

MY STORY...

Daniel Clysdale has transformed his 370Z over the last few years with some finely chosen modifications that have made all the difference to sleek Nissan sports car...

Photos: Ade Brannan

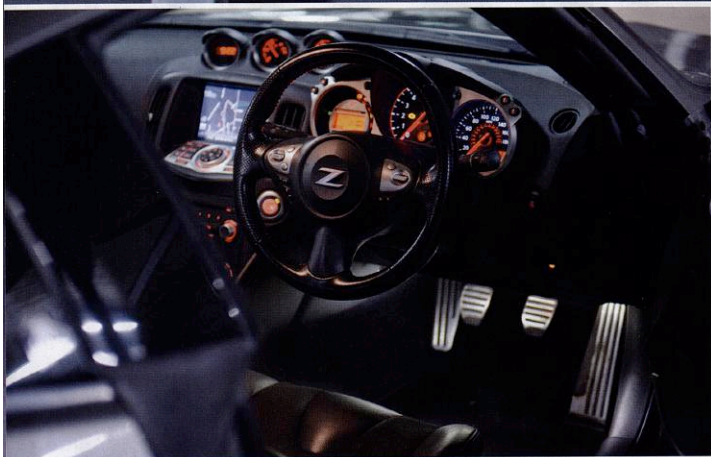


Car: Nissan 370Z

Owner: Daniel Clysdale

Location: Aberdeen, Scotland

Job: Creative Design Agency



How long have you owned the car?
I've owned the car for four years and four months.

What cars had you owned before this?

Before the 370Z I had a black Saab 9-3SS Aero 2.0T running close to 300bhp. It was fairly quick in a straight line, and great on long journeys, but not so great on the handling.

Why did you want a 370Z in particular?

I wanted something that would be a great all-rounder: I wanted plenty power and RWD but also some modern comforts like sat-nav, heated seats, decent audio etc... Practicality wasn't really a concern which meant the 370Z was a perfect fit.

Where did you source the car?

I spent a good while looking for a GT model, in the right colour with manual transmission and the newer nav package,

and eventually found this one in Newcastle. I drove down in the Saab, which I traded in and drove back up in the 370Z. The car was totally standard when I bought it.

What was the first thing you did with it?

Initially I planned to do very little to the car; lower it, get the wheels sitting flush, intake and exhaust was about all I originally thought about. The first thing I did was get a set of custom short-tails (back-box delete) fitted. The 370Z is a very quiet car standard, so I had to fix that.

It's clearly come along way from there, why was that?

Yes definitely! I started to see subtle aero parts that didn't take away from the lines of the car too much; an Evo-R carbon front lip, Tarmac Sportz rear diffuser, rear spats and side skirts. So I decided I'd go for an OEM+ look, and fitted those.

Shortly after that the 2015 Nismo 370Z was announced, and immediately I knew I

had to get my hands on that facelift bumper.

In the meantime, I had been eying up a set of Judd 20" T311 wheels. After harassing the local Nissan parts department for a few weeks, I got my hands on the bumper, and it ended up getting fitted the same weekend that I picked up my new Judd wheels.

I was happy with this look for a while, but I was really starting to like a lot of the RWB and Rocket Bunny wide body cars I was seeing. After some initial research, I took a liking to the CarbonSignal Moonbeam wide body kit. The fenders aren't too crazy wide, so you don't need absolutely mad wheels to pull it off. It also followed the lines of the car really nicely, so I decided this was the route I was going to go. The kit came complete with eight-piece overfenders, a rear diffuser, rear spats, side skirts, front wings, front aero fins and a lip for the 2015 Nismo bumper. I decided not to fit the spoiler that comes with the kit because I really like the standard GT spoiler and it gave the car some individuality.



WIDE ARCH 370Z

How long did the project take?

The car has been a bit of an ongoing project, but this latest iteration took about four months, starting with stripping the car down, then paint prep, test fitting, arch cutting, welding, sealing, painting and then final re-assembly.

