

MARCH 83



OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



CARRERA MOTORS LTD.  
European Car Clinic

72 BARRY'S PT. RD. TAKAPUNA, PH. 499-655



# European Car Clinic TAKAPUNA



**SERVICE FOR:**

EXOTICS  
EXCLUSIVE  
CONTINENTAL  
and all  
HIGH PERFORMANCE  
AUTOMOBILES and  
MOTORS.

INSURANCE WORK  
PANEL-BEATING  
SPRAY PAINTING  
BODY MODIFICATIONS  
RUST PROOFING

*Courtesy Service Available*

PH. 499-655  
72 BARRY'S PT. RD. TAKAPUNA

# 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 is comprised of the following :

PRESIDENT .....	Graham Collins .....	665-443
VICE PRESIDENT .....	Dave Fleming .....	664-515
SECRETARY .....	Alan Harrison .....	478-8640
TREASURER .....	Mike Cvitanovich .....	468-651
CLUB CAPTAIN .....	Don Lane .....	298-7387
HISTORIAN .....	Dave Lovelock .....	655-713
MOTORSPORT ADVISOR ....	Dale Maxwell .....	669-700
HOMBRÉ DE STORES .....	Dave Turner .....	276-7376

---

The views expressed in "ORIENT EXPRESS" are the views of the contributors and do not necessarily reflect the views of the Datsun 'Z' Club Incorporated unless stated as a point of Club policy.

Readers should exercise their own judgement when considering technical matters and modifications affecting their vehicles. It is recommended, therefore, that if in doubt, owners should consult the official workshop manual for their particular model of Datsun.

The Datsun 'Z' Club Incorporated accepts no responsibility for information or advice given in "ORIENT EXPRESS" or by Club Officials, or committee.

(Amen)

---

"THE" CLUB FOR DATSUN Z CAR OWNERS

# COMING EVENTS

## ★ "ORIENT EXPRESS" ★

- April 17th TACCOC Invitation sprint at Pukekohe
- April 24th Economy run and Social afternoon at Totara Park with the Sports Car Club NZ
- May ??? Trial in and around Tauranga on Saturday followed by a Sprint Pursuit at Bay Park on the Sunday. Date unfixed at this stage.
- May 29th S.C.C.N.Z. Tour of interesting automobiles ring Graham Collins for details.
- June ??? Annual General Meeting. Venue and exact date as yet undetermined. Will advise.
- June 26th Span Farm road sprint with S.C.C.N.Z.
- August 21st Porsche Club LeMans at Pukekohe. The BIG Daddy of LeManses. Entries MUST be in by MARCH 31st.
- September 29th Maxwell's fun run to Bathurst Australia. Togs and sausages for the ambitious.

### Trials to watch out for:

- Biggles Trial (A Dave / Trish joint effort)
- Maxwell trial to an automobile museum.
- Michele / Darren mystery trial.

Coming your way soon ! Watch this space for details.

### March 1983

Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

### April 1983

Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

# 'PREZ SEZ'

"Aren't honeymoons fun" !!

Love and best wishes,

Graham.

## SEX, LUST, PERVERSION AND NUDITY

Well, it worked once - I thought I'd try it again ! Now that we have your undivided attention, your committee has successfully negotiated a special gift voucher through the Club's major sponsor - DATSUN CORNER. The voucher will be

\$ 10	<b>GIFT VOUCHER</b>	\$ 10
Attention Mr. Colin Brisnow , Spare Parts Dept. , <u>DATSUN CORNER</u> , Auckland.		
This Voucher is issued to: <u>A. T. Fanatic</u>		
for introducing: <u>Joe Bloggs</u>		
the owner of: <u>G27155</u> to our Club.		
Certifying the Introduction, and subsequent payment of Full Subscription,		
President.	Secretary.	
<b>DATSUN 'Z' CLUB INC.</b>		
P.O. BOX 8400, LOGAN PARK, AUCKLAND 6.		

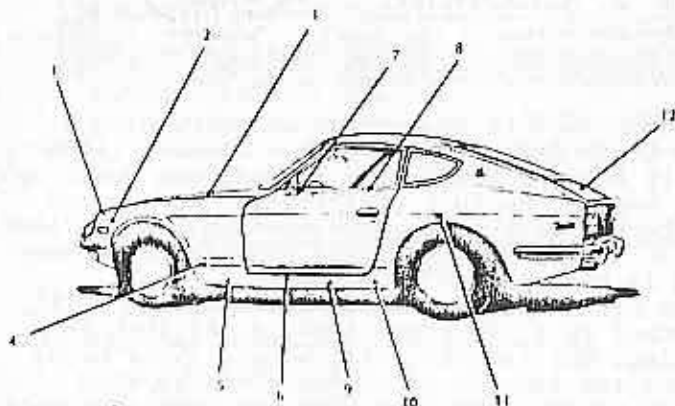
posted to every member who is successful in recruiting a new member. As we go to print, the Club has already issued one voucher to Gary & Linda Palmer for introducing Heath Dan to the Club. They spotted Heath's registration number and passed it on to the President. The Club then obtained a name and address through the Post Office, and subsequent letters to Heath resulted in his joining us.

