



## REPAIRS

Saj, at Jap Performance Parts, received my first call, following the 'incident', to order a replacement door and wing. For £205 (delivered!), Saj sent us the parts, which arrived on a 'next day' basis. He even managed to match the door colour to the R34 silver. I was more than impressed by the service. I can only imagine the remarkable stock JPP holds to be able to fulfil its customers' requirements.

A stop-off at the coachworks had the door and wing fitted but, unfortunately, the side skirt had been damaged in the process. It was to be expected and I knuckled down to the necessary filling and sanding repairs to the skirt. It was my first attempt at this type of work, although as a 'domestic goddess' I have been known to do the decorating at times, but it passed muster and a spray coat of lacquer finished the task.

As an intriguing side-bar, the logic of the vinyl wrap came into play, as colour-matching was unessential, thereby saving on an expensive re-spray. It was simply a case of purchasing a few metres of the vinyl from Boss Dog (the company that wrapped the Skyline for us) and having it fitted by local vinyl specialist, Totally Dynamic.

The decals were then re-applied to the door by Auto-Art in Shotts, North Lanarkshire, the night before our appearance at the Ten of The Best event. With minimal fuss, while preferring not to have experienced the hassle in the first place, we found the process highly efficient. It was always in my mindset that a performance car crash could be rather costly, although the bottom-line was a smidgen less than £400, which is a lot less than the insurance excess fee.



## NEW WHEELS

It is not that the wheels on the car were boring but, rather, that I wanted something different and more dramatic to enhance the appearance of the car. Scouring the websites, magazines and forums, I eventually happened across Oxigin. This company has been making waves on the German VIP scene since 2001, with its range of single and multi-piece alloy wheels, which can now be bought in the UK.

Manufactured in Germany, Oxigin's exclusive, high-quality wheels claim to reduce unsprung weight and improve performance. Part of the attraction lies in the remarkable range of styles and finishes. Each and every wheel is available in a combination of finishes from black or white to gunmetal and chrome. I opted for the 19-inch Oxigin 14 Oxrock in Black Full Polish.

The firm also offers an exclusive colour-coding programme for its range of three-piece alloys. All buyers need to provide is a paint code. Thanks to patented Physical Vapour Deposition (PVD) technology, Oxigin wheels have a clear acrylic powder coating that is more than double the thickness of wet-coated rims, which means that the wheels are more resistant to both weather conditions and the inevitable stone-chips and blemishes that can occur.

However, the path of admiration seldom runs smoothly and, there followed a disastrous attempt to have our new wheels fitted at a 'so-called' alloy specialist based in Sussex (you know who you are!), resulting in the fitter being unable to work with 'wobbly wheel nuts' (perhaps 'fear' played its part) that led to a chipped rim (thanks!), which had to be put back on the car before whisking my new wheels back to Scotland. I have more to report on this score a little later.

Anyway, I decided to take the wheels and car to Cruise Motorsport in Kirkcaldy, Fife, for fitting. Having worked with Cruise on sister publication, Total Evolution, I felt confident in the company's competence and the new rims were fitted without issue to provide the car with its new look. I should highlight that Oxigin is little known across the UK Jap scene but, with an ever-increasing dealer network and its unique style, all that is about to change, especially if the reaction to the wheels at various shows we have attended is anything to go by.