



Ladies in Autosports

Stacy Tucker
Detroit Speed

By Julia and John Aschenberg

LIA Mag: Tell us a little bit about Detroit Speed Inc., like how you got started . . . stuff like that.

Stacy: We Started Detroit Speed in 2001. It is a story you'll hear a lot of a hobby turned into a business. My husband and I, Kyle, grew up in street rod families when we were younger. Our dads had street rods and we came to all the street rod shows growing up before we even knew each other or met. Once we had met and got married we decided we wanted to build our own project but we didn't want to build a street rod. We had both been into racing. We wanted something we could take to a road course, autocross, do anything we wanted but yet still drive it across country, or drive it to the mall etc. So we decided we'll build a '69 Camaro that will be a racecar underneath yet comfortable with AC, radio, and all the comforts like a street rod on the inside. At that time no one was building parts for these cars and those cars weren't built in that style. Pro Street and Restoration was very common, but not the type of package comfort touring like today. Since those parts weren't available we thought we'd build our own. Kyle and I were engineers for General Motors and suspension engineers, enjoyed what we were doing and had good jobs at GM and we were just doing this on the side building a car that we thought we wanted to build and have fun with and have forever. Because we needed the parts since we designed the suspension we'd build our own parts and buy equipment as we could afford it and as we needed it, in fact we really needed a Bridgeport. We were making a lot of our own parts. We were renting other people's Bridgeports by the hour. Kyle came home with a card one day and had this look on his face. Meanwhile I was saving up for a new couch. He said there is a used Bridgeport on the bulletin board at work today. I said okay tell me more about it, so long story short, we bought the used Bridgeport before we bought the couch.

LIA Mag: You had your priorities, right?

Stacy: Uh huh... So we got our car done. Our goal all along was to go to the 2000 Power Tour. That was the goal for that car all along and we met it. The car only had 25 miles on it when we started. We started in San Bernadino CA and we thought, oh no - well here it goes. That was our vacation and we've only been working on the car a few years. All I could think was let us have a few days of fun before something goes wrong, and it ran great the whole time. We drove it from San Bernadino to Panama City, and then drove it back home to Michigan. We didn't own a trailer, so there was no trailering the car period. So we just drove it everywhere. We put 7,000 miles on it in one summer. Well we thought, there's that Goodguys show in Columbus, lets drive it over there. So, we drove down to Columbus, we lived in Michigan at the time, just happy to be at a car show driving it around. We ended up winning Street

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.



Ladies in Autosports

Machine of the Year in 2000. We were completely shocked and had no idea and that really just set the whole business in motion. The car won several other awards. People started calling us saying can you do this for my car? Can you build those control arms you built for your car for my 69 Camaro? The original answer was well – no we just did it for our car and for fun. Enough people found our name in the phone book and started calling us and we thought maybe we could. So Kyle took a year leave of absence from GM in 2001 and I stayed on for the security of the job and insurance benefits. We thought, you know, we are going to start this company and press as hard and as fast as we can to make it all work. We'll either make something of it or we'll blow it up and say at least we're glad that we tried and not be 70 years old and wondering, I wonder what ever would of happened if? Kyle's year of absence was up and GM called him while we were actually traveling to a show in the middle of Texas. They said, you are coming back on Monday - right; we have all the forms for you to sign. Kyle said well no not really, could you extend the leave? They said no and he said okay I'd have to quit then. They said um, we'd have to get back with you because no one has ever done that. This is back when times were good at GM. You didn't even think about leaving GM, so I stayed on with the Company. I was going to the shop at night, our shop was in our back yard. The car that won Street Machine of the Year wasn't for sell but someone wanted to buy it. You know how that story goes. You tell them five times it's not for sale and finally you give them a number thinking that they'll go away.

LIA Mag: So that car is gone now?

