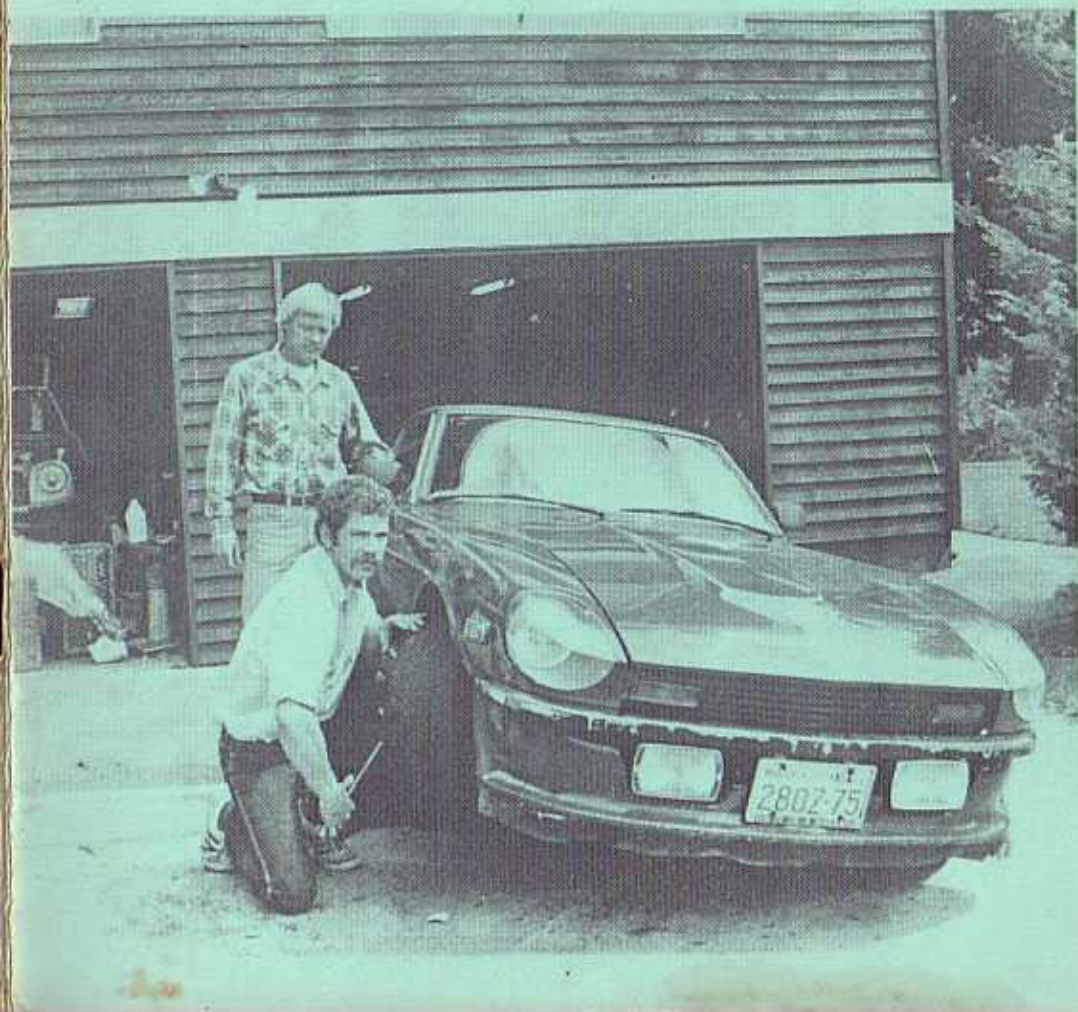


OCT 85

ORIENT EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB



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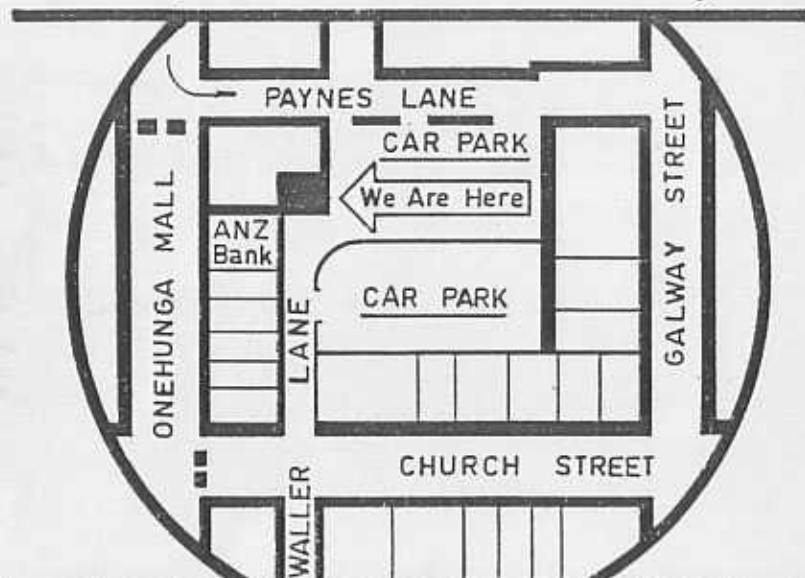


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ORIENT EXPRESS

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

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+++++

COVER: Photo taken by Alan Hayne in Seattle, USA., of Ian Skoog with Thom Nicholson alongside Thom's much modified racing Z. This is one of his 3 Z's.

+++++

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

Sunday October 27th HISTORIC & CLASSIC, TACCOC, PUKEKOHE.

