

JUNE 84

ORIENT EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



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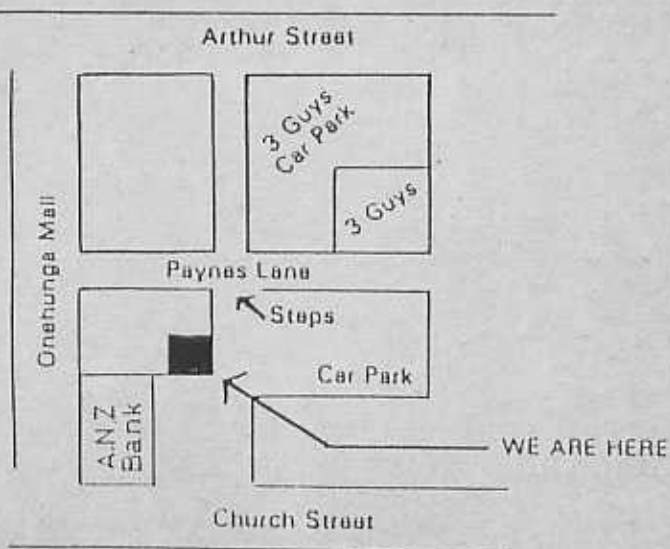
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ORIENT EXPRESS

ISSUE SIXTEEN

JUNE 1984

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
ASSETS CONTROLLER.....	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...	482	460

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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

Monday June 11th Nosh Noggin 'n' Natter, 7.15pm, Duke of Wellington Hotel, Mt Wellington Highway. That's this Monday!

+++++
Sunday June 17th The Annual Morgan Sports Car Club's $\frac{1}{4}$ mile Speed Trials. See enclosure for full details. Convoy departs Cornwall Park Sunken Garden at 9.00am. Scrutineering at 9.45am.

+++++
Sunday June 24th Trial Trial Trial Trial Trial Trial Trial Flagged off from the Sunken Garden in Cornwall Park at 2.00pm. Since it's several months from the last one, this will be the Annual Maxwell 280ZX Winter Trial. Fun for all - not to be missed.

+++++
Sunday June 24th Datsun 'Z' Club Inc. Annual General Meeting.

This is your Official Notice of meeting which is to commence at 7.00 pm in the Columbia Warner Theatre, 24/26 Nikau Street Mt.Eden, Auckland 3. The agenda will be in accordance with Rule 5, Section 2 of the Club's Constitution.

Notice of Motion It will be moved by D. Maxwell that the Datsun 'Z' Club Inc. shall affiliate with the Motorsport Association of New Zealand, and that the Club's Constitution be ammended accordingly.

+++++
Sunday June 24th at about 8pm after the AGM - MOVIE TIME. We have no idea at this time what film they have for us, though it is expected to be a NZ Premier showing of something really good.

+++++
Sunday July 1st The Annual Sports Car Club of NZ's Span Farm Sprint Meeting. Starting at 10.30am in the Span Farm Industrial Estate at Kelston. This year they have limited the entry to 35 cars so as to speed up the turn around times and give everybody more runs. The 'Z' Club's team has been selected, our flag marshalls have not. Your help is needed both for this duty and to cheer our team to victory.

+++++
Monday July 9th at 7.15pm. Nosh Noggin 'n' Natter Night at the Duke of Wellington Hotel, Mt.Wellington.

+++++
Sunday July 29th Jaguar Driver's Club Inter-Marque Trial. This will be a beauty! It's an event included in the TACCOC Trophy series in which our club will be entering an official team. We understand that Jaguar will accept entries from all members. Will let you know before the date.

Prez Sez

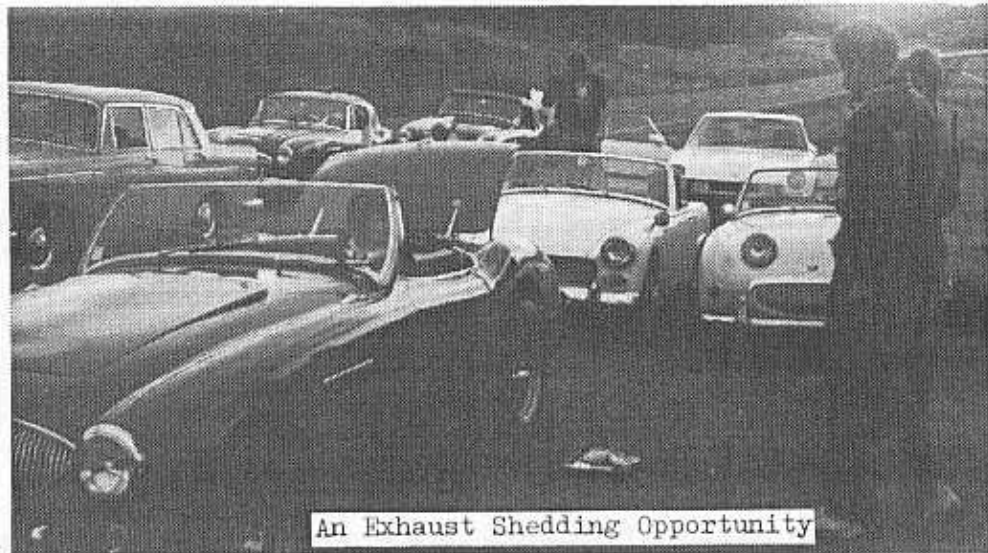
Dearest Readers,

Dee and I had a mighty EASTER TOUR.

