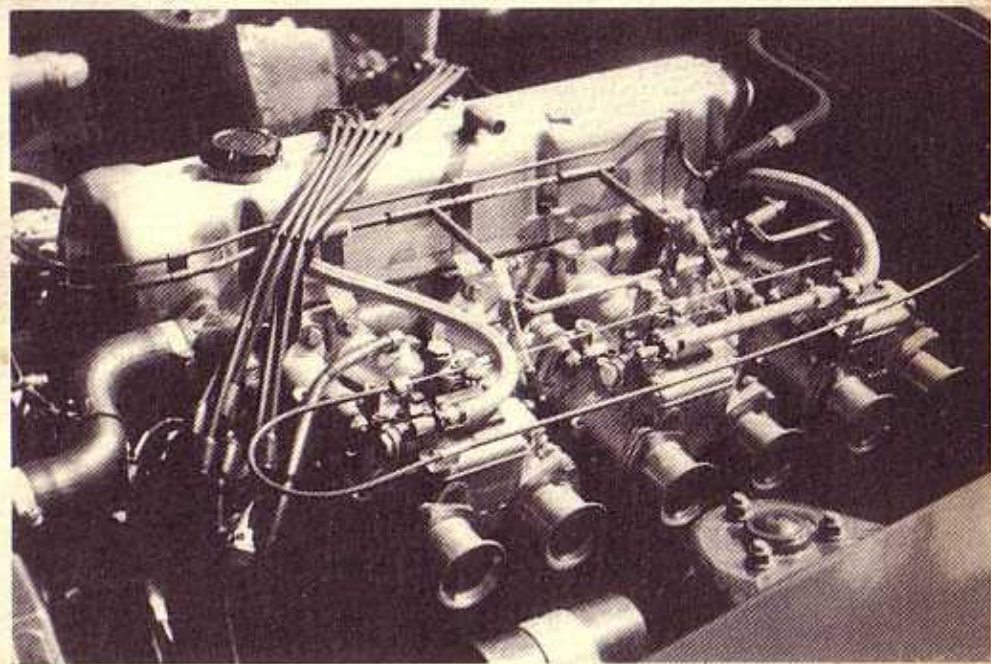


DEC 83

ORIENT EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



Greetings of the Season
and Best Wishes for the New Year

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 comprises:

PRESIDENT.....	Graham Collins.....	665 443
VICE PRESIDENT.....	Dale Maxwell.....(bus)	663 338
SECRETARY.....	Heath Dann.....	580 236
TREASURER.....	Mike Cvitanovich.....	468 651
CLUB CAPTAIN.....	Don Lane.....	298 7387
HISTORIAN & QUARTERMASTER.....	Dave Lovelock.....	655 713
EDITOR.....	Alan Harrison.....	478 8640
NUMBER EIGHT.....	Kevin Mitchell.....	761 119

The 'Mainland Branch' Committee comprises:

PRESIDENT.....	Alan Hayne.....	Ch/ch... 252 359
SECRETARY/TREASURER.....	Paul Marlow.....	Ch/ch... 228 835
BRANCH CAPTAIN.....	Brian Rowland....	Ch/ch... 43 887

+++++

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

This column is a bit thin this issue, so we are obviously going to have to 'pull finger'. However, in the pipeline are many events such as pursuits and/or racing at Manfield, Baypark, the Club Circuit at Pukekohe and possibly even Taupo. There will be another overnight trial by Collins & Collins, not unlike the one to Warkworth last year. Invitations include Pukekohe in March, a hillclimb in March, a Jaguar Club trial in June, Mere Mere sprint in July and a gymkhana in October.

+++++
Monday 12th December. Nosh Noggin 'n' Natter Night at the Duke of Wellington Hotel, Mt. Wellington Highway, 7.15pm.

+++++
Tuesday 27th December. A b.y.o. barbeque at 49 Athens Road, Onehunga starting at about 6pm. This is an open invitation to all our readers who, like us, are stuck in the city for the holidays.

+++++
Sunday 19th February. The Jaguar Driver's Club Inter-Marque Concours d' Elegance at the Ellerslie Racecourse. We will be represented by three cars in this event. Free parking is available to club members driving marque cars. Open to the public at 1pm.

+++++
Sunday 26th February. Historic and Classic Motor Race Meeting at Whenuapai Airbase. This is expected to be a BIG one. Some of you have already entered, but for those who haven't contact Graham for an entry form. All entries must be in by 25-1-84

+++++
Christmas Greetings

To all our readers.

+++++
BATHURST 1984. Dale has been talking to a travel agent again. Six of us made the trip this year and had a fantastic time. If you book real soon Dale can do an even better deal this time, but only if you book SOON. Phone Dale, Auckland 663 338 (bus)

Prez Sez

Recently in Auckland the Affiliated Clubs (which does not include us) have formulated suggested changes to MANZ's Appendix K. The proposals, as forwarded to us, are on the whole a well thought out set of rules covering 'classic & sportie' cars, and the competition events in which we are involved. Good. We see little reason to argue, as the present Appendix K should in fact disqualify most of us from this class of competition.

But - In the Auckland area there are about 8 car clubs of the sportie type, many of whom have misgivings about the second of the two broad classifications; Category 11. Within this category there is scope for some limited modifications, and this is causing quite a bit of screaming and shouting.

True, there must be some defined limit on mods, though I believe we have a duty to defend the rights of our members to enter in events which are of a more mannerly nature than the all out racing promoted by the 'racing car clubs'.

Who of you would be eliminated? All capacity increases of over 10%. All the V8's (an area we will always find hard to defend). All aftermarket turbos. All with wheels more than 1" wider than original (up to 6 $\frac{1}{2}$ " over which no increase will be permitted). All non-standard aerodynamic improvements.

The proposers of these changes assure us that no club member currently involved in club competition will be stood down. A dispensation would be granted. To this end I imagine that a Dispensation Committee would be set up. No problem, real easy, no trouble at all.



