

APRIL 84

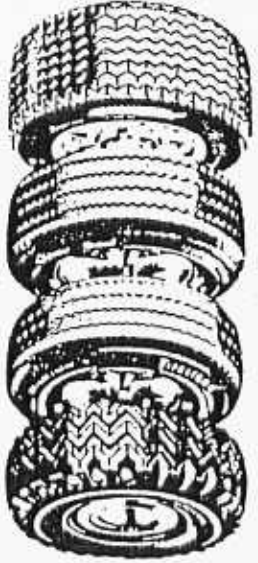
ORIENT EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



衝撃のV6ターボ——230PSに加えて、
フェアレディZ独自の「Tバールーフ」が新登場。

We Deal In Tyres



PROFESSIONAL CAVALLING
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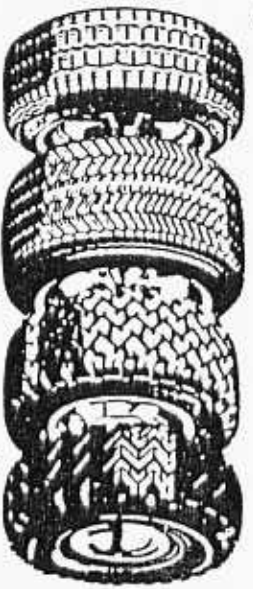
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off-road use

PROFESSIONAL TOWN & COUNTRY
STEEL RADIAL
Special tread pattern for
off-road use

Firestone
Professionals

"Come on in and save"

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

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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

GUMBALL & GAS GUZZLERS ECONOMY RUN

Saturday 14th April 2pm at Max Kine Automotive Service Station, Gt.South Rd., Takanini. Bring your Bankcard to pay for some gas, a few dollars for the refreshments afterwards and \$1.00 entry fee. Hotel bistro meal to follow.

As this is a Sports Car Club of NZ invitation it is most important that you let us know if you are running, so phone Ak 665 443 (Graham) to place your entry. (A note asside - in the recent Mainland Branch Economy Run John Richards in the Chev 350/260Z did 20 mpg!)

+++++

EASTER TOUR TO SOUTHWARDS MOTOR MUSEUM

Friday 20th April- departing at 9.00am from 49 Athens Rd., then to Reidrubber in the Gt.South Rd., Ellerslie This will be anyone's guess as to which way we go, but we go south. Pot luck accomodation, so bring the pup tent and sleeping bag just in case we miss out anywhere.

We are expected at Southwards Museum at 11.00am on Sunday the 22nd. Wellington members are planning a grand welcome for us, so don't miss this one. You all know how Wellingtonians can turn a good one on!

If anyone has any suggestions - places to visit etc., or you would like to meet the tour enroute, phone or write NOW and let us know.

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THE GREAT INTER-CLUB DOWNHILL DERBY

This has been postponed to sometime in May, and could unfortunately coincide with one of our other events. Will try to keep you informed, as this will be, without doubt, a real fun event.

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SPORTS CAR (CLUB OF NZ) NOGGIN-LESS NATTER

Sunday 29th April. 10.00am to 4.00pm at the St.Lukes Shopping Centre car park. Come along for a look at some of the exotic and unusual cars that you only get to read about in books and magazines. It's just a days easy-going get together of sports enthusiasts. No entry fee, no competition and no car park racing.

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FILM EVENING

Thursday 3rd May 7.30pm at the 'West Wind' Theatrette, 177 Riversdale Rd., Avondale. Cover charge \$2.50 each. There's limited parking down the drive (Big white iron gates).

This is a Scimitar Club invitation to all our members. They will be showing various motorsport films, with refreshments during the film breaks.

RSVP: Dave Walker, Ph 485 579H or 888 521W.

NOSH NOGGIN 'n' NATTER NIGHT

Monday 14th May, 7.15pm at the Duke of Wellington Hotel in the Mt. Wellington Highway. Funny, even though this is always held on the second (that's right, the second) Monday of every month, someone forgot to turn up last time. (No names, it wouldn't be fair, would it Don?)