INTER & INV. Scrutineering at ACC Testing Station from 8am to 11am on Saturday 26th. (No Sunday scrutineering) Practice at Pukekohe to start at 9am Sunday. Entry fee \$25.00

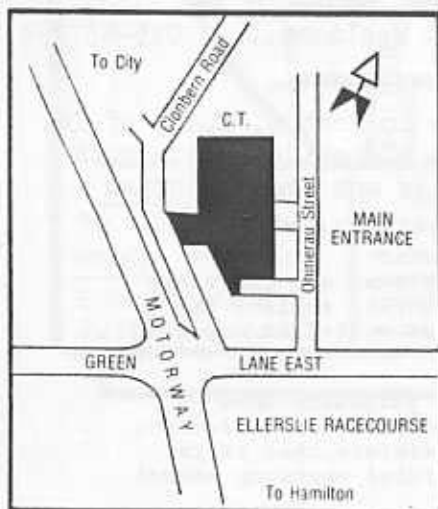
+++++
Sunday 24th November ALFA ROMEO GYMKHANA, MANUKAU CITY CENTRE

INTER & INV. Have few particulars on this at present, though last years was great fun and our team did really well. Let us know if you wish further information so that you may be included.

+++++
Saturday December 14th DATSUN Z CLUB CONCOURS D'ELEGANCE

This is one of our Club's biggies for the year - a must for all members. Starting at 1.30pm (if you're late you lose points!) by the Sunken Garden in Cornwall Park. Our respected team of Internationally Famous Judges will crawl all over your cars and decide who wins our various fantastic trophies. Don't be intimidated by the sound of this, just give your car a good clean and bring it along.

+++++
Saturday December 14th Z CLUB ANNUAL PRIZE GIVING DINNER



Starting time: 7.30pm. Commercial Travellers' Club, Remuera. As the venue will only take 40 people, all we can do is accept the first 40 cheques received for \$21.00. (cheap eh?) Those who forget to book will be too late after the 7th December.

This is the night at which those fantastic trophies are handed out, so please be there to receive yours.

This is the night after which we all go home in taxis.

The menu is outstanding, the wine will be as great as you wish to chose (and pay for), though this could be Harrison's first shout! (Though only if he happens to win more than one of the trophies.)

Expect Dale Maxwell to charm us all with one of his most eloquent speeches, followed by Gary Palmer trying to explain away his best ever pirouette.

Dress - yes please. The standard of dress must be in keeping with the dignity of the Club. See Dale for fashion advise.

+++++

For this issue we offer you a real feast of Coming Events. Some of these are marked 'CC' as closed club and are events that you may wish to go to watch. Some are obviously of the watching variety. Others marked INV are invitation events. If you want to be in please request an entry form from us in plenty of time. Still others marked INTER are of the inter-marque series for which the Z Club will be entering teams. Again, we must know if you wish to be in.

+++++

January 24th & 25th Nissan/Mobil 500 Wellington Street Race.
Sorry, no 'Z' race this year.

February 1st Levels Historic Race Meeting.

February 1st & 2nd Nissan Mobil 500 at Pukekohe. Prior to the main event there will be a Classic Race (INV) for which we will require seven cars to make up our team.

February 16th Inter-Marque Concours d'elegance, Ellerslie.

February 16th Dunedin Road Races.

February 22nd 23rd Wings and Wheels Classic at Whenuapai. (INV & INTER) Much the same as last year, though promised to be even grander. Don't miss this one.

March 8th Austin Healey Club's Annual Otatau Hillclimb. INV & INTER, though entries may be limited to few more than the official Club team cars.

March 20th The Australian Grand Prix.

March 15th & 16th The Porsche LeMans Relay, Pukekohe. We will be looking for two teams of five cars, and only the best will do. This is your chance to give your 300ZX Turbo a good run! Our other team will be for the faster cars.

April 13th? Alfa Sprint d'Chelsea. Get your trolleys ready for this one. We promise you great fun in this one. (INV)

- April 22nd & 23rd Porsche Club Baypark weekend. (CC)
- April 20th TACCOC Practice Day at Pukekohe. (INV?)
- May 11th Jaguar Practice Day at Pukekohe (INV)
- May 18th The TR Register's Isadora Duncan Scavenger Hunt Trial. (INV & INTER) Sounds like a really fun day.
- June 1st Baypark Promotions are considering holding a Marque and Classic meeting (INV). If this one is on we will let you all know in plenty of time.
- June ?? Morgan Club's Annual Meremere Sprint (INV,INTER)
- July 20th? MG Winter Trial. (INV & INTER)
- August ? Lotus Hillclimb. (INV & INTER)
- September 14th ? Datsun Z Club, Club Circuit Races (INV).
- Labour Weekend TACCOC Race Meeting at Pukekohe (INV & INTER)
- November ? Possible MG Grass Gymkhana (INV & INTER)
-

Mainland Report

COMING EVENTS

- Sunday 27th October Third time lucky - Grass Gymkhana. Kirk Rd., Templeton Domain. (watch for the Templeton Hospital signs) 1.00pm start, good facilities on the site. Plenty of practice time.
- Sunday 3rd November Guy Fawkes barbecue/burnup. Do you know of a paddock we could use ?
- Sunday 24th November Trial - Picnic - 10.00am start from Cockram Nissan Car Sales, Moorhouse Ave.

Remember Those Discounts

- Cockram Nissan - Trade prices on Nissan/Datsun parts.
- Canterbury Radiator - 10% off any radiator core.
- O. M. Bain & Sons - 20% off all lines.
- Goodyear Tyre Service - All S.I. branches - 10% to 20% depending on service.
- Read Nissan (Dunedin) - Trade prices.
- Bowater Nissan (Nelson) - Trade and 10% off labour charges.



Pit area, Baypark '85



Ivan (the Terrible) Udy



Mainland 'Z' Wheel



John Grimmer



Still Grimmer!



Doug about to take Gary



Christopher! Those were Daddy's tyres



Paul de Lautour



Peter Sargant's 240



The Ghosts of Baypark

Capital Stuff

After several get togethers on the first Tuesday of the month, the Wellington Branch had their first 'official' get together. Eight members participated in a progressive dinner on Sunday 6th of July, six cars and two members without cars (hungry work, all that walking ..ed) (reasons for no cars were acceptable).