CARFILE

The Beast!

This issue we feature a 1974 260Z (sort of) 2+2 reg. no. IH1990 owned by Mainland Branch member, John Richards of Amberley. It is painted red, with Orange and Yellow art work.

Bodywork-

Integrated front, and rear spoilers.

Cibie and aircraft landing lights in the grill.

Rocket side pipes.

Wheels & Tyres-

245 - 60 x 14 Bridgestones on 14 x 7 Turbo mags.

Engine-

350 Chev with 4 barrel Holley fitted by Ian Stanley of Amberley.

Mild cam and exhaust headers in garage roof!

8 pistons ALL at 10.8 compression.

MSD and Mallory ignition (and nice Chev orange paint).

Water injection (stops pinging).

Races on avgas (and wings!)

Transmission-

Chev 350 auto - (saves diffs) (sometimes)

Had a neck breaking kit (Quickshift), third diff in three years. Trying to find a beefy competition one at 3.3-1 ratio.



Suspension-

Standard, but much improved by extra weight in right place and Chev orange paint. (?)

Previous Car Owned-

1972 240Z with same motor and transmission.
EXTREME SPEED (3 G's)

PERFORMANCE- note capitals

Horse Power: BULK (about 300)
Standing 1/4 mile: Best 12.5 sec.

Present approx 13.5 sec., due to economy, and all the good bits in garage roof.

Top speed: Electrically timed 138 MPH (present about 120).

Fuel Economy- Trips 18 MPG.

Racing 10 MPG ZERO (0)

Note- 240Z rev counters are perfect for Chevs as both red line at 7000 RPM.

Cost- All mods about \$4000.00.

MUCH BETTER THAN TRIPLE WEBERS!

LETTER

Dear Prez,

Having just surfaced from the pond again to take in the morning air (50 - 50 monoxide/dioxide, good stuff out our way), when I discover on lily-pad No.7, in a pool of it's own slime, your latest 'Prez Sez', or should that be Prez Seize..? Anyway, all this carry on about what is or is not a sports or GT car, in spite of an appearance of complication, is really all so very simple. Let's take a look at what we have.

The British: have this thing for open two seaters that rattle and shake, leak water through the roof, drip oil and ride like a piece of 4x2. Trouble is they still continue to build them, and they still sell. Oh yes, then there's the trikes

The Italians: Only they could build such a small four seater that wobbles it's backside all over the road. You have to get into one with a shoe-horn and then it pinches your bum. The only thing that really works is the horn! Mind you the designer Garibaldi did a good job on the body, but that was in 1861 !

The Germans: This one's going to be real easy ! These cars were actually designed as a joke by the French. The engine is at the wrong end so that they appear to be running in reverse, and in fact they are. Either the Germans take a joke very well, or they just haven't seen it yet!

The Americans: have the engine in the right place, but as far as sports cars go that's all they got right. Oh, sorry, they put a wheel at each corner. Can't take chances with the laws of libel.

The Japanese: These people from a bunch of small islands in the same pond as ours got it right in the 'Z' car. A body that all mankind can gaze at in awe and wonder. Curves that demand a hand running over them just to make sure that you are not dreaming. A powerhouse in the front that makes Benmore look like a name for a Mini engine. An interior design that they copied when they built the 747. All this in one car, and no wonder all the others have tried to copy it.

As I said it's simple, there is no other car worthy of our notice, but as we are an Honourable Club we should play with them all nowandagain to save playing with ourselves.

KERMIT c/o some pond.

Special Notice to all other car clubs:

If you have received your copy of Orient Express with one page torn out this is the page that is missing. Editor.

South Pacific Automobile Restorations Ltd

98 Parity Place, Takapuna, Auckland. Ph.484 552

This newly formed company is offering a service to classic and sports car owners in both accident repairs and, as their name implies, restorations.

The Company personnel have had much experience and interest in sports and classic cars (still owning examples themselves), therefore the work is being done properly, not to undercut bog merchants prices.

Minimum overheads insure a low hourly rate charge.

The aim of this company is to give you somewhere to have your car repaired, knowing there is a skilled interest in working on it. A service to owners of cars which mean a lot more to them than just everyday wheels.