Mt. Maunganui

Saturday 19th, Sunday 20th May. This is it! The 'Z' Club's biggy of the year! Our Annual Mt. Maunganui/Baypark Weekend.

Doug and Brenda will get proceedings started with an easy and leisurely trial to depart from 12b Ascott Place, Mt. Maunganui shortly after 1pm on the Saturday. On arrival please park in the vacant section opposite 12b.



Those of us who have been a little lost on a 'Leigh' trial before will all remember how enjoyable they know how to make them. Definitely not to be missed.

Saturday evening - Those who find their way to our hotel, the Te Puke Country Lodge will be treated to a special viewing of the video 'Classic Cars' through the hotel's in-house video system. Dinner in the hotel is to be very highly recommended, as is the hotel's hot tub !

Sunday 20th - BAYPARK RACEWAY Scrutineering 9.00am - 9.30am. Bring your crash helmets, and if possible your fire extinguishers and overalls. Events to please all. Timed runs, scratch races, ladies races and pursuits. Just whatever you want to enter into - no pressure to put yourself or your car at risk, but an ideal chance to give it a try at your own pace.

As a very special gesture the Te Puke Country Lodge will be providing a Large Black Dog with a highly trained Security Officer on the end of his leash to watch over our cars for the Saturday night.

Our accomodation arrangements are that a few rooms are being made available to us at only \$50.00. These will be allotted to the first who book. The usual room rate is \$58 - \$68.00.

SEND YOUR BOOKING FORM BACK TO THE CLUB NOW, later may be too late.

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BATHURST

'King-of-the-Mountain' Maxwell is at it again! The 1984 James Hardie 1000 on the Mt.Panorama Circuit, four hours out from Sydney will be run on the 30th September. Dale is now taking bookings for a tour to this fantastic event, so be in!

Fantastic? You may bet on it. This has got to be the grandest and the largest motor sport spectacular held anywhere in the Southern Hemisphere. You just have to be there to believe it! Imagine Holdens, Falcons and Bluebirds at 180 mph! A field of fifty 'Standard Production' cars with two (or was it three?) drivers each, racing all-out for six hours. Some of them actually finish!

If you are real quick, Dale Maxwell will take your booking on Auck 663 338. This is a special very low priced offer of the never-to-be-repeated variety. (Phone during business hours)

Members of any of the car clubs who receive our magazine are also invited to share in this offer.

+++++

Prez Sez

Dear & Gentle Readers,

Due to the prolonged hospitalisation of Harry (Editor Slix), I have been made responsible (that's hard to do!) for most of the production of the 'O.E.' for this and the previous issue. This tends to manifest itself in the rambling waffle you have been receiving of late. One of the reasons for this is the way in which I put the mag together. You see, I start at page one, writing madly to about page eleven, then run totally out of ideas. Hence you then find whole pages wasted with full page cartoons or photos, and issues of only fourteen pages instead of the usual sixteen. 4

The good news is that Alan is now out of hospital, fully or fairly reconditioned, and ready to resume his Editorial Duties. For that reason I should stop about here, coz I'm only peeing everybody off, but I can't, because now that he's back in the driver's seat, he demands copy. So here it is!

WHENUAPAI WINGS & WHEELS CLASSIC

You may never see such a variety of cars all in one place at one time. The Historic ERA at full cry, a (an?) Hispano Suiza, two vintage Bentleys, a Cooper Bristol, several early GP type cars, a Bristol Zagato (never heard of it!) and no less than twenty Ferraris. That's right, twenty, all in one place at one time, and three of them Daytonas. I could go on, there were about 200 entries, a truly magnificent spectacle!

After the usual waiting that seems to be the mostpart of racing, race six was on the grid. Alfas, Datsun Z's, Jensen Interceptor, Loti, Lotus Cortinas, De Tomaso Pantera, MGs and many more.

