



OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



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ORIENT EXPRESS

"ORIENT EXPRESS" is the official newsletter of the DATSUN 'Z' CLUB INC.,
P.O. Box 84-030,
Logan Park,
Auckland 6.

The Club Committee comprises :

- PRESIDENT Graeme Webby ...Ph.662-909
- VICE PRESIDENT ... Graham Collins ... 665-443
- SECRETARY Yvonne Hodges2983-419
- TREASURER Dave Fleming 664-515
- CLUB CAPTAIN Ron Hodges2983-419
- P.R. MAN Robert Thompson .. 767-615
- EVENTS Neil Cochrane .. 08589-556
- NEWS EDITOR Alan Harrison4789-978

Please feel free to contact any of the above committee members should you feel sufficiently inspired.

"THE" CLUB FOR DATSUN Z CAR OWNERS

GETTING TO KNOW YOUR COMMITTEE

PRESIDENT: Graeme Montgomery Idi (Chrome) Webby

Marital Status: Dunno !! Never been there.

Sex: As often as possible.

Likes: English-made Sports Cars; Blondes, redheads, brunettes (not necessarily that order).

Dislikes: Running out of Bourbon; getting lost on Club trips; Fast women (they show him up at circuit racing).

Favourite Saying: "I'll lead the way" !!

VICE-PRESIDENT: Graham Antonio James Hunt (the racing driver) Collins

Marital Status: Living in concubine (with Dee)

Sex: Once a week (starts on Monday night & ends on Wednesday morning)

Age: Ancient (remembers Curry's Cowboys & Bill Hailey)

Claim to Fame: Ex locomotive driver - has mounted a cow catcher on the front of his Z.

Likes: Abusing the appearance of his Z, and staying at 5 Star accomodation on Club trips.

Dislikes: His Z.

TREASURER: Dave Howard Hughes Scrooge McFleming

Sex: Will it cost me anything ??

Marital Status: Cost too much.

Age: Just legal.

Likes: Money & keeping Club chequebook with all cheques intact.

Dislikes: Parting with Club funds !

..... all this, and more !!!

NEWSLETTER EDITOR: Alan Scruffy Slix Harrison

Marital Status: Married (to his Z)

Sex: After polishing his Z.

Age: Not yet legal.

Likes: Counting his bottles of Car Polish.

Dislikes: Any other Sports Cars

..... MORE TO FOLLOW, NEXT MONTH !!

LETTERS

Dearest Gentle-readers,

I was appalled to observe in our last newsletter the total lack of education shown by our honourable but hairy Editor. I refer in particular to his derogatory comments addressed to my very great pride and second greatest love, namely my 240Z. I choose to ignore any implied personal slang. The aforementioned educational short-comings involve reference to the words "Wild Lust" on the rear wheel arch of my car. It should be obvious even to the bearded that no allusion was made to Webster's definition or to one of the seven deadlies. So you may now discontinue contemplating Miss Raquel Welch. Clearly in fact "lust" in this application could only be interpreted as that unfortunate affliction of Oriental motor vehicles. As I also own a Holden which suffers from rust, I assure you that I do know the difference. To the advancement of English as she is spoke !!

Gray Collins.

LETTERS CONT. 

LETTERS CONT.

While any reasonable person would readily agree that the 260Z is a vastly superior car to the 240Z, perhaps a few quotable quotes from a few reputable motoring publications will convince even the most pig-headed 240Z owner that he has been taken for a rough ride. (I won't mention the primitive prototype Z - the old Fairlady - because I intend this to be a serious comparison of class vehicles - I guess Datsun had to start somewhere !).

I would have to concede that owing to an almost complete lack of suspension, 240Z's do tend to corner faster (and spin faster too !!). But what a large price to pay for owning an oversized, under-developed, covered, Go Kart !

I will start by quoting from the Collectors Edition of the 'Consumer Guide' report on Z cars, which, after waffling on about the intro of the 240Z finally gets to the nitty gritty by stating:

"... the 260Z was billed as an improved 240Z ..."

It then mentions the larger capacity engine (read more power) and finishes the paragraph with:

"... the 260Z was a step toward the Z of today, a true Grand Tourer with luxurious fittings".