Official (first ever) Wellington Club photograph.

First course was at MacDonaldis (a French restaurant? ..ed) then on for soup, main and finishing off at Don & Stephanie McLean's for desert. All up everyone enjoyed themselves and hopefully look forward to the next outing.

Dean Murdoch.

COMING EVENTS:

- | | | |
|----------|-------------|---|
| OCTOBER | Monday 28 | Gymkhana - Porirua Tip Land. |
| NOVEMBER | Sunday 3 | Braille Trial - Volunteers wanted. |
| | Monday 4 | Z Club Meeting - Jack Stevenson's place, 7.30pm. |
| | Tuesday 5 | Night Trial. |
| | Saturday 9 | Hill Climb, Admiral Road, Wairarapa. |
| | Sunday 10 | Trevor's Trial. |
| | Saturday 16 | Hill Climb, Palmer Head. |
| | Sunday 17 | Gymkhana. |
| | Saturday 23 | Clubmans Racemeeting, Manfield. |
| DECEMBER | Sunday 1 | Gymkhana |
| | Monday 2 | Z Club Meetind, Dean Murdoch's place, 7.30pm. |
| | Sunday 8 | Gymkhana. |
| | Saturday ? | Club Xmas Barbecue, Paraparaumu holiday Beach camp. (details to be advised). |

Further particulars - contact Dean Murdoch or Don McLean.

Wanted

Mark Broadhurst wishes to buy a 240Z suitable for restoration. Price must be sensible - phone Mark on (09) 543 593.

Short Circuit

Special thanks to Graeme (can't spell his own name) Stark, sometimes member of the 'Z' Club.

It was a showery morning with 55 cars arriving at Pukekohe to a damp and muddy circuit. The Racing Club's tractor-sweeper was circulating in an endeavour to spread the mud even more evenly, especially on the corner before the start/finish line. Practice started slightly late (wot's new? ..ed) and new drivers were shown the way round by some of the more experienced, then the rest of the mob were turned loose for three laps each. Needless to say, the mud provided moments (pass the Minties) for many drivers, especially Richard Atkins who's Marcos did the big sideways past the stables, cleaned up a drum at the start line, causing the start marshals to get the hell out of it!

The Marque races began with the Alfas, then a race for a mixture of Porsches, Ferrari Boxer and a 350 Corvette. This was followed by Lotuses (?), TR's, Lotuscortinas and other saloons. Then the 'Z' race, into which the Jensen Healey was thrust and the rule about not passing Datsuns was adhered to, at least this time.

My between races photo excursions revealed some most interesting handling and/or mis-handling. For instance, the Lotus 7 of Aldas Palubinskas understeered a lot, while Lotus Cortinas oversteered, as did a couple of TR's. Other cars just went around like the loveley XK 150S roadster that won most of the races it entered. (only coz it's so big I couldn't get past ..ed)

A most undramatic car was, dare I say it, the 1600 Corolla GT (a true classic! ..ed) of the Drinkrow brothers. It just seemed to go where pointed. Maybe Chris Amon does know something. It will be interesting to see how the Group A Corolla goes.

Frank Karl in the Big Healey had a nasty happen to his anti-sway bar, making for some interesting handling. Kelvin Healy is getting to grips with his 240Z at last and was going well against the other 'Z' cars. The Boag Mistral was flying and was giving some of the Lotus 7's a fright. Richard Cherrington, MGB V8, had a win in the dry and kept hoping for fine for the rest of the day. It rained. Evan Fray's Sprite was humming along, but ran short of brakes (who didn't? ..ed) necessitating some early braking. My last race, a handicap, had it's share of excitement with the Jensen following the Sprite for some laps. Crossed up in a wide line around a tight corner, I looked to my inside to see a Lotus Cortina coming towards me sideways, so it was head-for-the-grass- time. Same corner upset a Lotus 7 and Evan's Sprite spun on the final lap.

The special prize of 20 cents for the fastest Morgan, donated by, solely competed for, narrowly won and accepted by Marsden B. Robinson. Many thanks to the helpers. See you there next year.