The following piece by Dale Maxwell serves to explain the confusion of the next twelve or so minutes.

"Driver briefing said something about moving up to the start line after the first row had been flagged off, to be started on the next drop of the flag. So there I was on the third row of the grid with all this info and a box full of neutral, waiting for the first two rows to go. But behold, when the flag dropped, everybody just went! I grabbed a handful of cogs and followed a bunch of cars into the first right-hander, only to be confronted by a whole heap of vehicles in the sideways, backways and many other ways. I found a nice little gap behind the Starion Turbo between the \$10.00-each-hay-bales-if-you-hit-them and onto the grass, missing the Pantera, BMW, Jensen and whatever who were having a punch-up, only to come back onto the track behind the 'Pedal Pumper'. After passing the afore-said white 240, (only had five plugs working -GC.) there to my surprise was the red 240 of 'Smokey' Lovelock. Wasted two more laps passing him to use the last lap getting by the VW Golf. Who said golf balls aint fast! All good fun, but hard on tyres, and that first corner was very hard on underpants!

Yours, 280ZX"

This race was led by the Starion for the first three laps. Jim Gardner took the fearsome 260Z V8 through to the lead, then retired. The Starion driver thought the whole thing was over, following Jim into the pits! Nice one! We don't know the final

CONT. 

outcome of this melee, but believe that Dale was first, the Golf GTI second and Dave third.

The day was in fact a Porsche benefit, and you would think they would be pleased enough with that - but no. After winning the Porsche/Ferrari/Jaguar race, the Teams Race and several other races, in their next issue of 'Spiel' they find themselves moved to put poison pen to paper. I quote:

"The honourable Datsun strike force were out on the track looking real pretty ("Datsunicecar") and not much else. One of their heroic pilots seemed hell bent on wanting to recycle his Japanese metal and came close to it more than once. Which reminds me, do you know the name of the worlds oldest Kamakazi pilot? 'Chicken Sukiyaki'. The Two Forty Zedders must have been a bit upset at the performance of the Turbo Starion (Shouldn't that be Stallion?) - hope we see a 300ZX Turbo soon. Might give our 356's a bit of a hurry on!" end quote.

Sorry Porsche Club, this has gone much too far. I mean, we have never said anything so cruel about the Porsche-me-pull-yous. Out of our very strong sense of fair play some of our members were considering buying Datsun 1200's, just to give some of those 911's a chance of catching up. Now this will never happen.

Automatically yours, *G. Zedder*.



Kevin Mitchell's Second Silver 240Z

Concours d'elegance



Murray Chapman's red 240Z



Kevin (left)
and Murray
discussing coins?,

behind Gary Palmer's outstanding green 260Z

CARFILE



COLOUR ME PINK!

In this issue we have decided to look at a more standard Z than previously featured:

GE 9017 , 1972 240Z AUTOMATIC (Yeah!) , Red (ish)

Owned by Alan Harrison, recently returned from a seven week stint at the sun-soaked Club Med Grafton, and still the editor of Orient Express. (at gunpoint)

BODYWORK: Slim, Hairy chested, Muscular

Quite a lot of metal left. (Not right, left)

Grass cutting/Landscaping front airdam/possum decapitator, bobtail at rear.

Electric wing mirrors, lightened plastic filled guards.

WHEELS & TYRES:

225/60 VR14 Pirelli CN36's on 14x7 Wildcat Puma's.
Special Z club "Custom mag wheel centres" (Available for a mere \$5.00 per set from Alan. Simply give wheel details and brand type, enclose money and

ENGINE:

Red, still only 6 cylinder, 2393cc
Triple Dellorto carbs (40 mm) (Cover shot issue 13)
Perry extractors feeding Red Devil & Woolf mufflers.
Electric fan, original dicky light & brake booster.
Borg Warner electronic glow worm spark producer.

