

ORIENT EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



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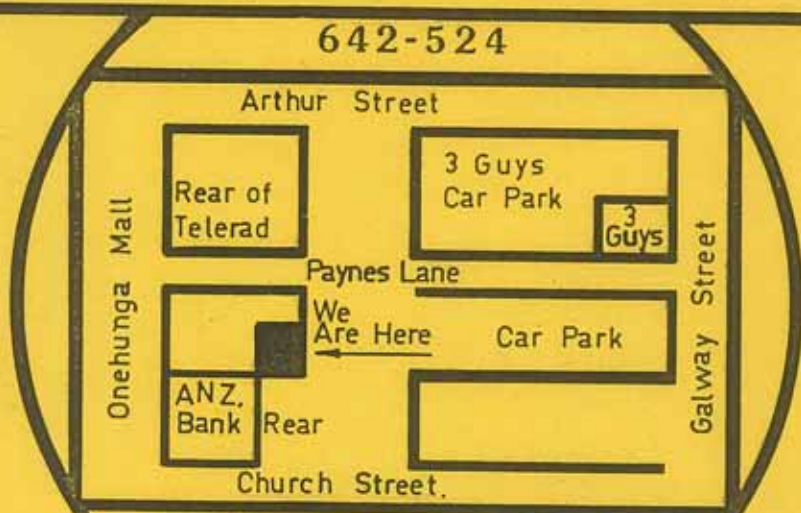
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JULY 1985

ORIENT EXPRESS

The "ORIENT EXPRESS" is the official newsletter of the
DATSUN Z CLUB INC., P.O. BOX 84030, LOGAN PARK, AUCKLAND 6.

PRESIDENT.....	Graham Collins.....	665 443
VICE PRESIDENT.....	Dale Maxwell.....(bus)	643 338
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TREASURER.....	Murray Chapman.....	535 7279
CLUB CAPTAIN.....	Gary Palmer.....	585 768
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BRANCH CAPTAIN.....	Mike Garland...Ch/ch...	370 192
NEWSLETTER EDITOR.....	Brian Rowland..Ch/ch...	482 460

WELLINGTON:

AREA CO-ORDINATOR.....	Don McLean.....Wgtn....	338 409
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BAY OF PLENTY:

AREA CO-ORDINATOR.....	Bruce Woolmore.....	075-83 493
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COVER: Austrian Z

Photo sent to us by Hulmut Windholz.

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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

Performance Tyre Races

Each year the Datsun Z Club holds just three major events, lotsa smaller ones true, but only three of the Grand Effort variety. Each time that we plan one of these meetings you tend to get an issue of 'OE' filled with the old rave - THIS IS THE BIG ONE! - Not going to do that this time though. Just simply going to tell you it's on and leave the rest up to you. We won't be pleading for entries, as we only need 100 to make it a financial success. No begging for helpers, as we only need eight of you (+ eight Committee) to run the day.

Entry Forms are available from the Prez.

Competition Licence Forms are available from the Prez (a must).

Scrutineering is from 12.30 to 4.00pm on Saturday 31st.

All Clubmembers will be at the track by 9.00am on Sunday 1st.

Pukekohe, 1st September

Club Nites

Head Branch Nosh Noggin 'n' Natter Night is held on the second Monday of every month at the Duke of Wellington Hotel, Mt. Wellington Highway, starting at 7.15pm. If recognition could be a problem, ring one of the Committee and ask him to wear a red rose, or anything!

Bay of Plenty Club Nights - ring Bruce Woolmore, 83 493.

Wellington - ring Don McLean, 838 409.

Christchurch Noggin 'n' Natter - ring Alan Hayne, 252 359.

Taupo

The Taupo Car Club have invited us, and about 12 other Clubs, for a two-day Asphalt Shredding Contest (see next page) on their fun little Taupo Racetrack.

Entry Forms can be obtained through us, or by writing direct to the Taupo Car Club, P.O. Box 27, Taupo.

For Accomodation Ph "The Homestead", 074-87 070 or Gary Palmer, Auck 585 768.

TAUPO CAR CLUB INC.



