



OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB

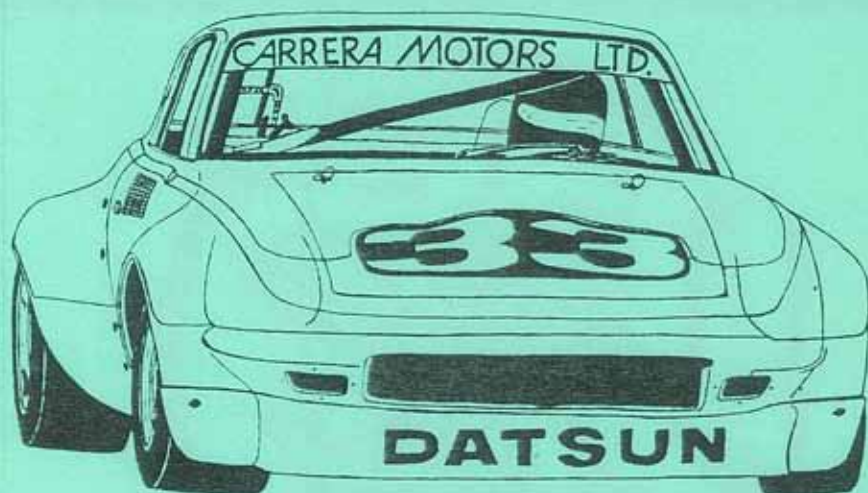


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ORIENT EXPRESS

The "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.....	Dale Maxwell.....(Bus)	663	338
SECRETARY.....	Heath Dann.....	580	236
CLUB CAPTAIN.....	Don Lane.....	298	7387
TREASURER.....	Mike Cvitanovich.....	468	651
HISTORIAN & QUARTERMASTER.	Dave Lovelock.....	655	713
EDITOR.....	Alan Harrison.....	478	8640
ASSISTANT TO.....	Kevin Mitchell.....	761	119

The views expressed in "Orient Express" are the views of the contributors and do not necessarily reflect the views of the Datsun Z Club Inc. unless stated as a point of 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 car.

The Datsun Z Club Inc. accepts no responsibility for information or advice given in "Orient Express" or by club officials, or committee.

Coming Events

Monday 10th October. Didn't you get this in time? Nosh Noggin 'n' Natter Night, Duke of Wellington Hotel, 7.15pm.

Wednesday 12th October. Mirage GP Practice. A mini challenge with the SP 250 & Sunbeam Clubs. Be at Rainbows End at Manukau City, 7.00 pm. No kidding, this is really a lot of fun. We have also booked Wednesday the 19th in case of cancellation.

Sunday 23rd October. The S.C.C.N.Z. has invited us to compete in an American style Carpark Slalom at the Wiri Container Term. This will be followed by timed sprints in the afternoon. A new type of event in N.Z., so come and give it a try. Suggest you fit your smoke tyres!

Saturday 29th (note 29th) October. The Alfa Romeo Club's Annual Inter-Marque Fancy Dress Rage, Royal Akarana Yacht Club, 7.30pm. A fantastic doo last year, well worth the \$19.00 ea. Contact G.C. if you require tickets, and do it soon!

Sunday 30th October. South Island - John Richards has invited us up to Amberley for a grass Gymkhana on his farm, the home of the 350 (Chev) Z. To get there go north. After crossing the Kowai River bridge at Leithfield turn left at Greys Road. (just before Amberley). Take the next turn left at the no exit road (watch the signs). Travel south to "Cragie Lea". Bring your barbeque, food etc. If any doubts about the weather, phone 482 460 before 10.00am on the day or listen to 3ZB cancellation service.

Wednesday 2nd November. South Island - 7.30pm. General Meeting (and film?) to be held at: GANG NAIL (NZ) OFFICE
4th Floor, State Insurance Building
88 Division Street
RICCARTON.

Entrance down R.O.W. Park down adjacent (Bank) R.O.W. If you are late or locked out, honk, toot or sound your horn.

Visitors welcome.

Monday 14th November. Nosh Noggin 'n' Natter Night, Duke of Wellington Hotel, 7.15pm

Sunday 6th November. Club day at Whenuapai Airbase. Late entries are still acceptable for this event. If you were not advised of this event, we're sorry, the Prez is to blame. Expect this to be an extra good day out with the RNZAF helping with the organizing, and profits to the Airforce Museum. TACCOC and Porsche have a very fast circuit planned, taking in most of the main run-way.

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November - Sometime. An inter-club challenge from the Austin Healey Club & the Porsche Club who think they can beat us on the Mirage Grand Prix cars at Rainbow's End. Expect Porsche drivers to be fair at this contest, as they are used to having all the power at the wrong end!