TRANSMISSION:

Automatic! fitted with "Turbo Style" cooler.
Recently reconditioned. (Bang.)

SUSPENSION:

Standard except for secret re-geometrifications.
Koni D series shocks, K-Mac stabilizer on rear.
Lowered by nature over last 12 years / 110,000 miles

BRAKES:

Metal King pads at front, with cooling scoops in
backing plates. All standard at rear.

OTHER BITS:

Pioneer 16w/16w rattle muffler
Lucas Halogen H4 headlights.
Fiamm air horns (for old ladies on crossings,
-Rattling thereof)
Hidden Long Range Super Snooper radar detector.
Interior lined with the skins of NZ native wooly pigs.

PERFORMANCE:

0-5 mph less than 10 sec., 0-60 mph less than 11 sec.
0-100 mph several times.
Standing 1/4 mile - quicker than 280 ZX
Standing 1/2 mile - heaps quicker than 280 ZX

FUEL ECONOMY:

On highway - Better than a Scorpion tank with a 7 9
litre V8 V12 motor towing a trailer/horse float
up a 1 in 1 gradient.
Around town - Fill the above trailer/horse float
with obese African elephants, apply handbrake (hard)
and punch ~~small~~ large hole in petrol tank.

OTHER CAR:

Datsun 120Z 911 Scruncher, fitted with 4 speed stick
shift, 2 valves per cylinder (we think), cross-ply
retreads. This car has no nerves whatsoever!

PREVIOUS CARS:

Another Datsun 1200 which lost it's nerve, plus 2 (2!)
Fiat Bambinas 500D Sports, both of them nervous!

NEXT CAR:

A Bambina fitted with a 427 V8 ?. Now we're all
nervous!

In a Corner

As a Z owner you obviously don't consider going to the local shops & back or family picnics as your ultimate passtime. You own a sports car so that you can feel the smog in your face (with the window open) and "get wasps up your nostrils" (close window, open vent, switch on fan). You want to eat up the miles of stretching, twisting bitumen - you want to hear your expensive steel belt tyres shriek on the paint of the centre lines, you want to drown out the radio with the cackling rasp of your straight through exhaust.

Basically you're a nut, like the rest of us.

But how can you blast the dirt into your eyes if you have to slow down for those forsaken corners? The trick is, don't! If you learn to corner your Z as he's meant to be cornered, you can pick wasps on the tightest of twists, and shriek on the nastiest of turns.

What is the best method for me?, you ask. On your behalf I have been observing the personalcornering techniques of the most enthusiastic cornerers in the Z club. They are, as it happens, the members who turn out to most of the race-oriented events we attend. They are basically nuts, like you.

Their methods seem to be :-

- Graham Collins- No brakes into the corner, full throttle into and through, applying handbrake now and again.
- Dave Lovelock- First locks the front wheels, mounts any kerbs etc. that are handy, then ploughs straight across the infield.
- Alan Harrison- Applies full opposite lock first, applies brakes and full correct lock, hammers throttle and exits with opposite lock and heaps of smoke.
- Mike Cvitanovich- Applies brakes from 120 mph at 20 ft marker, sedately corners in first gear, then stands car on rear wheels upon exiting.
- Dale Maxwell- Dale, poor soul, owns a 280 ZX.
- Derek Meadows- Applies brakes heavily 10 ft after corner, and doesn't seem to get around many, maybe he prefers grass track work?
- Paul Barrett- Pauls car stands $\frac{1}{2}$ inch off the ground and is fitted with 50 profile tyres, Paul therefore does what he bloody likes around corners.
- Jim Gardner- Keeps full throttle applied at all times, starts turning 300 ft before the corner and ploughs through the tarmac. Must be seen.

All the above techniques are good/wholesome/economical/exciting/recommended (delete all) and should be studied in detail, filed alphabetically, and burnt.

Don't let anyone tell you that your Z is incapable of nimble cornering - modern sports car manufacturers (and some British car manufacturers) are still trying to copy it's system.

