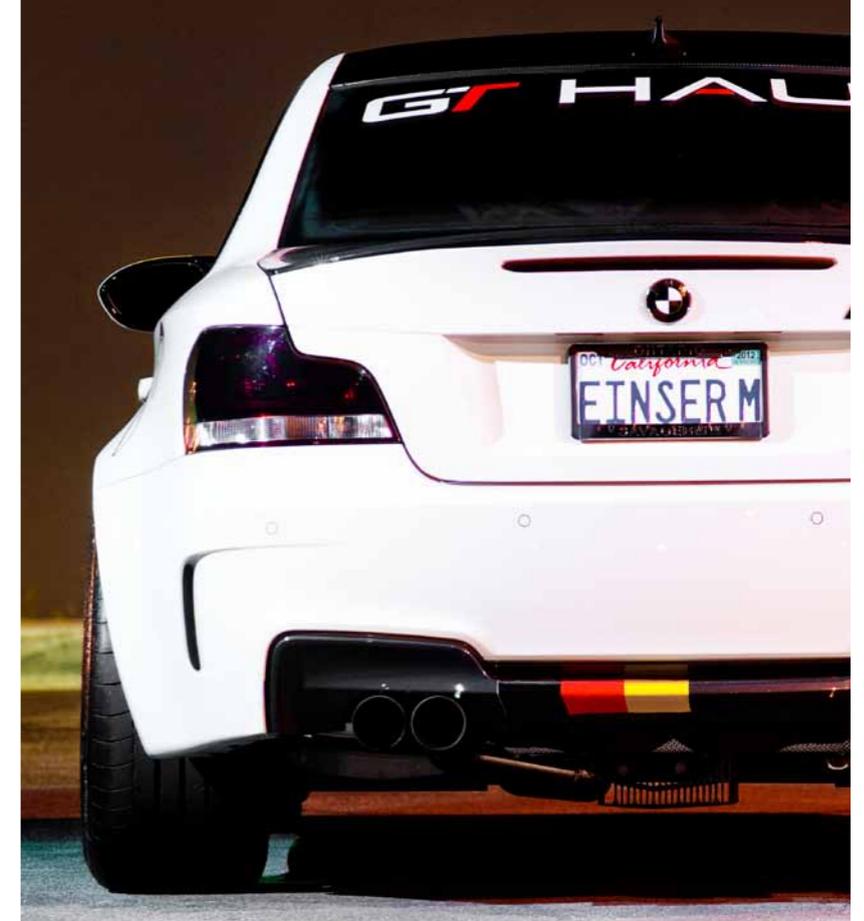


When a car like this captures your attention you make sure to share it with everyone you know and that is exactly what I did. I shot a few quick shots on my iPhone and then posted it on the Automotive Styles Instagram account (@autostyles). Within a few minutes a follower of mine recognized the car and alerted us that he knew the owner. Shortly thereafter the Bimmer's owner was a new follower and by the end of the day we had scheduled the photoshoot you see in this issue.

It's amazing how fast you can make a new friend these days. We were certainly honored to have our new friend and fan, Kirk, allow us to photograph his prized BMW. When I asked him why the M, he simply replied, "I love BMWs! I've always had them and have been fortunate enough to experience the M line for some time. By far this is the most fun and best performing M I have ever owned...hands down."



It is easy to understand where Kirk is coming from. The engineering yields impressive performance with design and detail features to keep the driver entertained when needed. Wide-body fenders, aggressive bodylines, color accent topstitching leather and suede interior set this vehicle off nicely. BMW does a wonderful job ensuring that you know you're in a luxury vehicle but always reminds you that this is luxury driven by performance.



