

ROYAL FLUSH S13 :: NASHTY VW GTI :: RICH CIVIC EG HATCH :: REAR TURBO SCION TC



IMPORT
ALLIANCE

NISSAN S13
DASH RE-SKIN

WILWOOD DSM
BRAKE INSTALL



RED
WHITE

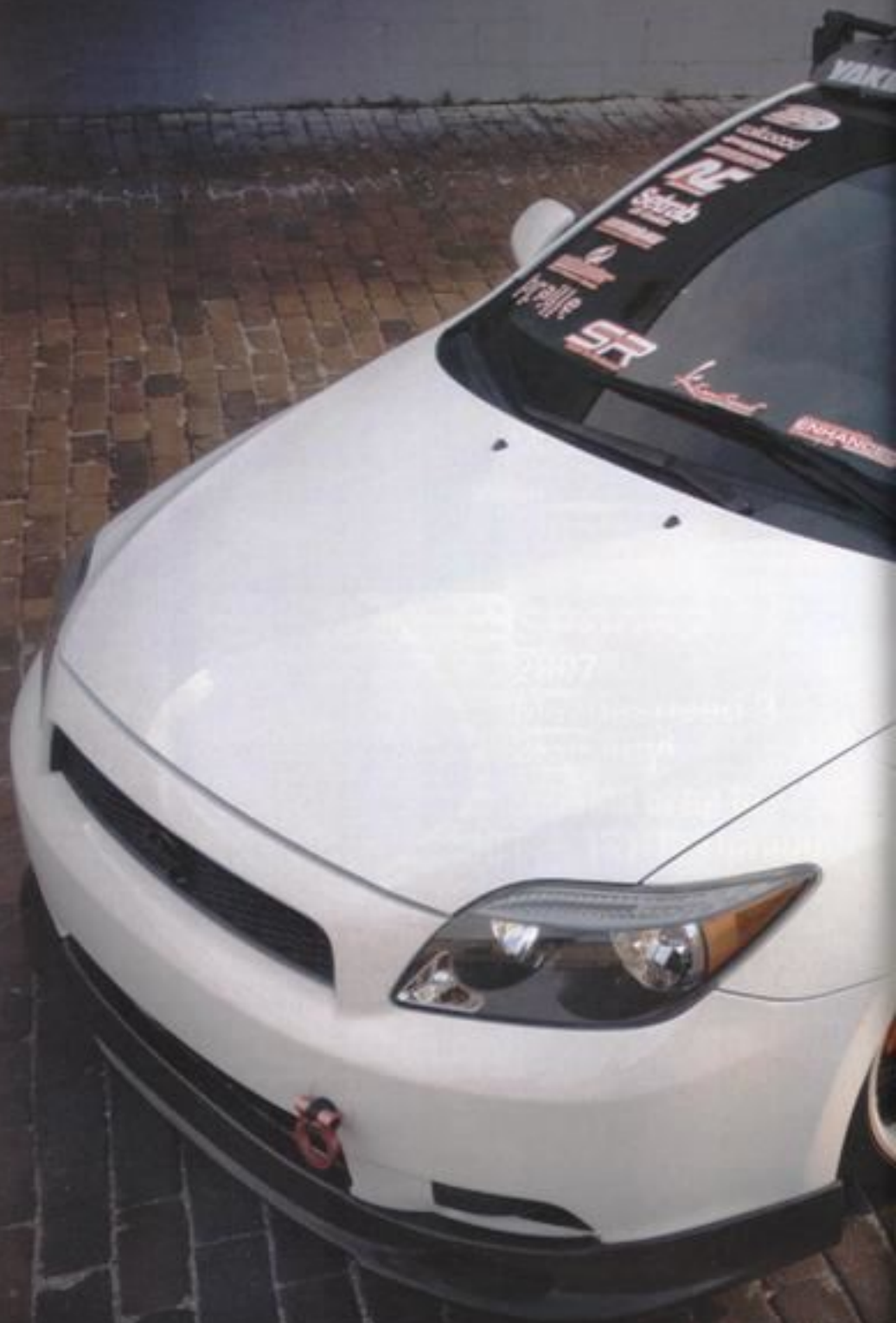
&

BUMPER MOUNT TURBO



ISSUE 14 :: 2008 :: 4.99 US/5.99 CAN

STS REAR BUMPER MOUNT TURBO SCION TC





RED WHITE

&

SUNSET

STORY JONATHAN WOOLLEY / PHOTOS GREG DEESE



*Well -- this car's got a real go along history -- can't explain that
I guess we'll just start from the beginning. But never mind, come if poor memory*