29 NOV 1983

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Saturday 26th November

This is the big day on the Z Club calendar. The one we wait all year for. The DATSUN Z CLUB'S ANNUAL CONCOURS D' ELEGANCE. Give the ole Zed a bath, wipe the windows, and bring it along. No need to get real fussy, coz Don and Daphne intend to win it again. We have, at great expense, secured the services of no less than SIX experienced Concours Judges of International standard. Bring your camera and a cold orange drunk, this will be the best line up of Z's you will ever see. Be at the Sunken Garden at 1.30pm sharp. The Sunken Garden is in Cornwall Park.

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Saturday night 26th November.

That's right, the same day, 7.15pm Saturday evening. St. Lukes Motor Lodge, 697 New North Road, Mt. Albert. The Z Club's Annual Prize Giving Dinner. This is a real mighty venue offering a banquet dinner, entertainment, dancing and a well stocked bar. We intend to give away quite a number of prizes and as you, yes YOU, may be on the list, it would be nice if you were there.

The cost is only \$25.00 per. Contact Graham for bookings,
Phone Auckland 665 443.

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Monday 12th December. Nosh Not Tripe & Onions 'n' Natter Night, Duke of Wellington Hotel, 7:15 pm.

Prez Sez

Dear & Gentle Readers,

Another invitation event, and another round of controversy about who should, or should not have been competing. We keep overhearing - "They aren't sports cars", or "That's a saloon", or "It's not a classic". An often quoted definition when talking about the type of inter-club events we participate in is; "Sports & G.T. Cars". Who are they? What are they? Could they be those two cars I saw the other day at McMillan Ford - Laser Sport, or Telstar GT? I think not.

Our fellow enthusiasts will at times say "Sports & Grand Touring", then use as their reference some very old book by some very old (British?) Gentleman, who's case appears to be: "It's not a sports car if:- the roof doesn't leak, the engine doesn't drip, the scuttle doesn't shake, it's air cooled, it's American, French (but not a Bugatti), German, or even (horror gasp!) Japanese".

Two seats, two doors, an atrocious ride, and a wasp up your nostril - sorry minority, it's 1983, we've grown softer since '38.

Today we have only one 95% reliable way of defining the sports car - Manufacturer's intent. A ground up design as a sports car. It can never evolve from the family saloon, though it will usually use family car parts assembled in a different layout. A car with few logical advantages built to carry 2 or 2 and a bit people with the emphasis on the notion of "a driver's car". Top or no top, why should it matter, I gave up bug guzzling when I sold the Vincent in '62.

Now let's look at the G.T.. A true Grand Touring car can never be created by putting a badge on an Escort or a Corolla. Go back to the quotations of that Old British Gent - "A car capable of transporting two or more people for 100 miles in under one hour".? What about Uncle's Cadillac Coupe De Vile Californian, or the neighbour's Falcoon GTHO? The O.B.G. would turn in his grave! No, this is an out-dated definition. the 1983 G.T. is usually a two door, two and a bit seater which in most cases evolved from a particular Company's sports or sports racing cars. (G.T.'s never evolve from a family saloon!) Some manufacturers do set out to build Grand Touring cars - Jensen, De Tomaso, Porsche, Lamborghini or Scimitar. These are all exotic and expensive exceptions. A Hyundai with a plastic badge will never make it.

I sincerely hope that our sport will not be destroyed (in concept) by these so-called G.T. sedan derivatives. Our sport is SPORTS CAR, SPORTS G.T. and/or CLASSIC SPORTS CAR & CLASSIC GRAND TOURING CAR competition.

Automatically yours,

Graham



From the President's Office,
Morgan Sports Car Club of Fiji,
4 Hemraj Street,
Suva,
FIJI ISLANDS.



Dear Gray,

If you have any sense, you will despatch this to the garbage can, and read no further.

But on my most recent sortie through the tropics, I had an amazing experience. (Collins. go get your mind out of that aforementioned garbage can!!)

Back to the saga... Upon finding myself in the Kingdom of Tonga, and finding that all the three wheelers (not Morgan trikes alas) had disappeared, to be replaced by those British marvels of instant rust... Mini Mokes. Of course to show my disgust, I had another drink at the bar (after all my business was finished you understand) and decided to walk to Nukualofa.

Up Vuna Road, turning into Railway Road (yes, you've guessed it, no trains either) when cur..thunk, my heart skipped a beat (or three) there stood a mirage (Panther? -Ed), too many drinks thought I, unable to resist temptation, I ran my eager fingers over the bulbious curves, and as I was caressing the subtle roundness, I realised I was molesting the only Fairlady in Railway Road.