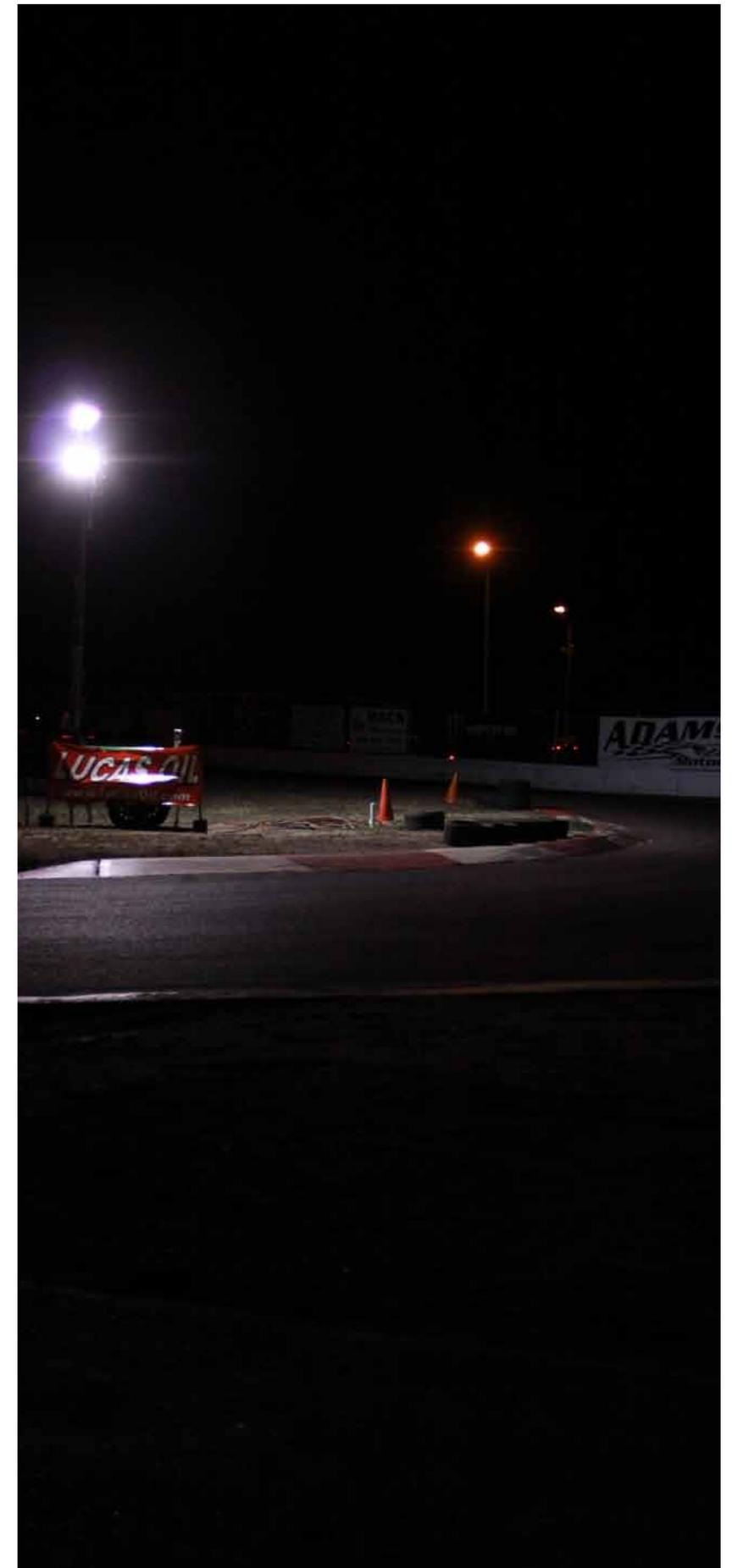
ADAMS MOTORSPORTS PARK

FREESTYLE DRIFTING



Ezekiel Wheeler









Winner of the Maxxis Tire Freestyle Event Kevin Armijo





**CADILLAC
RACE
CHALLENGE
SERIES**

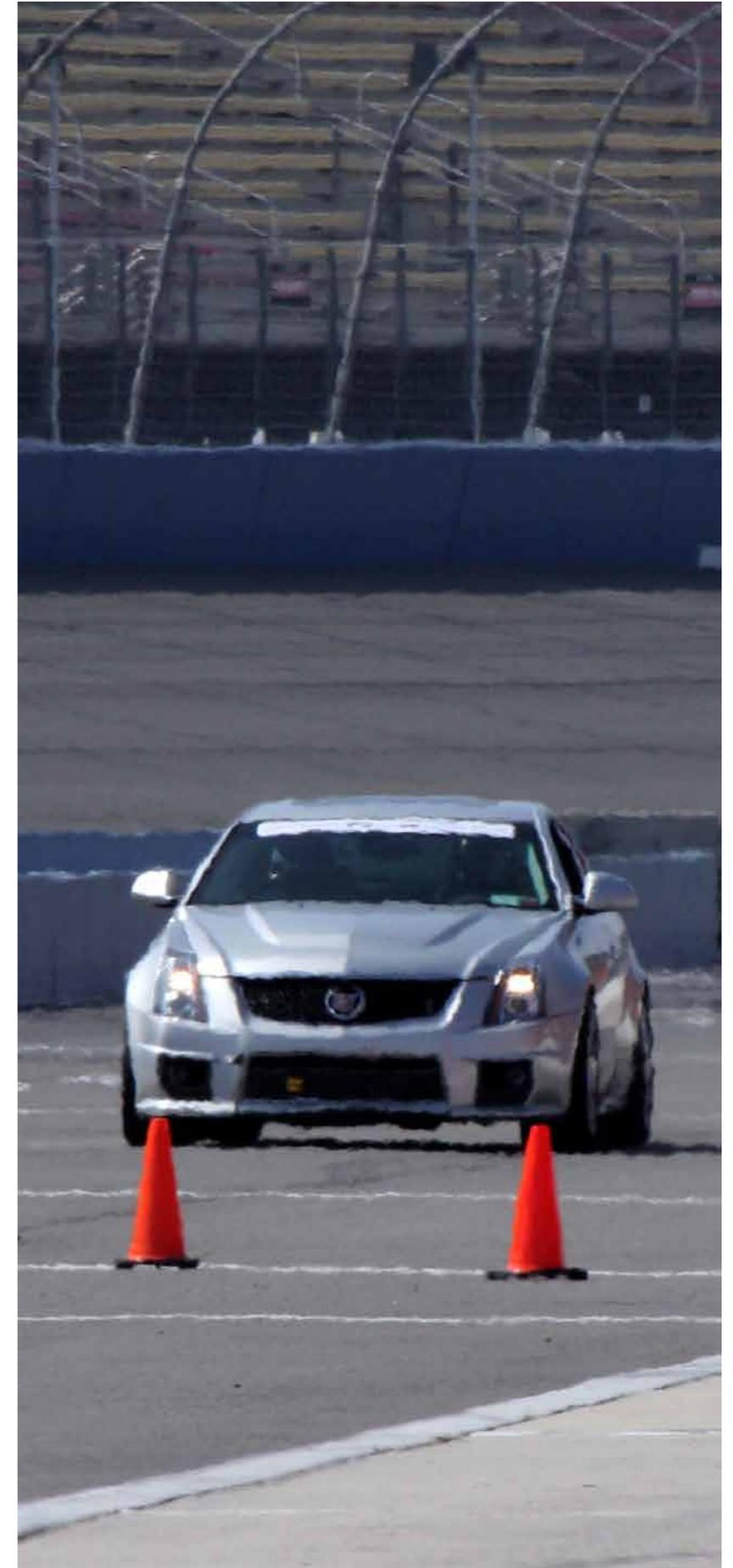
**1 OF 9
AUTO CLUB SPEEDWAY**



Ezekiel Wheeler

Living in Southern California does come with perks. Having access to the largest car culture in the world keeps Automotive Styles finger on the pulse of the latest trends, happenings and of course eclectic owners. When we received the call from our friends at D3 that a series of dealers and owners were going to put their highly tuned and some even just showroom model Cadillac CTS-V sedans, coupes and wagons on the race track, we couldn't resist.