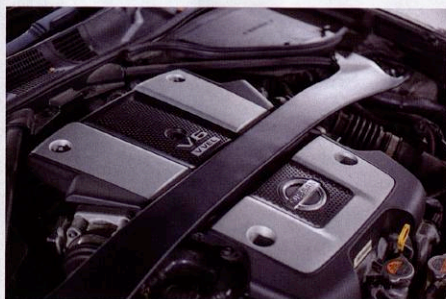
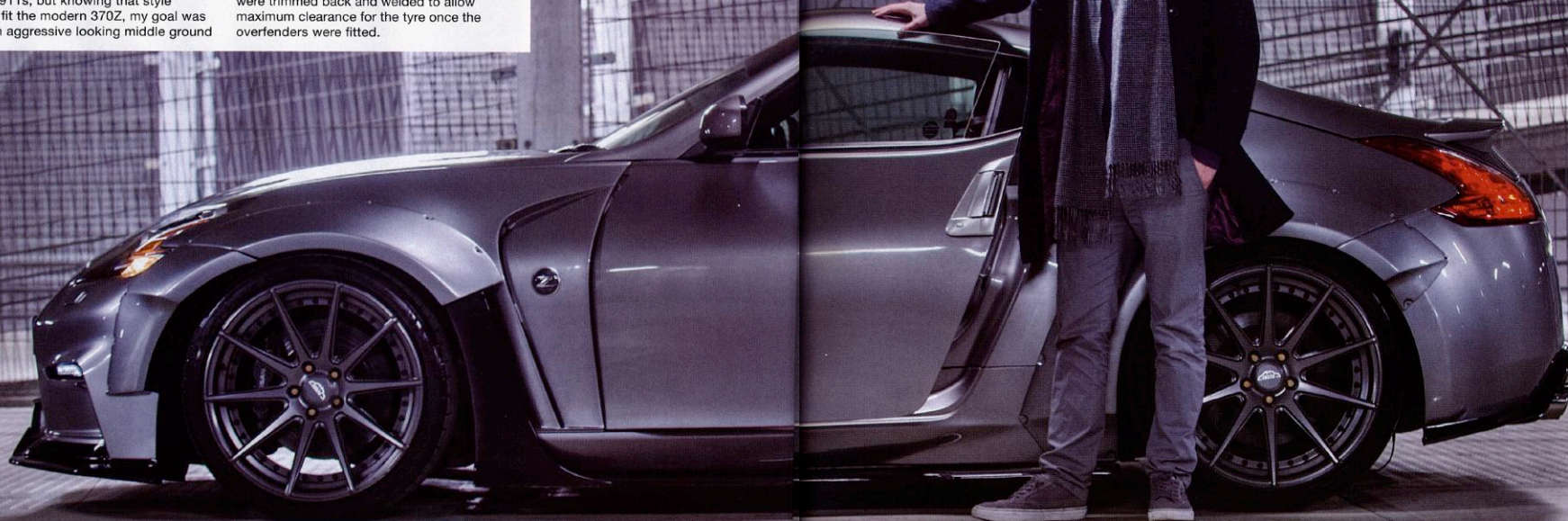
What was the inspiration for the look of the car?

It actually came after my girlfriend fitted a Rocket Bunny wide body kit to her MX-5. I really loved how it transformed her car, which got me interested in doing a similar thing to mine. I am a huge fan of RWB Porsche 911s, but knowing that style wouldn't fit the modern 370Z, my goal was to find an aggressive looking middle ground

somewhere between the two.

How hard was it to source and fit the kit?

Sourcing the kit was quite easy, I dealt with CarbonSignal who are excellent and talked through all the options with me. The kit is limited to 100 units, and mine is currently the only one in the UK. They hadn't yet developed the front bumper extensions for the 2015 Nismo bumper when it came to shipping the kit, so I went for the standard 370Z ones and then we had to make some adjustments to get them to fit. Other than that the fit on the kit was absolutely spot on. The rear arches were trimmed back and welded to allow maximum clearance for the tyre once the overfenders were fitted.



