



**EXAS**

**VOLUME 2**

**DEMO**

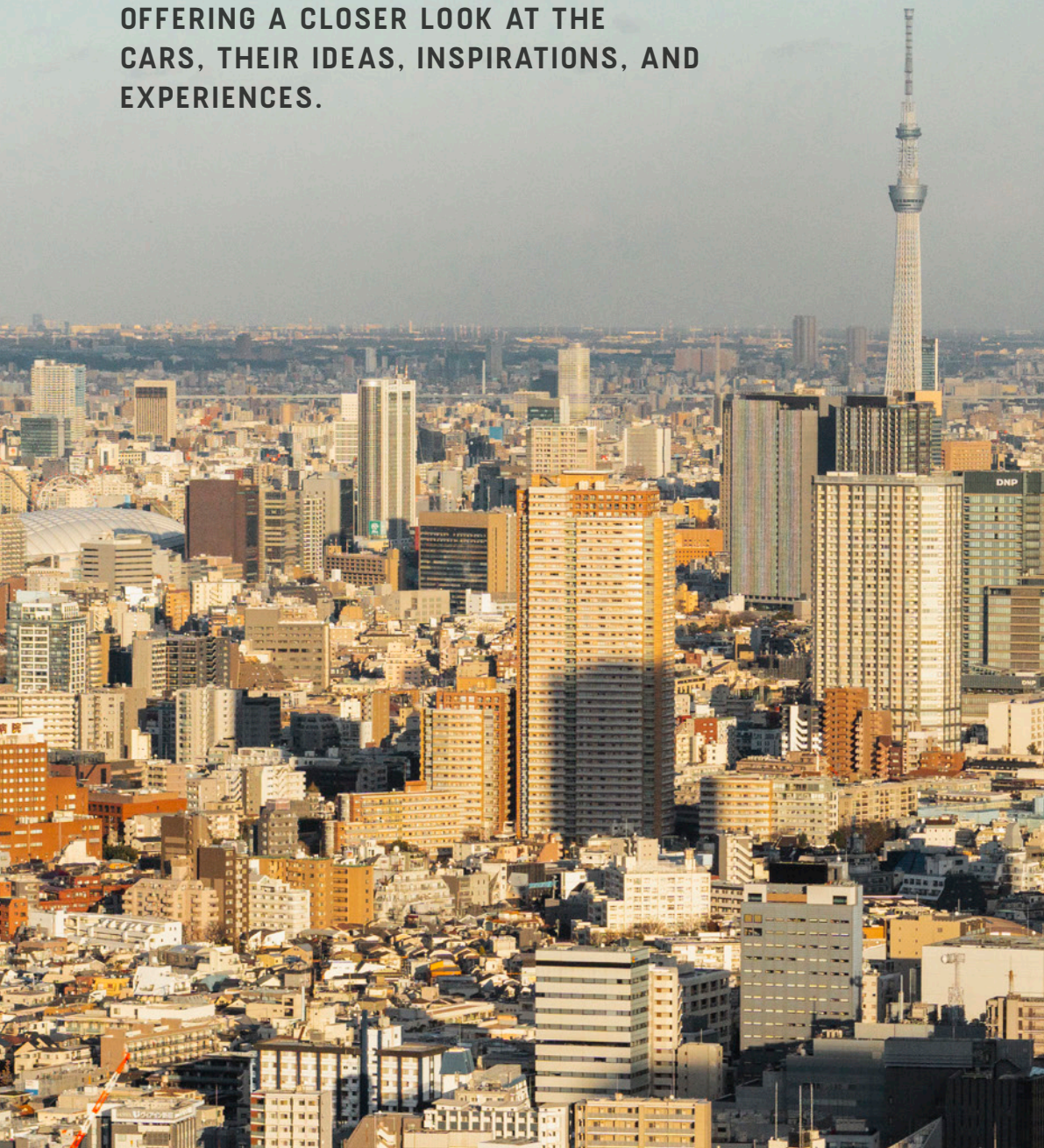
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MAGAZINE VOL. 2, FEATURING A SMALL  
SELECTION OF SHORTENED ARTICLES AND  
IMAGES FROM THE FULL PRINT EDITION.*



# ***INTRODUCTION***

AROUND THREE YEARS AGO, I STARTED TRAVELLING MORE REGULARLY TO JAPAN AND BECAME FASCINATED BY THE CAR SCENE THERE. SINCE THEN, PHOTOGRAPHING CARS ACROSS ASIA HAS SLOWLY EVOLVED INTO AN INDEPENDENT MAGAZINE PROJECT.