You are all by now very well aware of the term 'Z Club Time'. Well, our time isn't too bad compared to 'Austin Healey Time', who's time is real early compared to 'Morgan Time'! You see, the arrangements were that we would join the convoy of Healeys and Morgans, and travel with them to Hastings, meeting time 9.30am. We finally departed at about 10.20, ourselves, four Big Healeys and two family cars, but not a solitary Morgan! They claim that they were early. I doubt that they even went!

Anyway, as I said, we very much enjoyed the trip. The convoy grew by two Sprites and two more fourdoors at Matamata, and we traveled on through Taupo to the Hawkes Bay.

The tour was not without incident however. as those Healeys kept shedding their exhausts at every opportunity! Do some of you remember the gymkhana at Tuakau where the tubes dropped off two of the Healeys? Well now you can chalk up three more!



An Exhaust Shedding Opportunity

The Austin Healey Club is probably not aware of an important top-level meeting held in Japan in the mid '60's, so this story must be told.....

Ten men are seated in the ~~Deat~~ Nissan boardroom, Engineers, Stylists, Production Experts etc.. Enter the Very High Chief Director of All Things ~~Deat~~ Nissan. All present rise, and bow deeply, as this man has much mana (Japanese word meaning up-hissself).

Director: "This proud and gigantic company has a new destiny. We will have the honour of building a replacement for the famous Auster Nearly sports motorcar."

Team: "Mumble, mumble, rhubarb, ah-so." (one heck of a lot of work went into the translation of that!)

Director: "Whilst" (his Oxford education showing at times) "I have much respect for the lorries of Sir Herbie and the sportscar designs of Sir Don, there are several areas where improvements will be required, the most notable being the exhaust system. I therefore direct you, Mr Suzuki" (Junior Engineer) "to re-design this for us."

Suzuki: "But Sir, this will cost much money."

Director: "Rubbish underling! Your budget for this task will be 100 yen plus one luncheon voucher."

As far as the rest of this meeting is concerned it is probably better left un-reported. History is interesting, though sometimes it can be upsetting. It is worth mentioning however that Suzuki did not exceed his budget nor commit hari-kari.

Back to the tour. Traveling with us were several Americans from the Austin Healey Club of Oregon. This gave us the unique and rare opportunity to see American engineering at first hand. One of the visitors showed us how to repair a broken Healey exhaust using a beer can. The method is as follows: First drink all the beer from the can

Left the others at Hastings, and next day drove through to Upper Hutt via the Rimutuka road, fine weather, light traffic and a truly great road.

Sunday morning to Southward's Museum. On the motorway near Porirua we were overtaken by Trevor Smith in his 260Z. Where were you going Trev? If you were going there how come you got lost?

The Museum is all I have said about it in our previous issue, so no point raving further. There are cars in this building that me and thee never knew were in NZ. Our group spent over three hours looking at this collection of most interesting vehicles, and still felt we could have stayed longer. Lunch, and then to the carpark to talk Paul into opening his bonnet. The things that get stuffed under 260 hoods! Some Camaro owner had decided that his motor was not worth saving, so Paul wound up with it!

CONVOY The first ever Datsun 'Z' Wellington convoy departed Southward's heading for Paul Barrett's home in Upper Hutt. Paul leading, followed by Don and Stephanie McLean in the blue 260Z,

Carl Sievers in white Fairlady, The Great White Cone Hunter, with John and wife in a Falcon two door Australian type thingy. We turned off the main highway as Paul-take-no-prisoners launched an assault on the Paekakariki Hill. At the summit they (not we) stopped to look at the fantastic view. Dee and I did in fact pull over a little further on and peer timidly over the edge. Sorry Wellington - I just can't seem to take a great liking to your Pye-Cock Hill!

The drive down through the valley is on a proper sportscar road, though I would defy the Koni Riders to like it! Bit rough in places, but plenty of corners. Noticed as we followed that Paul's wee V8 had taken up smoking at rather an alarming rate! Not all that serious though, just the filter loosened and leaking oil onto the headers. No trouble to fix - remove the headers, undo the engine mounts, lift the motor about six inches and tighten the filter - no sweat!

Our special thanks to Mrs Barrett for the delicious meal that evening. This was one of the highlights of the weekend.

