

or a lot of vintage car enthusiasts the S30 Fairlady Z in these pages must be nothing short of utter blasphemy. When it comes to restoring and ultimately tuning these kinds of cars, there are two very distinct camps most try to stick to.

One is where authenticity is of the upmost importance, where every part must be period correct and look as it did back in the day. On the other side of the spectrum there are places like Rocky Auto, whose main aim when going through a restoration is to inject a certain modern aspect, improving the original concept of the car and giving it a very original feel. And if you begin to think about it, it actually all makes sense, because no matter how good older cars look, they will always be let down by their equally vintage driving dynamics.

As Watanabe-san, the president of Rocky Auto, explains, most of his customers are in their late forties and fifties, and now that they can afford to own the cars they lusted after in their youth, they don't want to sacrifice safety, comfort and, of course, performance. So, to showcase just how far their builds can be taken to, Watanabe-san created the mother of all Rocky Auto restorations, a car he drives on a daily basis on the streets of Okazaki, just east of Nagoya city.

RB engines have been seeing their way into S30 chassis for decades now, but when Watanabe-san approached this project he made sure no shortcuts were going to be taken. The whole concept was to create a track-going street-legal car that would be brutally fast but at the same time comfortable to live with on a day-to-day basis. So, work got underway by fitting the RB26 into the Fairlady's vast engine bay, but not before a little additional power-boosting modifications were carried out.

With the S30's light weight there was no need to shoot for extreme levels of torque, so a capacity increase was ruled unnecessary to keep the car easy to drive. The internals were upgraded nonetheless, with forged pistons, H-section connecting rods and a fully balanced crank, while

the head got a set of 280° cams and adj pulleys, all parts from HKS.

With the motor taken care of, it was or force-feeding side of the equation, and in pursuit of character a TO4Z kit was select After all, what comes close to matching the scream of an external wastegate at full cited TO4Z was mounted onto an HKS stainless manifold, while the rest of the exhaust is dual Rocky Auto custom creation.

The fuel system starts off in the trunk wassive race-spec fuel tank and an extern Bosch pump that feeds the six 600cc/min tors mounted on the HKS fuel rail. To guathe best level of cooling, even when at the an ARC side-flow radiator was fitted on cumounts right behind the intercooler, with the Kinokuni oil cooler right behind the front getting the best possible airflow.

Thanks to the HKS F-Con V Pro, custor wired into the car and handling the engine management, the RB26 can crank out 59 when running 1.5bar of boost, the engine retaining its original revvy character, suit the S30 perfectly.

The motor was mated to a Nissan five-s transmission, which bolted right on and required only minor mount fabrication, with OS-Giken triple-plate clutch to handle all the engine's fury.

Traction is always an issue on extreme FR builds like this, so at the rear a Nismo LSD fitted to help get power down to the ground ciently. The fully adjustable Aragosta dampe have been especially set up and valved to ta into account the not-so-usual combination of power-to-weight ratio of the Fairlady, while fi and rear suspension arms are custom pillowitems made by Manatee.

To stiffen the chassis a one-off roll-cage was bolted and welded in place with a series of bolted around the rear suspension turrets, while up front a Rocky Auto carbon strut tower bar adds extra torsional rigidity.

With the brutal performance available from this RB26-powered S30, Watanabe-san had n