CLASSIC, HISTORIC AND MARQUE RACE MEETING

The Taupo Car Club Inc. is holding a race meeting for Classic, Historic and Marque Clubs at the Taupo Motor Race Circuit on Saturday 14th and Sunday 15th September 1985. The event will be held under the M.A.N.Z. National Competition Rules, and in particular, Appendix K of the 1985 Yearbook. The event will of invitation status, and car eligibility will be as per Appendix K clause 7/5 groups A-E.

Entries will be available from your Secretary shortly, or they may be obtained from me direct at P.O. Box 27, Taupo.

The Normal entry fee will be \$15.00, and on entries received before Friday 6th September we will endeavour to arrange a discount on Motel accommodation. There will be an informal social evening on the Saturday night. We look forward to receiving your entries, and if you have any queries, I can be reached at Taupo 88377.

Thanking you,

Kerry Check,

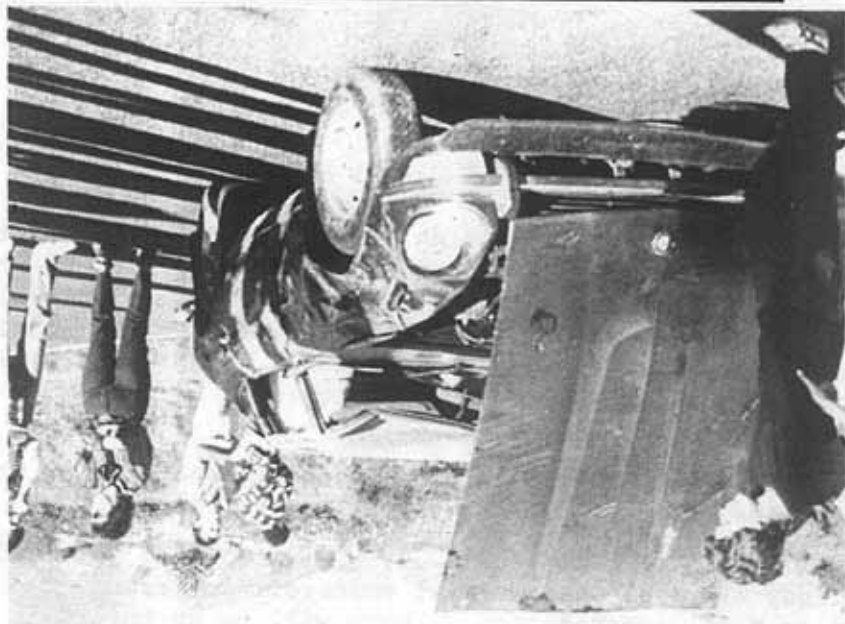
Yours faithfully,

Race Secretary.

This Issue

Not un-like every other issue, is late. So what's new you ask? Wadderyer expect to be new? Well, for a start, the photo on on the front, page one has been changed, and you will have already have read about all the new Coming Events on (OK, look back to you left, I know you read all the short pieces first) page 2.

Seriously, this time we have been fairly flooded with material. A great technical article from Don McLean on those noisy things under the back. Club Captain's Comment, comment, comment. A very Rude Letter containing a few American words, not found in any NZ. dictionary. The Mainland Report, printed in full because it fills a page, even if it is all boring. (this has a lot to do with this little piece - it serves to fill this page). You will note that Eitorship has changed hands, so now you may



OH SHIT!

The Differentiator

DIFF. SWAPS FOR Z'S

From Don McLean

A. Background. Motorway driving (yes, there are some motorways on this side of the Bombay Hills...) used to be accompanied by howls of protest from the original diff. in my car. The oil had leaked out via a faulty pinion seal, ruining the crown wheel and pinion etc. Oil level checks were unfortunately not included in the previous owner's highly cost-effective maintenance programme.

Rectification consisted of two basic options:

1. Re-build the original diff. using new parts.
2. Replace the complete diff. unit with a "good second hand" 'Z' diff..

Gut feeling at the time suggested that "good second hand" Z diffs could be slightly rare in this wind-swept stronghold of the civil service.