WIDE ARCH 370Z

What single modification made the most difference to the way the car drives?

The square tyre setup definitely made the biggest difference to the handling. The car is running 285 section tyres all round now, which gives it a huge amount of front end grip. It's a heavy beast, so this definitely helps on the Scottish back roads.

Do you use the car much on the road and what is it like to drive?

Yes, I have access to another car but I daily drive the 370Z, it's definitely no garage queen! It actually drives really well on the road, and with the valved exhaust, I can now do so without devaluing our property!

It handles really well on back roads thanks to the uprated suspension, increased track width and wider rubber. I haven't had a chance to track the car yet but given the right

opportunity I would be keen to see what it's actually got.

What are the plans now?

The plans are now to focus on the performance. After a full service, I'm planning to have the car remapped at Dynatune, to make best use of the exhaust and HKS filters. The long-term goal is to go down the forced induction route, with either a Stillen supercharger, or a Fast Intentions twin-turbo setup, to reach around 660bhp.

Is there anyone you would like to thank/specially mention?

I would like to thank my partner Eilidh, for giving me the inspiration to go wide and for helping out on numerous weekends and late evenings, Paul Jamieson at J-Fab for his outstanding work on the valved exhaust, Paul Mavor at DF Autotec for his sound advice. 🌟



TECHSPEC

Performance: Approx. 330bhp

Engine: J-Fab Custom stainless steel valved exhaust, HKS Super Hybrid filters

Suspension: Eibach sport springs

Wheels & tyres: 20" Judd T311 wheels, Rays bronze wheel nuts

Exterior: Carbonsignal Moonbeam V2

widebody: eight-piece overfenders, vented front wings, front wing extensions, side skirts, rear diffuser and front lip, 2015 Nismo front-end conversion, black headlight internals, Hella DRLs, black roof

Interior: Nismo gear knob, Audison Bit Processor, Hertz Mille Pro Components, Hertz HCP4 Amplifier 190w RMS x 2, Alpine SWR 12" Subwoofer, Pioneer GM9001 Amplifier 1200w RMS x 1



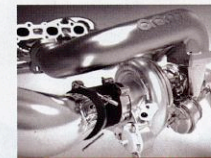
TORQEN

supercharge your passion for cars

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.



EXHAUSTS
full systems, decats, high flow cats



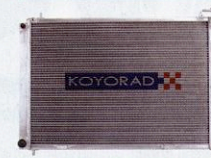
TURBO KITS
twin turbo kits in RHD and LHD



BRAKES
big brake kits, discs, pads, lines



STYLING
sport seats, gear knobs, lighting



COOLING
radiators, hoses, oil coolers, fans



WHEELS
alloys, spacers, caps, lug nuts

0% APR finance available for orders over £300 and up to £25,000

TORQEN is an Authorised Distributor for some of the biggest names in the Japanese Performance car parts market: AAM Competition, Greddy Performance Parts, StopTech, Ohlins, Vortech Engineering, ARK Performance, Stillen, Tanabe, SSR, COBB, Braum Racing, SprintBooster, Oracle Lighting, SoulFunction, SuperPro, Voodoo13, Air Lift, AccuAir, CJ Motorsport, Level10, SPL Parts, Treadstone, VMR Wheels, Cosmis Racing, Fortune Auto, Girodisc, Ferrada Wheels, NWP Engineering, GrimmSpeed, Pandem RocketBunny, Sprintex, Trust Power Japan and many more. Check our website for a complete list of products we offer: www.torqen.uk



www.torqen.uk



07599 13 9999



facebook.com/torqen



instagram.com/torqen_

TORQEN

Unit 10, Fourth Way
Wembley
HA9 9LH