The Cadillac Race Challenge is a series of 9 races across California and Nevada, where intermediate and advanced drivers can put their cars through some of the most exhilarating race tracks on the west coast. The best part about this challenge

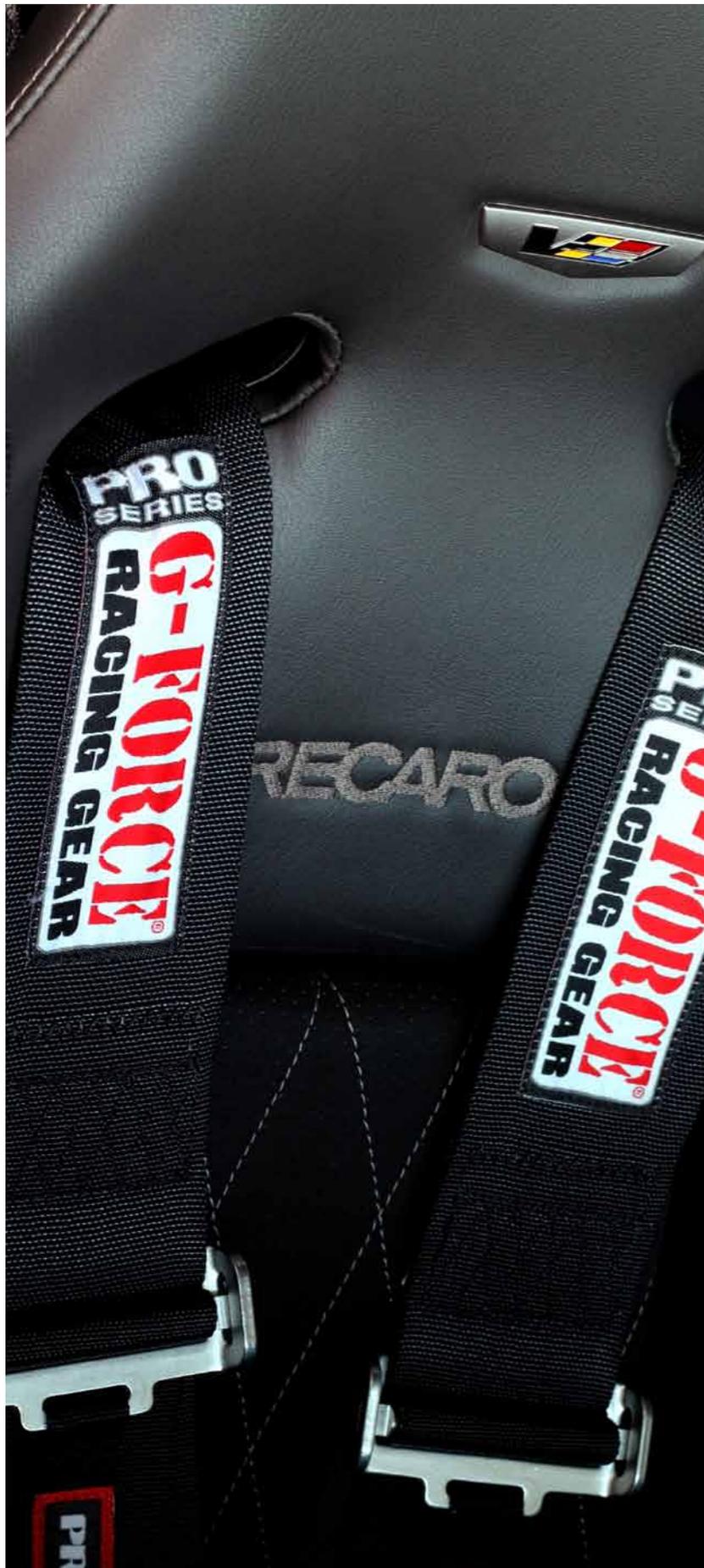




\$200 and recently added a fresh set of 19" Toyo R888 racing tires. Stay tuned because Automotive Styles will be bringing you the best of each race from Laguna Seca to Las Vegas. Enjoy our coverage from the series kick off at Auto Club Speedway in Fontana, California. This track always seems to bring out some rock star talent and unique driving machines ready for a shakedown.