Stacy Tucker: Yes it is, we ended up selling it. It has an excellent home now. We built another car for the gentleman. The sale of the car, which we didn't want to sell, helped finance the start of the business. We built the car out of our 2-car garage at home. So that allowed us to build the shop behind our house. It was only a 30' x 40' but to us that became a Taj Maha. The garage became our shipping department and inventory.

LIA Mag: Oh mygosh then things basically exploded from that point on?

Stacy: Exactly. I went part-time with GM 3 days a week. They were very good to me to let me work only 3 days a week at GM and the rest of the time so I could spend at Detroit Speed. We outgrew or moved from our back yard to a little 3,000 sq. ft. suite in an industrial plaza. We quickly out grew that, so we decided to move to North Carolina. Part of that was due to the customer that we sold our Yellow Twister Camaro to. We bought a building that allowed us to just pick up our equipment and move, plus everything was set up the way we needed it to be with very little down time. At that point I quit GM and people thought we were nuts.

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.



Ladies in Autosports

LIA Mag: I'm sure looking back on it though, you and Kyle are glad that you quit GM with the turmoil that they are in now. With what you guys have done you have basically built an empire. You guys have done very well. And I'm sure you look back on it and think that oh mygosh we made the right decision.

Stacy: Yes, at the time that we did it, it was kind of scary and exciting at the same time and it still is today. I heard people saying, quitting GM to build Camaros?

LIA Mag: I'm sure they thought you were nuts.

Stacy: They did,

LIA Mag: I'm sure they think differently now. I saw at the show that you did the autocross. What was your best time vs. Kyle?

Stacy: My best time was a 31.4 and he had a 30.6.

LIA Mag: That's impressive. He's just a hair less than a second quicker.

Stacy: Yes, he has a little more horse power than I do in his car.

LIA Mag: So are you going to change that?

Stacy: I just got a new engine. I was 150hp handicap last year. So I kept telling him, look buddy I need a new engine. So I finally got a new engine this winter. I love my new engine.

LIA Mag: So what is in there now?

Stacy: It is an L99 LS3 with 570hp. Kyle has 620hp.

LIA Mag: So you are still handicapped?

Stacy: Yeah. I did have a 383-crate engine, but it was very very tired. I had driven many hard miles on it and barely had 400hp still.

LIA Mag: 570hp is still impressive. That must be a hand full on the road course with those tight curves and all.

Stacy: It is, yes.

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.



Ladies in Autosports

LIA Mag: You were saying how you were both from hot rod families. How old were you when you actually became involved in the car scene?

Stacy: Do you mean as a hobbyist interested in it?

LIA Mag: Yes, I guess you could say that as a hobbyist.

Stacy: I helped my dad build his '32 Ford when I was little as much as I could help. I always enjoyed it and always loved cars. For as long as I can remember I was involved in the hobby of loving hot rods and cars. When I was little I always said that I wanted to grow up and work for GM and design Corvettes. I loved Corvettes so I made my mom buy a Corvette when I was little because I loved them so much. So I made her decide she liked them so I would get to ride in one all the time. Then when I was 16 my mom had a 65 Mustang. It was kind of her summer show car. I thought I'm going to get it when I turn 16 and it's going to be my car. My dad thought if you want to drive the car and you want it to be yours, then you need to rebuild it before the 65 becomes yours. The summer I turned 16 my dad and I spent the summer building the engine, suspension, just everything except the paint and interior on the car. It was an excellent learning experience for me because I learned about all the effort that goes into this industry and hobby. I appreciated it so much more as it was a great summer with my dad.

LIA Mag: So was it the Mustang?

Stacy: Yes it was the Mustang.

LIA Mag: What year was the Mustang?

Stacy: It was a 65 Convertible. So I did have a Ford before I became a Chevy person.

LIA Mag: Through all of this you and Kyle both have engineering degrees. What school did you go to?

Stacy: I have my mechanical engineering degree from Purdue University and my masters of engineering from Renesselar Poly Tech.