So Greg Deese is the owner of this car. He also happens to be an automotive photographer in sport compact magazines such as this one. I don't know if you guys remember back a couple issues back... but he shot the black GTI titled, Kazuo -- which means "First Son" (so I'm told. I don't speak Jewish). He also shot the busted GTI in the last issue.

Anyway -- he always joked about getting us to feature his car, and I always joked back by saying "nah". Haha -- I guess that's not really as much of a joke... more of a sad let-down.

Then again -- we do have pretty sick senses of humor.

But in all seriousness, I thought the car looked good. His sense of style is no-doubt mag-worthy. Doesn't matter if you love it or hate it, you've got to respect the fact that this car doesn't fall in line with what everyone else is doing. Bottom line -- it just needed more power.

So I told him that he needed to get boosted. And most mags would have left it at that.

THE STS TURBO WASN'T THE ONLY
THING GETTING MOUNTED
... IN THE REAR





2006 Scion TC

STS TURBO

The focal point of the car is really the STS turbo system – which mounts under the rear bumper. Not only does it keep temperatures cooler than a conventional under-hood turbo, but the sound really freaks people out when you're on the road. We documented the install immediately following this feature, so please check it out for all the details of how and why.

SUPPORTING ENGINE MOOS

Working in harmony with the STS turbo kit – is a Godspeed front mount intercooler, Tial blow off valve, Tial wastegate, and a good hardy tune by SpeedClinic in Orlando. Injectors were upgraded with RC 550cc to get more fuel when needed and keep the motor out of harm's way. Greg also added a Mishimoto Radiator, and a Setrab oilcooler to keep a strong-arm on the temperatures.

A Braille lightweight carbon fiber battery was installed in place of OEM, as was the Braille billet tie-down setup. All in all – that probably took upwards of 30 pounds out of the engine bay. Other mods include NST pulleys (tunerzine.com edition), AEM fuel/ignition controller, Megan headers, Grex oil sandwich, TWM short shifter/bushings, and C-One oil cap.

BRAKES/WHEELS/TIRES

The front braking system has been upgraded to (none other than) a Wilwood ultra-light big brake kit. The wheels are Volk GT-V 18X5's, and they have been repainted – hot rod black centers, with a super-white gloss lip and red pin stripe. Greg went with Hankook tires – model Ventus V112 evo K110 ... a new line recently introduced by Hankook within the past year or so.

EXTERIOR

Greg's car is put together so well aesthetically. At the risk of sounding totally stupid – it kind of reminds me of the Coca-Cola polar bear. White, with that red scarf. And the white is so pure. It really does have a chilling, brisk feeling to it ... especially how he brought the white onto the wheels, and onto the bike. Greg added a carbon fiber front lip, and a custom tow hook in the rear. He shaved the rear Scion emblem, and he added an S2000 stubby antenna. On top – he added a Yakima roof rack. And in case you were wondering – the bike is a 2004 Specialized Hardrock (see page 32). He converted it to a single gear, and switched the off-road knobby tires to red road/racing tires. The rims have been repainted in white. Greg also had the seat of the bicycle recover to carry over the red pattern from the TC's interior. Suspension-wise, the car's got Tein Basic coilovers, GReddy front/rear strut bars, Suspension Techniques front/rear sway bars, and a Megan c-pillar bar.

INTERIOR

Whether you're for it, or against it – you've got to recognize that Greg's interior shines. It doesn't really fall in line with the normal trends of sport compacts these days, but it was done with vision, and it was done with quality. The seats and door panel inserts were recovered in diamond-stitch red leather. The floor of the hatch was laid in bamboo. All interior pieces were dyed black.

Autometer Nexus gauges were added to watch the turbo, and a GReddy Profec B boost controller was added to adjust the turbo when needed. Also note the TWM shift knob, C-One suede steering wheel, and black suede headliner.