So keep those registration numbers pouring in - we'll post out your voucher IF A NEW MEMBERSHIP IS OBTAINED from your number spotting. The success rate is relatively high, and we do keep accurate records as to who gives us each number. Please keep up the good work, and the committee once again thanks DATSUN CORNER for their usual generosity.

# The Dissolving Z!

The most common problem facing ALL 'Z' owners must surely be RUST !! It never sleeps - believe me, I know !! We have received quite a few enquiries from newer members about the prevention of this brown disease, so we thought it was time to do another article for their benefit. The following passage is extracted from a prominent American motoring magazine, and covers the dozen main areas of rust :

1. HEADLIGHT COWL: Z's rust at the junction of the headlight cowl and the fender. This rust appears to be due to chafing between the cowl and the fender. Note that all touch up and galvanizing should be done annually.
2. SIDE INDICATOR: the side indicator lights rust internally because of moisture build up. Clean the inner surface and galvanize. The bulb should be removed and the socket sprayed with WD-40. The fender around the indicator also rusts, presumably because of moisture build up. Touch up the outside of the fender and rust-proof the inside of the fender.
3. TOP OF FENDER: the top of the fender rusts along a rubber gasket on the fender underside. This gasket should be removed (wear gloves or bleed !), then the underside of the fender should be thoroughly washed and rust-proofed. Newer 'Z's have a plastic inner fender which decreases the rate of rust. This unit can be retrofitted.
4. FRAME: the frame rusts at seams and reinforcing points. Keep them washed and rust-proofed. Make sure the drain holes are open and the battery drain tube is not tucked into the frame.



- 1 Headlight cowl
- 2 Side indicator
- 3 Top of fender
- 4 Frame
- 5 Fender bottom
- 6 Floor
- 7 Mirror
- 8 Trim
- 9 Rocker panel
- 10 Fender/rocker
- 11 Rear fender
- 12 Rear hatch back

5. BOTTOM OF FENDER: this rusts because the drain from the windshield wiper cowl drains through this area causing a build up of dirt and leaves. To clear the drains at the bottom of the fender, lift the rubber drain flap on the inside of the fender and wash the area thoroughly. Then rust-proof everything in sight.

6. FLOOR: the floor rusts because of water leaks around the windows, doors, hose inlets, and drain plugs. To find out whether you have a leak, remove the carpets and underlay, and check for dampness. Find and repair the leak and rust-proof the affected areas.
7. MIRROR: the door rusts around the mirror because water gets between them. The rate of rusting can be decreased by removing the interior door panel, tightening the mirror and rust-proofing the inner surface of the door. Make sure the door drain holes are open and any dirt has been removed from the bottom of the door before rust-proofing. When reinstalling the interior panel, make sure that the plastic film is in place and not broken (repair with tape if necessary) or rain will drain into the car. If you find that you don't have a plastic film, get one !!
8. TRIM: the paint around the trim rusts due to chafing. A good touch up job will cure this.
9. ROCKER PANEL: ensure the rocker panel drains are clear and rust-proof through the reinforcing cut-outs on the inside of the door. This should also be done annually.
10. FENDER/ROCKER PANEL WELD: this weld rusts because the factory welding is defective. This is inherent in most of the early 'Z' series. Sand, reweld, rust-proof and touch up as required.
11. REAR FENDER: this rusts because water gets trapped between the outer and inner panel skins. Water enters through the vent behind the rear window, and the aerial. It rusts in front at the bottom because there is no drain, and rusts at the top because the water percolates and reacts with any road salt on the fender. To prevent this, drill a hole in the front bottom and thoroughly rust-proof the inner surface. Post '75 Z's have a foam layer injected into the fender area to prevent rust. It's too early to tell if this works, so do it all anyway !
12. HATCH BACK: the hatch back rusts around the Datsun emblems. Remove the hatch back interior vinyl trim and rust-prrof everything you can get at.

We hope that this article is of some use to our members and that early prevention will cure the rust problems. It is interesting to note that the Americans don't get rust in their door skins - we'd have thought it's one of the first panels to go. Happy rust-proofing.

Dave Fleming

---

A special message for Mike Cvitanovich :

TURBO'S BLOW ..... WEBERS SUCK !!!