LIA Mag: Besides your college degree, which gave you the necessary knowledge to do what you are doing today. Where else did you obtain knowledge or who else was very helpful in giving you the extra knowledge you needed to be able to do all the things that you are doing today?

Stacy: You know that is a good question. I always just looked around and would talk to people that had neat things or things that I couldn't understand. I would just ask questions. Why even my dad taught me an awful lot, he's an engineer by trade. Not so much about engineering but the value of persistence. When a problem comes up, but it's not a problem, you can always figure out the solution. It may take

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.

4/5/6 times. You might not get it right the first time, but by golly there's a way to figure it out. That's what I really learned from him growing up. No matter what the issue is whether it is mechanical, electrical, or body you can figure it out. Anything that may be a problem and most people will say I tried this or tried that and I don't know. We've taken this step, and this step, and this step and keep narrowing it down. Don't get frustrated. People have always been very willing to help me out and give me advice. When I was a co-op student at General Motors I learned a lot as a co-op student. That was invaluable. School is great, but you get to a point where school gets so hard and you think when am I ever going to use this. Then you go to your work session at GM and you're using what you just learned in the previous semester at school. It allowed me to put my education with how is this going to work in the real world and apply that knowledge. At GM one of the best things I've learned was working with the hands on people that physically worked on the cars. I worked at the proving grounds one semester and I would stay on the second shift and just hang out with the technicians and help them out because I wanted to know more. I was willing to listen and willing to ask and they were willing to help me out. It was very helpful.

LIA Mag: You were talking about moving from Michigan to North Carolina and it was because of the 69 Twister. Now who was that car for?

Stacy: We built that for ourselves. We wanted our own car before we started our own business. That is when we won Street Machine of the Year at Columbus in 2000. He saw us, met us, saw the car and wanted to buy it. We developed a great relationship with him. We say we still have visitation rights. We get to see the car, we get to drive it sometimes, and we get to borrow it for our open houses. He kind of helped us move down here. Its kind of an inside joke. But I never liked Michigan; I was always cold in Michigan. Once we both quit GM there was no ties in Michigan our families weren't from there. We wanted to move south. We'd go visit him and all the shops in Charlotte are there. We had very high technology in Detroit because of the OEM. That's what allowed us to find the suppliers and all the technology in the area. We couldn't just pick up and move anywhere because we still needed a technology resource. Charlotte the Mooresville area still had the technology resource because of Nascar you got so many suppliers, venders, materials or things that you need to be able to make your products at your hands.

LIA Mag: So you explained how your business began. Was it a difficult decision in the beginning for Kyle to take that leave of absence? He took that time, a year's leave of absence, and you both made that decision together. Was it really difficult to not be on the fence and jump off the fence?

Stacy: It was very scary but I don't want to say it was difficult. We put a lot of thought into the decision but we were at the point of it is either now or never. It wasn't difficult once we made the decision and we said this is what we're going to do and this is our plan. And we knew that if it doesn't work in a year we tried it and we had a lot fun trying. But once we made that decision then everything was really falling into



place. The decision made it for us because there was so much momentum at that point that the decision was there and we took that and ran with it.

LIA Mag: What are your visions, hopes, dreams and goals for DSE?

Stacy: That's a good question too. We're much bigger, we expanded much faster than we ever could have dreamed. We were just happy when we hired our first employee and pretty soon we needed another employee. We need more buildings. The buildings we moved down to in North Carolina we are expanding on to that building now and we never thought we'd out grow that building. What we'd like to become known as is the one stop shop for quality muscle car products. Our customers can call us and we'll not only sell them car parts, but we can give them all the technical information. We can give them everything that they need to go build their car. We take great pride in the fact that we just don't want to sell them a part and see you out the door. We will spend time with the customer on the phone, at the show, whatever they need. If they're buying our rear suspension, okay do you need help with your axel width, what size wheels and what backspacing do you need. We can give them all that information. We can sell them all the products as well. And they know when they're getting the front suspension, the rear suspension, the wheels, the brakes, everything from us, that it will fit. There's no oops, the wheel doesn't clear the inner fender now because the backspacing isn't correct. This doesn't work with that. So we want to become known as the one-stop shop or muscle car components even outside of General Motor's products. We want to expand and Chassis is our specialty but as we build cars, we build turnkey cars and customers see the turnkey car in a feature, in a magazine, or at a show. We'll start getting calls on a one off product that we've made just one off for that one car. If we get enough calls, well maybe we can make that a part. That's how a lot of our other parts have come about. Our wiper kits that we have we made a wiper kit for a customer's car and everyone started asking so I guess we can make that a product and several other items.

