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>>> THE DEDICATED MAGAZINE FOR TRUE NISSAN ENTHUSIASTS <<<

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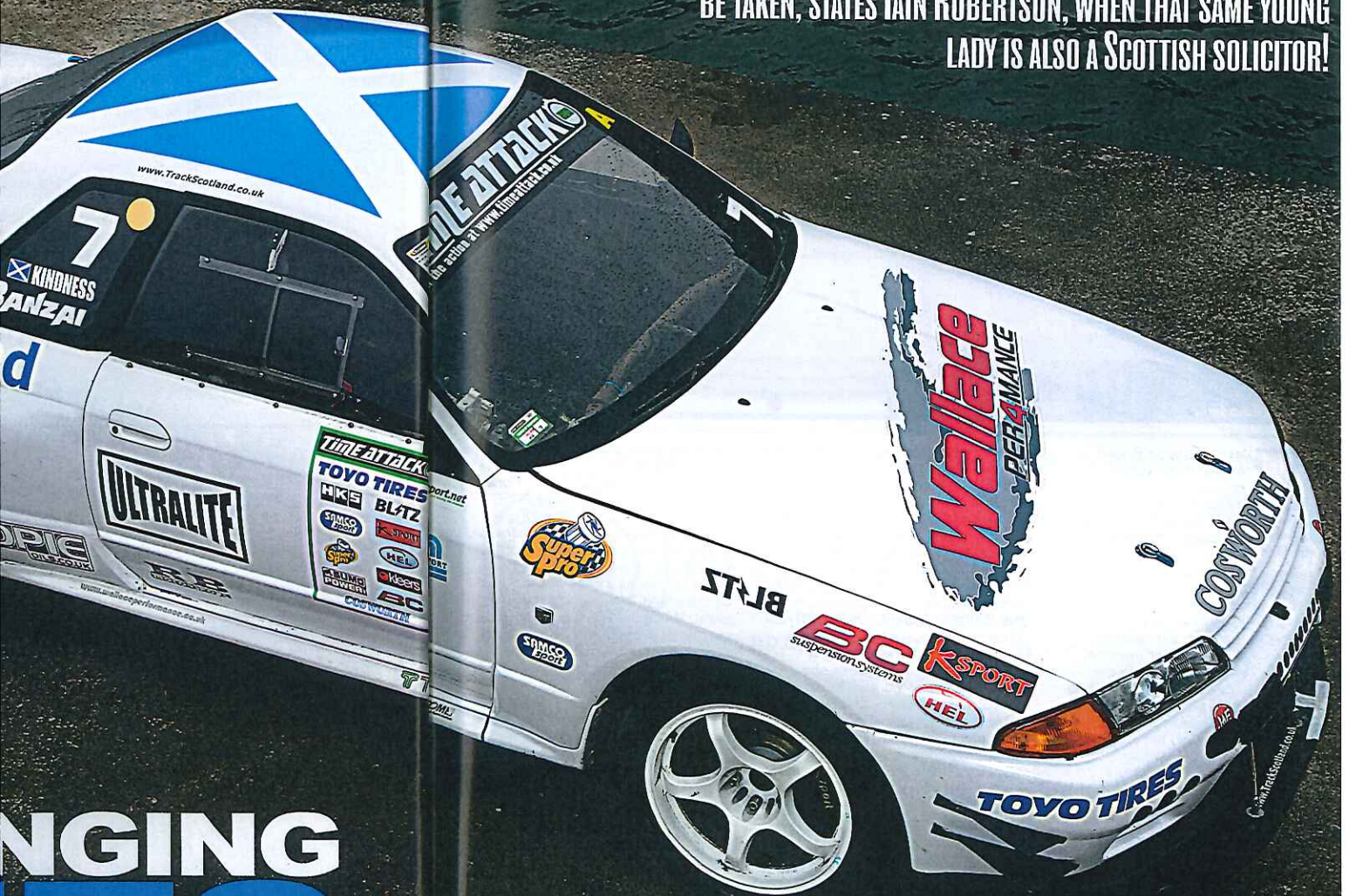
IN A RESCUED S14A



FULL OF KINDNESS: A SCOTTISH RACING PHENOMENON



'AVOIDING A KEYS' MOMENT' IS ESSENTIAL, WHEN RELATING WITH LADY RACING DRIVERS, NOT LEAST BECAUSE THEY ARE SUCH A RARITY IN A DISCIPLINE PREDOMINATED BY BLOKES AND INEVITABLE 'BLOKEY-NESS', BUT SPECIAL CARE SHOULD BE TAKEN, STATES IAIN ROBERTSON, WHEN THAT SAME YOUNG LADY IS ALSO A SCOTTISH SOLICITOR!