I therefore ordered a new crownwheel andpinion, bearings, seals etc. to rebuild the original. However, before the new parts arrived I was visiting a friend who was wrecking an 810 model 180B saloon. the diff. was obviously much smaller, but it proved to be easily fitted, solving my imediate problems. Here's how:-

B. Instalation of 810 diff. (R160)

This was performed as per the Z workshop manual, with two important differences -

1. Check for side flanges - some diffs. have them, some don't. Make sure that your original half-shafts will fit the replacement diff. My ones were different, so I used the 810 half-shaft assemblies complete. Their length was perfectly OK - but you should check this for other model swaps. In my case the extra benifit was the replacement of the universal joints with lower mileage items.
2. Check rear mounting studs. The whole R160 assembly is 15mm shorter than the original R200. To overcome this, flat washers totalling 15mm thickness were used on longer studs made from M12 threaded rod to accomodate the extra length. Note: M12 threaded rod is available fron engineering suppliers.

The stud centres were slightly closer together on the R160. The holes in the rear mounting bar can be slotted with a file to solve this.

All other features are common, namely the driveshaft bolt centres, front mountings etc.

C. Diff. Information. There are three basic diff. types that can be physically installed in any Z. Their type is denoted by the nominal crown wheel size in milimetres, with a prefix 'R'. For example - an R200 has a 200mm diameter crown wheel.

It appears that R160 and R180 types were initially supplied with side flanges, but later models had none, only a female spline on each side. All R200's seem to have side flanges.

Applications for NZ market vehicles

<u>R160</u>	Vehicle	ratio
	Datsun 510 - 1600 sedan	3.7 3.9
	Datsun 610 - 280B sedan	3.7
	5spd. coupe	4.111
	Datsun 710 - 160J coupe	4.111, 3.9
	Datsun 810 - 180B	3.9
	Datsun 910 Bluebird 2 litre	3.9
	Subaru 4 wheel drive	Lower than 4.

CONT. 

Datsun 240K GT	3.545
Datsun Laurel auto	3.9, 3.7
240Z manual	3.9
240Z auto	3.545
260Z Man from Aug. '76	3.7
260Z auto from Aug. '76	3.545
280ZX auto	3.545

R200

260Z man from Aug '73 to '76	3.7
260Z auto from Aug '73 to '74	3.364
260Z auto from Aug '74 to '76	3.545

D. Durability. The R160 unit has proved to be strong enough with a standard 260Z engine. Since fitting, I have competed in races at Manfield and Baypark, half-a-dozen hillclimbs (this is one plus feature about Wellington - plenty of hillclimbs!) and a standing and $\frac{1}{4}$ mile sprint. NB: The R160 should be ideal for standard 240Z use, where the limited engine capacity (am I really typing this rubbish?..ed) and comparatively low engine (raasberry! ..ed) power output would give it even better durability!! The R200 would obviously be the best bet for a modified engine/turbo or V8 use..

E. Ratios The information shown should be used as a guide only. Check any diff. by counting gear teeth (remove cover) or by labouriously counting the turns of the pinion shaft and the output shaft. Divisions of one into the other will give you the required figure. DO THIS BEFORE PAYING!

Fitting a lower ratio (eg. a 4.111) into any Z will really improve it's acceleration and towing ability. On the other hand, engine noise (260Z owners will recognise ..ed) during cruising and fuel economy will be worse. Alternatively, an auto 260Z diff. fitted to a manual turbo or V8 Z should allow a new land speed record to be set for Japanese cars.

The competition parts catalogue shows an even far wider range of ratios than is discussed here, along with limited slip centres (which are almost essential for high power out-puts in competition). The prices and availability of these parts is unknown.



Mainland Report

JUNE 1985

President Alan Hayne 252-359 Club Captain Mike Garland 370-192
Secretary Paul Marlow 228-835 Editor Brian Rowland 482-460