Read this any way you like and it is saying that the old 240Z just didn't do it, or even look like it had it. We 260Z, 280Z and 280ZX drivers know from experience just how big the 'step' referred to was. Like mans first step on the moon, it represented a quantum leap into smooth sophistication and almost unbelievable surges of cosmic power (regrettably not available with 2+2 models) and left the 240Z looking small (and Gumby Green) in its slipstream. It completely outshone the 240Z and eclipsed other similarly underdeveloped so called 'Super Cars'. Reference now to 'Sports

Car Road Tests' comparing the Datsun 260Z 2+2 Automatic (obviously carrying the Grandstand in handicaps) with the Ford Falcon GT, which is a 5.75 litre Grunta. On their way to the conclusion that the 260Z is superior, it mentions stuff like:

"... the 260Z test car had vastly improved steering over the 240Z's we drove previously ..."

While many 240Z owners may go to extremes to tart up their old bangers by covering rust with fancy paint jobs and bolt on louvres and things like that, (rumour has it that some even spend hundreds of dollars on fancy new 'Wildcat' mags and extra wide steel belts in a desperate, futile attempt to cover up for the cars intrinsic stone-age deficiencies), they're not really fooling anyone. Are they ??

I would also point out that owing to the increased displacement, the 260Z is more economical than the 240Z. How do I figure that ? It's all to do with the increased torque. You can hold on to overdrive and higher gear ratios longer, less chopping and changing and hence, lower engine revs.

Also now an informal quote from one of the salesmen at 'Noel Favas Sports Car World' when asked by a then rather uninformed 120Y owner about the difference between the 240Z and the 260Z. He said:

"... same basic shape but the 260Z would be a smoother car to drive ..."

The last sentence really encapsulates the many astonishing driver pleasure differences between the 240Z and the 260Z. The 260Z is 'smoother'. The greater basic raw power (gutsy 162 h/p verses a puny 151 h/p for the 240Z) only serves to emphasise how outclassed the 240Z was by the 260Z.

In conclusion, and as the owner of the 40th 260Z ever produced (not that I'd let that influence my article), I would like you to consider this one final quote from the 'Z Consumer Guide'

"... early 260Z's sold in Europe were among the fastest Sports Cars around ...".

I rest my case.

by "Blue Floyd"

COMING EVENT - 14/2/82

Your committee is about to meet to finalise a summer programme for coming events. Until this has been held, we have only one confirmed event on hand. We may as well print the full invitation as it covers everything we'll need to know :

Dear Fellow Enthusiasts,

A happy new year to all, please accept this as your Clubs official invitation to participate in the Second Annual Invitation Scavenge Rally/Trial.

This is to be held on the Sunday 14 February, the start venue once again being the Sunken Gardens in Cornwall Park, Auckland. The trial will start at 1-00pm and is approximately two hours in duration - it is an easier version than last years epic.

Set once again by Christopher Robin and Pooh Bear, it should once again turn out to be a hilarious romp through the countryside.

Sports car roads have been 'handpicked' and loose metal has been kept well within tolerable levels (440 yards), and at no time will entrants have to transverse any more than 100 yards at one time.

The good condition of the surface denoted these short sections be included, the bonus of course being the scenic attractions.

Trial fee is \$2-00 per car.

An impromptu cricket match will be held at the finish venue. Richard Hadlee, of whom it is reported, once saw a Morgan in Queen Street a zillion years ago, has been railroaded into the Morgan team as 22nd man.

The trial is finishing at the Huia Domain. This is to enable the non-trialists from within the Club to come to the finish venue, to watch the ritual slaying of the plotters.

Bring your bathers, (safe childrens beach), cricket bat, balls (gentlemen - Ed), bails, and a dozen or so wickets - our specially trained underarm bowling gorilla is rather hard on them.

Crash helmets for cricket match would be a very good idea (bouncers !!).

Portable Bar-B-Que, fuel, food, vino etc, two toilet rolls for keeping the Morgan Sports Car Club's cricket score on, and a postage stamp to record your own club's score.

A warm welcome awaits any of your members and we hope to see you on the day.

kindest regards,

Graham A. Kyle

President

Morgan Sports Car Club of New Zealand."

There we have it, a challenge from a rival club !! Come on Z members - UNITE !! We'll show this Morgan Sports Car Club how to win trials AND cricket matches.

There will be several car clubs present on the day - Scimitar Club, E-type Jag Club, Porsche Club, Lotus Club and so on.