With the above information under your belt you can confidently tell your MG/Lotus/Morgan/Porsche/etc. (never could spell Volkswagen properly)/etc. owning neighbour to go and get cornered!

Editors note: ZX owners are advised to ignore the last instruction.

Kermit's Kolumn

Dear Prez,

Your loyal and faithful frog has just returned from THE OTHER island, you know the one, that long shakey bit to the south of Wellington. How anything lives SOUTH of Wellington is still a mystery to me (I think they regularly come up to the North island for air ..Ed.) but being a humble frog, I believe my own eyes Sir !

However, back to my story - After recovering from my flight down to a place called Christchurch (frogs hate to fly you know) (I didn't realise they even had wings ..Ed.) I took great pleasure in ringing the South island Prez who, to my delight, invited me to dine with himself and Trish the very next night. Having heard rumours that no living mortal had ever seen Alan's car on the road I found my flippers (?) trembling with excitement, until he turned up in a SUZUKI FOUR WHEEL DRIVE THING (That's how he spelt it ..Ed.) we then roared through the city and out into the country for what seemed a very long time. I thought we were south of Timaru, remember how well frogs do (don't) in trials ?!

We had a lovely evening in the company of a very delightful friend of Alan & Trish's and I was returned to my pond much much later.

So a word of advice to any members who get to drive around in our southern islands, get in touch, there is much fun and friendship to be had. Well it's time to fluff up my Lily pad, tomorrow they are taking me on an "economy" run to Hamner Springs,- can you imagine anything like it? Z owners seeing how far you can get on a gallon of petrol! (I can see how far I can go, and I don't need binoculars to do so ..Ed.)

I will finish this if and when we get home tomorrow night.
I think this would be a fun trial for Slix and co. up there in Auckland, at least we know who would not win! VIVA LA FROG!
(Editors note: Viva's are not allowed on Z club trials.)

NEXT DAY:

I was with Brian Rowland. I think he needed more weight for the economy run, by the look of his car he had 500 lb in the boot covered with a large blanket. We left CHCH about 10:30 Sunday, through the outer suburbs and onto the motorway north with the well-laden 260Z never doing over 2000 rpm. I will not divulge Brians other secrets, how you get up hills in 5th, or how you look getting passed on a long long straight by a Skoda that must be doing about 15mpg of OIL, or the Mini with 6 people in that were laughing so hard they just about ran off the road (or just about run off ..Ed.) and say nothing about the M.O.T. officer who still does not believe his eyes.

At about 12:30 we arrived at Hamner Springs and topped up with petrol, 11.78 litres to do about 90 miles, see if that fits up ya perrys, white Z owners with 260 blocks! Even the 350Z got 20 to the gallon!

After lunch and a long chin wag we set off toward home, that is, some of us did, the 4WD Susiki (That is also how he spelt it ..Ed.) was to be seen heading even further north.

..And that is how the letter ends. Maybe Kermitt will put us out of our misery and tell us where the Shinzakie was headed, and whether or not it ever returned to the fold? I hope all Sinzuakee will forgive us for improving the spelling of the name of those most famous of 4WD motorcycles..Ed.

MAINLAND

COMING EVENTS

April 18th, Film Evening.

April 29th, Gymkhana.

Sunday May 20th, 1.00pm.

Cncours d'Elegance. Meet at the Hagley Park tennis courts car park. Experienced judges, mighty prizes, well worth a try.

Sunday evening, May 20th.

Branch AGM followed by prize giving. A great night will be had by all!

June - Trial

July - Driver Training

August - Ski Trip

September - Trial

October - Gymkhana

June - Nosh Noggin'n' Natter Nite

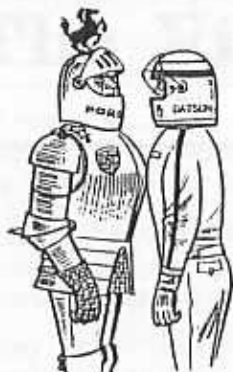
July - Games Evening.