COMING EVENTS

- Wednesday 10 July Film Night - 8.00pm at Gang-Nail (NZ) Ltd
4th Floor State Insurance Building 88 Division St
Riccarton. Park down Bank R.O.W. - if locked
out - YELL!
- Sunday 21 July As the cost of track hire is out of reach for us
at present, this event has been cancelled. The
Grass Gymkhana (cancelled last month because of the
weather) will be held at Templeton Domain, Kirk Road
Templeton. Watch for the Templeton Hospital signs.
1pm start.
- Sat/Sun 3 & 4 August 1985 Southern Crawl Support the Zed Club Team
See registration form attached. Note, entries close
July 13th - end of next week. Phone for more details.
- Saturday 10 August Early Falcon Fairlane Car Club Invitation Casino Night
Bishopdale Community Centre - 7.30pm start. Tickets
\$10.00 (single) must be pre-purchased - phone
Gavin McRae 599-091
- Friday 23 August Prebbleton Tavern Springs Road Prebbleton
Meet at 7.30pm Dinner at 8.00pm
- Saturday 24 August Invitation Event at Wigram
- September Technical Night - Find out what makes a car tick
(knock rattle bump) can't be a Zed
- Sunday 29 September Tour De Peninsula - 10am start from Cockram Nissan
Car Sales Moorhouse Ave - Economy Run, Picnic and
Mystery Tour of Banks Peninsula.

Last month, Head Zed Prez, Graham Collins spent three days in the GARDEN CITY
with Alan Hayne attending some MAN'Z affair.

This month the Mainland Mob Prez has gone to the QUEEN'S CITY for the

Auckland
Grand
Mothers happening and

Kermits Trial. It's understood that Kermit has been accused of leaving a
slippery deposit on a PARK (bend) bench, down at the BAY. The Zed Club's G.P.
is expected on the (bank) bench. See also page 4 of the latest (June 1984??)
Orient Express.

Brian Rowland



Paul Barrett's DATSUNCHEVROLETVEEIGHT ZED in characteristic pose.

Club Captain's Comment 2

Competitor's Trophy.

After a great showing at Mt. Maunganui with the straight-line trial followed by the Baypark Raceday, it became obvious that Burglar Brian was at it again. He's that guy who's trying to pinch the Competitions Trophy and take it to Ch-ch with him. And of course, once it disappears into the bowels of the South Island that's the last we will ever see of it. So, we need as many people as possible at events that Brian isn't at, and then, if Brian does turn up - all go home.

But seriously people, if Brian can get to events from Christchurch, where's your excuse Aucklanders? There are 56 of you according to our Auckland mailing list. How about a decent showing for our Performance Tyre Races on September 1st?

So we have Alan (I can't drive my car as fast as other people) Harrison half a point ahead of Burglar Brian, then back by 1.5 to Chrome Collins and then back another 21 points to Dale (Gucci Running Shoe) Maxwell. Next on the list at 58 pts. is Michael (I can drive Harrison's car faster than he can) Cvitanovich Followed (at great distance ..ed) by Gary (Deviate, Pirouetter & Sandman) Palmer.

So it's all Harrison, Rowland and Collins at the moment, but plenty of time for YOU to catch up if you ALL TURN OUT TO EVENTS!

Comptrophigures

	PORSCHE LE MANS	WHENUAPAI	J. D. C PUKEKOHE	HEALEY HILLCLIMB	TROLLEY DERBY	LEIGH'S TRIAL	BAYPARK	SPAN FARM SPRINT	MEREMERE SPRINT	KERMIT'S TRIAL	INTERMARQUE TRIAL	TOTAL TO JULY
Alan Harrison	8	6	4	2		16.5	39	2	5	1		84.5
Brian Rowland						24	60					84
Graham Collins	9	4	2	3		18	34.5		6	6		82.5
Dale Maxwell	7	5	3	1	1	7.5	36		1			61.5
Gary Palmer	6		5			10.5	31.5			5		58
Mike Cvitanovich						4.5	40.5					45
Lloyd Derbyshire						15	19.5		2			36.5
Bruce Woolmore	3					8	24					35
Chris Maxwell					1		28.5		3	4		36.5
Peter Sargant						16.5	13.5			3	1	34
Doug Leigh	1.5	3					25					29.5
Rob Saunders							30					30
Ivan Udy						9	20					29
Peter Grimmer							27					27
John Grimmer						1.5	24					25.5
Carl Sievers						2.5	17.5					20
Ian Simpson						4	16					20
Brenda Leigh							17					17
Brett Pearce							16.5					16.5
Paul de Lautour							7.5		4	2		13.5
Dean Murdoch						3	9					12
Gavin Lewis							12					12
Mike Somers	6	1.5	1.5									9
Keith Loch							9					9
Ian Rountree							8					8
Grant Loch							6					6
Paul Barrett							5					5
Stuart Horne	5											5
Kevin Mitchell	3											3
Jim Gardner								3				3
Murray Chapman		3										3
Dominic Outrim							3					3
David Erkel						2						2
Heath Dann						1.5						1.5
Kelvin Healy								1				1

Rude Letter

Dear Whoever Sent Me The Rude Letter Demanding Money;

Enclosed is a neoprene cheque written on the sand bank with no regrets--I've been in overdraft before. (I tell my bank manager it's overdrive, not overdraft; but he can't take a joke.)