Bet you're thinking, Kyle's at it again, as you wipe your chin, but this Fairlady was not a Playgirl type European.

What I had discovered was the only sports car in the whole island of Tongatapu.

Not as I would have hoped for, at least a real sports car like a Morgan 4/4 or a +8 or a +4 or even a rare +4+, but a non scuttle shake clone Datsun Z.

A red Datsun Fairlady in great condition with low mileage.

I was standing there with my mouth open (don't you dare say "so what else's new") wiping my chin a lot, (that's not new either -Ed) when this lovely lady came up, and regarding me rather suspiciously, asked if there was anything she could do for me.

Well with an invitation like that!! Regaining my composure? In 27° heat.

I rolled out the questions.

Is this yours? "No, it's my husbands".

How long have you had it? "About a year".

Did you get it new? "No, it was fully reconditioned in Japan before being sent to Tonga".

Would you mind if I asked you how much it cost? "No, we paid \$6,000 Pa'anga for it, and felt we had paid too much"!! (The approximate cost in N.Z. dollars, about \$7.500 and in absolutely perfect condition).

Have any problems? "The exhaust system has fallen off, but that's all".

Would you be interested in joining the Datsun Z Club of New Zealand? "We would be delighted. My husbands name is Kupa Tui Vai, and his contact address is Ministry of Works, Nukualofa, phone 22695. He is incidently the engineer for the Tongan Government, so keeping the car alive is not a problem".

So Gray, your first South Pacific Island prospective member, 1827 km from Auckland. I doubt if you will ever find him at any of your events but what about starting the Tongan sector?

I flew out to Fiji the very next evening, and as the aircraft departed Fua'amotu airfield and rose into one of those spectacular island sunsets, I reflected on my good fortune, to be able to meet a true sporty enthusiast, in that far flung land, the friendly islands.

Kindest regards



GRAHAM A. KYLE

P.S. And yes, I am the President of the newly formed Morgan Sports Car Club of Fiji, I believe the only Morgan dual President in the world!!



MAINLAND

CONCOURS EVENT:- 18th September

The gleaming line up of Zeds in the Post Office corner of Cathedral Square attracted considerable interest from the public and the Japanese Tourists.

Six club members and six visitors attended the event in the typically brilliant Christchurch spring weather.

When all the bonnets were lifted there were plenty of O's and Ar's at the array of; behind the grill lights, Weber suckers, air conditioning?, and "Whats that 350 Chev mill doing in there?"

At the conclusion of the event it was up the hill to the old stone tea house (Sign of the Takahe) for jam and cream scones, and time to relax after all the hours of cleaning and polishing.

RESULTS

PLACE	OWNER	POINTS	MODEL	REGISTRATION
1st	Steve Fuller	184	260	IW 6819
2nd	Geof Whall	173	240	KV 9372
3rd	Mark Srokes	154	260	JJ 5454
4th	David Rawson	137	240	GF 9397
5th	John Richards	136	260 2+2	IH 1990
6th	J. Thompson	134	260	GN 9190
7th	Mark Gullery	132	240	GA 5742
8th	Jeannette Marlow	131	240	GB 7895
9th	Anthony Cutten	106	260	LE 1362

Thanks to David Rawson for his assistance in arranging the event, to Lyn Riley for judging the cars and to the companies who donated the prizes.

(Congratulations Mainland on your first get-together, pleased to hear it was such a success. Special thanks to Brian for all his efforts - Prez & Committee.)

COMING EVENTS:

Sunday October 30th - Grass Gymkhana at Amberley. See page 2 for particulars.

Wednesday November 2nd - General Meeting with possible film at Riccarton. See page 2,

blew floyd's jap chat

(he used to be blue - but claims to have changed)

NEWZ FROM THE SUMMERLESS SOUTH (WELLINGTON of course)

THE LAZY ZED OWNERS GUIDE TO CAR CARE (260'S ONLY!)

If you've just purchased your dream 260Z you're probably keen to see your dream stay gleaming and fresh as the years go by. (240 & 280 owners are probably so depressed by their ghastly mistakes that they don't care anymore). We all know it's uncool to be seen spending too much time washing, vacuuming, polishing, and grinding etc., (I mean, really, one has one's chauffeur do that sort of thing). So what does one do? One checks out the easy-care range of spray on, wipe off dirt lickers, that's what one does!

Start at the ground (Where most 260Z drivers usually are -Ed.) Boots - Wire brush followed by Armor-All protectant, spray on - wipe off. Good for any rubber & looks like new after.