Having quickly contacted some members to gauge support for this trial, it looks like we can get a pretty good turn out on the day, so I'll see you at the start (with dozens of other Z's).

REMEMBER: 14/2/82 - Cornwall Park - 1-00pm !!!

President.

CAR STICKERS

There's still an abundant supply of Club stickers selling at a special discount to Club members of \$5-00 each (priceless to outsiders 'cos we won't sell them any !) So be in quick for some extra stickers - cheques made payable to Datsun Z Club.

Treasurer.

ADVERTISER'S CORNER

CARRERA MOTORS is one of our advertisers listed on the cover of our newsletter, one who is highly recommended to all our members.

Roland, whose second name he assures me is unpronounceable and is certainly unspellable, is the owner of this Car Clinic. Car Clinic is a very suitable term because he specialises in diagnosing problems for all exotic cars - sports and saloons alike (yes - even 2+2's !). Carrera's favourites are Alfa, Porsche, BMW, Audi, Mercs and Datsun Z's to name a few.

All Rolands expert and fully trained staff hail from overseas, namely the Continent, where working on exotic cars was a matter of course. You'll find no apprentices at Carrera Motors, so you're paying for a fully qualified A-grade mechanic - not some pimple-faced kid fresh out of school !

This firm is highly recommended for all mechanical and bodywork needs - no job too big or too small. Many of our members are now dealing with Roland and his crew, and I'm sure that all who have dealt with them will have no complaints at all !

Carrera Motors offer all Datsun Z Club members a 10% discount on all paint and panel work. Discounts are also available on Oil and grease, with free Pennzoil on every lube.

So give Carrera a go for your next Pit Stop - you won't be disappointed. All work is guaranteed !

G.C. Webby,
President

FOR SALE

(and this one's a bargain !!)

1979 Datsun 280ZX, 7700 genuine miles, full stereo, cruise control, Automatic, "Grand Luxury" package, factory mags, finished in jet black. Genuine reason for selling. Will sell outright for \$31,000 or drop to \$25,000'ish if buyer prepared to leave papers unchanged for 1 year. Ph 660-450 - Kevin.

NOTICE TO MEMBERS

If you own or know of anybody that owns a business that can offer discounts to Club members, please let us know. We are presently drawing up a list of firms offering such discounts, and we'll keep you informed in the next newsletter. It does not matter what it is - car parts, stereo's, pantyhose, refrigerators, jackhammers etc etc. If it's a discount, we're interested. (I think Neil Cochrane is looking for a source of cheap pantyhose - KINKY) So come on members - give your club a go ! Your committee can only do so much.

CLASSIFIED ADVERTISING

We are still lacking a lot of support from members for our "Classifiedz" column. So far, we've had an ad for a 1979 280ZX - now come on, we can do better than that, surely !! This is free, costs nothing, it's gratis space if you want to buy, sell or swap anything. This magazine has a circulation of 150 copies, and goes to every Nissan Distributor and members as far south as Invercargill. If you have got that part or want that part or want to swap that part for another part, then give it to the Orient Express to advertise !

Other sections that we want member support for are letters to the Editor, gripes, technical advice, yarns, smutty jokes etc etc. It's all newsworthy so drop us a line - QUICKLY !

Members application forms were sent out to you some weeks ago, and to date we have only received half of these back. They are for record purposes only, and will be kept as a future reference by the committee. If you have not yet posted your completed application form back, please attend to it at your earliest opportunity. Thanks.

AN AMERICAN DREAM

The Z Car was primarily a product designed for the U.S. market. At the time of its emergence in the States in March 1970, the Japanese hadn't previously produced a performance sports car. The car immediately became the "in" car. Dealers went back to the old 'deposit and waiting list' routing with hopeful buyers doing everything they could think of to get to the top of the list. The price was incredible as well - the 240Z was introduced with a base price of only \$3,526 in 1970. What followed is a phenomenal sales history - it has sold at a rate of 50,000 units almost every year since it went on the market in the U.S. The 280ZX of today is reputed to be the worlds top selling large Sports Car.

The original Z was designed by a German, one Albrecht Goertz. It was essentially a hybrid, borrowing the best features of more expensive and exotic cars. Ingredients came from Lotus, Porsche, Corvette and a lot from the E-type Jaguar. It is interesting to note that whilst the designers a decade ago borrowed and improved upon established vehicles, many of these manufacturers have done the same trick with their latest models. The Porsche 924 takes a lot from the 240Z concept.