VOLUME 2 CONTINUES THIS PROJECT THROUGH PHOTOGRAPHS AND STORIES SHARED BY THE OWNERS THEMSELVES, OFFERING A CLOSER LOOK AT THE CARS, THEIR IDEAS, INSPIRATIONS, AND EXPERIENCES.



# TOYOTA

## AE86

## TRUENO

words/owner: **Naoto**



At the time, I had no interest in cars. To me, they were simply loud, uncomfortable, and unpleasant to ride in, but over time that perception slowly began to change.

My father used this AE86 every day, driving me to kindergarten, and eventually taking me along to racing circuits. Somewhere along the way, I grew attached to it. Without realizing it, the thought began to form: one day, I want to drive this car myself.

By the time I was in elementary school and had started developing an interest in cars, something happened that would define my relationship with it.

# ***STOLEN MACHINE BROUGHT BACK TO LIFE***

The car was stolen from my father's workplace. This was before the age of social media, so the only thing we could rely on was my father's network of friends.

A week later, it was found abandoned deep in the mountains. Everything had been taken except the body itself. We recovered what remained, and little by little began gathering parts and repairing the car.

I helped however I could, still just a kid at the time, watching and learning as it slowly came back to life. Those days left a deeper impression on me than I realized back then.

盗まれた機械がよみがえる



# ***STILL HERE***

Several years passed before I was finally old enough to drive it. By then, the car meant something entirely different to me. My father has grown older since and has stepped away from driving, but his passion was passed on to me and it is that inheritance that brings me here today.

There are moments when I feel tempted by other cars, and times when I feel a hint of jealousy riding in my friends' faster machines. But I never forget the memories of repairing this one, nor the lesson my father taught me: to cherish what you have. That is why I continue to care for this worn, slow car and why I love it.

I take the car to the track about twice a year for time attack on grip, rather than drifting. The choice isn't random. My father raced an AE86 when I was a child, and watching him made me appreciate speed over style. That's why I focus on grip racing.



RE AMEMIYA



MAZDA RX-7

# THE LAST 97GT

C1 LOOP



While I was in Tokyo looking for an RX-7 to photograph for this magazine, I ended up visiting a few car meets around the city, as usual. That's where I first came across Ryota-san's FD3S.

Ryota-san's RX-7 is fitted with an RE Amemiya body kit. The 97GT wide-body kit was originally designed for RE Amemiya's demo FD3S displayed at Tokyo Auto Salon in 1997.

Unfortunately, only two kits were ever produced, which very likely makes Ryota-san's 97GT the only remaining example today.

# GT-R ル・マン LM



## R33 GT-R

レプリカ

Race cars on public roads is not something you see every day. Even if this is technically a replica of the original Nissan GT-R R33 LM race car, it still feels slightly unreal to see it sitting in traffic or parked in an ordinary parking lot.



# Clarion

## *LM STREET BUILD*

In 1995, Nissan entered the 24 Hours of Le Mans with two R33-based GT-R LM cars, running as #22 and #23.

Originally, only a single road-going version of the R33 GT-R LM was produced by Nissan. Years later, a private builder in Japan created three replicas.

The base aero parts were created by taking molds from the 1995 and 1996 Le Mans cars.



23号車



イデミツカラー

**GROUP A**

## ***INSPIRED HONDA CIVIC***



Back in March 2016, Yanagi-san came across a good deal and bought an EG6 for 70,000 yen, roughly 550 euros at the time. An almost unbelievable bargain today.

## LIVERY EARNED ON LAP TIME



VTEC

シビック

After spending more time driving on circuits and mountain roads, the Civic slowly started changing as well. Yanagi-san wasn't interested in building a car that only looked fast, he wanted something that actually felt good to drive hard.

Eventually he decided that the EG6 would get proper racing colors too, but only after earning them first. From the beginning, he made a rule for himself that the livery would only happen after reaching his target lap time at Nikko Circuit. That moment came with a 38.793 second lap.

# ***MITSUBISHI***

## ***STARION GROUP B PROTOTYPE***

The cancellation of Group B effectively terminated the Starion 4WD project before its completion, and with it the planned 200 homologation road cars.

Even though this car never made it to the production line, there is still one example driving on the roads.

Today, the car has returned to Japan and is being enjoyed on the streets of Chiba.

***WRC***



# SAAB 900 GLE

words/owner: Ama Sho, A2FACTORY

Cars were always part of my life. My father has been repairing and selling SAABs for as long as I can remember, and our garage was always filled with them.

That changed after I got my driver's license. My father led me to the back of the garage, where a single car sat hidden under a cover.



羊の皮を被った狼

# WHAT IT BECAME



The car is a 1979 SAAB 900 GLE, rebuilt using 1990 components, converted to manual, and fitted with a turbo.

This car is not just a machine. It is a part of my father's life, and now it has become a part of mine as well.



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