Magz - (Who'd have anything else, I mean really!) - Autosol polish, rub on - polish off. Could be a bit of sweat with this one, so do one wheel at a time. (Seems reasonable.-Ed) Durolux liquid mag cleaner is good for those awkward places that 'Jif' won't reach. Good value for really dirty mags. Autosol is good for bumpers as well. (Armor-All Bumper rubbers and overriders.)

Body Work - Being a 260Z this is probably quite sound (Perhaps a 240Z owner will do an article on rust removal). I've found the SimoniZ (note the 'Z') range to be good value. "Pre-Cleaner removes oxidation etc to ensure polymer polish a perfect bond. (Probably not necessary in most cases.) "Liquid Diamond" polymer sealant is claimed to provide 2 years protection - I'd polish every six months or so. "Poly Wash", 1 cap in a half full bucket of warm water removes all dirt and returns the original shine with ease. To provide that extra depth for Z Club events (the out-do Alan Harrison shine) use Durolux Polish which lasts about two weeks. OK over base Diamond. Don't forget to dry your car with a chamois (don't just drive like the wind around town like a certain Z Club Prez - I mean, how lazy can you get? - a 240Z owner - need I say more).

The last external effect surfaces of concern are the windows. Extra strength 'Mr Muscle' is the story here - inside and out.

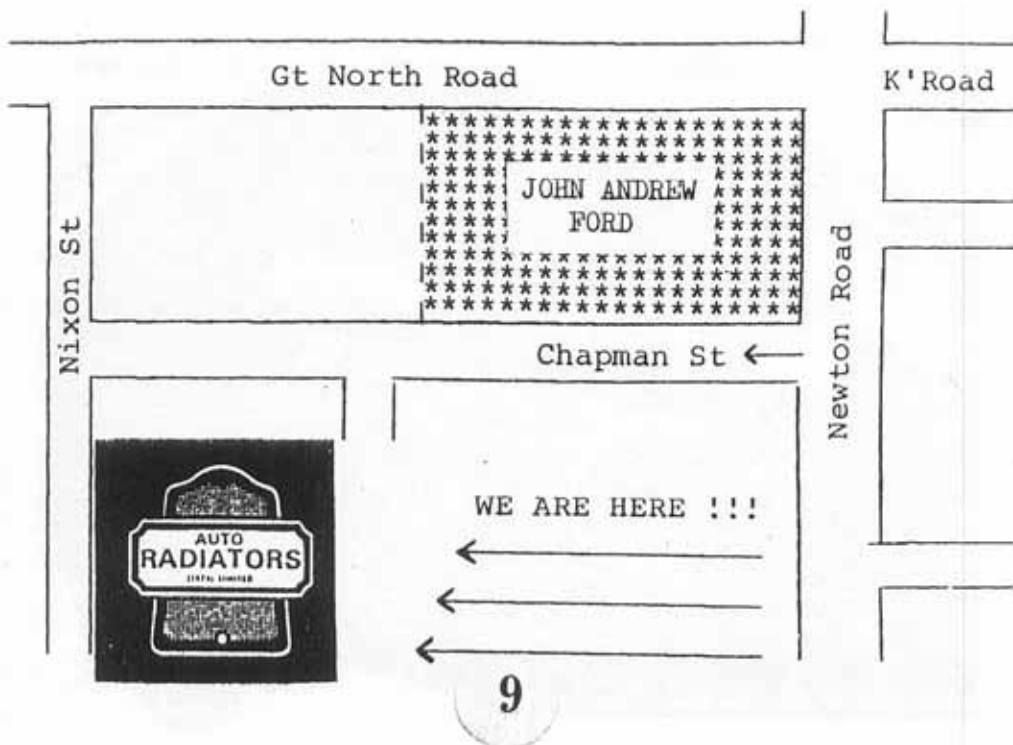
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CARFILE

No. 2 in this series is a 1977 260Z Coupe reg. no. IP 2878 belonging to the infamous Michael Cvitanovich, our treasured Treasurer.

Bodywork-

Light blue metallic with red and dark blue striping.
Front and rear spoilers, louvers.

Wheels and Tyres-

15" x 7" Cheviot Turbos with 205 x 60 Pirelli P6's.

Suspension-

Koni D series shocks.

Engine-

Triple 40mm Webers,
Perry Extractors,
Reground camshaft to Mike's own 'secret recipe' (even Mike probably hasn't been told!)
Valves tuliped, Cylinder head gas flowed, Manifolds matched and aligned, Ports polished, Compression raised to 9.3 - 1

Transmission-

English AP heavy duty clutch.