---





The Executive Editor

"Orient Express"

Answering to: Zebidee, Skidmarks, or

Mr R. Cranium,

Dear Richard,

It has become patently obvious that someone must come to the defence of my good friend Pancho, and end this malicious and un-warranted attack. It is significant that this series of "letters" were published whilst poor Panch was out of the country earning his Fraser cheque on the Bondi beach. The more one reads of this drivel, the one becomes convinced that it all pissed forth from your own pen. Tones of jealousy and envy show through every line. What worries you most- his latin good looks, or his attractiveness to young ladies? His car is bigger than yours- is this your only self doubt? Come on Richard C., Pancho and others of us dont find it necessary to hide behind a poison pen and a pseudonym.

Yours etc.

A. Passionate (260 owner)

Dear Readers,

Many of you will be aware that on Sunday March 6th our honourable Chief in Command, the reverend G.S.Collins esq. was performed upon by an Official of the church and ended up marrying Dee.

A large number of Z Club members and relatives of the aforementioned couple gathered at 49 Athens rd. to bear witness to this brief and seemingly painless occurrence.

The day was one of happiness and sadness, pleasure and pain (?), marred only by the appearance of a strange bearded old-timer with a shotgun who kept raving on about some previous marriage and muttering about L24's and all the little B110's that would be left out on the street. The stranger was satisfied with a pin-up of the Great White Cone Hunter's steed and an old radiator hose. Alex Fowler later apologised for Mr. Briscow's actions and swore that he had taken possession of the weapon.

Our congratulations go out to Graham and Dee and I'm sure the rest of you join with me in wishing them every happiness in the future.

Yours

The Z Club Committee.

The Editor's Depute


Dear Sir,

Come-on 'arrison, we all know who's been writing all these letters signed "Friends of Pancho" etc. It's plain to see you have a hang-up about bigger, faster, better styled cars than your own. Not only do dirty on the man's 'Z', as if this is not enough, but then get right in there and attack his person. Time has come for you to concentrate on your editorial duties, and stop worrying about people who are younger, handsomer, and cleaner shaven than yourself.

Proud 2 + 2 Owner

# Gray Gets Hooked

Shore City in the morning, on top of the car park, a grey but pleasant day. The Sports car club NZ members gathered waiting to depart on a trial. Waiting for the trial organizer and waiting for the other 80 members who hadn't bothered to show up. The organizer came, the other 80 missed a great day.

Sports cars ? Let's say three, the other four being sports -mens cars. After a wee delay, Dee and I took our turn at the toll gate, and were handed what must amount to the ugliest piece of paper we had ever seen. I assure you, even a traffic summons aint quite that ugly ! Now this piece of paper had been illustrated by some demented fisherman. All marked out in squares, each with a drawing of either a fish-hook, a gaff, a multi-pointed harpoon, or a grappling hook. His only two deviations appeared to be a Kung Fu star, and this indescribable droopy thing;  Well the starter dropped the flag, Dee looked at this offensive paper, and time passed.

Then in her most haughty voice, she said "Let's p--- off out of here and go home before they make fools of us" We drove down the ramp into Anzac rd., turned these so called instructions up-side-down, and followed the first arrow, proceeding past the Pump-house to the lake, then up an average North Shore working class avenue. From there on it started to fall into place, through Milford, out past the Bays, and across country through a scenic wonderland of refuse dump and purification pond.

"We missed the Golfer riddle"

"What Golfer riddle ?"

"Old Golfers never die, they just lose their -----"

"Drive"

"wouldn't that be -----?"

"No way, this is a family outing"

Suddenly there's a right hand fish-hook, and we discover why the sports cars had been left at home - METAL ! Deep 8" all-in, all stickin' out ! Lovely swishy 'n' slidey rural-and-rally-sport stuff. You visualise mile upon mile of fallen Henle (sorry) British exhaust systems.

Then Terra-Firma again, but not for long. Left towards the 'Pen', then right, and we're back into the gravel once more - but this time it's only brief.

The rest of the run was all on mack-a-damn, as we followed directions through unfamiliar countryside, not knowing at times our Norths from our Souths. Questions both cryptic and clear, illustrations of udders and ice-creams by a bridge (Dairy Creek?), counting railing posts, and mis-spelling the names of native trees. Spent a little time being lost in Orewa, (where we weren't supposed to be anyway) then eventually to the reserve near Army Bay for a bar-b-que and Post-Mortem.

Unfortunately we were unable to stay, due to another event that afternoon. As we returned through the Peninsular Lo!, the Ginetta in characteristic Impish pose (front wheel cocked), heading fast towards the bar-b-que. Richard CLAIMS he departed late.

Thanks S.C.C.N.Z., a mighty day, and we were absolutely frilled to be furst!  
Graham & Dee.