Next day it was north to Palmerston for the night, then on to Taupo where the Healeys were playing on the racetrack. The Morgan Club was supposed to be there as well, though we never saw them. There was a man there with a handlebar moustache who said his name was Graham Kyle, but it couldn't have been, as he was driving a Scimitar! Like the Taupo circuit very much. Our club will be hiring it sometime in the future.

Oh yes, some of you have met Paul's brother-in-law Frank? Came with Paul to the last Porsche Relay Race? The guy that hung out the 260Z window and stood up through the sunroof to take photos of the convoy en-route to Pukekohe? Ran to the hairpin to get more shots, upset the marshals by being on the wrong side of the fence trying to take the greatest shots? Well, Frank took 32 absolutely magnificent shots to earn himself a new nick-name
- - - FILMLESS FRANK!

Automatically yours, *Graham*

Mainland Report

THE VIEW THROUGH THE SLEET!

We have received a most comprehensive report from the 'Mainland' which includes a complete run-down on the many events held since the formation of the branch last year. To attempt to print this in full would involve doubling the size of our magazine, and then some! The following is a brief account taken from their report.

April Gymkhana

In a four heat wheeled event plus a game of soccer ball/baseball bat polo (that's a great car club event!) the results were:

1st Barry Sheehan, 260Z 2nd Paul Marlow, 240Z 3rd Brian Rowland, 260Z 4th Jeannette Marlow, 240Z with a very good last to Prez Alan Hayne, SuZuki (!) four wheel drive.

April Film Evening

Held at Gang Nail's ChCh Theatrette, attended by a small but enthusiastic group who viewed four films of interest.

May Concours d' Elegance followed by Prize Giving and AGM

This was the big day for Christchurch and all Mainland members. Sponsored this year by COCKRAM NISSAN who donated a most impressive trophy. Alistair and Co from Cockram pitched in and handled the judging chores - a great effort, thanks much.

Alan Hayne, who has after years put his 240 back together, won first prize for his engine. (If it dosen't go, CHROME IT!)

Geoff Whall dazzled them all with an outstanding upholstery job (done by himself, Belfast Upholstery Service, Bel 8619) to win the Peoples Choice Trophy.



Branch Captain Brian Rowland got it right at last and won something, and well worth all the effort. First Prize, Cockram Nissan Concours d' Elegance. Congratulations Brian.

Paul & Jeannette Marlow won the Competitions Cup for best attendance and achievement in all events.

The AGM: The Branch's Financial Report shows that nobody down there is game to spend any of the Club's money. Election of Officers resulted in the return of the same Committee. (boring)

Of Interest

If any members would like to buy 'T' shirts featuring the Club Logo - cost under \$10, contact the Mainland Branch, P.O. Box 8058 Riccarton, or phone one of the committee. (No's on Page 1)

COMING EVENTS

- 12th June Nosh 'n' Natter, 7.30pm Yaldhurst Tavern. (eat first, the Tavern's pies are awfull!)
- 24th June Beginners Trial 1pm. Start from Cockram Nissan, Cnr Moorhouse and Columbo. The trial will finish at Brian Rowland's flat in Riccarton at approx. 3.30pm. Understand Brian is going to unlock the fridg.
- 18th July Ten Pin Bowling.
- 29th July Ruapuna Circuit (yet to be confirmed).

Trial

THE HAIRY BERRY ADVENTURE

You mean to say that some of you out there have never been tried by the Leighs? Well, all of those of us who have were very definitely found guilty! Guilty, at least for the most part, of not reading the instructions. We know that Doug is a scientist, so it therefore follows that his trial will be very scientific and exact. Why then are most of the cars turning left when our instructions say to turn right? The first four went quite well, then confusion set in - and it stayed in for the rest of the run! We stumbled onto answers to questions, then about half a mile later we would meet Stuart and Robin driving in the opposite direction. Stuart was insistant that the last instruction had to be wrong, causing us to back-track and try it all again. This clever Horne strategy must have cost us hundreds of points. One wonders how many others he met on the run and led astray? However, the results show that in our case at least, it didn't work!

Ian & Jane	235 Pts.	Dave & Trish	100 Pts.
Dee & Graham	225	Grant & Keith	60
Stuart & Robin	220	Kevin & Simone	60
Murray & Sharron	170	Duddley & Margaret	60
Christopher & Dale	170	HEATH ! & Gay	20
Carl & Paul	160	That's right, TWENTY!	

Our thanks again to Doug and Brenda for a great trial.

Baypark 84

A BATTLE OF ATTRITION

Every year we rave on in this publication about our Annual Baypark Raceday. It has been reported each time as; bigger, better, grander, faster and more fun. There is a reason for this - it's the truth! The event just seems to get better each year. The driving improves, the attendance grows and the organisation of the day becomes more polished. This time we introduced a new word - PLANNING! (never been tried before!) The idea was to lay out the day's events and keep the action going all the time. For the most part, it actually worked. With ten events listed on the programme, Timed Runs, Pursuits, Scratch Races and Handicaps, we finished the day only five minutes late.