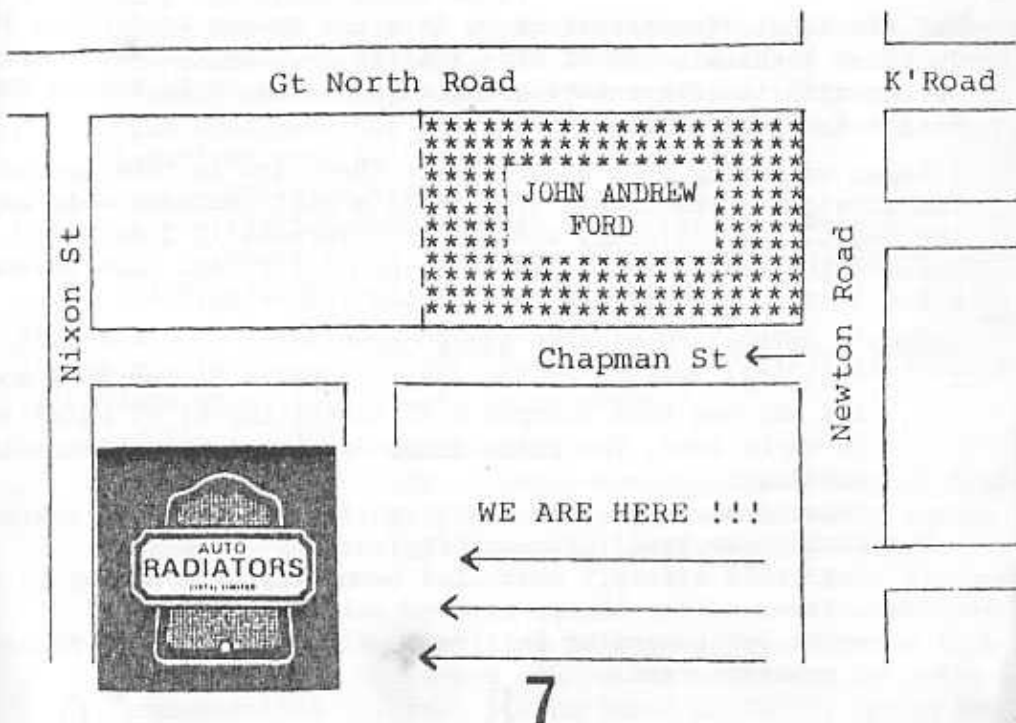
AUTO RADIATORS (1974) LIMITED

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

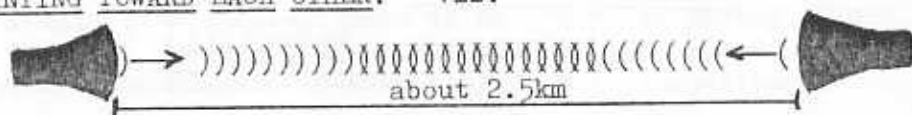


On Radar....

RADAR GUNS IN NZ -- THEIR USE AND MISUSE Part one...

How do I begin this article? My last contribution to the Orient Xpress (?) on turbo-charging was so full of scintillating witty puns & jokes etc that many readers appreciating such high standards of excellence had to seek medical help to control their merrymment. Therefore I'll tone this one down, lest anyone splits their sides laughing.

Some time ago on the split-level motorway leaving Wellington, my Long Range Super Snooper (L.R.S.S.) faithfully picked up radar, even though he was on the other side of the road & his "gun" was pointing away from me. My L.R.S.S. continued to go berserk for another 2.5 km's ! This did not compute!, until I realised that I was running into a beam on my side of the road. Thus, we have the situation where two radar guns are being used POINTING TOWARD EACH OTHER. viz:



Had the "booked" motorist known this and chosen to dispute it in court I think he would have won easily. One gun was interfering with the other making the readings on their Kustom TR6 Microwave Speed Detectors invalid!

I began wondering what other errors there are in "the system". The subsequent research proved to be a mild headache - to say the least, but certainly worthwhile. (Personally I do not believe that speed kills. Incompetance kills. And that covers a lot.) Now, please take note of the following:

"COURT CONFIRMS DOUBT ABOUT RADAR GUN"

'Late last year a N.S.W. court found in favour of a motorist who had been charged with travelling at 85 km/hr in a 60 km/hr zone. The prosecution was based on police radar reading

'During the case, the court was told that the police radar could have been influenced by:

- a small aircraft which had been passing overhead at the time
- the radar warning device - could have caused a false reading! and

- a large truck travelling in the opposite direction could have been speeding and affected the radar gun reading !

'The court found that there was reasonable doubt that the accused was not exceeding the speed limit.....

A report based on research by a team from the Sydney University has thrown further doubt on the accuracy of radar speed detection devices.

'Public confidence in radar speed detection devices has been shattered by stories of radar

- clocking trees at 80 km/hr
- parked cars at 94 km/hr
- air conditioners at 25 km/hr

'The Sydney report also claims that a popular radar detection device may be responsible for triggering police radar traps.

The R.A.C.Q. (Royal Auto Club Queensland) claims that if used

- in heavy traffic or
- near metal buildings, the detectors can give false readings, or, lead to the wrong motorist being prosecuted.

Mr D.C. Nation, General Manager of the Royal Auto Club of Tasmania (R.A.C.T.) has said that "two aspects that the Club was mainly concerned about were:

- the use of radar on dual carriageways, especially where the roads were of different levels (remember Wellington?)
- radar speed traps manned by one police officer.

'The continued use of radar by police in unsuitable locations such as

- built up areas
- divided carriageways at different levels &
- where there was heavy traffic, could lead to

injustice", Mr Nation said.

'The R.A.C.T. experience showed that in many cases it was impossible to correctly identify a speeding vehicle in traffic situations where police were using radar.

'An A.A. (Britain) spokesman said:

"There are thousands of radio-transmitters, many of them in cars, operating frequencies which could cause interference - and the situation is likely to get worse".

The A.A. (Britain) said that "In it's view these advanced and sophisticated devices should not be used to support a prosecution unless modified to reduce interference to a minimum level. Our tests confirm interference by radio transmissions ... have a firm basis in fact".

If you realise that you are about to be stopped by an officer using a radar gun you should ATTEMPT to NOTE ALL THE CIRCUMSTANCES, including your own speedometer reading. WRITE it all down. IF you are certain you haven't broken the law (heaven forbid!) you may inform the officer and give no other information than that required by law. (Source material: RACT Tasmanian Motor News. April/August 1981)

YOUR LEGAL RESPONSIBILITIES ARE:

- "1. Give your name and address.
 2. Give same details of the vehicle owner.
 3. Comply with any of the officer's "reasonable" requests, such as moving your car to a safer position"...
- "Any statements you make relating to an alleged offence can be taken down and may be used in evidence should the matter be raised in court."
- (Source material: N.Z. Road Safety Feb/March 1983)

ABOUT GETTING NICKED: DO'S & DON'TS

A. BEFORE YOU GET NICKED:

- Do
1. Sit back down in your seat.
 2. Get back on the proper side of the road.
 3. Stop making rude gestures at people.
 4. Reduce to a velocity of travel that's within shouting distance of the speed limit.
 5. Correct that almighty slide you've just put your silly self into.

- Don't
1. Change your underpants (that comes later)
 2. Put tacks on the road - they don't work
 3. Throw out any more "tinnies".

B. WHILST BEING NICKED

- Do
1. Comply with your legal responsibilities.
 2. Be cool, calm & restrainedly polite.
 3. Stifle any impending farts - there'll be enough bad smells around without coping with another, & it will only be an unnecessary distraction.