# AUTO RADIATORS (1974) LIMITED

12 NIXON STREET, NEWTON, AUCKLAND, 1  
P.O. BOX 8537, SYMONDS STREET

TELEPHONES:  
766-212  
766-214

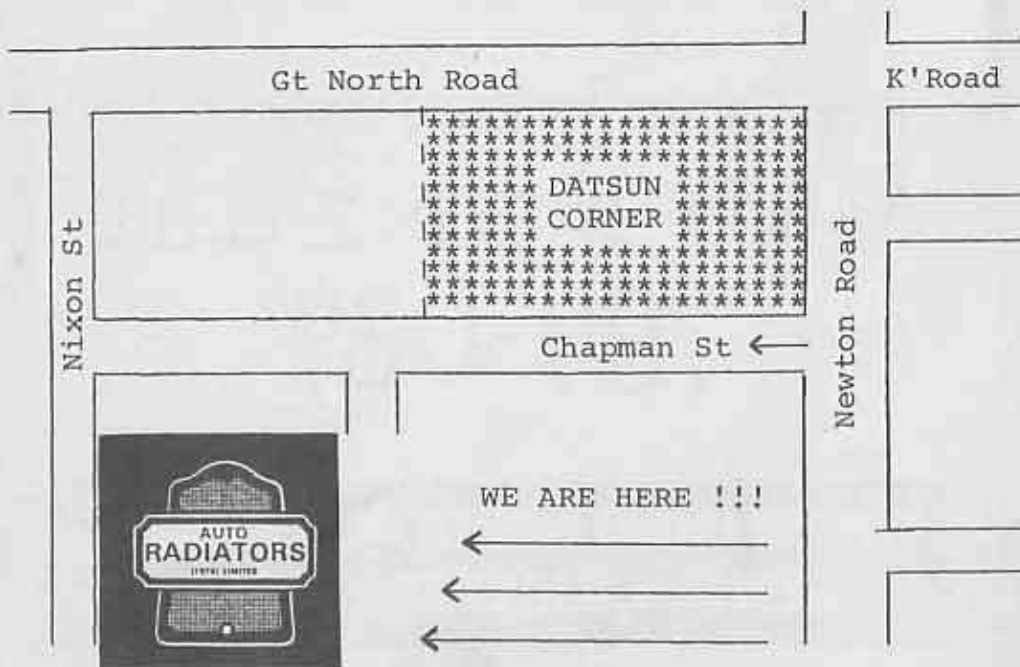
Now in stock - a complete selection of  
exchange radiators for all popular cars,

including

New Zealand's only exchange radiator for

"DATSUN 240Z & 260Z (Manual)"

MASSIVE DISCOUNTS to Club members on  
all radiator work - ESPECIALLY 'Z's



—PONSONBY ROAD—  
—K' ROAD—  
—GREAT NORTH ROAD—  
—NEWTON ROAD—  
**DATSUN  
CORNER**



Alex Fowler  
&

Datsun Corner

ARE PROUD TO BE ASSOCIATED  
WITH THE DATSUN Z CLUB.

PHONE

**789-089**

Only

**WHERE GREAT NORTH, PONSONBY,  
NEWTON, & K'ROADS MEET.**

L.I.M.B.

Service: Our Service Department with its revolutionary Team System can offer instantaneous service while you wait.

We are open every Saturday morning till noon and offer Club Members 10% discount on all labour rates.

Parts: Our Parts Department carries a wide range of Datsun Parts and Accessories, & offer trade discounts to all members. We also offer discounts on Shell Oil & Products.

We too are open every Saturday morning.

Remember Our Motto.....

"IF YOU DON'T TRY US FIRST,  
WE BOTH LOSE MONEY."

# We Deal In Tyres



PROFESSIONAL  
CAVALLINO  
SPORT 200 RADIAL  
More performance, less  
noise, good traction, low  
fuel costs and longer  
life.

PROFESSIONAL  
CAVALLINO  
CLASSIC RADIAL  
More quality and better value  
than any other tire in  
this price range.

PROFESSIONAL  
DELUXE CHAMPION  
BIAS PLY  
More life, more safety, more  
comfort and better fuel  
economy.

PROFESSIONAL  
TOWN & COUNTRY  
BIAS PLY  
More life, more safety, more  
comfort and better fuel  
economy.

## PROFESSIONAL QUALITY PRODUCTS

- new Firestone tyres: steel-belt
- Cavallino, crossply
- used tyres  guaranteed
- Firestone retreads  batteries
- Mag wheels

## PROFESSIONAL TYRE CARE

- wheel balancing  alignment
- repairs  retreading



PROFESSIONAL  
STEEL RADIAL  
More life, more safety, more  
comfort and better fuel  
economy.