One of the greatest pleasures of these larger gatherings has to be meeting some of the newer members, or those from other parts of the country. Wellington, Sanson, Upper Hutt or Milford, (the North Island one!) distance was no object.

ATTRITION: One way of winning club events is to wait for the other competitors to surrender. The carborundum principle. Just gradually wear them down. It all started with Jim's clutch, followed by Grant's fuel pump, Graham's tyre, Paul's entire cooling system, Gary's heater hose, Carl's brakes, Dale's fan belt, Dave's fuel pump and Derek's cylinder head. (30lbs boost?)

SNEAKY PRACTICE by Brenda on the previous Friday resulted in a wee bit of customising to the right rear panel- tut tut!

THE THANK YOU DEPARTMENT: On a weekend such as this many many people are involved in making it all work. Firstly Doug and Brenda who made the arrangements, set the trial and provided that mighty lunch. Dudley and Margaret for standing all day on the far corner waving flags at us. Ian and Jane who stood guard on the entrance gate. Michael for towing the Gardner V8 all the way home to Auckland. To all of you who came, helped and enjoyed the day, plus a very special THANKS to the girls for the timing.

RESULTS:

	TOURISTS HANDICAP	
1st Gary Palmer	2nd Dave Lovelock	3rd Lloyd Derbyshire
	RACER'S HANDICAP	
1st Donald McLean	2nd Peter Meadows	3rd Doug Leigh
	LADIES RACE	
1st Brenda Leigh	2nd Brenda Leigh	3rd Brenda Leigh!
	GROUP B & C SCRATCH	
1st Gary Palmer	2nd Graham Collins	3rd Brenda Leigh
	BIG BANGERS SCRATCH	
1st Mike Cvitanovitch	2nd Stuart Horne	3rd Donald McLean
	INVITATION HANDICAP	
1st Gary Palmer	2nd Graham Collins	3rd Donald McLean



BEST INDIVIDUAL TIMES:

Peter Meadows	1.10.05	Gary Palmer	1.17.16
Mike Cvitanovitch	1.13.90	Graham Collins	1.17.59
Derek Meadows	1.14.59	Paul Barrett	1.17.81
Dale Maxwell	1.15.11	Murray Chapman	1.17.98
Stuart Horne	1.15.24	Brenda Leigh	1.18.01
Dave Lovelock	1.16.47	Kevin Mitchell	1.18.83
Donald McLean	1.16.78	Brett Pearce	1.20.01
Doug Leigh	1.16.78	Lloyd Derbyshire	1.20.22
Bruce Woolmore	1.17.07	Carl Sievers	1.21.67

The Epsom Computers prize for the best performance by a new member went to Donald McLean, 260Z from Wellington.

Kermit's Kolumn

(Your'e gunna like this Kermie !..Ed.) Seldom(a word much used by our flippered friend ..ed) during ones (Kermit doesn't believe in reincarnation ..ed) life does one (see?) realise how mortal we really are, the realisation coming to me on Sunday 20th at Baypark at the annual Z club bash, (is that why you were there Kerm.?) where yours truly was ballast (we've noticed) for Peter Meadows. For those who have not met Peter, he is a very pleasant (not peasant, you plebs) ,quiet voiced gentle type of man with a beard, that has no grey in it at all! But put him in Derek's 240 turbo, water injected Datsun, and a strange metemorphosis takes place. (see- it CAN be done in a 240 !)

On Sunday Kermit sat in the pits all day having just had his diff rebuilt (that's why he walks like that) and to my horror found that the gearbox bearings or something (don't get too technical Kerm) was making a hell of a noise, so I was Starter, flag waver, and general dogs body (that's what happens when you let your beard turn to ballast) , all was going as smoothly as any Z club meeting untill one race (only one?) when I wandered up to Peter to see if he was ready for the next handicap race, (we all use crutches to operate the pedals) "Sure" he said, (a man of many words is our Peter) "would you like to come with me?". He he I thought, how much trouble can we get into starting 28 sec. behind the rest of the field? That, dear & gentle readers, was a very BIG MISTAKE!!

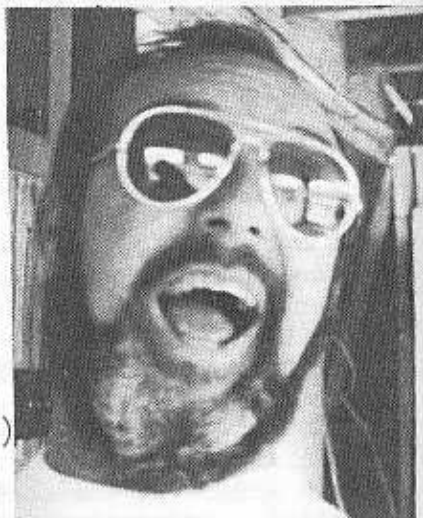
Brenda lent me a crash hat, (Blue, not green - bad sign) (leave the brackets to the experts Kerm..Ed.) strapped it on, strapped me in, and there we sat on the back of the grid. What the hell was I doing here? (not practising grammar, obviously) time to say it had all been a big (here comes a two syllable

word for a change) mistake, too late! The two cars in front of us left with a hiss and a roar (leaky radiator hose, no exhaust?) of tyres and there we still sat and sat and sat, then Kevin waved the flag up and down in front of us.