- Don't
1. Suggest to the officer that he see a taxidermist. He may not have our sense of humour.
 2. Offer to fill his Kyber Pass with your foot, or even expressing the wish to have his guts for garters. They can be awfully serious and may not take it as a joke. (you may even be invited to have free bed and breakfast for a while)

3. be rude or
4. grovel

Note: The same can be expected of an officer by you. Should the situation arise where an officer is unnecessarily rude, threatening etc you are at liberty to draw it to his superior's attention in writing. (but forget it unless your behaviour has been exemplary.)

C. AFTER GETTING NICKED

- Do
1. now you can change your underpants.
 2. note ALL the circumstances on paper if you feel you have a case. (eg exact locations, speed, traffic, any high aerials, transmitter wires, places, buildings, type of road, - flat, undulating & so on.

Don't - roar off and accelerate to your previous 200 km/hr. He may be round the next bend, or even have radioed ahead.

In part 2 we will delve more into the operation of the radar gun & variables that influence it etc etc. I believe all road users should know something about radar & it's limitations if they want to.

It's a case where "ignorance is not bliss".

Happy Zedding, Paul Crowhurst.

New Members

Elaine Prior	Auckland 7	260Z 2+2	Gold	JF 6282
Lloyd O'Connor	Christchurch 6	240Z		FT 1375
John Laurie	Auckland 1	240Z	Orange	FV 821
Fred Edgecombe	Ngaruawahia	260Z 2+2	Blue	IP 2877
Stephen Fuller	Christchurch 2	260Z	Blue	IW 6819

We wish you all welcome, and look forward to seeing you at many future events.

Kermit's Kolumn

TEACHING MYSELF TO MANAGE

Having just read the account of the Le Mans at Pukekohe I feel there is something our dear readers should know.

Please consider the following:

All you had to do was get four men and four cars to three places all at one time! Not overseas, not the South Island, but in Auckland; not a horrid task I hear you say, but all the same it's like trying to organise the three bears with a fourth bear that has no sense of timing at all.

They all want to race but leave the paper work and the changes to the rules (every second day!) to you, so here you are rushing round in a mild state of panic with 40lb of paper under your flipper. Thank God tomorrow's Saturday and scrutineering, and they all know about it.

Scrutineering day has a great start (it's raining), Mike is there first, 90% of my worrying is over, TE HE HE, then the world ended - more new rule changes! These are explained to us over the roar of cars going through the Testing Station, rain on the roof and the screams of the injured falling over TV camera equipment - hell, I forgot the other fire extinguisher!

With that all over it's out to the race track for practice.

The pits are too small, the grass is too long, the access lane is too narrow (these guys think I'm God - do something about the weather, get this arm band change-over right, what pit signal board is ours?, which way round do we go?) my head ache is back. Rush here, rush there - what time is it?, 1640, well that's Saturday finished - hope the heart can stand it!

Sunday: Awake at 4am, 5am, 6am get up, make my lunch and pace up and down the kitchen - will they all be there? Too late for worrying I head for Puke - more bloody rain. The morning race finishes then it's our turn to get the pits cleared, put up the banners and tarp, get the cars in the right order, check the Time Keepers and Lap Scorers, hell!, they've started the race - where's that flamin' lap board.

They flash past us mere mortals as we stand transfixed in the pits, bombarded with ear bending noise, spray, the smell of super hot engines and enjoy that beautiful sight. Datsun Z's under full power down the front straight, tripping (?) in and around the others as they recognise the intimidating sight of a Zed racing upon them from behind. Ah....

The headache that you've had for the last three days disappears and the ulcer you thought you had has gone. It is all replaced by a great pride in helping in a very small way.

MAINLAND

In spite of vigorous protestations from Head Office, the name chosen for the snowbound section of club was the 'Mainland Branch'. In fairness to your Committee, Dear Members, they did not yield to right to this title until after the Web-Footed-Ones had proffered the dire threat to 'cut off their cable'!

mainland report:

The grass gymkhana of the 30th October was attended by the keen ones. Fortunately the rather marginal weather in Christchurch did not spread to Amberley. Two events were held prior to retiring to the hollow for barbequed lunch. Following some misdirected attempts when some members literally 'got the boot', John Richards finally set the Club (size 7) gumboot throwing record when he cleared 2890mm. (think that's about 10 Feet in proper measurements -Ed) B-B-Q fires extinguished and it was back to the track for a Mini spin demonstration then the remainder of the programme. With the arrival of the Canterbury Blow later in the afternoon, and the demise of the 350Z, it was back to the farmhouse for tea and bickies.

Results:

John Richards	260/350Z	17 pts.	Lloyd O'Connor	240Z	18
Mark Stokes	260Z	28	Brian Rowland	260Z	35
Jeannette Marlow	240Z	35	Paul Marlow	240Z	45
David Hutt	DeJoux	10	Gary McDoughall	VW	10
Elizabeth Richards	Mitsubshi	32,	Robyn Panter	Mini	38
Andrew Peddie	Land Rover !	35.			

Wednesday's General Meeting and film evening attracted the now familiar faces. After some discussion the title MAINLAND BRANCH was agreed to. Results of the election of Officers appears on page one.

Annual Prize Giving

I think that this year we made the right choice of venue - the St. Lukes Motor Lodge. Talk about a banquet, the food just never ran out and the wine kept flowing all night. We now have five perpetual trophies which were presented, along with several special awards.

CLUBMAN OF THE YEAR

DOUG & BRENDA LEIGH

For outstanding effort and enthusiasm.

TRIALS CHAMPION

STUART HORNE

For winning more trials than could have been possible without cheating!

THE BLACK HELMET

DAVID LOVELOCK

The 'Bad Luck Trophy', a prize that Dave won several times over the year.