Performance-

Best time at Baypark - 1.15.5
Standing $\frac{1}{4}$ mile - 15.72
Top speed recorded (before the braves ran out) 135 mph.



Caption Contest

This issues caption contest shows Dale, shortly before the Perrier, breaking and (hopefully) entering his own car. Murray appears to be giving advice of some kind.



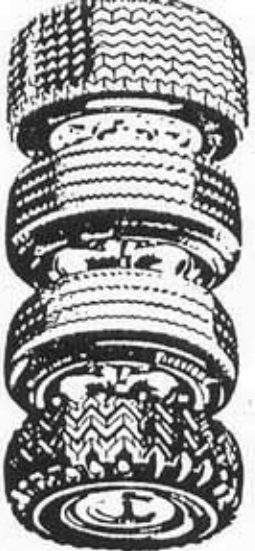
The answer we require is: 1/ What is Murray's advice? And 2/ (keep it seemly) What is Dale's reply?

280zx trial results

- | | |
|------------------------|-----------------------------------|
| 1st Wendy & Mike (Sam) | 2nd Trish & Dave |
| 3rd Jenny & Alan H. | 4th Vicki & Alan R. |
| 5th Janice & Dave T. | 6th Mary & Heath
(Wire Wheels) |
| 7th JoAnne & Graeme | |
| 8th Dee & Graham | 9th Simone & Kevin |
| 10th Daphne & Don | 11th Michele & Darren |

The impossible question - Dale asks: Give ten reasons why a 280ZX is best ? Post your answers to the Editor.

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"Come on in and save"

-Floyd continued...

Great - now everybody can see just how dirty and grubby your car's interior is. Grab the Vac., then a quick clean-up with detergent and warm water over all vinyl surfaces. When dry grab the Armor-All, spray on - wipe off. What a difference! Black nugget on all strap webbing, rubber pedals etc returns a mean black shine. And don't forget to Mr Muscle the glass over the various dials and thingz. (He keepz doing that duzn't he -Ed.)

A few hours a month and your Zed will remain a source of pride for years to come. Any disagreement, or further ideas and tips - I'd be most interested. Above all keep it clean eh. (Next issue will feature 'Alan Harrison - Engine Cleaning'.)

(The Prez has been heard to observe; "Lloyd must have got the sheep dung off his car by now - or at least most of it!")

New Members

Zed Club membership has reached an all-time high. The Committee is very pleased to see the results of Brian Rowland's efforts in the South Island.

David Rawson	Christchurch	Fairlady Z	GF 9397
James Mora	Dunedin	240 Z	GS 1640
Paul & Jeannette	Marlow Ch/church	240 Z	GB 7895
Tim Gow	Otautau S/land	240 Z	GR 40
John Richards	Amberley	260/350 ci Z	IH 1990
Mark Stokes	Christchurch	260 Z	JJ 5454
Alan Hayne	Lincoln Ch/ch	240 Z	FZ 9451
Joy Sarginson	Wellington	240 Z	GA 5133
Glenn Daisley	Auckland	280 ZX	KG 9733

Pleased to have you all with us - we know you are going to enjoy.

PHOTO FILE: Our club photo file is falling behind, mostly because nobody told you about it. Those members who have not done so already should donate the club two recent photos of their cars - PLEASE. The previous attempts to build this file have resulted in a collection of only 17 photos - 7 of them being of a certain red 240Z, reg. no. GE something! Not a pretty sight! C'mon - P L E A S E.

Know your committee

Position on Committee: PRESIDENT

Name: Graham Longstroke Siligone Collins

Age: Refer Volume 7 and add two years

Sex: Becoming a memory

Particulars: Self-Unemployed 5-Seater Bus Jewish Piano Repairer
Relies on local knowledge whilst trialling
Cone Fetish.

Achievements: Record holder for cone squashing. Has completed
more laps of Pukekohe without brakes than any
other club member. Patron of Dow-Corning brake
fluid company.

Car's Particulars: White 24060 Z with peculiar pin-stripe
and bulldozer blade. BMC door rubbers,
Pirelli tyres, Marantz radio, Metal King
brake pads, 260C motor and brake booster,
and lots of other standard factory items.

Comment: Enters everything - should win something soon.

Position on Committee: VICE - PRESIDENT

Name: Dale Pierre Cardin Gucci Maxwell

Age: Refer "President" and add two years

Sex: Most Likely

Particulars: Psychic extraordinaire- bends brake pads without
touching them. Listens to Roger Whitaker whilst
racing, with the air-conditioning on. Wears
Designer-Helmets. Wheel-Stud Fetish.