NGING
ES



> **T**rying to name British female motorsport competitors is like trying to name famous people from Belgium, or British business entrepreneurs.

For some reason, whether it is because, whenever the question is posed, the victim suffers from a form of mental block or not, I cannot tell. As far as Belgium is concerned, I apologise profusely but, without cheating on-line, I cannot manage more than Herge, who wrote the 'Tintin' adventures (whose real name was Georges Remi), Eddie Merckx, the five times winner of the Tour de France bike race, and famous actress, Audrey Hepburn.

I think that the inventor of the saxophone (possibly the world's sexiest musical instrument) also hailed from that country but, for the love of me, I cannot recall his name, which was probably Mr Sax. Successful British business people are a touch easier, in that one can look to the Dragon's Den for at least four of them. Otherwise, it's Branson and Sugar and, possibly Charles Dunstone (but only because his company provides my mobile phone).

On the lady race or rally driver front...there is always Louise Aitken-Walker, the infamous Duns

shepherdess, who became the British National Rally Champion...and, before that legal document arrives through my post, the lovely, bubbly Fiona Kindness. Come to think of it, I shall drop the 'lovely, bubbly' description for fear of further action, after all, one would hardly describe Michael Schumacher as 'lovely, bubbly'...well, I certainly would not anyway.

ONE KINDNESS DESERVES ANOTHER

Encouraged by her husband, Adam, Fiona was both in-training and a mere 22 years of age, when she found herself being drawn inextricably towards circuit racing. She is currently better known for being the 2010 Club Champion in the Time Attack series (one woman, with around 25 male rivals unable to lord it over her), in which she drives a 1990 Nissan Skyline R32 GTR. Fiona also came to the broader attention of our readers, by finishing as runner-up in the 2010 Nissan Idol competition, which relies heavily on a popular vote to escalate the table.

Inevitably, she had to start somewhere and attending the first (and only!) Ladies Evening at Knockhill Racing Circuit, near Dunfermline, Fife, using an Impreza that she owned at the time, she became hooked. "I was amazed," she recalled, "we were guided around the circuit and allowed to build

our speed gradually. I wanted more and more of the same."

For the next couple of years, Fiona and Adam shared a Peugeot 205GTi as their circuit car. It was immense fun but ultimately without any purpose, as she discovered that there were no parameters to work to, no targets to aim at. It was all a case of keeping it 'on the island' and enjoying the roundy-round. While the Pug was a delight and was wild enough for Fiona to learn a small amount of race-craft, she was determined to whisk the game on a few vital steps.

By the time she had invested in the Skyline, four years ago, it is fair to suggest that a fresh challenge was not merely warranted but was essential for her state of mind to remain moderately intact. Although it was not enormously expensive, Fiona found the car that she settled on finally on the Shetland Isles. A local man had imported it and had run it for a couple of years already.

"No sooner had the car been removed from the ship transporting it from the far north of Scotland, the first task we undertook was to remove the hideous fake fur from its boot," highlighted Fiona, "which had also been packed full of speaker housings, while the chrome windscreen wipers were consigned to the scrap heap. Beneath all the aftermarket rubbish



> was a totally sound and very attractive motorcar, which would remain as standard for as short a period as I could possibly muster."

Armed with screwdrivers, wrenches and clip removers, Fiona and her husband stripped the car comprehensively to turn it into a track machine. Naturally, there is a world of difference between the available power of a family hatchback and a purposeful 4x4 sports coupe but, even with around 280bhp, Fiona really needed the track days she attended to gain mileage and boost her confidence.

"Of course," she explained, "it was not long before we both discovered that our focus needed to be on the car's handling and brakes. Having sought professional advice, we were keen to follow it up and we had Tein RS Circuit Master coil-over units fitted all-round. Equipped with rebound and compression adjustment and remote gas canisters, they may be expensive but they have proved to be as reliable and durable today, as they were at lifting the Skyline into another league four years ago.

"As to the brakes, K-Sport 356mm discs, clamped by eight-piston callipers and stopped by Carbotec XP10 pads provided the necessary retardation. My advice to anybody contemplating

circuit activities and involved in building their own car is to concentrate on the dynamics and its stopping power, long before you start to look for big horsepower figures. From the outset, we believed that great handling was worth at least 150bhp, while the ability to slow down or stop quickly is the difference between achieving the right entry speeds to bends to make the exits even faster."

