

NISSAN 370Z

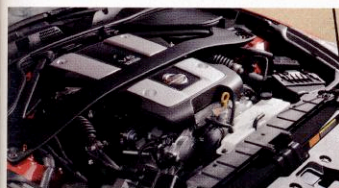
History

The Z34-generation Z car has already become a bit of a modern classic. Still in production, it's actually been with us since way back in 2009; values have remained strong but early examples can be picked up for around £11k or so, and that's a hell of a lot of car for the money. What Nissan have built here is essentially a muscle car – big V-engine at the front, drive going to the rear, couple of seats in-between, and as little complexity as possible.

While appearing similar to the previous 350Z from afar, they actually share almost nothing – it's a totally redesigned proposition; shorter, wider, with a longer wheelbase and extensive use of

lightweight materials. And of course there's that engine: the VQ37VHR is a 3.7-litre V6 which, in launch-spec, offered 332bhp at a howling 7,000rpm, with potential for more.

The standard equipment is strong, and bolstered by an attractive options book – look through the classifieds, you'll find mentions of such treats as RAYS forged wheels, Bose audio systems with twin subs, viscous LSDs, heated leather seats and all sorts. This was a premium £30k+ car when new, with more than enough grunt to keep a Boxster or Cayman honest, and it has all the hallmarks of a future classic. Just look at the precedent – there isn't a Z car in the marque's history which hasn't become collectible.



Production run: 2009-Present
Price now: from £11,000

Buyer Beware!

Proper servicing is vital to keeping a 370Z ticking, so have a good look through the service book. The cams are chain-driven so there's no cambelt to worry about; service intervals are at every 12 months or 9000 miles, and every sixth one is a big one with all consumables being refreshed, so check this has been done. Clutch slave cylinders are weak and Nissan parts are expensive, so don't be surprised to find cars running aftermarket clutches. 370Zs are heavy on tyres and droplinks, and stock exhausts corrode quickly. The paint is silly-thin so expect stonechips on the nose and roof.

Models

The 370Z was offered as a coupe or a roadster, with a variety of equipment packs. The Touring option added heated and cooling leather seats, 6-CD Bose audio with dual subwoofers, and aluminium pedals. Ticking the 'Sport Package' box gave the buyer 19-inch forged RAYS wheels, Bridgestone Potenza tyres, uprated brakes, a viscous LSD, and rev-matching software on manual-transmission models. 'Navigation Package' also brought in the Nissan Hard Drive Navigation System, a 9.3GB Music Box and iPod/USB connectivity.

The NISMO 370Z was an early arrival in

the range, with a power hike to 350bhp (in the USA/Japan; 344bhp in Europe) thanks to a revised ECU and exhaust setup. Springs and anti-roll bars were upgraded, and the model had NISMO 4-pot brakes and Yokohama ADVAN Sport tyres as well as more aggressive spoilers.

The 40th Anniversary 370Z of 2009 was a Japan-only special edition, with anniversary badging throughout along with Sport-option brakes and oodles of leather with red stitching; another 40th Anniversary edition confusingly arrived in 2010 for the North American market, with red leather seats and smoke-grey wheels. The 370Z Yellow was, as you'd imagine,

a special edition available only in Ultimate Yellow – built for the UK market.

The Nürburgring Edition was a limited run of 40 cars for the German market, again in yellow, with a raucous Cobra exhaust, and the Black Edition was, somewhat strangely, a special edition built for the European market to commemorate the 40th anniversary of the 240Z being sold in the USA – 370 were built, in essentially the same trim as the USDM 40th Anniversary edition.

2011 saw a minor technical upgrade package for the range, including improved soundproofing, an integrated rear-view camera, tyre pressure

monitoring system, and a snow setting for automatic-transmission cars.

From 2011, the 370Z GT Edition was available in the UK, with revised damper settings, dark anthracite RAYS wheels and grey side stripes.

The range was facelifted for the 2013 model year, with new wheel designs and paint colours, LED DRLs, tweaked front bumper design and newly-revised brakes and dampers.

The numbers:

- 370Z – 332bhp
- NISMO 370Z (Europe) – 344bhp
- NISMO 370Z (USA/Japan) – 350bhp

TOP QUOTES FROM ADRIAN FLUX...

2010 Nissan 370Z Coupe, Value £12000

Young & Spritely
Age: 21
License: Clean
Occupation: Factory Worker
Quote: £1850

Getting On
Age: 32
License: 1x SP30 (3 points)
Occupation: Teacher
Quote: £450

Pushing 40
Age: 39
License: Clean
Occupation: Accountant
Quote: £400

*Quotes subject to ADFTXS (Accidental Damage, Fire and Theft Excess).

TOP 5 BASIC MODS...



»» EXHAUST

The stock exhaust is prone to rot and far too quiet anyway so it's good to get that sorted. If you're feeling flush (which you are, because you have a 370Z), one of the very finest comes from Motordyne. www.motordyneengineering.com



»» SEATS

The 370Z's standard seats are pretty heavy, so you'd do well to swap them out for some lighter and more supportive Bride buckets. www.demon-tweeks.com



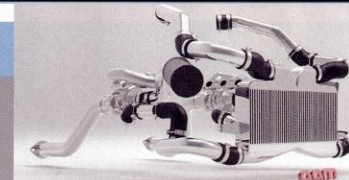
»» COILOVERS

Tein's Street Flex is a highly regarded setup to offer a decent compromise between everyday usability and a lot more control than the standard springs and dampers. www.tein.co.uk



»» POLYBUSHES

A full set of SuperPro bushes will get that chassis tightened up and ensure the 370Z is as poised and athletic as it should be. Have a look online and you'll find they do the lot. Top polyurethane action! www.superproeurope.com



»» TUNING

OK so you already get plenty of power as standard but there's only one thing better than power, and that's more power. If you're going balls-out, an AAM twin turbo kit from Torqen is the ultimate upgrade. www.torqen.co.uk