Achievements: NZ Bus racing champion. Has completed more laps
of Pukekohe without brake pads than any other
club member. Patron of Bendix and Ferodo.

Car's Particulars: Brown 280 ZX 2+1½ with moon-rooves. Farts
when de-cellerating, orange exhaust pipe.
Spoilers by Cliff Everson. Averages 29.9
miles per wheel stud.

Comment: Enters everything - may never win anything.

Position on Committee: TREASURER

Name: Mike Howard Hughes Scrooge M^CCvitanovich

Age: Refer next years issue and subtract one

Sex: Not Recently

Particulars: Fisherman with large right foot. Also Psychic
extraordinaire - bends Alfa Romeos without touching
them. Member of the friends of O.P.E.C. club.
Weber Fetish.

Achievements: Record holder for gearbox repairs. Has completed
less laps of Pukekohe on more petrol than any
other club member. Patron of Shell, BP, Castrol,
Atlantic, Europa and Boron (Overseas) Ltd.

Car's Particulars: Blue 260Z Coupe known as "SAM". Fitted with
Pirelli tyres, Koni shocks and Yeti skins.
15½ miles (24.8 km) of pin striping and
9 K&N air filters.

Comment: Enters everything - thinks he wins everything.

Position on Committee: SECRETARY

Name: Heath Kermitt Bluebeard Diver Dann

Age: Between 38 and 83 (Estimate)

Sex: Tries a lot.

Particulars: Grey Beard to hide something. Member of the tripe
and onions club.(Says it all, dunnit?) Gold
American Express card holder.(Note - holder,- not
user) Navigator Fetish.

Achievements: Record holder for navigator losing. Has completed
less laps of Pukekohe than any other club member,
without a navigator. Has turned up to all Nosh,
Noggin' & Natter nights and is yet to order
tripe and onions.

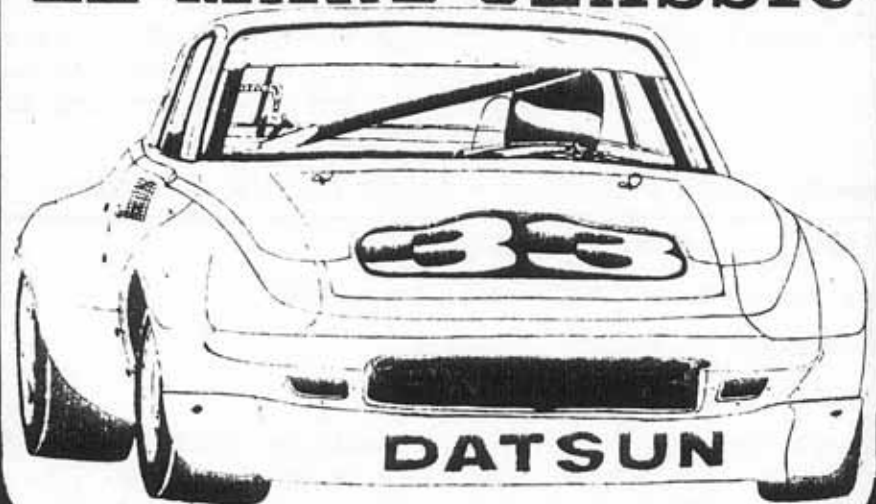
Car's Particulars: Greeen 240Z with 395/90 14 Balloons on fake
chromed, lead wires. Engine computer tuned,
retuned, detuned, antituned, tuned up and
spat out. Hi-rise aerodynamics, Yeti skins
and Rothmans window tint. 90 watt per channel
quadraphonic rattle-disguising navigator-
queller.

Comment: Enters a few events - loses them all.

divalgo

DATSUN Z

LE MANS CLASSIC



Team Relay Races for Historic & Classic Cars

PUKEKOHE

11 AM — TWO HOUR HISTORIC TEAMS RACE

FERRARI 126C3, RENAULT RE40, LOTUS 93T, LIGIER,
McLAREN MP4, TYRREL, PORSCHE 356, PORSCHE 914.

2 PM — THREE HOUR "CLASSIC CHALLENGE"

RACE GOLIATH, LADA, SKODA, HYUNDAI, DATSUN Z.

Perrier Le Mans

The big one is over now. The Perrier Porsche LeMans Classic Teams Relay Race, and what a fantastic event. For those who could not make it - don't miss the next one. The Porsche Club really know how to turn one on. With the help of TACCOC, and other individuals who all deserve a hearty thank-you, we enjoyed one of the most outstanding events ever.

The work and the preparation had been going on for months prior to the day with Marsden Robinson and Allan Bremner in particular excluding the mundane things in life such as sleep and earning a living to give us this opportunity to play race drivers for a day.