PROFESSIONAL  
STEEL TO RADIAL  
More life, more safety, more  
comfort and better fuel  
economy.

PROFESSIONAL  
SHEPHERD STEEL RADIAL  
More life, more safety, more  
comfort and better fuel  
economy.

PROFESSIONAL  
TOWN & COUNTRY  
STEEL RADIAL  
More life, more safety, more  
comfort and better fuel  
economy.

Firestone  
**Professionals**

"Come on in and save"

# Radar — how it works

If you've ever been on the receiving end of a Ministry of Transport lucky ticket, here's how they got you ....

M.O.T. radar is a beam of microwave energy which is transmitted from a well-focused antenna, and unobstructed ranges of up to a mile are possible with equipment currently being used. A very small amount of microwave energy is reflected off your car and goes back to the radar. By taking this small amount of energy reflected off your car, then amplifying it, and comparing its frequency to the original transmitted frequency, the radar measures your speed. Radar digitally displays the speed readings in miles or kilometers per hour for the convenience of the Officers using them. The majority of radars in service today must be used from a stationary position, although there are a few sneaky ones about that can be used from a moving vehicle, either following or approaching you.

If there is more than one car travelling in the radar's beam, the radar picks out the strongest reflection and measures it. Radar cannot work around corners or over hills. For it to work, the Officer must have your vehicle in sight and must be sure in his own mind that he is clocking YOUR car.

There are a lot of myths about radar :

MYTH: Radar works out to 3 miles.

FACT: Maximum effective range: 0.3 to 0.5 mile for compact cars ; 0.5 to 0.7 mile for large cars ; 0.7 to 1 mile for trucks and large vehicles.

FACT: On 90% of the radar tickets issued, the range is 800 feet or less. From these facts you may get the idea that any radar detector would be just as good as the next unit. This is strictly NOT true. One of the things that makes one unit better than another is how many times it indicates the approach of radar long before you actually enter the beam.

MYTH: Tinfoil, inside your hubcaps or fluttering in the engine compartment, fools the radar.

FACT: There is no legal way possible to fool the radar when you are in its beam. (There is one possible exception to this depending on the type of radar). Read on.

MYTH: Radar lets the Officer check the speed of any car he sees.

FACT: Radar has a straight line beam (line of sight). It's beam width on the best units is about 100 feet wide at 1,000 feet distance. It is impossible to zero in on any one car in a group. However, don't think you're safe by travelling in a fast group of cars, because the whole lot of you can be booked at once.

FACT: Most systems employ a direct digital readout like a pocket calculator. Since it is nearly impossible to

cont/d ...

read the numbers if they are changing rapidly, most radars have an automatic lock-on feature which holds the reading if it's over a pre-selected speed. These units have a built-in self-verifier circuit that won't read anything if the speed is changing by more than three miles per second.

If you have reason to believe you've entered into a radar beam, you may want to slow down fairly quickly. The reason for this, regardless of the speed you are travelling, if you decelerate at a 3 mph per second, the radar may not be able to get a reading on you. Continue this rapid deceleration until you are within the speed limit. This has the effect of "scrambling" most radar systems. However, if the Officer sees you executing an emergency brake, it is possible that he will give you a ticket for dangerous or careless driving if there's traffic following you - it has been done before !

The radar detector is an excellent weapon against the M.O.T. lucky lotteries .... but stay alert !!

Dave Fleming

---

---

## **Plastic brakes for your Z ?**

---

It's hard to explain the pure joy I've had from my Z since changing to silicone brake fluid. I can do lap after lap of Pukekohe race track without even the slightest suggestion of brake fade, diving into the hairpin to 75 metres, out-braking Porsches and Morgans, and even naughty things like riding the brakes through the esses into Castrol. Fantastic!

But sooner or later you must return to the pits. An anxious team-mate is waiting for the arm band, I pull up, the assistant removes the garter (complete with sleeve), then I drive around into the paddock. Stop ?

Nothing tells the wheel mechanisms that the pedal has been depressed ! Floorboards!...Handbrake!!

Friend Kyle advises the reason for this phenomenon (phew-nomenon !) is that synthetic fluid is air retentive, and as such is more difficult to bleed than the other muck. Bleed and re-bleed your brakes several times, even to driving your car between bleeds then letting it cool. G.K. assures me this will end the problem. I'll let you know after my next bash at a race track.

Graham.

Dow Corning, 3001 Great North rd., New Lynn now stock Silicone brake fluid at a more reasonable price.

One litre pack: \$ 23.17

Twenty litre pail: \$452.40 (\$22.62 per litre)

Remember to allow for freight with your order.



# Pukekohe

A full bodied report on the Jaguar/Austin-Healey/Morgan Le Mans Relay is going to be in the next issue of the Orient Express but as we have the results we thought a brief note was in order.