A roar and scream (from the engine Slix) (warned you about those brackets Sunshine) my head slaps back (into a new fold of ballast) and man, are we AWAY. The gearchange from first to second was a blurr, from second to third I didn't even see! (sounds like my auto...) Then we were into the sweeper at about 6000 rpm (or more). I asked Peter (who was talking to me all this time) (leave the little curly things alone) if he was slipping the clutch. "No" he said "the back wheels are still trying to get to grips with the track". Two more gearchanges and we are flying down the back straight, by this time Peter can see the cars in front, and we seem to go even faster (you were going even faster). We are now going into the hairpin at the end of the straight at twice the speed you are allowed to drive on the bloody motorways. Peter sets up the car, down three gears "Oh it's not too hard" he says as we slide just a little, "I let her go to the other side of the track then boot her" then we are off again.

Three laps later we finish 2nd after charging thru a field of about 6 or 7 cars, and we would have caught the leader in about another second! - but it's all over and we head back to the pits.

Peter looks calmer than 98% of Sunday drivers (Calm does not describe the Sunday drivers I meet ..Ed.) you see around town. "That's more fun than Queen st. on a saturday" he says. I agree, mumble my thanks, and walk back to where I left my cigs, (Legs turned to ballast?) light one and sit down to think of what has just happened, the scream of tyres, (The scream of ballast) the smell of super hot engine oil, (the smell of super hot ballast) the thrill of trying to catch cars, (pass) being hurtled sideways in your seat, the blurr of the countryside, the sheer joy of speed in a well controlled car (Can't say the same about ballast though, can you?) with a superb driver. My thanks to Peter and Derek.



Driving for me will never be the same (It never has been the same ..Ed) just wait till my gearbox is fixed. (At least you'll be able to walk proper again .. Ed.)

Biggles

A PERSONAL VIEW OF BAYPARK THROUGH THE SMOKE

The big '84 event has come and gone. Thanks to the Leighs of Mt.Maunganui for another stinking trial.

Now - Dale has a new fan belt. Graham has to buy some more tyres (rough trials Dave, stinking rough - Ed.) Mike has shown us how well a properly worked 260Z can perform. Derek showed us how well his son can drive.(B...y great stuff Peter!) Brenda has threatened male supremacy. Doug is considering a divorce. Gary is lucky to have won his race against me, I bet he didn't know that his exhaust almost became my bonnet emblem! Murray showed us how evenly Cavalino tyres can be distributed over asphalt. All the pretty members of the club learnt how to use our new stop watches. The V8's again demonstrated why they don't work inside a 'Z' car! And Kevin demonstrated again and again how not to change gears on the pit straight.

Anyway, everyone had a good day with the usual retirements, excitement and slow trips home. Why did Heath stop on the way through the forest and get the blanket out? (Haven't got a clue Dave - Ed.)

Dave L. (Smokey)

Letters

Dear Sir,

I'm having an argument with Keith. He says you throw away all the letters written to you and make up your own. I say you don't. Please prove one of us right and shut the other up.

Grant Loch.

P.S. If Keith's right, then that means you made this letter up too!

Dear Zedders,

I've moved!! Yes, even had to sell the poor old 26 oz. Arrived in the Land of Thunder Down Under and of course immediately suffered withdrawal symptoms. So I bought a 280ZX, manual with a 'T' bar roof.

- Not as good as the 260Z turbo, so I'm afraid I may have to give this one the heave when the 300ZX arrives.

Thanks for the mail. Keep it coming.

Paul Crowhurst, Latrobe, Tasmania, Australia South.

Dear Sir,

I would like to express Brenda's and my thanks to Graham and Dee for a very well organised day at Bay Park on Sunday. The time keeping was really excellent as well as the staging of the races them selves. We enjoyed the weekend very much but do promise to make next years trial easier, shall we call it the Fail Safe Trial?.

Once again thanks to the club,

Regards



(The '83 trial, I couldn't find the end. The '84 trial, I couldn't even find the starting place. . . A "Fail Safe" trial sounds like a good idea. . Ed.)

(How come you never seem to get lost on any of these trials Doug ? . G.C.)

Tasmanian Zedder

Latrobe,
TASMANIA
18-5-84

THE 300 ZX !

Although I now live in the Land of Thunder Down Under, I still receive that laudable load of literary licence - the Orient Xpress, because I've paid for it! (Hope he pays in \$Aust. this year -Ed.)

Man! What a machine. I modestly confess I have driven the incredible 300ZX. At this point I expect mouths to gape and drop, and the anatomy from the neck up to show a distinct green. (Exactly that has happened, in fact he's making me feel quite sick! -Ed.) --- A suitable pause while you recuperate.

