

2016 Scion FR-S (T7YLOR) Media Kit

Nicholas D Sargent
(Owner)

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About the Owner

Nicholas D. Sargent, a 23-year-old college student and automotive enthusiast, has become known for his exceptional DIY garage builds. After purchasing a 2016 Scion FR-S, Nick was forced into a way bigger labor investment than he originally anticipated, when the car suffered an engine fire just a month after Nick bought it.

Currently in his final year at CU Boulder, where he studies Business, Nick balances his academic life with his entrepreneurial ventures. He owns Sargent's Detail, a car detailing company, and Defense Recorder, a legal defense app. His passion for cars dates back to 2009, when his father, David Sargent, took him to his first NASCAR race at Talladega. That experience ignited a love for cars that shifted Nick's childhood dream of flying Air Force jets to a more attainable goal of working with unique cars.

During grade school, cars became Nick's escape from bullying and other challenges many children face. Weekends spent sitting in exotic cars at local dealerships or attending cars and coffee events solidified his passion for automotive culture.

Nick's first venture into the automotive world came at the age of 15, shortly after graduating middle school. He began photographing cars and posting his work on

Instagram, building a following that peaked at 18,000 followers around 2016. This passion for cars has evolved into car detailing, which Nick continues to do today.

Contact

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Personal facebook: <https://www.facebook.com/nick.sargent.144>

About the Car

The inspiration behind the build was a mixture of two things: The profile of the Koenigsegg agera that came with a roof mounted ski box, and the look of widebody cars such as a Liberty Walk 458/Huracan. The piece Nick feels brings all of these elements together on his Japanese car is the diamond style wheels with aero rings, A very European look that has historically been challenging for people to pull off on non-European cars. However Nick is very happy with the end result.

Lost Opportunity: The Unfulfilled SEMA 2020 Showcase

The previous owner had arranged for the car to be showcased at SEMA 2020, representing the company which painted it. However, when SEMA 2020 was canceled, that opportunity slipped away, and the car's chance to be exhibited seemed to be lost as well.

Goals and Visions

The car needed to be a true head-turner, but Nick was adamant about avoiding a build that had "all bark and no bite." While the engine still features stock internals and the original block, nearly every other aspect of the build has been upgraded. As a result, the car's performance matches its striking visual presence on the road—precisely the balance Nick aimed to achieve.

Looking ahead, Nick is in the early stages of planning an LS engine swap for the car. This is one of the few major modifications still left to be done, as the car is already highly developed in its current form.

Sponsors

Current

- DND Performance Interior
- Effenfast
- Gorilla Car Care
- HKI Air Suspension
- Mishimoto
- R1 Concepts
- Style Up Garage
- TechFlex

- VFC Performance Wheels
- LASFitAir

Past

- AeroFlow Dynamics
- Fukin Tuned
- Rack Attack
- Rally Armor
- Verus Engineering

Awards

- **Gear Head Society 2022:** 2nd Most Prestigious FRS/BRZ/GT86
- **Slush Motorsports 2022 Season Closer:** Fan Favorite
- **Slush Motorsports 2023 Season Opener:** Best Toyota
- **Clean Culture 2023:** Top 30
- **Slush Motorsports & Nationwide Productions 2023 Closer:** Best In Show
- **Slush Motorsports 2023 Season Closer:** Best Interior & Best Toyota

Social Media

- Instagram: <https://www.instagram.com/t7ylor>
- TikTok: <https://www.tiktok.com/@t7ylor>
- Facebook: <https://www.facebook.com/T7YLOR/>

Key Specifications

Dimensions

Width

Front axle wheel to wheel: 74.5 inches (6.2 feet)

Rear axle wheel to wheel: 77.5 inches (6.5 feet)

Length

Most front point to rear wheel: 140 inches (11.7 feet)

Weight

Approx. 3,000 lbs

Wheel Specs:

Front: 18x9.5 +0

Rear: 18x10.5 -20

Turbo

54 MM SBD turbo kit designed for the Scion FRS, only oil cooled, peak boost is 11.4lbs. Controlled by Greddy G force 3 Electronic speed controller.