Therefore the Z was released on a willing and enthusiastic American public at a price that was realistic and acceptable for the non Paul Getty car buff. The whole concept of the Z was economy in design - parts were often interchangeable with other models. Even the L24 engine which powered the 240Z was basically a 'stretched out' four, and Nissan had already used the six cylinder overhead camshaft motor in some of its luxury sedans.

It wasn't long before this eye-catching import was to be seen in a variety of competition situations in the U.S. Our American brothers soon found how to modify the 240Z for racing. From its introduction the Z's collected a lengthy record in such competitions as the SCCA's "C" production class. One Datsun dealer, Bob Sharp, has raced Z's since they were introduced and has amassed 150

wins in 8 SCCA National Championships. Moreover, in other fields the Z was doing record breaking activities - one car ran 155+ mph on the Salt Lake speed track.

With emission and safety regulations introduced, the street car became heavier and slower. The 260Z, with its larger motor, still didn't equal that of the original American 240Z (0-60 mph in 8 seconds). The later 260Z's were equipped with Fuel Injection, replacing the twin carbs, in an attempt to maintain performance in the face of ever-tightening emission laws. (What was that you were saying, Blue Floyd ?? - Ed.). Also with the 260Z, an option of a 2+2 model became available. In the U.S. the 260Z was replaced in 1975 with the 280Z.

This car was still basically the same as the original 240Z. However, Datsun had continued with its policy of improvement and the 280Z was probably a stronger car structurally than earlier models - it was also 500 pounds heavier.

Today, the totally redesigned 280ZX continues the Z tradition of American car adoration. With options such as Targa tops and Turbo fuel systems, the 280ZX faces the 1980s in overdrive !

by Rob Thomson

ODZ AND ENZ

Did you realise that tyres sticking out past the guards are illegal ? I got M.O.T. lucky ticket No.1C4N6747 to say so !! (Chainsaw)

A blonde has been seen wearing a T-shirt reading: "Position Vacant - Apply Within". The mind boggles !! (Chainsaw)

We're sending Blue Floyd (Lloyd Derbyshire) to the dark side of the moon for his anti-240Z article misprinted earlier in this mag ! (Dave)

TRIAL/XMAS PARTY

That was too simple! Make the next one harder!
That's what I heard after the Coromandel trial, and I have to admit that as trials go, that one was a bit simple.

So this one wasn't.

We started the afternoon with a Concours d'elegance in the St. Lukes carpark and then sent the competitors off on the 101-step trial.

We organizers then drove directly to the finish point and proceeded to await the return of the eager Z-ers upon their re-appearance from the bowels of Auckland city.

Previously that week I had driven over the course to check the mileage and time elapse. Official mileage was set at 42.8 miles (68.5km) and I drove through the course in exactly 1 hour and 30 minutes.

As we let the first car away at 3:15 I figured he would complete his toils at about 4:45 or maybe 5:00 pm.

Not an unreasonable estimate, surely?

Well we saw 5:00 come and go and still no-one had finished. Then at 5:13 Bartley Gilman drove in with his navigator looking only slightly worse for wear. We later found out that he had "broken down" just outside a pub and was compelled to go inside for "help".

However, Bartley was the sixth to be flagged away at the start.

Come in no.s 1-5, your time is up!

5:16 saw no.s 1&11 arrive almost consecutively leaving one to wonder if there wasn't some sort of following going on.

The last car to finish came in at 6:03, a mere two and a half hours after he started.

Not to mention, of course, no. 3 who just plain didn't finish!

Bruce Hookham asked me not to mention that he was no. 3, however, as you may have guessed, his request wasn't \$\$ convincing \$\$ enough.

I mean to say, even the Jensen Healey finished,

- CONT. ▶

(by the way, that's a type of British Datsun).

The first five trial placings on corrected points were as follows:

1st Grant Loch	240Z auto	139 points
2nd Alan Retter	260Z 2+2	123 "
3rd D.Bridgeman	British Datsun	106 "
4th Doug Leigh	240Z man	104 "
5th Bartley Gilman	260Z man	100 "

max. possible points =158

Some interesting observations made from entrants answer sheets/pace notes:

Dale & Sue counted "untold" trees in Puriri dve.

