

Blown in the Wind



John Davies has built the kind of 350Z that every Nissan dealer should have on the factory floor – it's low, it's fat and it's blown!

John has been a ute man for most of his life but that all changed when he went looking for something different and ended up at Giant Nissan. After the nod of approval from lovely wife, Vanessa, John scratched ink on the bottom line and said goodbye to his trick Commodore ute forever. But that was only the beginning of the tale because John has a busy mind, the kind of mind that is always calculating four steps ahead in order to make things happen. The way he went about building his beautiful Z demonstrates this thought process in a crystalline manner.



It was 10:30 on a Friday morning and John eagerly took delivery of the stunning silver convertible. Just after lunch of that same day he was at C-Red's workshop having the massive WP 8 pot front callipers and 6 pot rears fitted with huge 365mm rotors all round. That night the car was home for the first time. Saturday is work day for John so he managed to battle his way through the next 24 hours without seeing his new toy. On Sunday morning it was time for a family outing to York. Upon reaching York the car had 168 km on the clock before it was left at Mark's Workshop for a week to have the supercharger fitted.

Vortech produce a kit specifically for the 350Z which includes a huge bar and plate intercooler to keep the induction temperatures to a minimum. John refers to Mark as "Marcus Meticulous" because of his attention to detail when installing and tuning superchargers and this car is no exception. The kit would be all but invisible to the untrained eye and yet the Z's 206kW at the flywheel has now jumped to over 320hp at the wheels (well over 300kW at the flywheel) with only 8-pounds of boost from the blower.

While the car was away in York, John was cunningly tracking down those truly unique exhaust tips. Take a close look at the inner door handles when the door is ajar and you will notice that the exhaust tips match perfectly, such is John's creative eye. Mark researched the area of exhausts thoroughly and eventually sourced a Jun system from Japan, designed to suit turbocharged Zs. However, due to the rarity of the exhaust tips, Mark asked John to drive the car for a week or even a month to make absolutely certain that the exhaust system fitted the bill before he would weld the tips permanently in place. John had asked for a system that did not drone while cruising but would have a great note under full song – mission accomplished.

The following Sunday the car was picked up in its forced induction form and John spent the next two weeks de-badging the exterior, fabricating the front badge, ordering the trick stainless steel to fabricate the floor mats and boot lining and generally painting and customising to create the big picture. Interestingly, the reversing sensors were not fitted by Nissan and were to be fitted by the dealer but John wanted them fitted his own way so he took them home and painstakingly inserted them into the reversing light lenses because he did not want them to break up the clean lines of the rear bumper. Renata from Sticker'd, sourced the matching gear knob, handbrake lever and oil filler cap for John and really bent over backwards to help him out.





The next step was to drop the car at Malaga Springs and Suspension where Colin and the boys worked their magic, lowering the car 40mm all round with four pieces of coiled perfection from Eibach, the Gucci of coil springs. John was rapt with the “can do” attitude of Colin and his boys, nothing was too much trouble; so he has ordered a full set of Koni adjustable shocks to further enhance the car’s natural handling characteristics.

Speaking of handling characteristics, it is not easy to miss those stunning, huge rims thrust under each corner. After much searching, John eventually selected the all-class Racing Hart rims which were sourced through Tony at Bob Jane in Joondalup. After initially looking far too huge to sit under even the Z’s prodigious guards, they were absolutely perfect to the millimetre when shod with Bridgestone’s finest Potenza. With 19x9s up front and glorious 19x10s under the fat rear, the whole car looks picture perfect. Incidentally, the super-sized rubber combo was ordered at 7am on the morning the car was picked up, this operation reeks of military precision!

John was also in search of the perfect window tint to set off the car’s black rag top, so he called in to see Aat from Solace in Cannington. Aat and the boys must have seen the passion in John’s eyes because they would not let even the tiniest bubble go undetected; the result is a perfect tint job. Aat also supplied and fitted the latest Bell radar and laser detector to the car – both front and rear – with a view to its performance potential and John’s dire need to keep his license.

The car was now nearing perfection but what about some entertainment for those sunny days at Scarborough? John realised that if he removed the glovebox from the centre of the dashboard, then there was room aplenty for a killer LCD screen. Yandi, from Audio Art and Technology, was called in to find the biggest screen to fit the gap and he came through with a 7-inch whopper, mounted in a custom enclosure. The screen was connected to a DVD player mounted in one of four further storage compartments in the bulkhead behind the seats. John had no complaints about the Z’s factory-fitted 240-Watt Bose stereo system, so the DVD was simply wired in and is now operated by remote control.

John has a few more plans on the drawing board for his special Z. Firstly, a return visit to York will see the car produce 350 to 370 hp at the wheels at around 9.5-pounds of boost. Secondly, clear tail light lenses will soon be available and, once fitted, will make the rear of the car match the front. Finally, a carbon fibre bonnet may also find its way out of the shed on occasions but John has to admit he prefers the classier look of the silver hood. John would like to sincerely thank all those who have helped him create his stunning silver masterpiece, especially his wife Vanessa for her unconditional support and his daughter Yasmin.

For now John finds it almost impossible to wipe the smile off his face whenever he is behind the wheel. He even gets up 15 minutes early to take the long way to work. And what about a convertible on these cold winter mornings? No worries, John just turns on the seat heaters and lets the blown Z whistle through the wind!