The Datsun Z Club, as you may or may not know, entered two teams in this, our first invitation to the Jaguar Le Mans. The Datsun "ZX A" team consisted of:

Alan Harrison	No. 192	Average time	1:25
Dale Maxwell	191		1:28
Ian Simpson	193		1:29
Dave Lovelock	194		1:30
Ken Warner	195 (Reserve)		

The Datsun "Z B" team comprised:

Graham Collins	No. 201		1:27
Kevin Mitchell	202		1:33
Darren Borrie	203		1:28
Michele Bishop	204		1:36
Mike Cvitanovich	205 (Reserve)		

The Final placings for the day were:

	STRAIGHT LINE	LAPS	INDEX OF PERFORMANCE	LAPS
1	Jaguar A	88	1 TACCOC	83.74
2	Porsche B	87	2 Porsche A	82.29
3	TACCOC	86	3 Alfa Romeo A	81.53
4	Morgan Plus 8	85	4 Alfa Romeo B	79.88
5=	Alfa Romeo A	84	5 Jaguar A	78.30
	Alfa Romeo B	84	6 MG	77.96
7=	Austin Healey A	82	7 Morgan Plus 4	77.83
	Lotus B	82	8 Daimler SP 250	77.19
9=	Porsche A	81	9 Austin Healey A	76.77
	Lotus A	81	10 Lotus A	76.62
	DATSUN A	81	11 Porsche B	76.32
	Jaguar B	81	12 Austin Healey B	76.20
13=	Morgan Plus 4	80	13 Lotus B	74.50
	MG	80	14 Porsche C	73.38
15=	Scimitar	79	15 Morgan Plus 8	72.23
	Daimler SP 250	79	16 Jaguar B	71.87
17=	Porsche C	78	17 DATSUN A	71.71
	DATSUN B	78	18 DATSUN B	70.75
19	Austin Healey B	75	19 Scimitar	69.39
20	Triumph TR	73	20 Triumph TR	67.68
21	SCCNZ	70	21 SCCNZ	64.98

# Biggles flies undone.

In the weeks past, while a few of the lads were knocking back a few beers under the wood and canvas wing of my Sopwith Camel, the topic of "What was forerunner of the 240Z?". Because it so happened that a couple of SP Fairlady's had been spotted flying around the Eastern Front and clearly written across the rudder was the word "Fairlady", and of course Fairlady's are elegable to enter the club: Now being the 'Z' Club, Ginger pointed out that the Fairlady referred to in the constitution was in fact the Fairlady range that we all know and fly as the 240Z (260Z, 280Z & 280ZX).

Anyway, it was now 1400-hrs, so we buttoned up our flying jackets (leather of course!), wrapped our scarves around our necks, fastened our helmets, goggles & waxed our handle-bar moustaches. We climbed into our trusty steeds :- "Switches off; engines primed & contact". Our L24's (L26's etc) coughed into life, the field was clear as we pointed into the wind and opened the throats of our twin Hitachi S.U. (made under license in Japan). In moments we were airborne. The sky was clear for 20,000 feet and we steadily climbed to dog-fight altitude. Looking back over my left shoulder, I saw Michele, keeping a tight "Finger 1" position, looking after the port-side position, with Ginger and Bertie looking after Fingers 3 & 4. It was then that I noticed oil leaking from the petrol pump which was being caught in the propellor blast and thrown over the engine cowling.

I quickly realised I had to change my grots, but I decided to change my petrol filter instead as we were now in enemy airspace. But as these thoughts raced through my mind, the feared "RAT-TAT-TAT-TAT" of a Volksevargen powered porsche was audible, with the almost magic appearance of German technology in my rearview mirror. Throttling back, I pushed the Camel into a violent spin, catching a brief glance of the unmistakable shape of the porsche 930 scittering across the sky. I reached forward into the glove compartment and released the catch ... yes, the dinky light had failed again! But I quickly had my spare petrol filter in hand. Releasing my safety belt, I let the aircraft look after itself and quickly climbed out onto the wing. The Camel was lurching madly and coming out of the sun was yet another Porsche (thought I'd finally give the thing a capital) letting off the occasional tracer lased machine gun fire, but I choose to ignore it as I frantically changed petrol filters. The earth was racing towards me as I fastened the final clamp. With a strong sense of urgency I clambered back into the cockpit, knocking my horn knob off the joystick. Opening the throttle with a trembling hand, I pulled the Camel out of the spin. I only had feet to clear from the man at Castrol Corner, he was frantically waving a blue flag at me (what ever the hell that means). Seizing the opportunity to drift sideways, I quickly had the Porsche panicked into braking heavily. He quickly disappeared into a thick cloud of Pirelli smoke. By this stage Michele, Ginger and Bertie were again joining formation so we headed off for our next encounter.