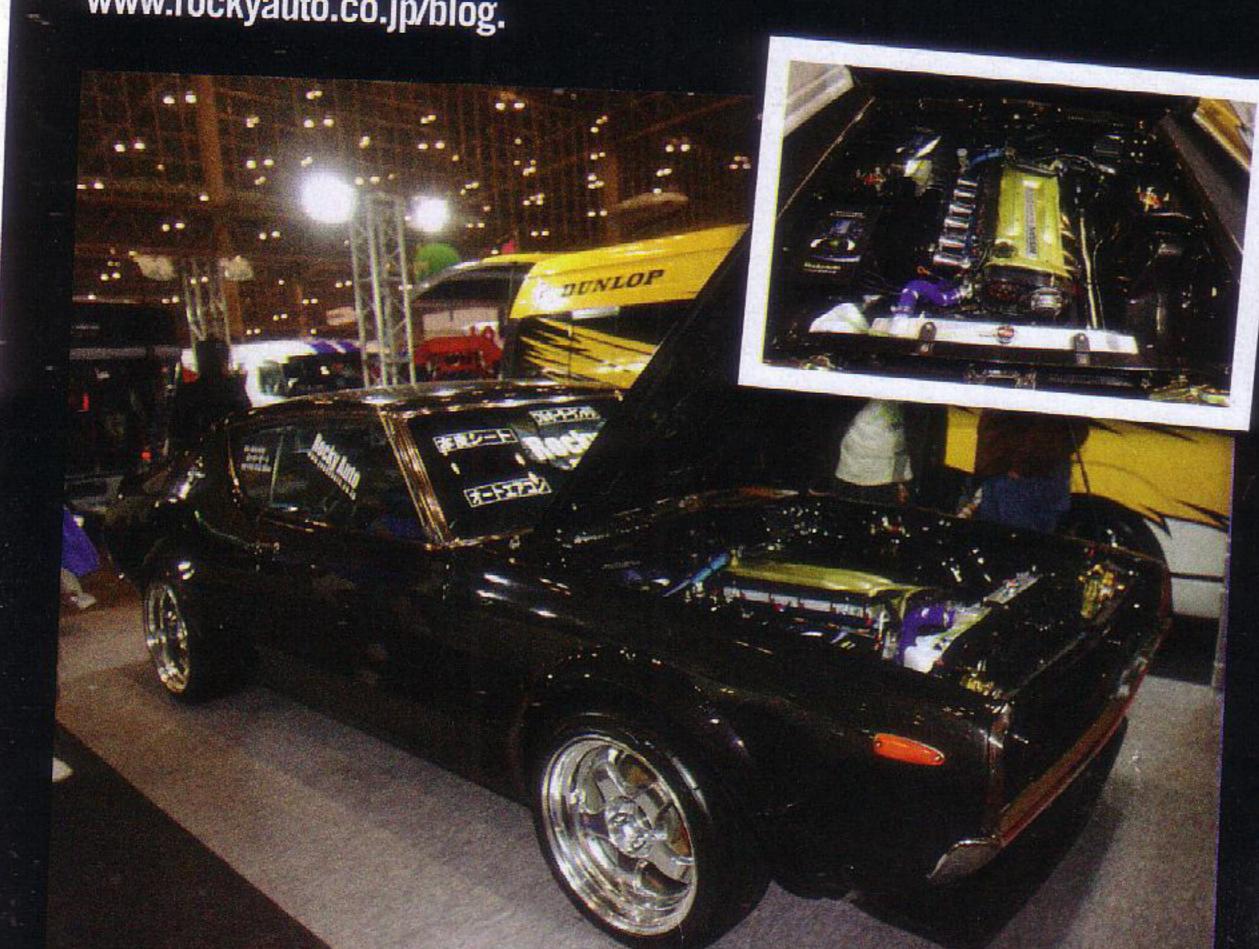


N/A?

Another Rocky Auto car that has been getting a lot of press is this N/A RB26 C110 Kenmery Skyline. It gets up, too, with forged internals and high compression helping it push out 300hp. It sounds, to put it lightly, amazing with the individual trumpets there.

On the outside, no Kenmery would be quite right without a duck spoiler and bucktooth front lip, which suit this specimen perfectly, while 18in Work Meister S1s sit above R34 GT-R Brembo brakes. As it stands now, the car is also fitted with a carbon interior and leather-trimmed seats. Impressive.

Check it out and more on the Rocky Auto blog via www.rockyauto.co.jp/blog.