Of course we noted shortcomings - nothing is perfect. The wet track for the morning race, though this was the fault of the NZIGP, it is their track after all.

Apart from this, we don't really see any need for dramatic changes to the programme, though we would like to see a few of the forgotten clubs Avago. What about the Bambina Enthusiasts Society? Or the Pre-war Toyota Driver's Club? Then there's the Hansa Diesel Register?.....

In keeping with the theme of this years races, we concur with the organizers that the morning race should be for open cars, and should be anybody's race. Take a look at our suggested entry list and see if you can pick a winner? The afternoon event is also much the same in concept; when we looked at the entry list we could see who was going to win. Why not us for a change?

However, let's be serious, what about some reporting on the BIG ONE, August 21st 1983. Much work had been put in by many of our members in preparation. The arranging of pit signals, awning, fire extinguishers, support vehicle, and most of all our very generous sponsor - AVAGO. Team members had burnt the midnight oil preparing their cars, tuning, tightening, torquing (talking?) and trying to make brakes.(!) It was disappointment for one who's Pirelli P6's didn't arrive in time, and likewise for several others who couldn't afford them anyway.

Sneaky practice was held on the Tuesday before, at which time Graham discovers that the silly old brake fluid was not the best, so spent the rest of the week changing everything else! The TV crew were there, so Alan got discovered by his boss when he

Perrier Continued....

appeared on the screen that night!, while Derek didn't discover that his car was about to ignite.

On Saturday everything went fine (except the weather), though Paul failed scrutineering. With much help from Roger and Dick Neave the rear brake hoses were replaced, and all was well.

Official practice, Sunday in the RAIN! Derek made his discovery and gave the fire marshals a very dramatic piece of fire drill. Thank this time to Murray Chapman for getting Derek's car running again. Then the waiting, waiting in the wet, the 95% boredom part of motorsport. (The other 5% is terror!) Just in time for our event it started to clear and some of the terror evaporated along with the moisture, and our team leaders were on the grid.

The race went well, though each had his own personal drama:
Avago Poker Z Team:

211. Dale.. Locked himself out of his car before the race. another thank to Murray for giving advice or something... Arrived on the grid with 20lbs in the left front tyre! This time a thank to Alfa driver Fred Leonard for the use of his air tank...Couldn't untangle his copyrighted seat-belt holder and went through the first turn with his left arm over his right shoulder! Thank here to Jockey perhaps? I'm sure he changed them.

212. Alan.. All the time and money spent on getting the rust taken out of the body and he forgot to take the rust out of the tank. For the first 12 laps the Delortos were not being fed. Next break with a new fuel filter and we saw all the usual style minus the usual clay-dozing.

213. Graham.. Another brakeless race - sillycoon fluid?.. Has at last discovered what lies over the end of the hairpin - grass!

214. Mike.. Used about 20 gallons of gas, and that was just getting to Pukekohe! Used another gallon every time he put his foot in it to pass someone, and he passed someone often, but often the same someone, and always on the pit straight!
Avago Bingo Z Team:

201. David.. David (with Derek and Graham) is having a problem collecting his grass mowing fees from the Franklin Racing Club.. David is having a problem with Cortina's.. David is having a problem selling his used starter which has only done 12 miles - ENGAGED!

202. Jim.. The V8 Zed went out for the lap record - really impressive. Twelve laps later the V8 Zed went out.....
Luckily nothing serious.

203. Derek.. Grass mower extraordinaire. Must have learnt his line through the hairpin from Graham! Second 12 laps by son Peter.. Lap record setter extraordinaire! 1.19.4 ! Must have learnt his line through the hairpin from Peter Meadows!