August - Nosh Noggin

September - Technical Night.

October - Nosh Noggin.

For further info - Phone you Committee, day or night..



Caption Results

As they were all so bad/good/indifferent, we just couldn't pick a winner this month. "Print the lot!" he said - so here goes.

Porsche - "You are shtanding on mein foot!"

Datsun - "And you're standing on my car!"

Porsche - Ferrari have no exclusive on horses!"

Datsun - "Protection for when the horse shits, huh?"

Porsche - "No, protection against tractor tyres at Wigram or Baypark."

Collins - "Protection against flying gears?"

Dudley Watts (Porsche) - "No, with you Datsuns on the track we need all the protection we can get!"

Porsche - "... it also has a 7 year rust free guarantee..."

Porsche - "When we Porsche owners do a thing we do it right."

Datsun - "What's that smell?"

Porsche - "I think I've just soiled my armour."

Porsche - "Zee,- liddle slitty type eyes, ve pull your leg goot ya?"

Caption Contest

On your right you see Editor Harrison. This shot was taken at the recent Sprintkhana.

Whatever is he doing?

What has he found?

What is he thinking?

And Why?

Every answer wins a prize!





Dear Gumballers,

You are cordially invited to bust your ass from coast to coast in the world famous Gumball Rally. This year, for the first time, we will run from west to east. The destination will only be disclosed to payed participants. The rally will go off between the 15th of July and the 15th of August. Rules are simple and easy to follow.

- 1) The car can only consist of two drivers
- 2) You must finish with the same car you started with
- 3) No car can be flown to the finish
- 4) All cars must be in excellent mechanical condition

First place prize money will be \$25,000 in cash. Entry fee will be 1,500 dollars per car. The name of the game is to go from Point A to Point B in the shortest time as possible. There will be no check points and drivers may make their own route. There will be a banquet at the starting and at the finish. When you arrive in California, your hotel will be taken care of. You will check-in and leave your car in the desired parking area, which will be guarded, until the start of the rally. We would suggest you arrive on the day before the rally. By the time this rally goes off, first prize will be in the neighborhood of \$50,000. We are negotiating at this time with a radar detection company and a gasoline additive company which has expressed it's interest in adding to the prize money. Every participant will recieve a plaque stating that you participated in Gumball 84 and showing your time and average speed. I am sure that some of us will want to hide this plaque. The record now is 36 hours and 10 minutes with an average speed of 85.6 miles per hour, for a distance of 3,000 miles. Hope to see you at the starting line in the summer of 84. We have a few Gumballers that will run co-driver and split all costs. Contact Gumballs office for information on this. If there is anyone who cannot participate in the run, and would like to give a helping-hand at the starting line or finish line, please drop us a line. If this will be your first Gumball run feel free to give us a call on any questions that you may have. We suggest that all cars be run with an extra fuel-cell.

Thank You,

Gumball Rally Intr.
P.O. Box 4386
Anaheim, Calif. 92803
(714) 778-4229

Gumball Rally '84

The Video

Classic Cars is a fifty minute television documentary about a race. The Perrier Porsche LeMans Classic Car Relay Races held at Pukekohe in August 1983.

Months before the event, VLS Productions began work on this documentary. They interviewed car club members, attended club meetings and let people know what they were doing.

They interviewed the organisers and a number of people who would be taking part in the event. They took their cameras into homes and workplaces... and finally went to the races with a team of skilled professionals to capture the action.

The weather was typical for the time of the year, heavy rain and low cloud. This posed problems. The helicopter was grounded for some time. A vital camera link failed to operate. A lot of the footage was unusable because of the low light, particularly in the morning race.

Having filmed the event, they then had to edit and compile it. Almost twenty hours worth of footage to view, again and again, before selecting the best shots of the day. Hours of painstaking examination before being satisfied.

