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TORQEN specialises in Japanese performance car parts, offering the most comprehensive selection of parts in the UK. Our aim is to provide unrivalled customer service, while continuing to build an ever-growing collection of parts for the Japanese market.

We have unparalleled access to top brands in the world, being able to supply parts manufactured in USA, Japan, Taiwan, Australia and Europe within days.

TORQEN was born from the passion for sport cars, while building some of the most amazing Nissan 350z and 370z in the UK. We value our customers' passion for cars and we love to be part of the projects they undertake, helping them sourcing the required parts at the most affordable price.

We design and manufacture our own products for the Japanese market like the Nissan 350z & 370z Big Brake Kits, TORQEN S coilovers, aluminium undertrays, clutch master cylinders, lights, tow hooks, titanium engine bay dressing bolts, forged engine blocks, carbon fibre bonnet struts, wheel spacers, silicone hoses kits and many more.

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Scott's 350Z – Wide Boy!

Patience and modifying never really go well together, but Scott Lennon had to endure a long wait before reaching his target with this amazing 350Z. "I had it all planned for such a long time," Scott explains. "But I wanted to get all the parts together before doing any major work."

Indeed, those magnificent Watercooled rims were custom made and in Scott's hands a full year before he hit the go button. How difficult must that have been? Although, you'd quite happily put these wheels on display at home and just look at them, forever, and never leave the house again.

"I bought the 350Z when it was white and fairly subtle," Scott tells us. "The next day I sold the Civic that had featured in Fast Car and from then on used the Z as a daily and my old Prelude as a weekend car." Scott sensibly stuck to maintaining the Nissan and carried out basic mods like adding the Corbeau seats, Willans harnesses and Vertex steering wheel. Once all the key parts were assembled, it was time to kick-off with the serious work...

The aim was always to build the car around the wheels, so the Rocket Bunny kit was an ideal partnership. Fitting such a wild kit is always a challenge but in true Lomotion style Scott chose to turn it up a notch and blend the kit into the body. The cuts were going to



be crucial, so once again patience was the key as Scott called upon Shaun for help and the talented pair carefully got the task done. To beef up the body further, a Top Secret diffuser, Chargespeed sideskirts and custom front splitter were added to the mix. Other touches include some smoothing, carbon bits, the retro Datsun badge and lashings of Heritage blue paint. What a colour that is –

we love it!

By this time it was all about the fitment and true to form Scott didn't make it easy. He's always loved deep lips and asked Watercooled for their maximum size on his rims. Usually it's 7 inches, but they supplied him with a 9-inch dish, by polishing the barrels instead so he could use them the opposite way! To get them on it took some creative



HOT RIDES: LOMOTION CIVIC & 350Z



Just the 8.5-inches of rear lip...

custom fabricating of various arms, but the camber was still pretty extreme. It left Scott with a decision: head for Wörthersee or wait and sort it out? No chance. He was off like a shot. Road trip!

Unfortunately it didn't go well. A breakdown in Germany resulted in a lot of recovery woes before the car was finally back at home base and it was a return to the drawing board. This time the guys milled the rear wheels by 18mm and reverse mounted the faces. It doesn't sound much, but it made a massive difference as most of the tyre tread now touches the tarmac instead of the sidewalls. Result!

Sure, it took some time to get right, but this glorious outcome is well worth the wait. Even the ill-fated European trip was laughed off, as once you own an insane car like this, you can't help but grin from ear to ear. Just like our man Scott. ■

Old school Datsun badge is a masterstroke



Even the steering wheel has serious dish

OWNER INTERVIEW Scott Lennon

What's the reaction been like?

It's been brilliant at shows and online. I did get a bit of hate when the camber was extreme, but that was expected. Overall great though.

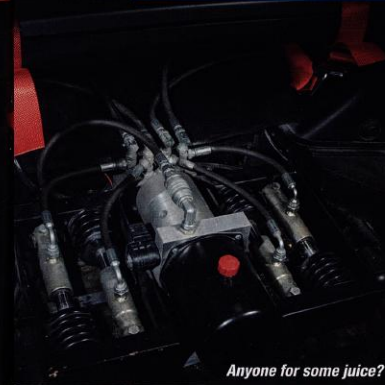
What are your three favourite mods?

The wheels, steering wheel and the kit.

What's next for the 350Z?

I have a few ideas, mainly interior mods first with a cage, trimming and carbon bits. Elsewhere maybe turbo or supercharge it and give the bay a tuck. I have another project to start as I bought a 240Z, all because of the Datsun badge!

Anyone for some juice?



Just look at that rear lip. Pure awesome

TECH SPEC: '08 350Z GT

STYLING

Full respray in Toyota Heritage blue; Rocket Bunny kit smoothed/blended in to the bodywork; rear arches split to allow bumper removal; custom front splitter; Top Secret diffuser; Chargespeed side skirts; carbon mirror caps; carbon B-pillar covers; rear toe-eye deleted; aerial deleted; wiper arm deleted; retro Datsun badge.

TUNING

3.5 V6 engine; custom de-cat exhaust; custom intakes with K&N cone filters; Stage 2 drift clutch; lightened flywheel.

CHASSIS

Watercooled IND CB1 wheels finished with Rose Gold centres, 12x18in -52 fronts with 5in lip and 13.5x18in -92 rears with 8.5in lip; Toyo Proxes tyres, 285/35x18; two-way hydraulic suspension; Driftworks front camber arms; SPL rear camber arms; P2M rear toe arms; Driftworks rear traction arms; custom driveshaft spacers.

INTERIOR

Corbeau Club sport seats; Williams harnesses; custom shifter; Vertex Racing Hells wheel; NRG short boss.

AUDIO

Pioneer SPH-DA120 doubleDIN with Apple CarPlay; standard Bose sound system.

THANKS

Thanks to all the Lomotion crew, my parents for putting up with me coming in late at night after working on the cars all day, and to my girlfriend Alicia, and special thanks to Shug and Alicia's dad Allan. Building the car wouldn't have been possible if not for their help!

LOMOTION

We've spent a lot of time with these guys over the years and it's amazing to see how their enthusiasm never wavers. We don't know of any other crew in the UK who have continually churned out so many awesome feature cars. They share a unit, but it's much more than a place to work on the cars. It's more like a hub where they can tinker with projects, chill out, talk bollocks and play video games. It's also where their crazy ideas become reality. Big shout to all the team!