Truely, it is really an incredible machine (he said that! -Ed.) to drive. Recently comming to Oz, I bought a 280ZX, Targa roof manual. A word of advice fella's, if you get the chance to buy one - forget it. It handles like a W.W.1 tank and has the power and finess of grannie on her bicycle. (lest we offend five of our members who have also made this same mistake, I must point out that these were his words, not ours - Ed.)

The 300ZX was a five speed manual with Targa roof. To look at, it is an extremely impressive unit. Somewhat like a cross between an Aston Martin and a Porsche. (Feel free to disagree on this last item) (We do - Ed) It is equipped with 15 inch wheels, 60 series tyres and has 8 inch four wheel discs. The bonnett opens up from the front to reveal the V6 engine with so much stuff crammed in there that a flea would have difficulty in farting. Every inch seems to be used up.

The cockpit again, is first class. The velour seats really wrap around and give heaps of lateral support. The dials, knobs and switches cover every function from cruise control to altering the suspension.

To fire it up, it is deceptively quiet. In fact you can't hear the engine. (I'd feel as though something was very wrong - Ed.) Even to cruise at 160 Km/h, you don't have any intruding noise.

It's road handling is very firm and very tight. Being a brand new car, I didn't squirt it too hard, but it is direct and takes tight corners with ease. It corners as one unit, feels good and predictable and I couldn't get any understeer.

On the road, it is 27 kilo-bucks. (Would the NZ importers please explain that? It's 62 of our little ones here. - Ed.) For my money, worth every cent. However, I'm waiting for the turbo model to come out. (Two of these in NZ so far - Ed.)

As I said, forget the 280ZX, save your bickies for a 300.

Paul Crowhurst, KIWI. (Honorary Status)

Note: The first 300ZX on the road here has found a home in the Lovelock family. Understand Mr Lovelock (Snr.) will soon be a member.

Datsuncredible !

GUMBALL & GAS GUZZLERS ECONOMY RUN

The Sportscar Club of NZ's newsletter reports that it took 28 people to drive/navigate/push 11 cars over the 108km route. Ten cars were either pushed or idled from the gas pumps to the car park adjacent. Number 11, a yellow Lotus 7, attempted a wheel stand in the service station driveway and smoked it's tyres all the way to the starting area! The mood was set - well, at least his mood was. The rest of us were on an economy run. So - screw the mixture right up, 40lb (or was it 50?) of air in the tyres, remove the air filter and tape up all body seams. Drain the oil from gearbox and diff to reduce drag. Fit those 4"x2" blocks under the loud pedals. Anything is justified when you look at the competition - mostly 1500cc specials with plastic bodys. An event like this should be a breeze for a Mistral. (like it?). No way could a 'Z' out economy a Honda 600 sports or an Elva with a Fish Minow (?) carburettor with only one gill open!

Trial-like instructions were issued then we're off. 108km to cover in two hours. An average of 33,5 mph should be easy, we think, that is unless you allow for the nature of the route or the number of stops to find information in answer to the stupid

questions. Only those on the run will know such things as what Mike does to Louise in the Hunua Gorge, the difference between a Fordson and a Bradford or the whereabouts of a fine collection of rotten Vauxhalls.

From Hunua the run took us behind Bombay to the top of Pinnacle Hill. This has (or had at least on the day) to be the smoothest metal road anywhere, with the most magnificent views from the top. Up the Thames Highway to Pokeno where some saw the Mistral driver do a massive double take when he first realised that there were two Kermit Green 'Z's on the run. Poor guy found himself surrounded! After stopping at the Alexander Redoubt (Near Tuakau, if that helps any of you) we found our worthy organiser leaping up and down at an intersection that was sort of missing from the instructions! To give our consumption even more of a thrashing, the next stop was the top of Pukekohe Hill for more useless information. At least the rest of the trip was downhill back to Takanini, though some of us had to put the pace on a little to regain our average times.

The results were given at the Jolly Poacher Bistro, though the success of the Datsuns caused the host club to withhold all the expensive prizes. They just kept wandering around the restaurant muttering "Datsuncredible, Datsuncredible".