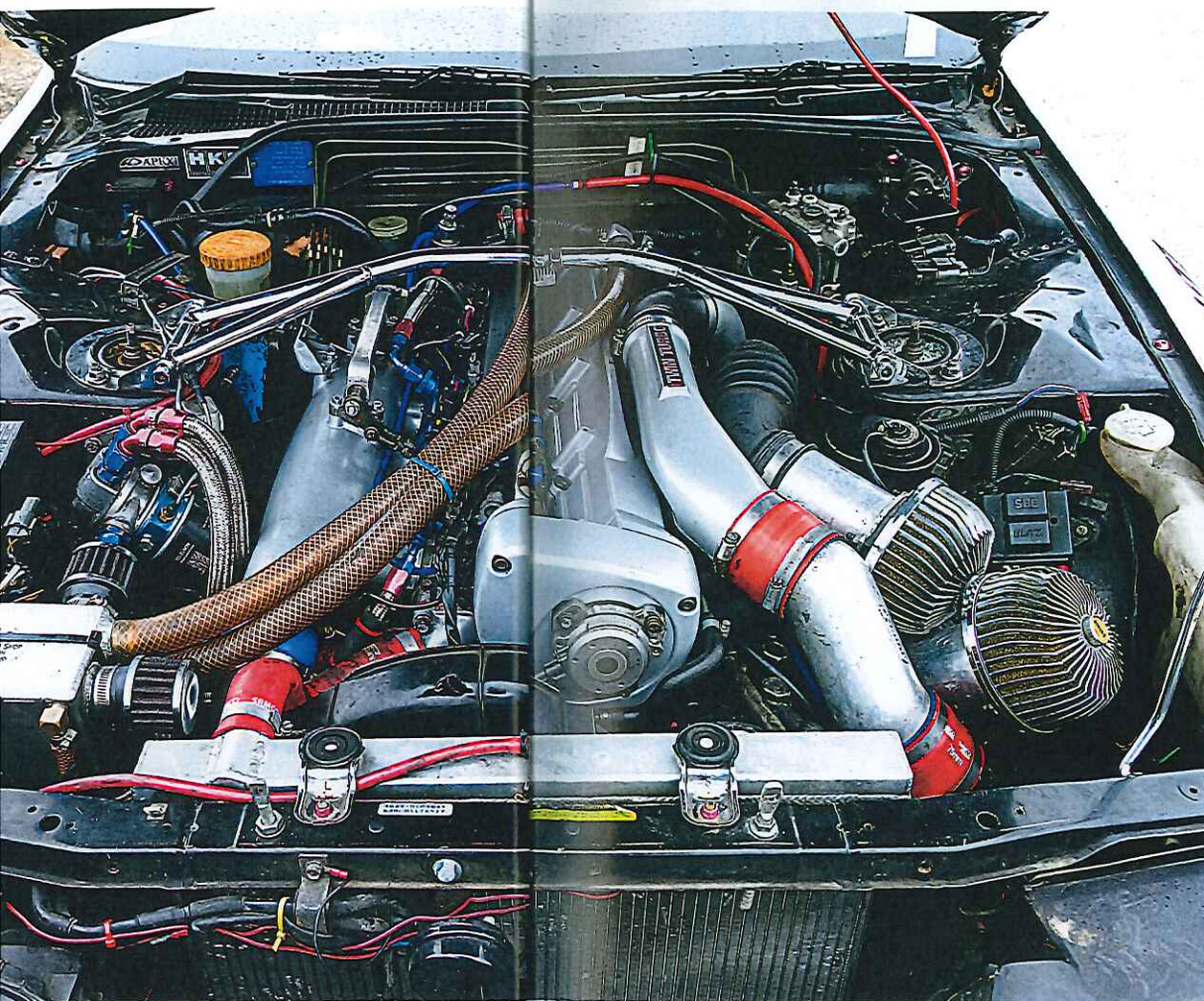
THE UNARGUABLE POWER-HIKE

Although the couple hails from Aberdeen, they were both working and living in Edinburgh in the late-2000s, which was convenient both for access to Knockhill Circuit, as well as various tuning shops. Seeking the first major power increase involved the customary fuelling, cooling and breathing aspects, while engine management was also a key consideration. In typical Nissan tuning form, the first increase was to around 400bhp, most of which was



fairly easy to attain, in the process providing the car with a more guttural-sound through its Fujitsubo Giken exhaust. The turbochargers were altered, a fuel pressure regulator added and, after the Exedy twin-plate clutch was fitted, even more weight was removed from the car.