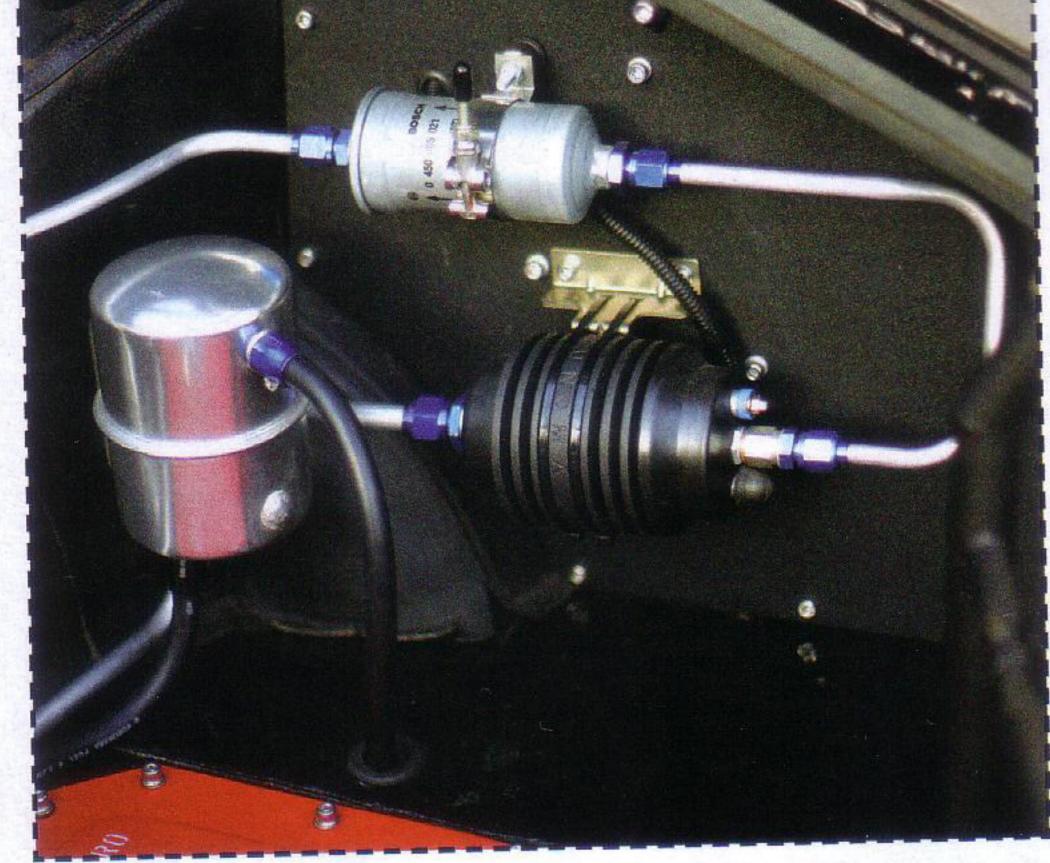




ment and ended up fitting Brembo F50 calipers up front and Brembo F360 calipers at the rear, all biting down on two-piece slotted Rdd rotors. This means speed can be shaved off in a blink of an eye in total control, but, of course, the lack of ABS means extra care still needs to be taken when dosing that middle pedal.

Thanks to the massive Rocky Auto blistered front and rear fenders, this Fairlady sports one of the most aggressive stances we have seen helped along by the deep-dished Work Meister S1s. These 18in rims measure a chunky 10in across up front and a massive 12in at the rear and are fitted with Yokohama Advan Neova AD08, 255/35 front and 295/30 at the rear, the biggest width these tyres are offered in.

The carbon bonnet has been fitted with R35 GT-R NACA ducts, which isn't the only newage GT-R detail because the whole car is painted in Ultimate Opal Black, the special purple the R35 SpecV is offered in. Carbon-fibre Craft Square mirrors, found on most time-attack cars in Japan, are the final additions to the exterior.



Rocky Auto certainly has a great ability at efficiently blending new and old into its cars, and one look at the interior perfectly exemplifies why. The seats are vintage Datsun race buckets but seem to perfectly go with the modern Takata four-point harnesses. The dash has been flocked for that WRC rally car look and feel, and if you look closely, only the stock speedometer remains, all of the other instrumentation replaced with more modern, accurate items.