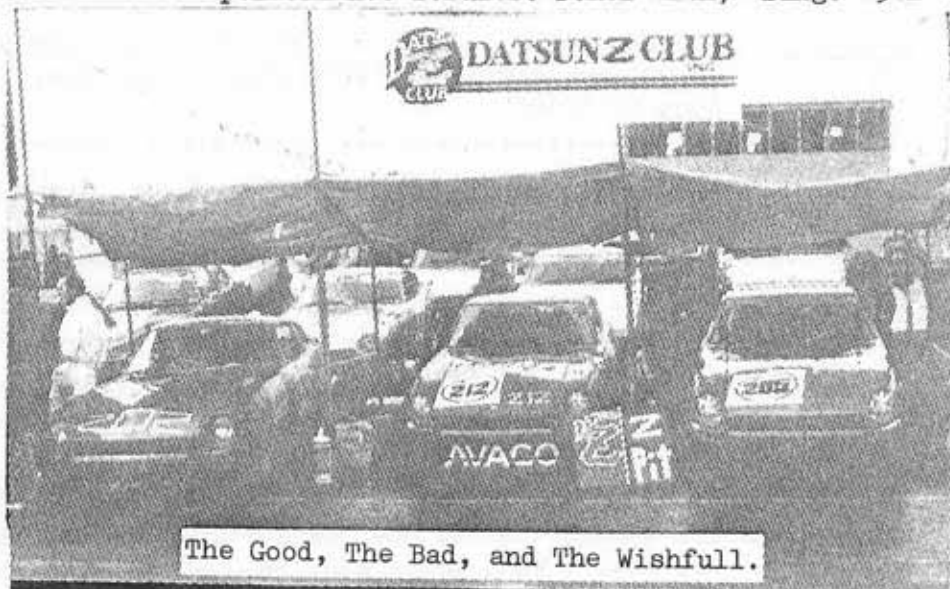
204. Paul.. Looked good all race. must have driven good all race.. His times kept improving all race.. May have practiced driving good on his way up from Wellington.

205. Graeme.. Only had twelve laps after Jim retired. Also must have driven good all race, coz he never told us anything different. Times improved all race, may have practiced driving good on his way from Te Atatu or somewhere!

RESULTS.. overall speed.

1	Porsche Turbo	110 laps	11	TACCOC 2	99
2	Lotus Kitchen A	106	12	Porsche 924	98
3	Porsche 911	104	13	Alfa Romeo Green	98
4	Alfa Romeo Red	102	14	Alfa Romeo Yellow	98
5	Historic Racers	102	15	MGB Modified	97
6	AVAGO POKER 'Z'	102	16	TACCOC 3	96
7	Sports Car Club	101	17	Scimitar GTE	94
8	B.M.W.	100	18	MGB Standard	94
9	Lotus Kitchen B	99	19	TACCOC 1	Retired.
10	AVAGO BINGO 'Z'	99			

The index of performance results: Poker 12th, Bingo 15th.



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Cylinder Head -

Early type, high compression.

Competition Valves - (6)

Wopping great BIG ones!

Valve Seats - (6)

Big valve head inserts for the above valves.

Inlet manifold -

For triple side draughts.

Air Cleaner Housing -

For standard carbed car (240Z)

Steering tie rod ends.(5)

R/H Window Winder assy. complete.

And these are only the major bits. Quite a few small items in the old shed, so if you think of something not listed, give Neil Cochrane a yell at Pukekohe 89 556

+++++
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This is a beautiful red two owner car that's done only 35 000 kms. Stereo, Factory Mags and brand new Michelin tyres. \$18 000.
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Auck 53 45100.
+++++

+++++
260Z 2+2
1977

Air conditioned, Automatic, 66 000 km, Light Blue (faded). \$17 000 ono. Ph. John Western, Ak491 327.
+++++

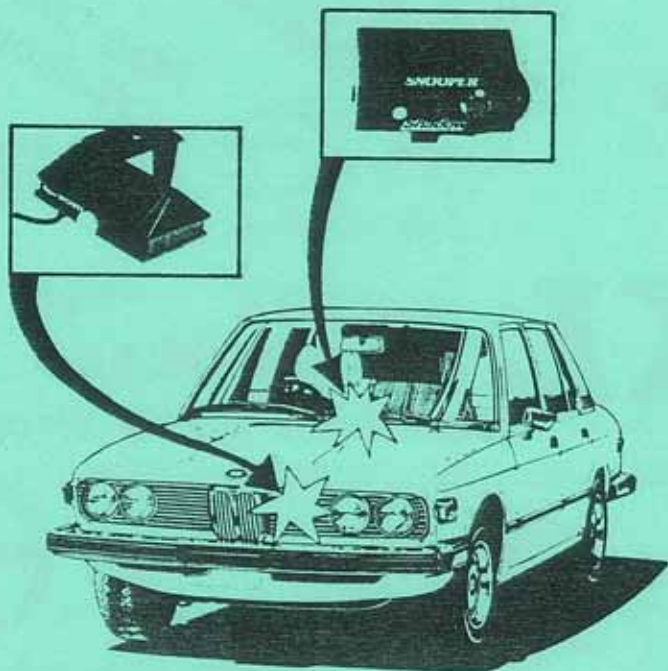
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EXTRACTORS - Perry, Very good performance gains, VERY low price to Z Club members. XL Motor Accessories. Phone Ak. 276 4200.
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Datsun Bluebird Wheels - Quite new and quite cheap - say \$40 for four ? Wont fit a 240. Ph Graham, Ak 665 443.

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