What with inflation, devaluation, and the general decline in the quality of life, 33 Kiwis doesn't amount to diddly-shit anyway; it's not like we're talking about REAL overseas dollars.

Actually, the Kiwi is now the Peso of the South Pacific and if you've ever been to Mexico you know firsthand that a Peso won't even buy a good dose of the clap.

What will 33 Kiwis get you anyway? A cheap bottle of whiskey? Dinner for one at a sleazy BYO? Up to 28 seconds of fun at the Japanese Bath House? A quick phone call to your lawyer because of the above? A one way ticket on Railroad's night coach to Taihape, as advised by your lawyer? The weekly rental on a luxury garage flat in Taihape shared with 14 other misfits?

All told, 33 units of N.Z. currency in the wrong hands can be dangerous. The 'Z' Club does it's members a big favour each year by removing such temptation. I donate mine gladly. Anything to stay out of trouble.

Besides, if I don't front up with the bucks--excuse me, the Kiwis--I'll be an outcast and won't be able to collect the meal the Prez says he owes me, which, by the way, will cost a hell of a lot more than a year's dues to the 'Z' Club. Methinks the meal may cost about the same as a lifetime membership for a newborn baby. Which in real money is peanuts, so who's going to be counting?

Enjoy my money you greedies! I was only going to blow it on half a pair of shoes at a seconds shop.

Insolvently yours, Jim Skoog.

You're Late!

On the very first clement day of every July the Datsun Z Club sends you a polite note advising you that your Minuscule Annual Subscription is due. If you've not payed yours yet you could not have received this issue, as you have already fallen off the mailing list!

Club Captain's Comment 3

Beware all ye who mock, for you shall surely end up in it up to the neck. It would be unfair to make a mockery of the poor clubman who lends his car to a friend at Baypark only to see that friend clock a time of 4.3 seconds faster than his own, so I won't. Alan made me promise not to.

Many thanks to all those who helped in dismantling my Z. It shall return - we have the technology, (if not the \$\$\$) We can make it stronger than before, we can make it faster than before, we can create a six million dollar Z.

Although if is not the sort of thing we would wish on anyone, clubmembers do have a lot of benefits when it comes to rebuilding, or on a lesser scale, just in getting a few bits for repair. I have calculated that my club contacts are going to save me around \$5,000 - that should pay my subs. for a while! Although saving on parts is available to all clubmembers, one of the biggest savings is in the time donated by other clubmembers, and the expertise they bring with them. This time is available to any of you who are involved in club activities, although, as I said before - here's hoping you will never need it. There are, of course, many Committee members who relish the chance to dismantle cars that can beat theirs (yet to find one ..ed).

There was a noticeable enthusiasm shown by ZX and 240Z owners when it became necessary to hammer and cut a few panels to get other bits and pieces off. Take notice, those of you that may beat Maxwell at Pukekohe, he has a fetish about left-rear panels, while harrison's perversion is left-front fenders and sardine tins.

Happy Zeding, Gary Palmer

Zee Plates

Been hearing lately quite a bit about the coming new personal number-plates. Thought it may be as well to talk to my local Postmaster about them. Yes, it's true. After June of next year you will be able to obtain the plate of your choice, that is provided it has not already been issued. You will have to pay for them, and Postmaster couldn't say how much.

Imagine, any combination of words or numbers (with some degree of decency, Palmer!) of your chosing. Try some of these -

260ZED, 2402U, HOT280 (a contradiction!), DATSUN, or even ZIPZAP.

Silly really!