LIA Mag: I was reading that you and Kyle both do different things to help in the industry. One of the things that I noticed is that you do things in the educational programs. What specific types of things do you and Kyle involve yourself with to further the learning in the industry and how does that help the women and men in the industry?

Stacy: One of the things that we do at this very event here this weekend, in fact at many of the Goodguys' shows and Hot Rod and Restoration shows, is we give seminars. We gave a seminar on Suspension Design and Development. We're not so much giving the seminar to sell or explain our products, but to educate the customer on the basics of chassis and suspension. It is a very complicated sub system. To many people it's a kind of a black art. One person can tell them one thing. Another person can tell them something else, this part is better, and that part is better. They need to know the basics of the geometry principals and suspension principals, key indicators that you look for. We want to educate the customer so

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.



Ladies in Autosports

that when the customer is looking for their products they can go vender to vender and as they are listening to the different pitches they can process that into how does this relate back to the basics of what I learned. The customer will decide what is the best product for them based on those learning's. If our part is the best fit that's great. If they think someone else's part is the best fit based on what their goal is for the car, if it's more for drag racing and not an all around car. Then the customer gets what they want and that's our whole goal. We want to be at the shows to sell parts but we don't want to sell anybody something they don't need or shouldn't have. We also feel very strongly about the youth. Getting the youth involved in the industry. In particular we do tours. When we were in Michigan we did a tour with Kettering University that is an engineering school. It used to be General Motors Institute many years ago. The students went to school and they Co-op at GM automatically. GM no longer owns the school, but it's still a co-op engineering school. The students attend the engineering school then they co-op at different companies just like Kyle and I did with GM. We educate the kids at applying those engineering skills that they're learning in school. We show them that this is how we apply it in the real world and oh by the way it's fun too. We get them excited about going back and sitting in the classroom and learning and understanding those principals. We do a lot with high school students as well. We just recently had a high school student who had to do a senior design project. He came to us and asked is there anything that I can do for my Senior Project. We got him set-up and involved with our engineering process all the way to manufacturing plus shipping. So he would come in 3 hours two days a week in the afternoon. He would start out with the engineers to learn the design process; kind of what goes into the engineering. After they would design something that we would need to be manufactured, then he went down and worked with our machinist to help and learn how the CNC machines run. What's required and how the interface goes between manufacturing and engineering. Well, it works on paper but you go to manufacture it you need to change this thing because you can't manufacturer it in the mill like that. Then he went on to installing it on the car and testing the product. Then the next thing was to design the instructions, the packaging, and the boxing up of the product. He wrote his Senior Design paper on the engineering design development and manufacturing process at Detroit Speed. He did an excellent job!

LIA Mag: Stacy, is he the only one that has done something like this with your company?

Stacy: Yes. We had high school students do small projects, however, his was the one that was the most involved. We had students come in for 6 weeks and than write a paper.

LIA Mag: So his was kind of like mentoring?

Stacy: Yes, exactly.

LIA Mag: Boy you have shared a lot of good valuable information that I am sure our readers will enjoy reading about. I really like how you explained the whole company. What words of encouragement were

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.



Ladies in Autosports

given to you in the industry when you were first beginning? And what would you like to pass on to other women in the industry or women trying to get into the industry?