Pancho & Bruce found 198

Gray can't count past 6

Grant said none and was the only correct one.

Doug & Brenda said that Fowlds park was a

Sigma reg. IQ 7136

Graeme & Andrea called it "earthmovers"

Don & Daphne had "downer"-the name on Graeme

& Andreas earthmovers

Bartley didn't see anything.

Grant drove past Tip Top and didn't see their sign

Gray couldn't find the southern motorway

Alan Retter spelt his surname backwards

And Sue had fifty-one numbers listed off the pole

in Sandringham rd. and I'm sure there are only

five. Don't let it worry you Sue, it was fun, if not

exhaustive reading them!

The party that followed at Yvonne's place was,

as usual a great success even if the neighbours

did think it was noisy. Thanks for letting us

destroy your lawn and shed Yvonne! Can we do it

again next year? Your neighbours will have got


over it or moved by then.

RUMOURS

Pssst... Next time you see IZ 260 it may be coming at you sideways. Prez thinks his new Ripelli tyres have held the road so well that he's twisted his car!

B & H OUTING

- 9:30 It's a beautiful saturday morning and I'm just leaving the m'way at Pukekohe where the club is supposed to be meeting at 10:00. To my surprise there are two cars there already. I suppose I should take that as a good omen as just about all Z club meetings run behind time.
- 9:45 Prez Webby roars through to go and set up the parking area, and there are already twelve cars accumulated at the rendezvous. Things are looking up!
- 10:00 We have just been joined by a VW combi and a Thames van. (Containing Carrera Motors staff.
- 10:15 We decide to move off and twenty-four cars proceed gently past Daniel who has his video camera whirring madly. As pre-arranged with Daniel I stop the convoy just round the corner to allow him to pass us and film us from in front. That is, I think I stop the convoy. Ever tried to hold up twenty four cars capable of 120 mph + for seemingly no reason?
- 10:20 The convoy is proceeding well now. I'm at the back with Daniel.
- 10:25 As we approach Pukekohe township I sneak off down the old short cut route which leads me back out on to the "main" road on which the racecourse is situated. After about ten other cars go by the lead Z re-appears behind me at which time I casually pull out in front and act as if nothing has happened.
- 10:30 Having paid my money at the gate and being told that the Z club is down near the pits I lead the others down through the carpark when an over-eager attendant thrusts himself in front of my car (fool I think) and guides me down the grass with the other publics (after a brief but fruitless argument). On foot now I proceed to the pre-arranged parking area, find prez, and tell him about the bumpkin in the carpark. Just in time to see some of the convoy arrive down.

CONT. 

10:35 I return to my car and proceed to extricate it from the other cars to take it down with the others. In this process I have another short repartee with bumpkin feeling all high-and-mighty in his official white coat. Our chat is moderately heated and is finally punctuated by yours truly using all my cunningness and daring (and a set of 205/14 radials on the grass) to turn bumpkins coat a light shade of green.

10:37 to 10:42 Prez organises the parking.

10:42 to 10:45 Prez organises the parking.

10:45 We decide to park by ourselves.

11:30 approx. 30 Z's line up on the track along the front start/finish straight.

Fairlady-240-260-280-280 ZX sequence. (Yes 280 ZX, prez borrowed one for the day. Thank you Mr. Shorter)

Off we trundle round the track navigated by the inimitable Phil/Neil combination straight through the drivers meeting. I've always wanted to attend one of those. Then twice round the track as the commentator has verbal orgasms over the P.A.

Back in our parking place we create almost as much interest as the B&H race taking place just over the fence, with several Z owners unaware of the existence of the club making contact with us.

Each event seems to attract more and more cars and members, heaven only knows how many we'll have at next years B&H.

Will you be there ?

SKI TRIP !! (July)

Watch Coming Events section for date and further details
in next months "ORIENT EXPRESS"

COMING EVENTS

REMINDER !!!
OUR NEXT EVENT IS ON 14th FEBRUARY
ALL WILL ENJOY



SOCIAL EVENING

at the 'Sorrento',
One Tree Hill Domain,
Auckland, on Saturday
20th March.

further details
in next months
"ORIENT EXPRESS"

To enable you to plan your social life around
'Z' Club meetings, a full and detailed list
of events will appear in next months issue of
the "ORIENT EXPRESS"

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