The Performance Tyre Races

| No. | Name | Club | Car Entered | Year | Capacity | Elapsed | Lap |
|-----|---------------------|-------------|----------------|-------|----------|---------|-------|
| 7. | Tony Nigro | Ferrari | Boxer 512 | 1978 | 4873 | 3 07.58 | 34.67 |
| 26. | Aldas Palubinskas | Lotus | Seven, S4 | 1978 | 1760 | 3 18.90 | 39.19 |
| 27. | Bill Powell | Lotus | Lotus Cortina | 1967 | 1650 | 3 20.60 | 39.8 |
| 6. | Allan Bremner | Porache | 914-6 | 1970 | 2999 | 3 22.22 | 39.8 |
| 54. | Roger Anderson | Porache | 911 EC | 1979 | 3000 | 3 23.45 | 40.05 |
| 19. | Ian Knight | NSCC | Corvette | 1971 | 5800 | 3 24.57 | 38.60 |
| 14. | Mike John | Lotus | Lotus Cortina | 1964 | 1558 | 3 24.57 | 40.44 |
| 5. | Tony Roberts | Alfa Romeo | GTV | 1970 | 1962 | 3 25.65 | 39.30 |
| 2. | Graham Collins | 'Z' | 240Z Auto | 1972 | 2565 | 3 25.66 | 39.66 |
| 43. | Philip Oliver | Lotus | Seven, S4 | 1975 | 1558 | 3 25.70 | 40.32 |
| 25. | David Bidleston | Jaguar | XX150 S | 1959 | 3800 | 3 26.10 | 39.51 |
| 35. | Mike Biddick | Lotus | Lotus Cortina | 1965 | 1665 | 3 26.17 | 40.78 |
| 1. | Alan Harrison | 'Z' | 240Z Auto | 1972 | 2393 | 3 27.42 | 41.03 |
| 3. | Dale Maxwell | 'Z' | 280ZX 2+2 | 1981 | 2753 | 3 28.70 | 41.43 |
| 4. | Grant Pieterse | Lotus | Elan | 1970 | 1558 | 3 29.50 | 41.40 |
| 58. | Frank Karl | Healey | 3000 | 1966 | 2912 | 3 29.60 | 41.42 |
| 36. | Richard Cherrington | MGCC | MGB V8 | 1974 | 3500 | 3 29.76 | 41.54 |
| 45. | Richard Glasson | Alfa Romeo | GTV | 1969 | 1779 | 3 29.80 | 41.7 |
| 53. | Simon Boag | Auck. CC | Mistral | 1959 | 1340 | 3 30.32 | 41.25 |
| 23. | Murray Chapman | 'Z' | 240Z | 1971 | 2393 | 3 30.78 | 41.74 |
| 3b. | Christopher Maxwell | 'Z' | 280ZX 2+2 | 1981 | 2753 | 3 31.89 | 40.5 |
| 52. | Ian Nott | Porache | 911 Lux | 1977 | 2700 | 3 32.96 | 42.15 |
| 48. | Neil Fraser | Lotus | Lotus Cortina | 1967 | 1558 | 3 34.92 | 42.13 |
| 30. | Allan Drinkrow | NSCC | Toyota GT | 1984 | 1593 | 3 35.49 | 42.70 |
| 24. | Paul de Lautour | 'Z' | 240Z | 1972 | 2393 | 3 36.73 | 42.68 |
| 51. | Kevin Louie | Alfa Romeo | GTV | 1973 | 1962 | 3 36.79 | 42.85 |
| 8. | Chris Watson | TR Register | TR5 | 1968 | 2498 | 3 37.39 | 42.23 |
| 47. | Evan Fray | Auck. CC | Healey Sprite | 1962 | 1098 | 3 37.45 | 42.47 |
| 22. | Graeme Stark | 'Z' & SCCNZ | Jensen Healey | 1973 | 1973 | 3 37.75 | 43.20 |
| 30b | Bruce Drinkrow | NSCC | Toyota GT | 1984 | 1593 | 3 38.70 | 42.47 |
| 9. | Dave Walker | RSSOC | Scimitar SE6 | 1977 | 3000 | 3 39.01 | 42.63 |
| 32. | Jonathan Hills | RSSOC | Scimitar SE5A | 1975 | 3000 | 3 39.20 | 42.01 |
| 1b. | Lisa Hatcherlor | 'Z' | 240Z Auto | 1972 | 2393 | 3 39.82 | 42.62 |
| 17. | David Sharp | Alfa Romeo | Sud 1.5 TI | 1980 | 1450 | 3 39.90 | 43.7 |
| 41. | Richard Atkinson | RSSOC | Marcos 3 litre | 1972 | 3000 | 3 39.93 | 43.50 |
| 49. | Eric Swinbourn | Alfa | Sud TI | 1978 | 1286 | 3 41.40 | 44.00 |
| 16. | Brett Pearce | 'Z' | 280ZX 2+2 Auto | 1981 | 2753 | 3 41.55 | 43.50 |
| 15. | Dean Murdoch | 'Z' | 240Z | 1972 | 2393 | 3 41.85 | 44.19 |
| 42. | Charlie Wallace | NSCC | Triumph GT6 | 1970 | 1998 | 3 41.85 | 44.13 |
| 38. | John McGechie | TR Register | TR4 A | 1965 | 2000 | 3 42.70 | 44.11 |
| 56. | Rovan Morgan | NSCC | Triumph Stag | 1973 | 2958 | 3 42.92 | 44.09 |
| 50. | Tony Stura | MGCC | MGB GT | 1972 | 1800 | 3 43.17 | 44.15 |
| 33. | Kelvin Healy | 'Z' | 240Z | 1972 | 2393 | 3 44.60 | 43.82 |
| 12b | Hoddy Aislabie | Lotus | Lotus Cortina | 1960 | 1600 | 3 45.20 | 44.59 |
| 57. | Marudon Robinson | TACCOC | Morgan +4 | 1951 | 2138 | 3 47.95 | 44.79 |
| 57. | Brett Jeffares | MGCC | MLB Sports | 196-9 | 1000 | 3 49.00 | 45.6 |
| 29. | Wayne Lightfoot | TR Register | TR4 A | 1966 | 2138 | 3 49.10 | 44.6 |
| 28. | Peter Glass | TR Register | TR6 | 1973 | 2498 | 3 50.99 | 45.75 |
| 12. | Ian Gerard | Sunbeam | Lotus Cortina | 1960 | 1600 | 3 51.51 | 44.81 |
| 18. | Nick Hieatt | TR Register | TR5 | 1968 | 2500 | 3 52.06 | 45.52 |
| 11. | Steve Robinson | Sunbeam | Rapier F/back | 1971 | 1725 | 3 53.86 | 46.33 |
| 40. | Bob Hutson | Sunbeam | Alpine IV | 1964 | 1600 | 3 54.26 | 46.00 |
| 34. | Fred Lennard | Alfa Romeo | Alfetta GT | 1975 | 1800 | 3 57.20 | 46.5 |
| 20. | Ian Cassidy | Sunbeam | Alpine | 1963 | 1725 | 4 01.17 | 47.5 |
| 21. | Rex Findlay | Lotus | Lotus Cortina | 1966 | 1598 | NTR | 44.2 |
| 44. | Linda Tallentire | TR Register | TR6 | 1972 | 2498 | NTR | |



FURTHER
INFORMATION
AVAILABLE
FROM :



JOHN KARNON
Ph: 640 - 715
or
NOELENE EDDLESTON
Ph: 562 - 104

CLASSIC AUTOJUMBLE

Sunday 1st DECEMBER
Newmarket Council Carpark
STARTS 1.0 pm until 4.30 pm

Technical

From Alan Hayne.