MAN WHO
DRIVE ORIENTAL
SPORTS CAR, KNOW
MEANING OF
'SIDEWAYS'



Trial Results:

1st	Graham & Dee Collins	100 Points
4th	Doug & Brenda Leigh	93 Points
7th	Diver Dann & Gay	85 Points

Calculated Mileage on Handicap:

1st	Doug & Brenda	240Z	46.6
2nd	Graham & Dee	240½Z Auto	43.36
3rd	Diver & Gay	240Z	42.34

Actual Miles per Gallon:

1st	The Gray Family	Talbot Alpine	32.489
2nd	The Smith Family	Spitfire	31.646
3rd	Doug & Brenda	240Z	30.086
4th	The Habershon Family	Bond Equipe	29.052
5th	The Clark Family	Elva	28.485
6th	Graham & Dee	240½Z Auto!	27.993
7th	Jason Knapp	Honda Sports	27.987
8th	Diver & Gay	240Z	27.335
9th	Kelvin Healy	Cortina	25.787
10th	Philip 'Wheelie' Adamson	Lotus 7	23.832
11th	Mary & Simon Boag	Mistral	23.728

Datsa Nissan

DRIVING IMPRESSIONS AND PURCHASE OF A 300ZX

The phone rang about 10.30 am on Saturday morning. A good friend from NissanNewmarket to tell me about the Nissan 300ZX parked outside their showroom. It appears NZ's only 300 was parked there while the owner was shopping.

It only took me ten minutes to cover the 4 miles, armed with camera to take some photos of 'historic' interest.

Meeting the owner, the recent lottery winner, it was explained that the car had seldom been used, and that he had come to the city from New Plymouth on business, and to judge market interest.

The car is a 1984 3 litre 5 speed 2+2 in silver metallic. It has the 'T' top, and is fitted with 215 VR 15 Potenza (Bridgestone) tyres. At only 1300 kms it is of course in immaculate condition.

Anyway, within a couple of hours negotiations were underway and a test drive was imminent. The car is obviously shorter than a 280ZX and appears wider. The plus 2 room is dramatically better than the 280, with improved visibility. Dashboard is easily read with the normal array and positioning of instruments. Seating is extremely comfortable with adjustments in every direction.

Driving is tremendous, quiet, quick and relaxing with notably more torque than the 280. A completely different driving style to the 240/260 Z's.

180 km/hr was maintained with ease and after about 5 minutes at that pace on the southern motorway (Did you hear that, Officer. - Ed.) one was not exhausted/sweating in the expected fashion but excited and impressed. - Nissan has produced a tremendous car. (Yes Dave, we knew that, 1969 - 1973 - Ed.)

Needless to say the 300ZX is now parked permanently in our garage next to my red 240Z and sorry, neither of them are for sale.

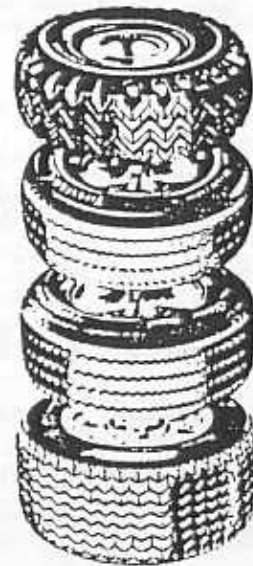
My thanks to Mike Cvitanovitch and Dale Maxwell who gave me great enjoyment by turning green. Not many members have had the chance to see it yet.

It was the first in NZ, but now it has a friend. A two-tone blue 2+2 turbo owned by Mr Mark Shorter. Thanks to Mark for allowing me to drive his pride and joy. It has more torque and horsepower than the standard 300. I enjoyed the drive enormously

- sorry again Dale.

David L.

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Firestone Professionals

"Come on in and save"

Winning Caption



This one got ya goin', didn't it. Never had so many reply; Replies that included six proposals of marriage and nineteen obscenities!

The winning reply just has to be:

SUPERCALAFRAGALISTICEXPEEALADOZY

from the fertilised mind of (Mr) H. G. Dann (Kermit/Diver etc.)

A few of the many others worth printing include:

What is he doing?

Any fool can see he's holding a flamin' umbrella.

What has he found?

Absolutely nothing! The drongo's just pretending.

What is he thinking?

Absolutely nothing! The drongo's just pretending.

And why?

Why not. (Silly bloody question anyway).

(Typical Australian response to a simple set of questions. Ausie imigration authorities will probably keep him on that little island (Tasmania) for ever - Ed.)

A selection from far off Mt. Maunganui:

Collins won't win with this missing.

So this is Maxwell's secret weapon.

Heath will never miss this stopwatch. He's got four others

A close second from our mailbox (unsigned):

I don't think my nail polish does match my engine after all

Third prize to:

- Another grey beard hair bites the dust!

With the special merit award to Heath for courage (if she sees this you will need it!):

THIS IS JENNY'S NEW SWIMSUIT???????



New Members

Not a lot of this Club Year left and the Prez's membership drive seems to have slowed down somewhat. However, we wish to bid warm welcome to the following new members.

Anthony Cutten	Howick (Ak.)	260Z		LE 1362
William Reeves	Wellington 1	240Z	Green	GS 302
Paul Toft	Kaiawa	260Z 2+2	Bronze	KT 7130
Andrew Larsen	Taupaki	240Z	Brown	KA 7538
Toni Martin	Cambridge	260Z	Green	IZ 260

Bathurst Tour '84

'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.

Wanted

If any of you have a spare copy of the Owner's Handbook for a 240Z, Please Ph. Jean Read, Wgtn. 288 831 (Bus.). Perhaps one of you may be able to lend the club a copy to photocopy? This would be appreciated. Our Box No. is 84 030, Logan Park.