P-ing for Perfection

IN SEARCH OF THE ELUSIVE PERFECT PIROUETTE

Where was the perfect P to be found? Was it hidden in the dark recesses of the Club's annals, or perhaps in the memory of a non-member pirouetting his Z at a time and place unrecorded and unwitnessed?

The first place to look was the Club records - could the perfect P be found there? Could Derek's Turboed P on the Club Circuit last year be perfect, or could even Stuart's gracefull televised P in the esses qualify? Graham's, Lovelock induced P must be a contender, but even that lacked the ultimate touch of class.

The search was becoming an obsession. There must be a perfect P. Perhaps Alan's pirouette into the clay bank, Mike's into the ditch, Dave's into the gorse, Kevin's at Castrol...Even Lloyd's, Ah, Lloyd, surely a pirouette that takes out three sheep and 100 metres of barbed wire must be perfect; but then.....

The problem was that they were all sort of; ... The same. Same old cause and effect - come around a corner, loose control, and spin end about end and....!! That's it! I had finally worked it out - End about end. That's why they were all the same. The perfect P must include the basic P with so subtle a change that even the true connoisseur would be forced to judge it as The Perfect P.

So there I was, in the sweeper at Baypark, when I felt a P coming on. A chance at last! A chance at immortality. The Perfect Pirouette was about to occur, I felt it in my bones.(and water...ed) A Pirouette that would make my form of Pirouetting an art form in it's own right - no other contenders ever. Then I was feeling it happen, around comes the tail, the sideways slide, just the right amount of lock and the right amount of speed. Sideways into the sand, and there it is, the perfect Pirouette, completely airborne, not end about end, or end over end - but a total airborne side over side Pirouette. It had to happen, I had done it. Pirouetters, **EAT YOUR HEARTS OUT!**

Morgan Sprint

Whenever Marsden Robinson organizes an event, it rains!

Results. Our entries best runs were as follows:

G. Collins	240½Z auto	16.531	P. deLautour	240Z	17.480
A. Harrison	240Z auto	16.549	L. Derbyshire	260Z	17.624
C. Maxwell	280ZX 2+2	17.311	D. Maxwell	280ZX	18.200

New Members

The Committee wishes to welcome the following new members:

Neil Blackett	Auckland	240Z	Black	GA8653
Darryl Hodson	Auckland	240Z	Black	GE1844
Grant Wright	Manurewa	260Z 2+2	Met. Blue	LQ2452

See you all at Pukekohe on the 1st September.

Chevron employees use their cars to help MADD

SEVERAL PROUD Datsun Z owners joined forces in a recent shopping center car show to raise money for Mothers Against Drunk Driving (MADD) while signing up new members of their own group, Z Owners of Northern California. The Z Owners group counts at least eight Chevron employees among its members.

The club has also joined other groups working with MADD in a program to report drivers who appear to be intoxicated to law enforcement authorities using CB radios installed in their cars.

Chevron U.S.A. Marketing Staff Assistant Bob Pearsall and his wife Lin parked their car among 17 other show-quality roadsters inside the Fashion Island Shopping Mall in Foster City, Calif. They were joined by fellow employees Kevin and Elisa Braband.



This article was taken from the staff newsletter of the Chevron Oil Co., U.S.A. and submitted to us by Rob Douglas of the Daimler SP250 Club. Rob suggested that it would be appropriate for our Orient Express, "...as us other 'Marque' owners think you 'Z' owners are all MAD!"

We don't have to think about it Rob, when we see people driving evil-handing, tupperware British thingies, we know who's MADD!

Club Captain's Comment 4

WITH REGARD TO ACCESS TO PARTS FOR CLUB MEMBERS

Many parts are available to club members through our association with Nissan, and a club member who works for them.

If you order parts, they sometimes have to come from Japan, and in these cases our "member on the spot" has to pay for them, - right then !

Recently he brought in several items of considerable cost. The member who ordered them then decided that he didn't want them, leaving our man in the cart for a very large sum of money.

As Club Captain I give notice that if this type of thing comes to my attention again very serious consideration will be given to terminating the offender's membership.

***** Gary Palmer.

Newz Bitz

Gary Palmer's 'Z' is now in the panel-shop undergoing a major re-build. Several Clubmembers have helped out with the strip-down, and Gary wishes to thank them all. In fact he suggests that his frig. is always open - anytime, day or night.