Is your ammeter flickering and your lights too? Or your battery going flat - taken a trip to your local Nissan dealer only to be amazed at the price - near \$150.00 retail - how much gold is there in them things? Well, take a trip to Lucas and order an Electronic Regulator, Pt. No. 0401051. This will set you back only \$28.10 and you can fit it yourself, with no adjustments required. If you want it looking original you can glue the old regulator cover onto the base, or build it into it with some minor modifications.

Original universals are approx. \$60.00. Go to a general parts supplier and order for only \$16.00 retail:

RUJ 1781 - CMB Japanese or

391 - Precision Universal Joint Co., USA.

Motor Sport Promotions

We have received a very detailed analysis of a proposal by the above named group to build a new motor racing circuit in the Auckland area. The group have set out their proposal in a most professional manner covering seven pages, rather too much to re-print here. I will do my best to break this down and, hopefully, give you an understandable idea of what is planned.

They speak of the inadequate standard of the Pukekohe facility, the insecurity of tenure and the ever increasing requirements of the horse racing people. Those of us in this area know first hand about all that, and it seems unlikely to improve - ever.

The proposal is to have an international class circuit built on it's own land, available to all car clubs on a seven day basis and to motor companies, etc, for mid-week testing. Features such as permanent garaging, hospitality suites and TV camera points are all taken into account in the planning.

Suitable land is available between the Airport and Wiri, with ample space to build a complete motorsport facility. This will provide a minimum lap length of $2\frac{1}{2}$ miles (International GP size) to take Grand Prix, World Endurance, or Group A championship events. Other planning includes Off-roading, Motorcross and possibly even a Dragstrip.

Finance in the first instance is to come from you, the motor-sport enthusiast, in the form of, say, \$500 debentures. For your \$500 you will receive a two year pass covering any event held on the circuit from the day it opens, plus a probable one day per week access to the track for testing at no charge. This is a bargain when you consider the cost of, for instance, a ticket to see the Adelaide GP. The remaining funding is proposed to be done by sponsorship.

Included in the Steering Committee are two people we know and respect - Allan Bremner of the Porsche Club and John Holmes of the Thoroughbred & Classic Club.

1987 will see the construction of the circuit and the commencement of racing, aiming for a Grand Prix round of the World Driver's Championship in 1988!



Swift Swede

Dear Editor,

when I saw the article about Diff swaps in the July Issue, I thought that I was going to write something about the land speed record for Jap cars. My 240 Z did 255km/h (158,5mph) at 7 000 revs in 5.th gear with a 3,545:1 LSD and a -73 box. It had a 3,364:1 diff stock, but with the 5 speed gearbox the first gear became to tall to get a smooth start. I know that this is far from the record but this is what you can expect from a blown Z. With a Borg & Warner T5 with .80:1 in top I can probably gain a few kms. 275 km/h (171mph). That is if the body can handle it. I know that the engine can anyway.

Yours,

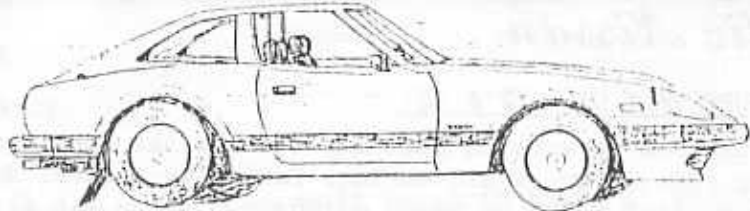

Thomas Alsterfalk

Gåsborn

S-680 96 Lesjöfors

SWEDEN





Taupo Meet

The Taupo weekend was worth it, it really was. I have to keep telling myself that, in spite of the cost! Have to keep telling Alan that too, because I borrowed a set of his tyres. Anyone of you who knows the Taupo circuit must realise the brilliance in that. For those of you who don't know the track, it is amazing. Amazing that the Taupo Car Club, who claim to be well broke, could have afforded to have surfaced the entire track with coarse diamond chips! However, the track layout is great, short yes, but a fun design. We had an excellent weekend, and with only 30 entries, we had a lot-of racing.

Comprehensive results were forwarded by the Taupo Car Club, something other clubs could well learn from. Best times were:

| | | | |
|---------------------|-------|---------------|-------|
| Christopher Maxwell | 52.73 | Alan Harrison | 52.81 |
| Graham Collins | 53.05 | Dale Maxwell | 53.22 |

Best time of the day was recorded by Tony Nigro in the Ferrari Boxer at 49.52, a new lap record. The Group A record is 50.3.

Dale is interested in selling a set of slightly worn Yokohama Performance Radials at a very reasonable price. He also has a selection of bent brake pads - should be quite cheap.

GC

Slivering China

NISSAN TO INTRODUCE CERAMIC TURBO-CHARGERS

Nissan will shortly be introducing turbochargers made from ceramics. The design and development work has already been completed, with the first production examples expected before the end of this year.

The principle of ceramic turbochargers has been known for some time, but the costs and other production problems have meant few cars have to date been so equipped. This break-through, from Nissan, will mean a 40% reduction in turbine weight. The weight reduction will virtually eliminate turbo lag, with effective boost coming in at only 1000 rpm.

Exotic Nissan

LET'S HOPE THEY CALL IT A 'Z'

Nissan is hard at work on what may well be the first exotic supercar from Japan- a mid-engine, full-time 4-wheel drive GT. The power plant would be based on the 3.0 litre V-6 from the 300ZX, but with twin turbochargers, double overhead camshafts and four valves per cylinder. Output would reportedly exceed 300 bhp, and the car would be capable of a top speed of 150 plus mph. Some observers say we may see such a GT car as early as this fall's Tokyo motor show. Indications are the new car will go after the Ferrari and Porsche market, but at a price substantially lower than either. The twin turbo 4wd Nissan could also be the basis of a factory rally effort.