Space For Sale

We know that many of you have businesses which would be greatly advantaged by advertising in the Orient Express. The inside cover of this Mag. costs only \$10 per issue. If you are able to sell this space we will send you a genuine autographed photo of our handsome Editor (without frame). **19**

For Sale

Pair perspex headlight covers 240/260Z. Genuine Datsun parts, still in the box, unused .. \$100.00

Factory mag wheel caps for 260Z with blue insert. New. Two at \$40.00 for the pair. Phone Bruce Hookham, 638 Oakura.

+++++
240Z 1972 Travelled 98000 miles, motor rebuild at 78000. Dual tone silver on silver with black accents. \$12,500.00.

Phone Paula Toki, 276 6521(H) or 279 9349(W) (Auck.)

+++++
Right hand Front Guard for 240/260Z .. \$165.00

2 x Magnum Alloy Wheels Triden style, 14" x 6" .. \$90.00 pair. Phone Alan Smith, 535 4659 or Alan Bowden, 535 8064

+++++
280ZX Motor and gearbox. FACTORY TURBO, Australian specification close ratio box. This is a rebuilt motor that has never been fitted. ... \$3000.00 asking.

300ZX Nissan Specification unknown, but rumour is that it is a silver 'T' topped TURBO. For sale if the price is right.

Phone Brian Rowland. ChCh 482 460 (H) or 488 691 (W)

+++++
Front Spoilers 'Spock' style with brake vents. Black GRP. Super low price of about (don't quote me) \$70.00.

Perry Extractors (extracters?). Well, Headers if you like. These are really good. Extra MPG as well as extra power for under \$160.

Phone XL Motor Accessories, Ak 276 4200.

+++++
Datsun Bluebird Wheels with stainless trims. Won't fit my 240Z Just send me \$30.00 plus the freight and they are yours!

Phone Graham, Ak 665 443.

+++++
240Z 1973 five speed, mags, Steeltrack tyres, Signal Seeker radio. Just 85000 miles. This is a really nice looking car in Kermit Green metallic for \$13,500.00

Rand & Sunburg, 128 Greenlane Rd., Phone Ak.503 437

+++++
Fairlady Z's, 240/260Z's. Buying or selling, call and see the 'Z' Specialists. Three in stock at present, one 240 and two 260's, an ever-changing selection. Well worth contacting:

Gerald Fava, Noel Fava's Sports Car World, 396 Gt.South Road, Greenlane, Auckland. Phone 503 637 or 501 279.

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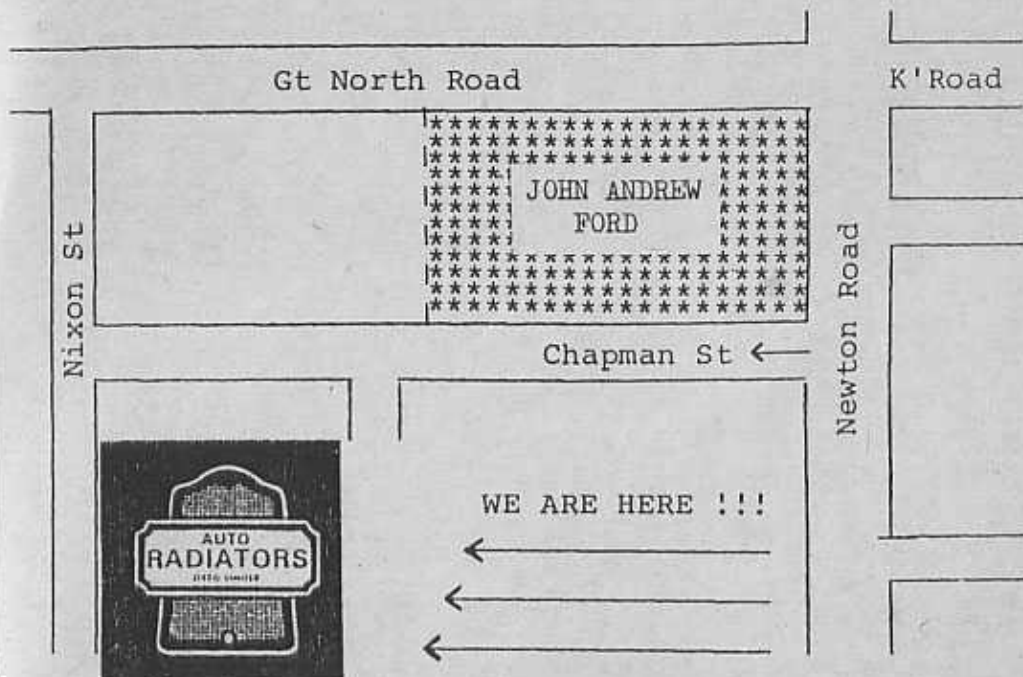
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