"While the car has always been road-registered," outlined Fiona, "we appreciated that by the time racing tyres were fitted to it, the use of trailer was going to make travel arrangements somewhat less problematic. We were still not committed to a racing series by 2007 but a chance opportunity at the end of the year to drive in a Time Attack entry changed the direction of my thoughts. Ironically, it was another girl's entry that I used for my debut,



Fiona arranged for to be applied to rough it is looking a till protecting the h. However, there on for applying this nt. While enjoying her competition in 2008, had to recover from so subjected to theft on it was stolen. as recovered by the afterwards, with the being to the vinyl or locks. appearance is ntial 'work-in-ple of clashes with ecessitated the me panels, although

Fiona saw it as an opportunity to install wider glass-fibre reinforced fenders and lighter door and boot skins, which she obtained from Jap Salon. Naturally, as a racing car, anything that adds to its bulk has been removed, to improve the Skyline's power-to-weight ratio.

As a measure of the improved performance of both the car and its driver, Fiona's tremendous success in the Club category of last season's Time Attack championship has more than justified the costs, with which she feels perfectly happy. "I reckoned that we spent around £7,000 last year to compete in Time Attack, although this figure does not take breakages into account," she intoned, "although it needs to be balanced against the excellent results. I used

more new sets of Toyo tyres in 2010, as part of a plan to remain competitive, although it added to our costs considerably, as the car had managed on a mix of part-worn and new in previous seasons.

"The improvement in grip offered by fresh tyres was simply remarkable, although having to learn to scrub them in could have been more costly than it was. The learning curve was steep enough at the start but, for this season, I am moving up to the Pro-class, which is even more competitive. It is true that I have considered other forms of motorsport and Adam still races his Impreza, when he is not working abroad. Together with refitting my car for the new season, I am aware that my costs are set to double. Yet, as much as I might like

the challenge of competing alongside other drivers, rather than the stop-clocks, I am struggling to justify the costs involved."

Fiona's Skyline has been everything that she expected it to be. It is outstandingly tough and durable, it seems to tolerate all manner of abuse and, while it has consumed a couple of gearboxes recently, it remains affordable as a motorsport contender. Her valiant effort last year, to raise enough votes to be awarded the runner-up slot in Nissan Idol, is what warrants the appearance of her car in this issue of the magazine. We applaud her resolve and, as a competitor, we applaud her success. It does seem as though a little bit of Kindness can go an awfully long way.

ENGINE:

- Trust 87mm forged pistons
- Tomei forged con-rods
- Tomei rod bolts
- 820cc SARD twin-hole injectors
- Tomei 280lph in-tank feeder pump
- RIPS surge tank
- Twin Bosch 910 external pumps
- Tomei twin-entry billet fuel rail
- Apexi Power FC D-Jetrol
- Tomei 1.2 layered metal head gasket
- ACL Race bearings
- Nismo oil pump
- Trust extended and ballfed sump
- Tomei inlet gaskets
- Tomei TB gaskets
- Tomei exhaust gaskets
- HKS turbo gaskets and fittings
- Garrett GT2860R twin turbos
- Rebuilt head, new valves etc.
- Tomei valve guides
- Twin Apexi intakes
- HKS fuel pressure regulator
- Blitz DSBC-ID III
- SkyLab TSC Evo
- HKS Hi-Power 400 muffler exhaust
- XS Performance down-pipes
- Mocal oil cooler and remote filter
- ATI Race harmonic damper pulley
- External head to sump oil drain
- Modified twin-turbo inlet pipe
- OS Giken triple-plate clutch

SUSPENSION AND BRAKES:

- TEIN RS Circuit Master coil-over suspension with rebound/compression adjustment and remote reservoirs
- Nismo rear arms
- Front and rear strut braces
- DriftWorks front control arms
- DriftWorks front camber arms
- K-Sport 356mm 8-piston callipers
- Carbotec XP10 pads

BODYWORK:

- Lightweight JapSalon GRP doors
- Lightweight JapSalon GRP wide rear arches
- Lightweight P4P Lexan windows
- Lightweight JapSalon GRP boot-skin
- Lightweight SPA GT wing mirrors
- Buddyclub carbon GT wing
- CarbonMods carbon front splitter
- CarbonMods carbon canards