R&T

A Serious Strut

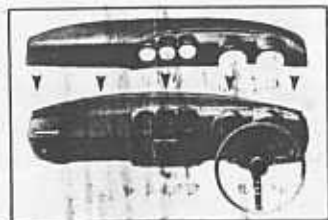
On one of the photo pages is a shot of a heavily modified front strut. The photo was taken in Seattle by Alan Hayne, on a recent visit, and is of Thom Nicholson's car's (the cover car) right front. The mods. are as follows:

- Ball jointed compression rod.
- Shortened & screw adjustable strut.
- Rubber doughnut removed from the top of the tower.
- Dual pot Datsun competition caliper.
- Small diameter spring to clear 225-55x15" Pirelli P7's.

Apparently, Thom buys his P7's from Porsche drivers who throw them out when the wee knobbles wear off! He usually pays about \$10.00 each, and currently has a room full of them.

A Dash of Class

I know you've seen this advertised in American magazines. Trouble is that the US versions would only be suitable for those of us who drive with the reins on the wrong side. The answer now becomes available from a Victorian (Australian) Company, Supertrim (South Eastern) PTY LTD., 27 Rooks Rd., Nunawading, 3131.



Working in conjunction with Nylex (the toothbrush people), Supertrim has developed a range of plastic covers that fit over your old cracked dash. They're resistant to ultraviolet light, heat and cold, and can be installed, Supertrim says, in around 20 minutes using no special tools. Prices range from around \$80 plus tax.

Letter

The Secretary,
Z Club.

Dear Alan,

..... I haven't received that 'Z' Pocket Patch wot I payed for (dear dear, must have got lost in the post - never mind, we'll send another ..ed) - does this mean that I must replace the Z with another TR6 to match my overalls? How embarrassing.

Sorry I didn't make the club race day, but I didn't fancy driving through rain on Sunday to find a wet track (it's a long way back from Puke on the end of a towrope, believe me). Looking forward to finding out who was crazy enuff to race - Club mag must be due any day, eh?? (Yes, today .. ed) Meanwhile, count me in for the Porsche event, and the Leighs reckon that Whenuapai is great fun too.

Regards, Bruce Woolmore.

ps. How can Mike C. do 1.11's around Baypark in your car? Must use 9 million revs or something!

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P.O. BOX 202 MANUREWA

Club Circuit Times:

| | |
|----------------|-------|
| Alan Harrison | 40.35 |
| Doug Leigh | 43.?? |
| Lisa Batchelor | 43.24 |
| Brenda Leigh | 43.69 |

GP Circuit Times:

| | |
|-----------------|---------|
| Alan Harrison | 1 24.21 |
| Lisa Batchelor | 1 27.64 |
| Doug Leigh | 1 28 |
| Paul de Lautour | 1 29.69 |
| Brenda Leigh | 1 31 |

Nissan News Release

July 1985

NISSAN'S 300ZX SETS NEW SPORTS CAR STANDARDS

Nissan's 300ZX - the worlds best selling sports car - sets new standards of performance, safety and fuel consumption, compared with earlier 'Z' cars.

The 300ZX, which is now being imported into New Zealand in limited numbers, makes maximum use of the latest materials and engineering technologies as it surpasses the almost legendary standards set by its fore-runners, the 280Z, 260Z and the 240Z.

The 300Z - or 300ZX as it is officially designated - was designed from the word go as the fastest, most responsive and best looking Nissan so far built.

The aim of its designers was to set a new standard of Nissan technological excellence and produce a car which, in years to come, will be considered one of history's great sports cars.

The 300ZX shares the familiar Z-car silhouette, while producing a certain individuality of its own.

The distinct profile of the round, recessed headlights has been replaced by a rectangular design and semi-retractable lamps. both the characteristic wedge nose and the chopped off rear end styling are retained.

The "heaviness" of the 280ZX styling has gone as the 300ZX has evolved with a trim, highly aerodynamic body which shares the same width (1690mm) but is 85mm shorter and slightly higher.

The aerodynamic efficiency has improved from a drag coefficient of 0.36 for the 280ZX to 0.30, ranking the 300ZX in the upper echelon of the world's sports cars.

Four models of the 300ZX are being imported in manual and automatic transmission versions of the 2+2 model (both with T-bar roof), a turbo-charged 2+2 and the quickest of all the Z's, a manual transmission turbo-charged coupe. The 2+2 models are 200mm longer than the coupe and provide limited back-seat accomodation.

The heart of the 300ZX is a V6 cylinder, overhead camshaft motor specifically developed to meet the design concept of the new Z-series. In normally aspirated form, the computerised, electronically fuel-injected VG30E motor produces 169hp (SAE) at 6500rpm. The turbo-charged electronically fuel-injected VG30ET motor, pushes out 221hp at 5400rpm. The turbo-charged coupe will accelerate from 0-100km/hr in 7.1 seconds and will top 250km/h.

Engine performance is matched by a sophisticated yet simple suspension system, designed to provide a fine balance between ride comfort and precise stability for high-speed driving. McPherson struts with coil springs and stabiliser are used at the front and independent semi-trailing arms, with coil spring and stabiliser bar, at the rear.

Stopping power comes from disc brakes on all four wheels. The front discs are ventilated. Steering is a power-assisted rack and pinion system. The degree of assistance changes according to speed, so the steering is light around town, while retaining sports car-like feel on the open road.

The 300ZX has been designed as a sports car, with an interior as comfortable as the car itself is exciting. The simple, yet effective instrument panel, has been rationally zoned into functional and audio control spheres. The tiltable steering wheel swings up high for easier driver entry and egress. It also has its own memory for effortless return to the original setting.