"... into a thick cloud of Pirelli smoke."

It appeared to me, as the petrol pump was still leaking, that the petrol filter was not to blame for the oil leak, shooting down yet another of Slix's theories. But it did remind me of the fact that the Datsun 1600 was in mass production before the 240Z and it is fair comment that a significant portion of the 240Z's mechanical components were taken from the 1600's parts. It is not then arguable that the 240Z is a development of the 1600 as there are no significant parts found in common with previous Datsun sports cars. As we don't wish the Datsun 1600 to be a marquee of the Club, we must extend this argument to exclude any Datsun prior to the 1969 Fairlady 'Z', as exposed in the 1969 Tokyo Motor Show, from the Club.

In an age of Japanese dominance, there are a million Biggles stories. This has been one of them.

#### Biggles

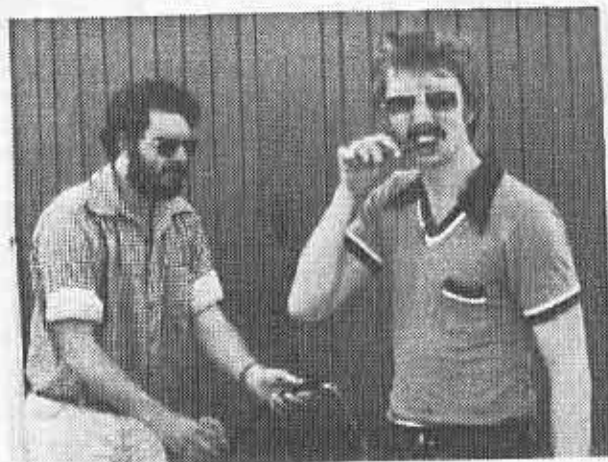
RUMOUR

Nissan is working hard on the follow-up for the 280ZX, according to an item in CAR & DRIVER. They believe that the new car will again be front-engined, and will once more be fully equipped with a fully independent suspension - though a more effective set-up than the current semi-independent suspension is hoped for. The next 280 ZX should be somewhat leaner and smaller than today's car, and they expect the styling to be heavily influenced by the Ferrari 308 GTSi.

USA release is expected later this year, according to Nissan.

# CAPTION CONTEST

We don't believe it, you people actually flooded us with replies for last issue's "Caption Contest". To refresh your memories, the picture is below. Our resident judge, Dave Lovelock selected two entries as first equal. There were seventeen captions received, and Dave informs us that only nine were suitable for printing. Thanks team, but these articles are read by member's families also, so let's keep it clean. To clarify the issue once and for all, Alan is holding a HOSE !! So, without further ado, here are some of the "cleaner" ones:



WINNER : "It's not that I mind being his valet, but I wish he'd stop calling me Hairyson !" - Gray Collins

WINNER : "Hey Al, we'z been zeen !" - Brian Rowland (Chch)

OTHERS : "Stand still Dave, there's a great big hairy thing just behind you".  
"Hey Alan, what's Collins doing with your camera ?"  
"It tastes good mum, let's buy it".  
"You're right Al, mag wheel polish doesn't shine up teeth".  
"It DOES get in ... I can feel it !"

SEE PAGE SIXTEEN FOR THIS ISSUES CAPTION. GET THINKING !!

\*\*\*\*\*

The next 280 ZX has been heralded by the rumour writers in so many different forms, that we expect Nissan is probably producing several models, all labelled 1983/84 280 ZX !

We hear of two litre fuel injected engines, V6 mid-engined Ferrari look-alikes, and even (Fat chance) a return to the 240Z concept. The latest in these stories comes from WHEELS March '83 issue.

"...later in the year the FAT 280 ZX will be replaced. The '83 ZX will be the first Nissan to get the new V6, which is expected to have an alloy block and a maximum capacity of three litres. The car will be shorter and lighter than the old one, and to give it a new look, top models will feature Porsche 928-style pop-up headlamps (Sh-- bags!), and perhaps gullwing doors." (Double sh-- bags!!)

# FOR SALE

Bonnet and hatch for 240/260Z; rear guards left & right; left front guard slightly used; drivers door; complete brake and clutch pedal box assembly unit; tail gate strut; complete 260Z steering column; radiator; ignition switch complete with keys; rear light panels for 240Z; front pan; roll cage and heaps more. Give me a ring ... better still, give me your money ! Ph.276-7376 Auckland & ask for "Super Shark"

Pioneer cassette deck KP-88G with Dolby noise reduction thru' a Pioneer GM-40 power amplifier (40 watt output) \$260 ono. Also one pair of brand new Roadstar cabinet 3-way speakers with 100 watt output - \$360 with mounting brackets. Full set up is worth over \$900 !! Ph.664-515 Auckland - Dave.