Modification List

Performance

- 54 mm SBD Turbo
- Greddy G Force 3 EBC

- Ecutek street tune
- Mishimoto thermostatic oil cooler
- Coolant to oil heat exchanger
- Twin-thermostatic oil radiator fans
- GREDDY Evolution GT exhaust
- Twin catch cans
- Short ram cold air intake (through the driver side fog light)
- Stage 3 action clutch with lightweight flywheel
- Strut bracing in the front
- R1 Concept brakes

Exterior

- V-Land headlights
- Intec carbon fiber tail lights
- Rocket Bunny V2 widebody kit
- All paint, no wrap on the car
- Verus Engineering hood louvers
- Thule crossbars
- Thule ski box

Interior

- Wrapped Alcantara interior
- Starlight headliner
- GlowShift Black 7 Color Oil Pressure Gauge
- GlowShift Black 7 Color Oil Temperature Gauge
- DND Performance quick-release steering wheel mount
- OMP GT/Formula 310 steering wheel
- DND Performance Spline Quick Release
- DND Performance Cruise Control Kit
- Mishimoto carbon fiber shift knob
- Braum ELITE-X Series Sport Reclinable Seats
- Braum 5PT - SFI 16.1 Certified Racing Harness 3" Strap
- Braum 48-51" Universal Harness Bar

Suspension & Wheels

- VFC Performance wheels with aero rings
- HKI Move-e Bluetooth Air Suspension Management System - Full Set + 5in1 Digital Gauge
- HKI Custom Air bags
- HKI Dual 444C Air compressors
- HKI Dual water traps
- 5 Gallon air tank

Challenges

The Fire

Just a month before purchasing his now-iconic Scion FR-S, Nick Sargent suffered a serious accident while on a family vacation, resulting in 2nd-degree

facial burns and severe burns to his hands. As he recovered from his injuries, Nick brought home the car that would become 'T7YLOR.' Despite his physical challenges, Nick immediately began adding modifications and learning every detail of the car's mechanics.

But just a month after purchasing T7YLOR, disaster struck again. While pulling into his driveway after a car show, Nick noticed the car was engulfed in white smoke. He quickly realized the car had suffered a significant oil leak. Over the next few days, he worked to assess the damage and clean up the spilled oil, unsure if the car would fully recover.

During the first drive following the incident, Nick, still cautious, pulled over to check everything was in order. It was a fateful decision. As he walked to the front of the car and opened the hood, he was suddenly engulfed in flames—just two months after suffering severe burns to his face.

Fortunately, the car had been sold to Nick with a fire extinguisher. In the frantic rush to save his new car, he wrestled it free from the velcro-mounted harness bar system, bending the extinguisher in the process. Nick managed to put out the fire with minimal damage to the car, but the incident left him deeply shaken.

Over the next year, Nick worked diligently to repair and upgrade the car.

However, regaining trust in T7YLOR proved to be his biggest challenge—a struggle that remains evident today through the many performance gauges he installed to keep a watchful eye on every detail of the car's condition.

Cooling

As these cars are not necessarily the best at handling heat, adding a turbo only creates more temperature related problems. The heat is managed with a combination of parts: Hood louvers to dissipate hot engine compartment air, Mishimoto thermostatic oil cooler, and a water to oil heat exchanger help to drastically reduce the cars operating oil temps.

Air-Out height

The car, on air suspension, would not air out to the ground, leaving about an inch of clearance between the road and the body in the front, so Nick had to cut out a tiny portion of the front of the chassis in order to make enough room for the tires to go deeper into the car and allow for it to fully sit on the ground when it is aired out.

SEMA 2024 Focus

“This incredible build would not have been possible without the help and expertise of **HKI Air Suspension**. Our relationship started at **SEMA 2022**, where I met the HKI team while looking for innovative air suspension solutions for my FR-S. Their enthusiasm for my project, combined with their industry expertise, made them the perfect partner for what would eventually become an 18-month-long collaboration.

HKI worked closely with me to design a custom air suspension setup that perfectly aligns with the vision I had for the car. We spent countless hours testing and fine-tuning the

system to ensure it not only provided the aesthetic "air-out" stance I wanted but also performed flawlessly in a variety of driving conditions.

Their technical support has been invaluable, particularly when it came to fine-tuning the **Bluetooth air management system** to work perfectly with T7YLOR's demanding setup. Thanks to HKI's dedication, the car now rides on a custom air suspension system that ensures both show-stopping looks and reliable on-road performance. Their cutting-edge design solutions have allowed me to push the boundaries of what's possible in the air suspension world.

Having worked together for 18 months, we've developed a great relationship that goes beyond just a sponsorship. HKI has become a true collaborator, and I'm proud to showcase their product on my build as I prepare for **SEMA 2024**. Their commitment to quality and innovation has been a game-changer for my project, and I look forward to representing their brand on one of the biggest stages in the automotive world." - Nicholas D Sargent

Professional Photos

<https://drive.google.com/drive/folders/1UGFtJuullgfjYHPeDbpUin4INi92w8c-?usp=sharing>