CONCOURS D' ELEGANCE

GRAHAM COLLINS' CAR

For polishing where no man ever polished before. And knowing the judges pretty well.

MEMBER'S CHOICE CONCOURS

ALAN HARRISON (or his car)

Sort of a Delorto Dazzle with red paint added.

LONG DISTANCE TROPHY

PAUL BARRETT

It's a very long way from Wellington twice.

THE LEFT HOOK (a wee tow truck) KEVIN MITCHELL

Awarded for getting his LHD 240Z stolen without trace.

SPOTTER'S PRIZE

BRIAN ROWLAND

For introducing eight new members to the club by spotting registration numbers.

THE LITTLE LUCIFER

DEREK MEADOWS

A king size wooden match for creating a great fire practice for the fire marshals at Pukekohe in August.

THE MEADOWS PERFORMANCE TROPHY, DALE MAXWELL

Best and most consistent average time for 24 laps in the Perrier event - 1.27.44. (and that in a 280ZX !)

THE FASTEST LAP PRIZE

PETER MEADOWS

The fastest lap at Pukekohe by any 'Z' in the past year at a remarkable 1.19.4.

PEDAL PUMPER'S PRIZE

GRAHAM COLLINS

Presented by Dale (a mounted 280 brake pad) for my loyalty to Dow Corning or something.

A SINGING TELEGRAM

ALAN HARRISON

For being such a fantastic Editor. Ask Alan sometime and he'll probably sing you a copy.

An extra special THANK YOU to Simone Burke for donating to the club all the engraving for the trophies. Beautiful work, and very much appreciated.

Graham.

Concours d'elegance 1983

YEAR	OWNER'S NAME	ENGINE	WHEELS/UNDERBODY INTERIOR	PAINT/BODY/GLASS CHROME	SUB TOTAL	POINTS LOSS LATE ARRIVAL	AGE BONUS	TOTAL
77	E. Prior	157	85	118	360		0	360 (11)
73	D. Meadows	152	117	117	386		10	396 (9)
73	H. Darrin	156	116	106	380		10	390 (9)
72	G. Kirkman	158	95	95	348		11	359 (12)
72	A. Harrison	165	115	137 (3)	417		11	428 (6)
72	G. Collins	160 (1)	145 (1)	133	458		11	469 (1)
72	D. Lovelock	157	127	137 (3)	421		11	432 (5)
72	K. Mitchell	172 (3)	127	135	434		11	445 (4)
79	D. Lane	172 (3)	137 (3)	146 (2)	445		5	450 (3)
74	M. Timmer	164	86	126	376	-10	9	375 (10)
71	D. Turner	165	109	129	405	-10	12	405 (7)
81	D. Maxwell	175 (2)	139 (2)	157 (1)	477	-10	2	465 (2)
		CLEANLINESS HOSES RADIATOR MANIFOLD UNDERBONNET CARBS/INJECT. AUTHENTICITY BATTERY STARTER BELTS	WHEELS UNDERBODY EXHAUST TOOLS CLEANLINESS CARPETS HOOD LINING DOORS DASH/CONSOL SEATS	PAINT PANELS FIT GLASS SEALS FITTINGS CHROME AUTHENTICITY				
		Judges comments:						
		Graham - cleanliness & preparation, yet most lacking in authenticity.						
		Dale - would have been first if on time.						
		Our thanks again to Gordon Mexted (Morgan), Robin Locke (Alfa) and Graham Kyle (Morgan) for their fine judging effort.						

Know your committee

Position on committee: CLUB CAPTAIN

Name: Don Lost Again (Go-) Kart Lane

Age: Plenty

Sex: Memories - fading fast

Particulars: Un-retired gas station owner. Prefers to drive anything but his Z. Holden Fetish.

Achievements: Record holder for trial losing. His son has completed more laps in less time than any club member. Worries a lot about his son's driving.

Car's Particulars: Red 260Z 2+2 with original tyres. Covers less than 200 miles per year. Interesting cobweb style paint job. More rust inside motor than outside body.
(Last years concours winner.)

Comment: Enters all trials - loses or doesn't finish all trials

Position on Committee: Newsletter Editor

Name: Alan Slix Mucho Smoko Harrison Minor the third.

Age: More and more each year

Sex: Soon?

Particulars: Black Beard (Going Grey) to hide something. Wears pink overalls & red helmet, drives a red car with red engine, choke cable, fuel lines & muffler. Favourite Colour Green. Smoke Fetish.

Achievements: Voted Man of the Year by Goodyear, Dunlop, Bridgestone & Pirelli. Has completed more than fifteen laps of Pukekohe on one set of tyres. Patron of the Trinidad Rubber Tree Growing & Marketing Company.

Car's Particulars: Red 240Z with Bulldozer blade & six Italian suckers. Engine has been Red-printed to produce more noise than power. Auto gearbox that is becoming a manual.

Comment: Enters everything - Gets in everyones way.

Positions on Committee: STORES OFFICER, HISTORIAN, LIBRARIAN,
69, CLUB SHOPPE ORGYNIZER, MISSIONARY.

Name: Dave Gorsebush Bigglesworth Fencepost Lovelock

Age: Balding (Or wearing off?)

Sex: Mounts hills occasionally

Particulars: Hardware shop assistant for IBM, Burroughs, ICL,
Apple & Commodore. Fanatical Z restorer & demolisher
Barbed wire & gorse Fetish.

Achievements: Explorer of the year 1982. Has completed more
laps of Pukekohe without going round Castrol than
any other club member. Honorary member of the
Franklin Racing Club Grass mowing committee.
Patron of the Mason & Porter enthusiasts club.

Car's Particulars: Red & BLACK 240Z with 15" Road & Track NCTs
Standard brakes, spoilers, mirrors, bonnet
badge & horn button. Averages 2000 miles per
body panel. No rust.

Comment: Enters everything - only finishes events held on
the flat.