For more convenient and comfortable long-distance touring, the trunk was made wider to increase capacity. Two full-sized golf bags fit easily.

The same comfortable sports seats found in the 280ZX were adopted for the 300ZX. A major improvement, however, was made by adding an eight-way adjustable mechanism with special side and thigh supports. This new feature allows custom posturing for drivers of almost any build. Seats are covered with natural tricotee cloth.

The Z-range will be marketed by Nissan in NZ as top-of-the-line sports cars, and this is reflected in the level of interior trim and the general specification. - Electrically operated windows, power steering, four speaker stereo, with electric aerial, and alloy wheels, are standard on each model.

The T-bar roof is standard on the 2+2 models, and an option on the 2-seater coupe. Air conditioning, and a retractable tonneau cover are options on all models, and special front and rear air spoilers are optional on turbo-charged models.

...ENDS

New Members

| | | | | |
|-----------------------|------------------|-----------|------------|--------|
| Steve Newenham | Auckland 3 | 240Z | Black Met. | |
| Bob Tuel | Wellington | 240Z | Red & Blk. | KL2786 |
| Bruce Nixon | Wigram | 240Z | Silver | KJ4622 |
| Aaron & Lynne Francis | Auckland | 240Z | Gold | HH2108 |
| Daryl McCartney | Cromwell | 240Z | White | FQ6514 |
| Peter Owen | Auckland 5 | 280ZX 2+2 | Bronze | KD9981 |
| Lindsay Pinker | Palmerston North | 280Z 2+2 | Grey/Gold | IX3720 |
| Dr M. Tagelagi | Kawerau | 260Z 2+2 | White | MF6732 |
| Tom Babe | Wellington | 260Z | Green/Gold | GZ6256 |
| Warren Parnell | Papatoetoe | 260Z | Blue | GW8040 |

Editor Chappy,
Oriental Expresso Thingy.

Letter at the Editor

Dear Chappy,

Leafing through the old club mag issue 22 what'sit the other day and I noticed this god-awfully rude letter from some Yankee bloke who seems to have a peculiar outlook on what the world go round and tick or whatever!

First he starts bragging about sending his subs. from a holiday he is having on a sand bank in Overdraft. I can only assume that that is some oddball sleezebaggy Eastern Block holiday resort that only himself and his "nouveau clique de la snobbe" friends know about. Then the foreign bottom-pincher tries to baffle us with exchange rates and all that and ends up telling us that you can't buy applause with Pesos!

How informative. We all needed to know that, didn't we?

Then, in a few short breaths, the blighter goes about insulting little furry animals, alcohol, food, clean oriental people, lawyers, trains, Taihape, garages and misfits. What ever happened to nice people? People that just enjoyed life and watched other twits screwing their lives up, without comment?

Well I can't go on writing all night - I've got a new dashboard to fit and I've got to get all the borer out first - so I'll sign off knowing that you'll have a word in that Skoog fellar's ear'ole and straighten him out. (He even gets peanuts and money mixed up - What would Charlie Brown have to say?)

Yours Sterlingly,

Colonel Bodswoggle QC.

ps. What sort of deviate is he, breathing heavily on other people's footwear - indeed!

Whenuapai

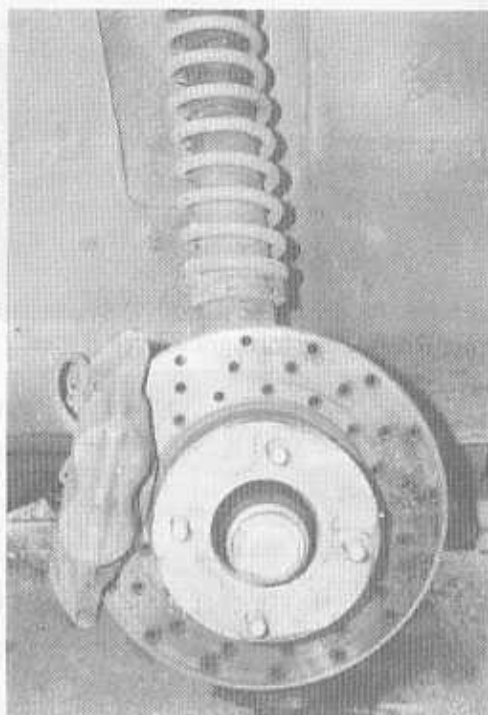


'Smokey' Dale after Alan

Still second!



Dale, Alan and Murray



Mike Somers vs Marcos

A serious strut



Brian Rowland, Geoff Whall, Alex Allen and Alan Hayne



Dale at Trolley Derby



Our Sponsor's Charade



Last Race – Performance Tyre Races



Murray Chapman at P.T.R.



Alan at Span Farm



Taupo Meet – Can't catch that Lotus

For Sale

"SPORTSCAR CLASSIC" 1971 DATSUN 240Z

- Original paint, top condition, red with black trim.
- Zeibart undercoated & panel coated in Canada.
- Front & rear 'BRE' spoilers.
- Metal rear window louvers.
- Front chrome protector bar (decorative).
- Shelby mags with Pirelli 'VR' series tyres.
- Full race & lowered suspension (Koni suspension).
- Dual hydraulic arms for rear hatch.
- Custom contoured seats, black with red ribbing.
- Door panels custom altered for stereo speakers.
- Lucas 'D' driving lights.
- Free flow exhaust (Stebro system).
- Mechanical & electrical oil pressure senders.
- Front & rear side marker lights.
- Original owner (brought it in from Canada).