is they have taken the exhilaration of door to door racing and pace of time attack to create this unique series. Drivers in their respected classes will compete amongst a field of not only Cadillac's but other makes and models in the same driving class. The key is here is the fastest time of the day wins a prize purse. Up for grabs is





Congratulations to Steve Collin (Showroom Class 2:00.392), Alan Cohen (Modified Class 1:57.004) and Bob Michaels (Unlimited Class 1:55.xxx) for winning the season opener.

Round 1 Sponsors were: Toyo Tires, The D3 Group, Br4ss underwear and Monster Energy.

C1: \$100 cash by D3 and a Cadillac Race Hat

C2: 1 set of Toyo Proxes R888 by Toyo Tires and a Cadillac Race Hat and Polo Shirt

C3: \$200 Cash by D3 & a Cadillac Race Hat, Polo Shirt & Jacket



Sadly the D3 Legionnaire had some complications with an overheating differential on its second session for the day. She was putting down some rather impressive lap times edging into the mid to low 1:50's, but was exempted due to mechanical failure. We hope to see her in tip top shape for Chuckwalla.



 geoffreyfaber 3d



Instagram

BEST AUTO & BIKE PHOTOS ROUND 1

We recently activated our Instagram account and couldn't help but notice all the wonderful car and motorcycle photography from all around the world. So we decided that in each issue we will select The Top 10 photos of the month and share them with you. Be sure to congratulate the finalists.

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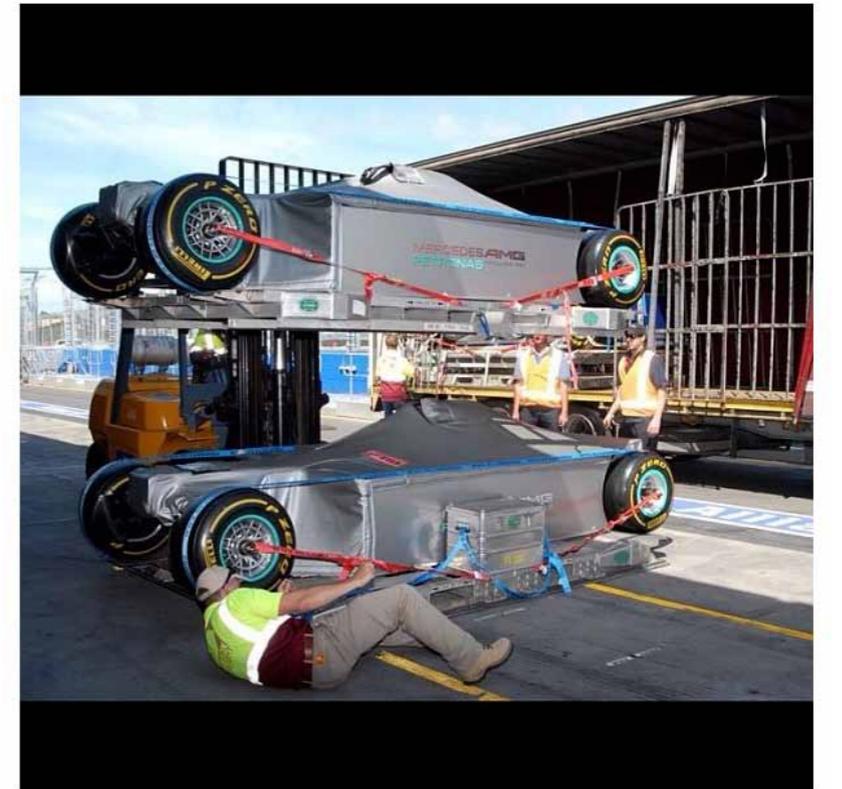
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BEST AUTO & BIKE PHOTOS ROUND 1