Position on committee: Assistant to

Name: Kevin Lefty Porsche-Scruncher Mitchell.

Age: Not very great

Sex: Probably more than last line

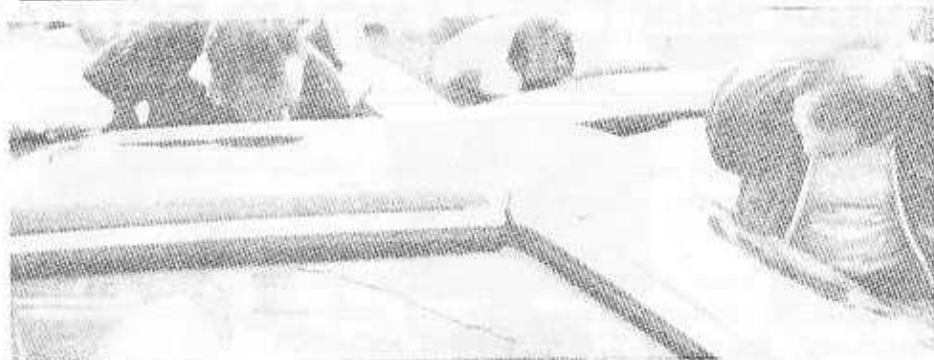
Particulars: Clever, unassuming "Clark Kent" Bank Clerk look.
Has been known to Zip-Zap in public.
Silver car Fetish.

Achievements: Record holder for Z owning & losing. Has completed
more laps of Pukekohe from the passengers seat
than any other club member. Appeared in the first
caption contest, about to lose his car.

Car's particulars: Left & right hand drive Silver 240Z with
sunroof & hardtop, mags & hubcaps, with &
without centre console, stereo & sheepskins.

Comment: Enters everything - but usually loses his car before
finishing.

Caption Results



An absolute flood of replies, so many in fact that although we would like to print them all in full, there just isn't room. To concentrate only on Murray's advice to Dale, here are but a few.

"Does it take a 50¢ or a 20¢ coin"?

"Don't think you can race it by remote control"

"WOW!, that much water leaks through the roof"

"Hey Dale!, once you actually get into it what do you hope to get out of it"?

And one of the few with near-printable reply. (did some of you use a shotgun microphone?)

Murray: "I think your fly's open Dale"

Dale: "So's yours and get it off the fender"!

THE WINNER:

Murray: "Good grief Dale, I think my hairline is receding faster than yours is"

Dale: "Go play on the racetrack Chapman"!

Heath Gree- Dann.

Remember the impossible question? Y R 280ZX's best? Well Brian Rowland's seventh reason was '280ZX's don't need keys to unlock them'.

Caption Contest

This month our captionable picture is printed on the back cover. We expect a mailbag full of replies from other car clubs, particularly from the (dare we say it for a third time this issue) PORSCHE CLUB.



NEWS RELEASE

From: Bob Penman

October '83

Nissan of Japan have advised of the cumulative production of one million "Z" cars, a world record for any single type of sports car.

"Z" is the name given to the now famous range of sports cars produced by Nissan since 1959 and sold under such names as Fairlady, Fairlady Z, 240Z, 260Z and 280Z.

The predecessor of the Fairlady "Z" series, the Datsun Sports S211, was introduced to the market in Japan in July 1959. In January 1960 the first Fairlady model, a roadster sports car, was announced. Cumulative production of the Fairlady "Z" series reached 100,000 units in 1971 and by mid 1977 500,000 units had been produced. In less than 25 years since the introduction of the first Fairlady model, cumulative production has topped the one million mark.

The Fairlady was first developed as an export model but domestic demand was such that in October 1962 production of the 1500cc sports was increased to accommodate the Japanese domestic market.

It gained popularity rapidly as Japan's first mass produced sports car.

In 1967 the 2000cc Fairlady was introduced and two years later the "Z" car with it's distinctive long nosed styling stormed the world markets.

Not only was it's styling outstanding in that day and age, it's performance was outstanding. It was not long before the "Z" cars were attaining class wins or outright victory in such famous motorsport events as the Monte Carlo and Safari Rallys and the Le Mans 24 hour race.

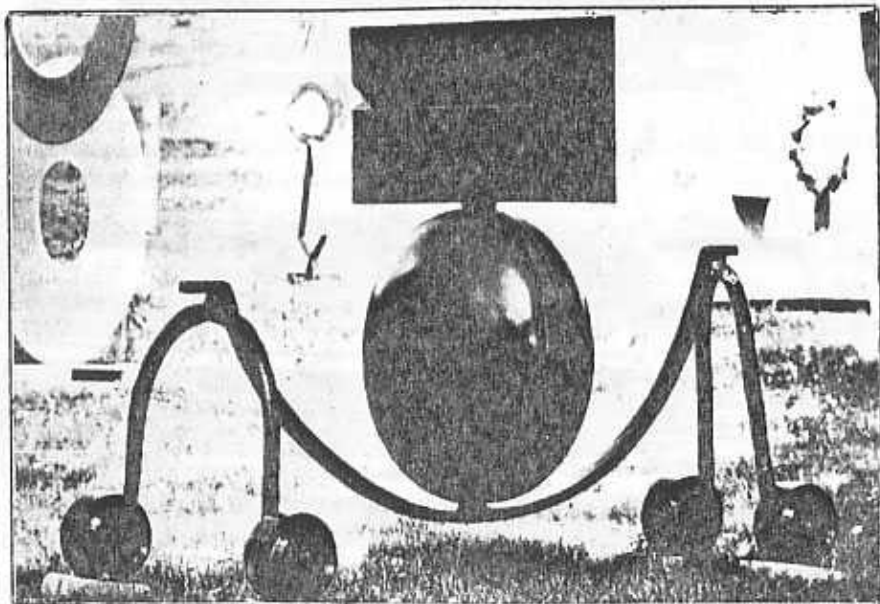
The "Z" has been carefully refined during the last twelve years and with increasing demand for high performance the top of the range "Z" now has a turbo-charged 230 Bhp engine. Ends....