Stacy: Everyone I talked to when I was younger at GM and even at college my first semester before I gained my first co-op job at GM would say, absolutely you can go do that. No one really ever has told me that I can't do anything. In this industry I have had support from so many different people. The other vendors and manufacturers in this industry have been more than willing to help us along. Jane Callison from Ididit, when we first started the business, I would call her and I would ask her the dumbest questions. I thought I don't know who to ask I'm going to ask Jane and she probably thinks oh gosh why is she even trying to run a business. I would ask, how many catalogs do you typically print? Does this price sound terrible for a printer? We still laugh to this day about the first SEMA reception that I ever went to. I called her before we were getting ready to leave and I said Jane I've never been to a SEMA reception and now we're going to have a car there and we are going to be up on stage. What do I wear? We laugh even today and she'll say remember when you called and asked me what to wear to the SEMA reception. You've come a long way. People like Jane, and people such as Vintage Air, Baer Brakes. A lot of companies that sell our parts now, we started out with a very good relationship. I guess I was never afraid to ask questions. If I don't know, I want to find out. So, I guess one of the biggest pieces of advice I can give is to don't be afraid to ask questions because I guarantee you everybody have had this or that question. I really like it when someone, another woman in particular, will ask me a question about well how did you start pricing your products? Oh great question ... let me tell you, because I made so many mistakes in the beginning. I didn't think about this, I didn't think about dealers, I didn't think about overhead. We were in our back yard so we had no overhead. Just sharing that information, just ask questions. Everybody in the industry has had the same questions more than once.

LIA Mag: What would you like to see change/happen in the industry and how do you yourself hope to influence/help the women in the industry?

Stacy: What I hope for in the industry is I hope for women to become more and more recognized. And I mean recognized just to be uncommon when a woman is in this industry. In a leadership role, a mechanical role, or any role they have within this industry. I just want it to be very uncommon and not a big deal that it's a female or a male going around the autocross in her '69 Camaro. I still get so many comments at the autocross when I'm at the starting line in my Camaro and they'll say, that's a girl in there, there's a girl. I want it to be uh! That's another cool '69 Camaro. So the way that I'm trying to change the industry is by going out and showing that I can do everything anybody else can. Even if you're in this industry it's not that well you do the bookwork, you do the HR work, the typical work like that, you don't do the engineering or mechanical. I tell you I don't do the bookwork, I don't do the HR work, I'd rather be out there in

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.

the garage. I don't do that much anymore. That's what I want to show is that you can be a female and do everything that the guys can do. It's funny when we hire a few people in our shop. We have a great crew at Detroit Speed. We couldn't do it without our team at Detroit Speed. Like I said during the day I don't get out there much anymore. On the weekends or in the evenings when I'm out there doing something on my car, they ask me do you want me to get that for you, and I say no I've got it. They quickly learn that I am one of the guys. I just want it to be that when I pull up to the autocross I'm looked at as another driver, I don't want them to think that's a girl driving.

LIA Mag: You don't want that designation between woman and man. You want it to be hey here are all of us in this sport.

Stacy: Right! She's an excellent engineer, businessperson, and driver. I'm just going to say one more thing. I drove recently in the Motor State Challenge in Michigan. It was a road course event, road racetrack, and an autocross event. They've been doing this autocross in the industry for a little while now, but the first time this industry really has supported a road course event for these kinds of cars. I have been on the road course quite a bit when I was in college, I did some road racing and at GM my job required me to do the road course. And I loved that! There were sixty cars entered. My husband, Kyle, drove his car. Other engineers drove and I drove as well. Sixty cars ran and they had the top fifteen times and those top fifteen cars ran the shoot out. Kyle made it, our engineer made it, and I made the top fifteen as well. Everyone was saying, Stacy you made the top fifteen, isn't that great! You're in the shoot out. Well I hoped I would be, I would be mad if I wasn't, but yes it's great. But no one was going around to any of the other guys saying you made it in the top fifteen, isn't that great. Then I ended up finishing tenth and they said you finished tenth. Yeah I did.