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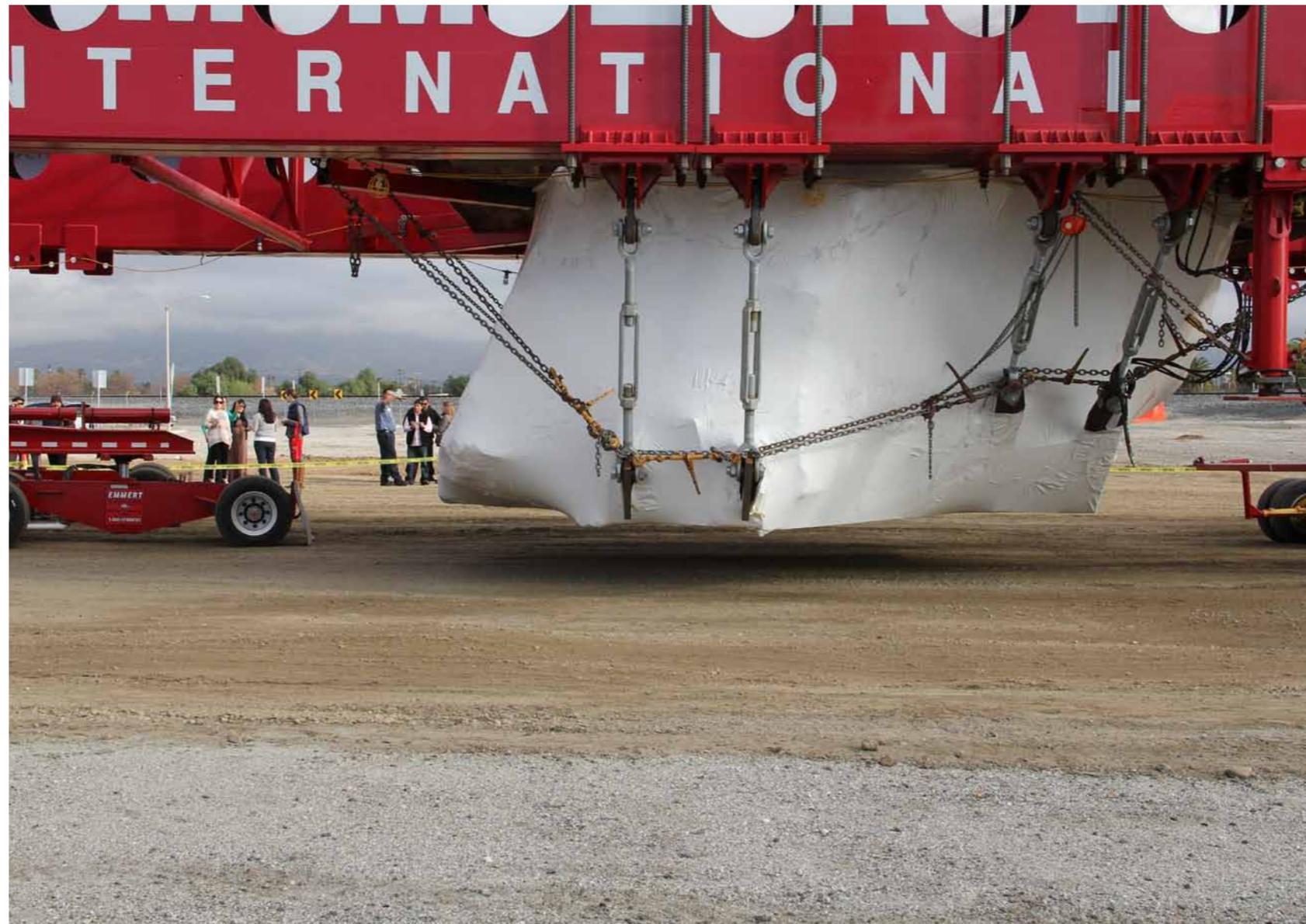


jeremycliff

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