Now read it again - carefully. Bob didn't actually say one million Zeds, now did he?

Photo File

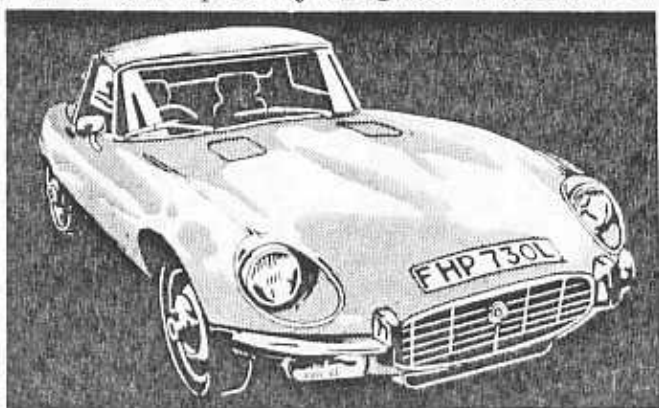
Dear Mr Lovelock,

In response to your request as the 'Z' Club Historian and Custodian of the Photo File, I submit for your records this photo of my re-built 'Z'.



These modifications have taken many years, a project involving thousands of hours and many many dollars.

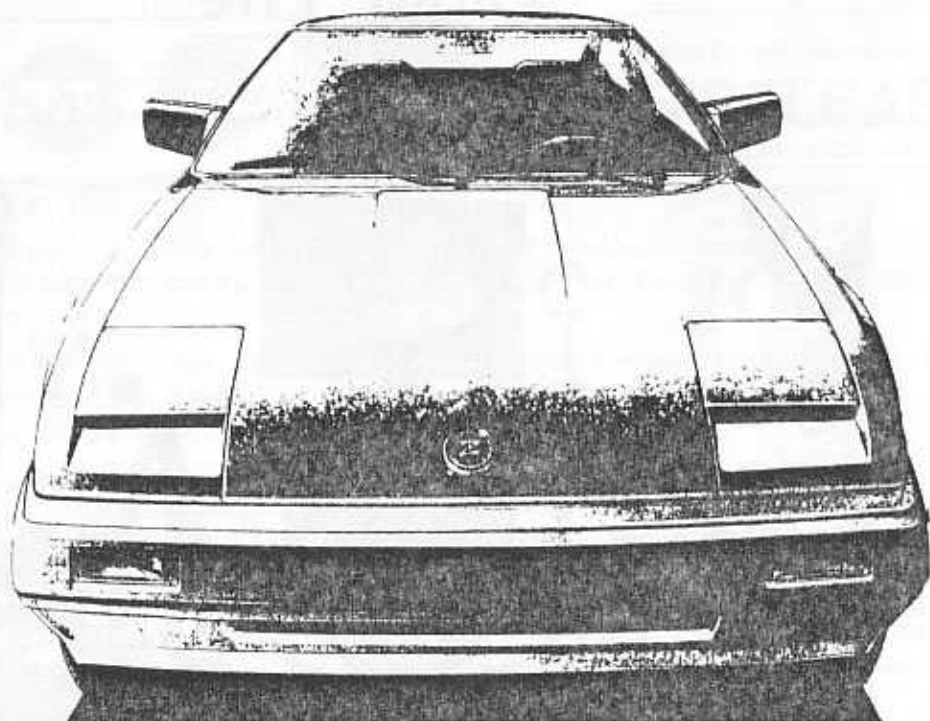
The second picture is of a mock-up of my original intent, but after several months of work, cutting, grinding and sanding I decided it was not really worth it. The more I looked at it, the more it seemed, well- historic? You must admit it would have turned out sort -of funny.



I look forward to seeing you at the Inter-Marque Concours d' Elegance on the 19th February, an event we are sure to win with my car on the team.

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Yours truly,
Michael Angelo Rodin H. (Heathrobinson?) Moore.



NISSAN 300-ZX

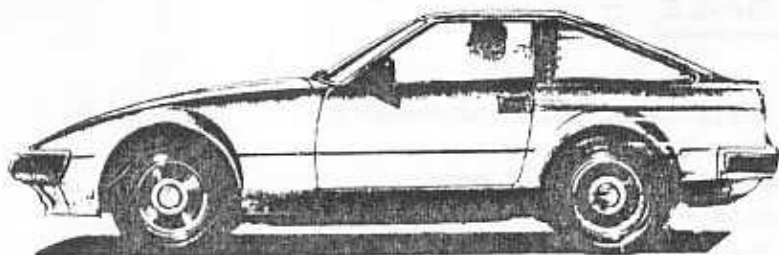
A maximum speed of 250 km/h and enough power to accelerate from 0 to 100 km/h in 6.2 seconds sounds a lot like the basis for a supercar. - 'Wheels'.

If you were to believe all the information printed in the N.Z. newspapers and some of the overseas magazines this new NISSAN must be the ultimate supercar. Read some other publications and then you're not so sure. As yet none of these writers have had the opportunity to test the 300ZX apart from limited drives under to watchfull eyes of Nissan engineers and P.R. men. (No doubt as I type this the car has been properly tested, though no magazine has yet reached us.)

N.Z. newspapers: Information printed was very loosely based on Nissan's press releases and to say the least was - confusing.

Wheels: Australian writers always find many important little niggles and faults when they drive Japanese cars.

Road & Track: They always go quite mad over Zee's, so much so that you would think that GM would never sell another Corvette. (note that they also make similar noises about Corvettes.) (and sedan chairs!)



English magazines: will probably take a few years to notice that the 300 has been released!

Datsun Z Club Committee: We only know what we read, though every one of us accepts this new Nissan as a 'Z'. Under the Club's rules this car can qualify, so if you are one of the three members who are rumoured to have placed their orders, no need to cancel.