LIA Mag: So, you've told us all kinds of good information and it has been so enjoyable. So, let's speed it ahead 15 to 20 years. What is the legacy you would like to pass on about yourself?

Stacy: Oh, that's a hard question.

LIA Mag: Like For us we have a daughter and we have a grandson. And when I started doing my photography it was like oh you know it would be really neat if she would do the business. And then she told me, mom you know I'll never do photography. That's okay you have to do your own thing, you've got to be your own person. Then about three years ago she said Brian, that's her husband, he said hey Crystal would you ever take over for your mom? Oh yeah in a heartbeat. And she's telling me this and I'm like wow what a great legacy for me that I left that impression on her. We started her at eighteen months that the industry is fun, and you can have a job, and enjoy what you do, going to work every day

no matter where your office is. And now that we are starting this magazine and she said you know if it is a go and you really need help and the pay is there where I can do it you know that I would quit my job in a heartbeat. And I was shocked! So, for me it's like I'm passing that legacy on to her. So, I'm hoping what I've done, being a photojournalist, I'm hoping I'm passing a legacy for other women that you can go out and you can do this. Now what kind of legacy would you like to leave for other women and men?

Stacy: I would like to leave the fact that it doesn't matter even beyond this industry, which it doesn't matter, even what industry you're in. If it's an industry that is dominated by another gender or not your particular place that you feel comfortable that you can go in and you can make it yours. All it takes is a lot of hard work, and I think that is it in a lot of industries. As long as you are willing to put in the work, start at the bottom, do the grunt jobs that you think just are the worst jobs in the world and not think that you instantly have to be the highest executive there is. You will get to where ever you want to be in your position you aspire to. And it may take a little while. And it may take a couple steps forward and a step back. You'll eventually get there if you put in the hard work and you don't expect it to come to you. If you put your head down and you have a goal and you say that goal is X and I'll do whatever it takes to meet that goal. And it is a thicket to the industry I guess on our goal side. I really want to lead the fact from the women's state of point for the young girls out there growing up right now and even some that aren't so young that they see me out there running with the boys. Doing everything that they do. That some of the following will be taken away from their mind that: I can't really go into to those types of fields, I don't know much about it, or It has always been my brother and my dad that have done that and I've never been out there with my dad. I give rides to so many women on the autocross. It's really neat. Many of them are younger and are here with their dads. Oh yeah I come to the car shows with my dad, but aw?? And then they get in and they ride with me and they say oh mygosh, that was so fun I'm going to see if my dad and I can build a car to do this now. It just really gets them excited that they can do anything. I have one little friend, Bobby Alloway's daughter.

LIA Mag: Oh you mean Anna Kate.

Stacy: She wanted to ride with me on the autocross at Nashville when she was just eight. So she did and I decided I was going to take it easy. So I get out there and the first couple of turns I could tell she was all into it so what the heck with taking it easy and I ended up setting my fastest time with her. And it was talked about all year long that Anna Kate was going to ride with me again. So this summer at Nashville she wanted to ride. Now we've developed a really neat relationship over the year. So she rode with me again and again I set my fastest time again.

LIA Mag: Oh wow she is good luck for you!



Ladies in Autosports

Stacy: She is good luck. So now we have a really neat relationship. She is excited about Camaros and driving the autocross and she told Bobby I want to drive, build me a car.

LIA Mag: We had a very enjoyable and informative interview with Stacy Tucker. We want to thank her for all her valuable input and answers. We also want to thank her for taking the time for the interview. We hope that you our viewers get good valuable information that will help you to fulfill your goals, dreams, or vision.

© 2009 liamag.com | 5236 N. 225 W., West Lafayette, IN 47906 | Phone 765-497-3735 | Email LIA Lady

This site, its contents and all related content, formats and documents are copyrighted property of liamag.com and are not to be reproduced or republished without the written consent of liamag.com

LIA Magazine published by J A Media, LLC, all rights reserved.