Special 'Z' Club number Plate surrounds in finest quality chromed plastic with reflective & ultra blue "DATSUN 'Z' CLUB" decals .... \$22 a pair. Ph.665-443 Auckland - Graham.

Extractors - 240Z/260Z now in stock at XL Motors. Very thick metal and most durable. Adds heaps of grunt and saves you petrol at the same time - \$150 less discount with membership card. Ph.276-4200 Auckland - XL Motors Ltd.

1973 240Z - fire engine red with blue custom paint. One lady owner who couldn't drive. Low miles in good nick. New clutch and A-1 mechanically - \$12,500 Ph.664-515 - Dave

Thunderbolt high performance, high temperature, silicone plug leads for 'Z's (yellow) - \$29-95 - XL Motors.

## WANTED TO BUY

Late model 260Z - must be in "superb condition" - preferably automatic but manuals considered - must be low miles - price no object ! Phone Ross Jarvis 501-541 at home or leave a message at 555-406.

Rear bumper and/or rubber surround for 240Z. Also second hand 205/14 radial tyres considered - any make but must have reasonable tread life left. Ph. David at 661-117 day.

Set of four shock absorbers to suit 1972 240Z. Must be good condition ... and cheap ! Ph.478-8640 Alan.

\*\*\*\*\*  
\*\*\*\*\* aren't gaps like this annoying \*\*\*\*\*  
\*\*\*\*\*

CAPTION CONTEST FOR THIS ISSUE

The committee does hate putting photos of Harrison or his car in every issue, but we think you'll agree that this is a beauty ! The event was the "Jaguar/Austin Healey/Morgan Le Mans Relay" raced at Pukekohe on 26th February.

So here's Rent-A-plough Harrison in action. Put your thinking caps on and give us heaps !!

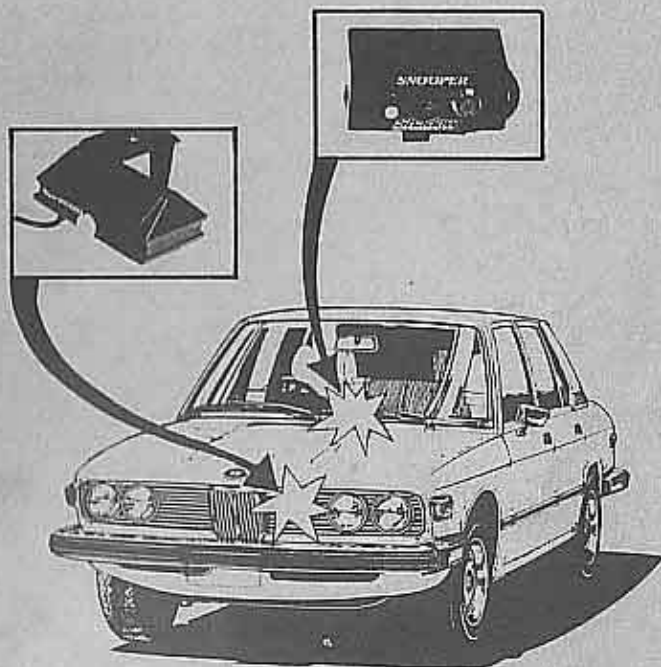


The photo below is not in the caption contest, but it is worthy of printing. It's the same fellow, on the same lap. Now think about that. The shot below is Mr Harrison just before the back dug in. Of course, once the back hit, the front swung around and, voila, we have a messy situation !!



\*\*\*\*\*

GEORGE  
**Shadow**®



**The concealed radar detector  
Only you know it's there**

- Concealed behind car's grille.
- Warning unit for dash panel.
- Visual and audio warnings.

★ **MASSIVE DISCOUNTS TO** ★  
**Z CLUB MEMBERS**



***Taximeter Services Ltd***

Graham Collins 40 Athens Road Onehunga Auckland 6

Ph. 665-443

# MOTOR ACCESSORIES



Ph. 276-4200

DATSUN 240Z/260Z SPECIALISTS

Mail Orders - Welcome -



## **XL** MOTOR ACCESSORIES the no. 1 auto shop

258 GT SOUTH RD — OTAHUHU — AUCKLAND

AIR HORNS



FULL AIR DAMS



FRONT SPOILERS

EXHAUSTS



car radio and stereo



LYNX

ROOF RACKS



SUPER SNOOPERS

**Motor accessories at Discount prices.**

Holley CARBS



12 VOLT BATTERIES



Super Coil



LUMENITION Electronic Ignition

THERMATIC FAN



BOBTAILS

WEBER



DISCOUNTS TO CLUB MEMBERS

EXTRACTORS