And now we have the programme.

Television New Zealand has scheduled "Classic Cars" for transmission at 7pm on Sunday May 20. Those members who intend to be at Baypark that day, don't panic, we are making special arrangements so that you will not miss out.

New Members

Welcome Welcome Welcome

Mr Chris Beer	Auckland 5	240Z	Yellow	JF4265
Mr Brett Pearce	Papatoetoe	260Z 2+2	Blue	KH260
Mrs Lynne Russell	Auckland 3	280ZX 2+2	Black	LF6853
Mr Gregory Smith	RNZAF, Wigram	260Z 2+2		IS4629
Mr Barry Sheehan	Leeston	260Z 2+2		IZ9484

We look forward to meeting you all on the EASTER RUN.

THOUGHT...

If only I could be respected without having to be respectable.

SPRINTKHANA



Brett Pearce and 'Cone Catcher' ready for action!

FOR SALE

260Z Coupe 1977

One owner, 97000 kms, factory mags, Michelin XVS tyres, high lift camshaft, extractors with free flow exhaust, electronic ignition, Koni shocks, louvres, rear spoiler, QH headlights, two Hella pencil beam driving lights.

Ph. CHCH 856 045 Sunday morning.

+++++

240Z 1972

Silver with black stripe, 57000 miles, front & rear spoilers, louvres, electric wing mirrors, radio/cassette, mags, good tyres. \$13,500 ono.

Ph AK 676 584, Arthur Dunkley.

+++++

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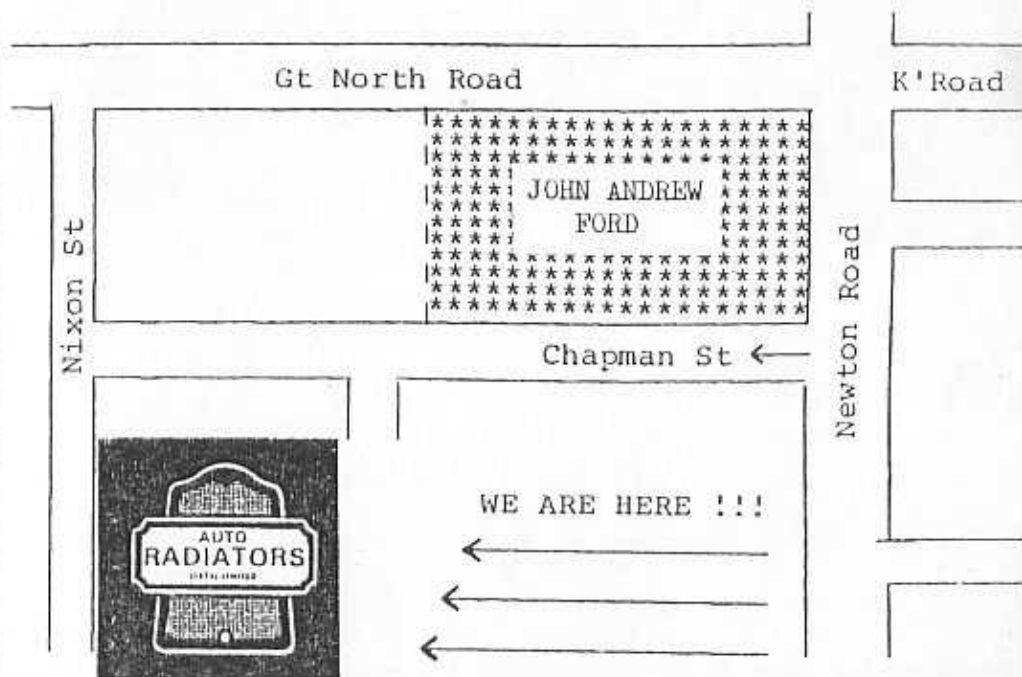
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Electronic Ignition



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DISCOUNTS TO
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EXTRACTORS