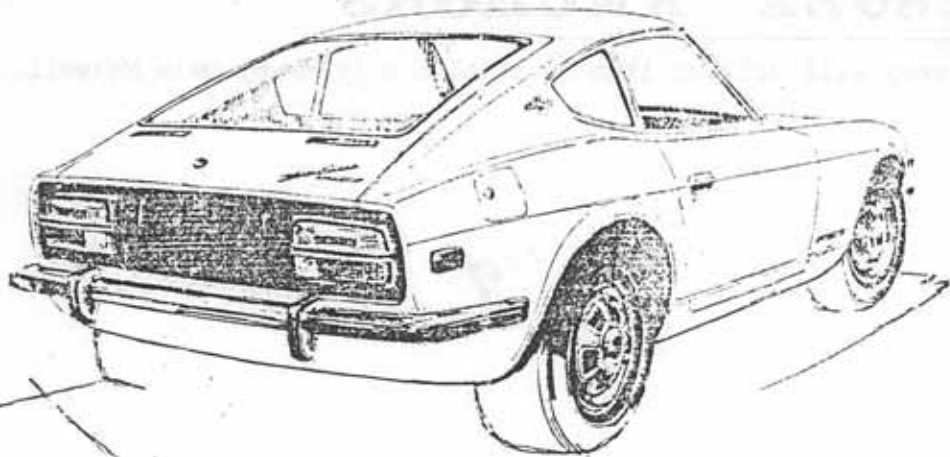
Kevin and Simone Mitchell have written from England recently. They're having a great time and hope to make it to Germany this month for the week-long 'Z' gathering. Send us photos, Kev.

Derek Meadows' LHD 300ZX has arrived. It will be a few months before it's race-ready. We all look forward to seeing it run. TURBO of course, what would you expect?

Jim Skoog's brother (in Seattle) is fitting his 240 with a light-weight GM V8, not un-like the familiar Rover. This one will be producing a genuine 270hp, not little wee Japanese or American ponies - real fair-go Clydesdales!

Alan Hayne will be in Seattle shortly, and will be checking out the Skoog V8. Alan hopes also to make a quick trip to Germany for the 'Z' meet. (I'm in the wrong game!)

Don McLean has just bought a second 'Z'. This one's a GS 31, ex Japan. Don's rebuilding it for competition and road.



SEXretarial Spiel

What an exciting time to return to the post of Secretary! There I was, sitting at my Secretary's desk, typing up the minutes of the last Committee Meeting, (stimulating stuff) when I decided it was a good time to re-touch my nail polish. While I was waiting for the "Super-sticky-stringy-stuff" (the latest from Punk Manicures of London) to dry, I happened to pick up a letter from the BBC to the Z Club asking for permission to use the Club Captain's car on the latest Dr Who series.

Apparently his antics at the last Baypark weekend had more famous sequels than he could have imagined.

The famous green 260Z has now taken on all the attributes of the 1980's T.A.R.D.U.S. (Twist And Roll, Down Under Style) and the BBC plan to use it on location in the 1986 series in the Sea of Tranquility, north moon.

Gary, expectedly, is taking it all in his strides - as he is so apt to do. In collaboration with Derek Meadows, (winner of the 1983 "Little Lucifer Award" for his outstanding turbo-backed fire breeding displays), Gary is already working on a similar story for the CBS Network, to be called "Charades of Fire".

I am sure you all wish Gary all the best for any ensuing adventures and where possible I will keep you up to date with any news.

I wonder - "Pink Octopussy" ??

anytime

Yours, _^ Bertha.

280ZX ANCHORS

A very well written item on problem solving by Dale Maxwell.

?

Reluctant Sale



DATSUN 240Z

1971 240Z manual g'box, original 76,533 miles. This very stock, straightest of the straight, fastidiously maintained vehicle is painted "Kalihari Tan" (a type of tan/orange colour) and the present owner has had the car for over five years. Asking price \$ 15,500. Phone Graham Bell at Ak 659-124. There is not a car in NZ with more class than this one.

Louvers, "Four bar" style, to suit 240/260 Z. Immaculate condition, a pinch at only \$ 50.

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