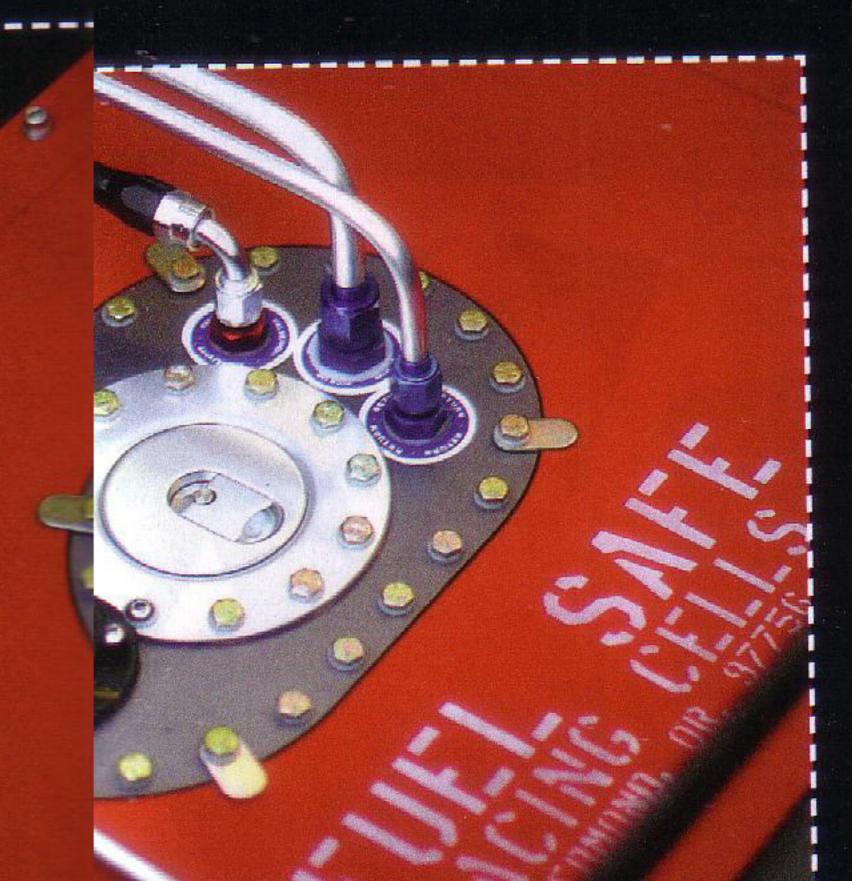
From Auto Meter is the rev-counter and fuel gauge, while taking the place of the three central air vents is a triplet of HKS instrumentation. Just below these the custom Rocky Auto carbon centre console houses the HKS boost gauge and HKS EVC boost controller, and further down on the transmission tunnel the kill-switch for the electrics and the start button can be found.