Going back to magazines, if you chase your bookseller right now for a copy of the special 'Road & Track - Nissan 300ZX', you may be lucky enough to get one. Stuart Horne has a copy and it's great value. Cover to cover Datsun (sorry, Nissan) Zeds and Zedexes. Fairgo, it brings tears, it really does.

it's automatic

Swiped from a piece in 'Australian SCW' on the 944 by Jerry Sloniger.

..... but the whole point of a two-pedal GT is one you can drive either gently when boxed in, or even harder around the alps than a manual-box car when you care. The trick is left foot braking. Self-shifters hate to admit it but I have proved more than once that a hard-driven automatic can leave them standing on winding roads. You go into a bend deeper and come out faster because the throttle is already open.

.... The 944 is a car to covet and I would be hard-put to order one without the A.

Automatically Yours, Alan & Graham.

Blessed are they who hunger and thirst - for they are sticking to their diets. (Kermit)

FOR SALE

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 carburetor (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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260Z 2+2
1978

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.
Phone Bruce Hookham, Ohakura 638 (pte.) or New Plymouth 510 542 (bus.)
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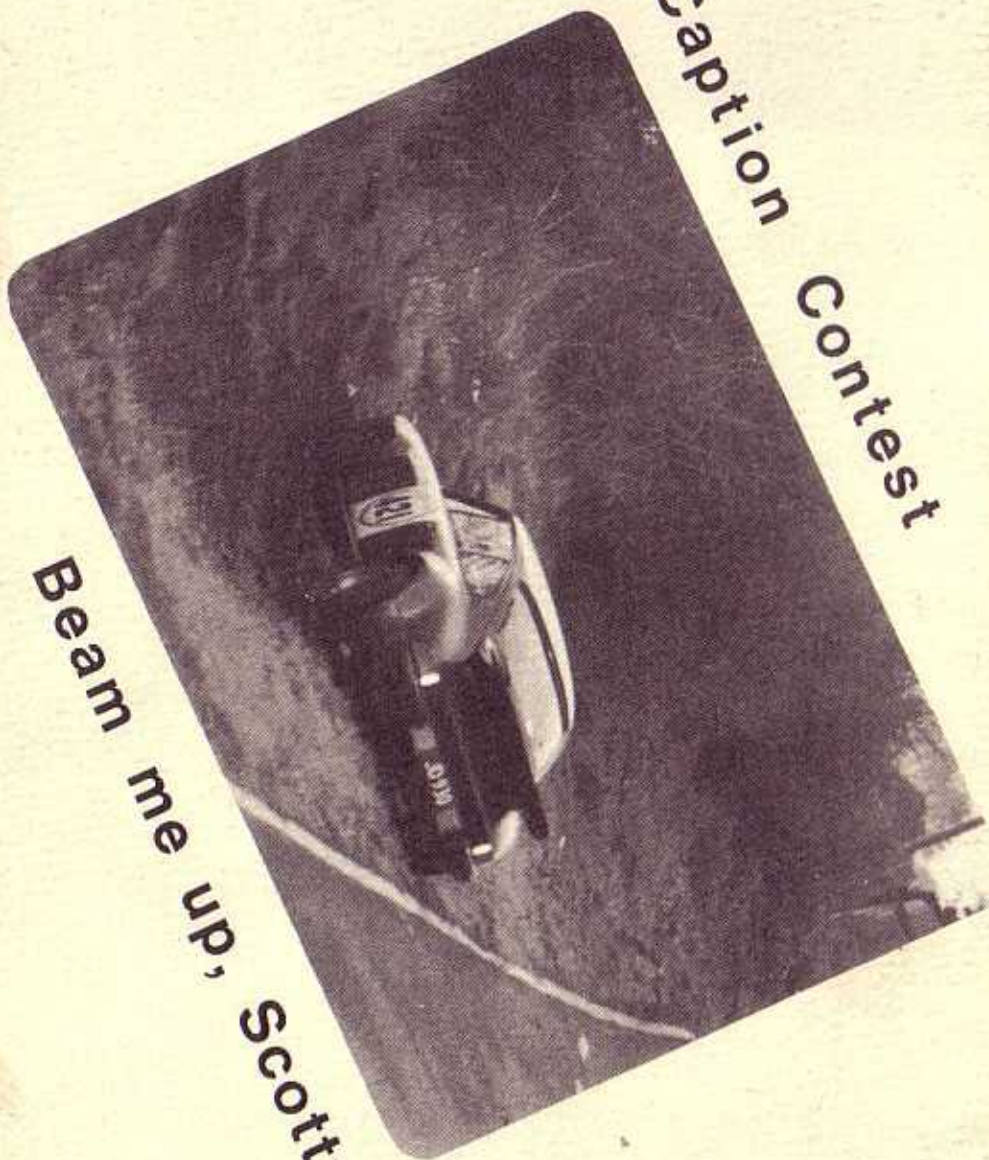
GOATZ

This is it - the ultimate 'Z' ! Just what you've always wanted and never dared dream was possible - a Ferarri 250 GTOZ ! The Californian firm of Eagle Manufacturing, the producers of a body panel kit that transforms a Porsche 914 into a Ferarri Dino Spyder look-alike, (seems to be a real good idea) now offers a fibreglass Ferarri 250 GTO kit for your Datsun Z.

Reading page 6 of September's Kit Car magazine it sounds good, but then turn to page 33 for Eagle's add. - dreams dashed!

If the photo is anything to go by, and it's probably their best shot, it's an insult to both Datsun and Ferarri. To destroy the beautiful Z style is bad enough, but to try imitating those magnificent lines of the GTO, and then not get it right, is a real sin. Take a look at September's Road & Track and have a drool over the featured Ferarri GTO. Sorry Eagle - it just can't be done, even if we wanted to.

Caption Contest



Beam me up, Scotty