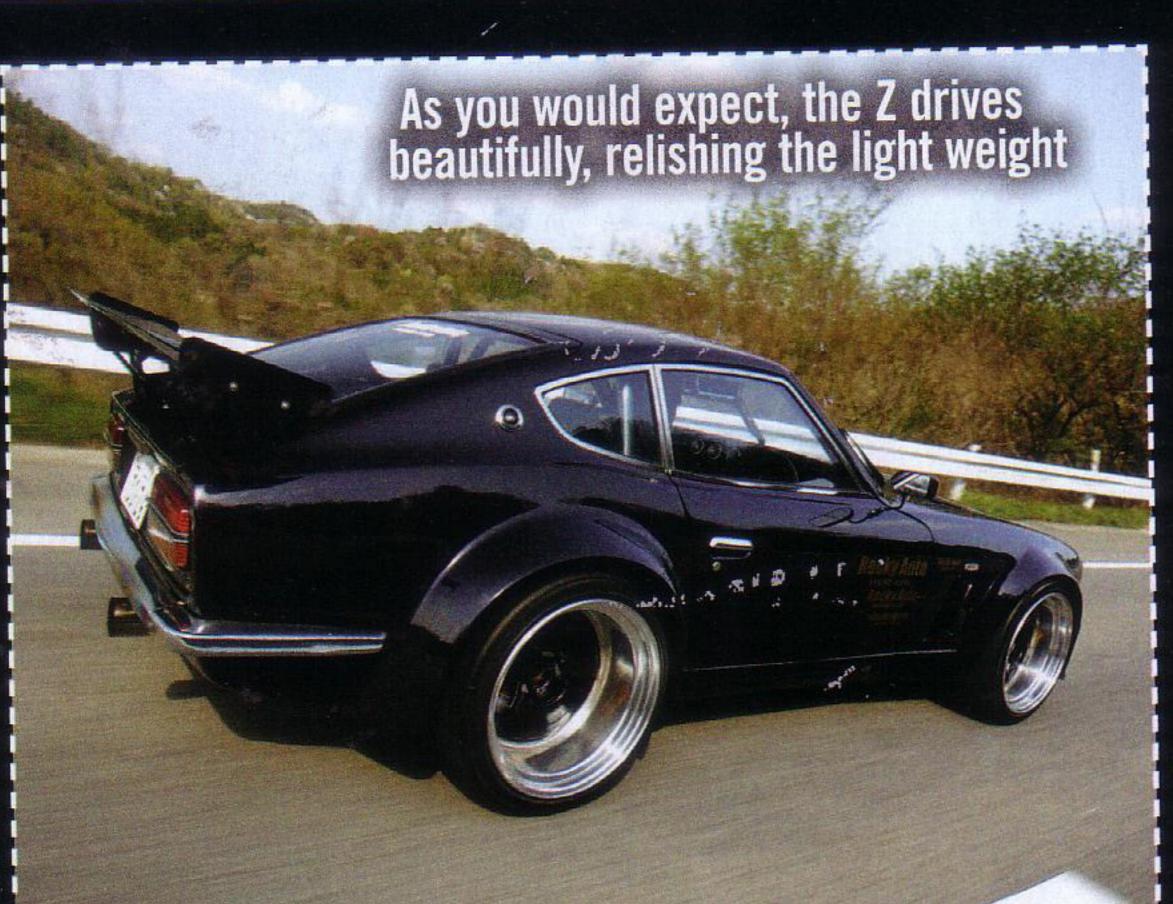
It might not be a true vintage car in the real sense of the word, but you just can't help but appreciate Rocky Auto's creations. With cars like this you not only get the timeless lines of the Fairlady Z but performance to keep it up to date with today's most modern sports cars. You just can't argue with that.













VITALS

ENGINE: 2.6L RB26DETT six-cylinder turbo
POWER: 590hp

POWER FROM FACTORY: 280hp (RB26)

POWER TO WEIGHT: 0.36kW/kg

>>> ENGINE HARDWARE

HKS forged pistons, connecting rods, crank, exhaust manifold, T04Z turbine, external wastegate, Rocky Auto custom exhaust system, HKS adjustable cam pulleys and 280° camshafts Rocky Auto custom intake pipe, HKS SPF filter, Rocky Auto custom piping kit and custom intercooler (GReddy core), Bosch external fuel pumps Fuel Safe racing fuel tank, braided fuel lines, Sa adjustable FPR, HKS fuel rail, Sard 600cc/min injectors, ARC side-flow radiator, Kinokuni oil coer and oil-filter relocation kit, GReddy oil filter, HKS F-Con V Pro ECU

>>> DRIVETRAIN

Nissan Skyline five-speed transmission, OS-Gike triple-plate clutch, Nismo LSD

>>> BRAKES/SUSPENSION

Brembo F50 front calipers and two-piece slotted rotors, Brembo F360 rear calipers and two-piece slotted rotors, Aragosta adjustable dampers, Roc Auto carbon front strut tower bar and rear strut tower bar, custom suspension arms

>>> WHEELS/TYRES

18x10in front and 18x12in rear Work Meister S1 wheels, 255/35 front and 295/30 rear Yokohama Advan Neova ADO8 tyres

>>> BODYWORK

Rocky Auto front lips, spoiler/diffuser and carbon fibre bonnet, R35 GT-R bonnet vents, Rocky Aut front wide fenders, rear wide fenders and carbon GT wing, Craft Square carbon mirrors, R35 GT-R SpecV Ultimate Opal Black respray

>>> INTERIOR

Rocky Auto custom roll-cage, Nardi steering wheel, Datsun bucket seats, Takata racing harnesses, flocked dashboard, Auto Meter rev gaug and fuel gauge, HKS gauges (oil pressure, oil temperature, water temperature, boost) and EVC boost controller, custom carbon centre console, custom killswitch, Razo carbon shift knob, passenger side-mounted Eclipse HDD navigation ur CD/DVD player