This car sounds like one-of-a-kind
and must be well worth a closer
look -

\$16,500.00 ono

Serious offers only
Shawn Richardson, 508A Devonport Rd.,
Tauranga. Ph.(075) 80 439 (collect)

President
Datson 'Z' Club Inc.
P.O. Box 84030
Logan Park
Auckland 6

P.O. Box 2810

CHRISTCHURCH

For the attention of Mr. Graham Collins

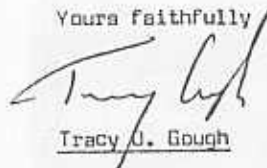
Dear Sir

I was pleased to receive your offer to race on Sunday 1 September via Club Ferrari. Unfortunately I will not be able to attend as it is a bit expensive both in time and cost at this stage. I wish to register my enthusiasm at the acceptance of Japanese sports cars into the sports car scene, and find this very different from the current state of things in Christchurch.

I myself have withdrawn my support from the Classic Car and Throbbred scene in Christchurch after a difference of opinion with that club. I was informed by the organisers of an event in Christchurch that it would be unacceptable to race my Mazda RX7 as this was by definition not a sports car. Their definition of a sports car automatically excludes all those of manufacture in Japan and America. This view was subsequently ratified at an Annual General Meeting of that club where they voted a Humber 80 to be a sports car.

Although I own both a Datona and an Espada, I resent being told what vehicle I will be allowed to race. I sincerely hope the enlightened attitude of you North Islanders manages to seep down here soon when I will be able to enjoy my racing again.

Yours faithfully



Tracy U. Gough

For Sale

FAIRLADY Z, 1977 two seater less motor & gearbox. Body needs panel & paint to approximate \$1,000. Never had a serious ding and not a lot of rust. Fitted as standard with power windows, stereo, electric mirrors, heated rear window. Extra good interior. Could cost less than \$2000 to put on the road. Set of five genuine chrome wire wheels with fair tyres included at only (don't mess me about, no offers) \$7 000.00.

Graham Collins, Ph (09)665 443 (H or W)

+++++
REAR $\frac{1}{4}$ PANEL complete to tail light and seat belt! 240Z, R/H

Fuji Auto Spares, Ph (09)31 429

+++++
240Z SHORT BLOCK, 1973, good condition, 65 000 mls. - \$220.00

240Z WORK SHOP MANUALS (2), one American, one British - \$10.ea.

Paul Christian, Ph (09)694 778(H)

NEW PARTS FOR SALE TO Z OWNERS:

| | | | Retail | Now |
|--------------------------------|--------------|----------------|----------|----------|
| Tail Light Assy. | RH | 26550-E4300 | \$156.00 | \$85.00 |
| Tail Light Assy. | LH | | \$223.65 | \$85.00 |
| 2 only Sealed Beam | RH | 26010-E4100 | \$ 65.00 | \$35. ea |
| Tail Light Surround Pl.-centre | | | \$ 19.24 | \$10.00 |
| "" "" | Chrome strip | LH 79902-E4100 | 7.12 | 3.00 |
| "" "" | "" | RH 79903-E4100 | 10.67 | 5.00 |
| (2) Gas filler lock assy | | 84360-E4602 | Ex Japan | \$ 6.00 |
| (2) RH Bumper Piece (rear) | | 85003-E4126 | " " | \$39.00 |
| RH rear bumper overider | | 85050-E4600 | " " | \$35.00 |
| LH " "" | "" | 85051-E4600 | " " | \$18.00 |

Contact Cockram Nissan, Christchurch.

+++++
 EXTRACTORS, KONI SHOCKS, SPOILERS, BOB TAILS, WHALE TAILS, STEREOS, AIR HORNS or whatever you want for your Z, all from XL Motor Accessories, Ph (09) 276 4200. Discounted prices.

+++++
 240Z Motor & Gearbox - \$1100.00
 Brand new L/H rear strut - Best offer.
 240Z Complete rear suspension - Best offer.
 3 x Turbo mags with tyres - \$200.00
 Window washer bottle - neg.
 Brake booster - neg.
 Brand new front brake pads - offers.

MANY OTHER PARTS - Phone Jason, (09)836 6583 (H) or 836 4083(W)
 +++++

DATSUN 240Z another very reluctant sale. 1972, manual g/box, 93 000 mls. Gas shocks, rear sway bar, other suspension and steering mods. Looks superb with a fresh white pain job and Aunger mags. Always maintained with no expense spared, this completely straight car (or it's owner) has been a Z Club member for five years. Price? Only \$15 500.00

Phone Ross Cammell, (03)480 143.

+++++
 TRIPLE DELLORTOS on WAREFORD MANIFOLD complete for 240Z. Good condition. Offer?

Martin, Ph (09)277 9385(H) or (09)643 116(W)
 +++++

PERRY EXTRACTORS, slightly used. For sale on behalf - \$150.00

CARBS & MANIFOLD, for 1973 240Z - \$200.00.

Alan Hayne, Ph (03)252 359(H)

240Z ENGINE. 20 000 mls since recondition - \$1 000.00
STARTER MOTOR for 240Z, good condition - \$100.00
AIR CONDITIONING COMPRESSOR, 280ZX, cond. unknown - \$300.00

Ivan Udy, Ph Ngarua 625(H) or Matamata 7828(W)

DOOR HINGES, exchange, \$20.00 each fitted.

STEERING SHAFT, lower, exchange, fitted - \$100.00.

MANY OTHER PARTS - just ask.

David Turner, Ph (09)276 7376 (H)

FIRELLI P77 TYRES, 4 like new (2000kms), 2 $\frac{1}{2}$ worn, 1 legal.
White walls, 7 in all. 5 x Cheviot 'Classic' mag wheels.
Total replacement value about \$1600.00. Reasonable offers?

240Z SPEEDOMETER, only 62 000mls - \$60.00.

260C BRAKE BOOSTER. A big sucker (sorry, blower!) - \$30.00

R/H 240Z TAIL LIGHT fixed with pink bog, but useable - \$25.00

Graham Collins, Ph (09)665 443 (W or H)

ps



Last known photograph of Gary Palmer's 260Z

AUTO RADIATORS (1974) LIMITED

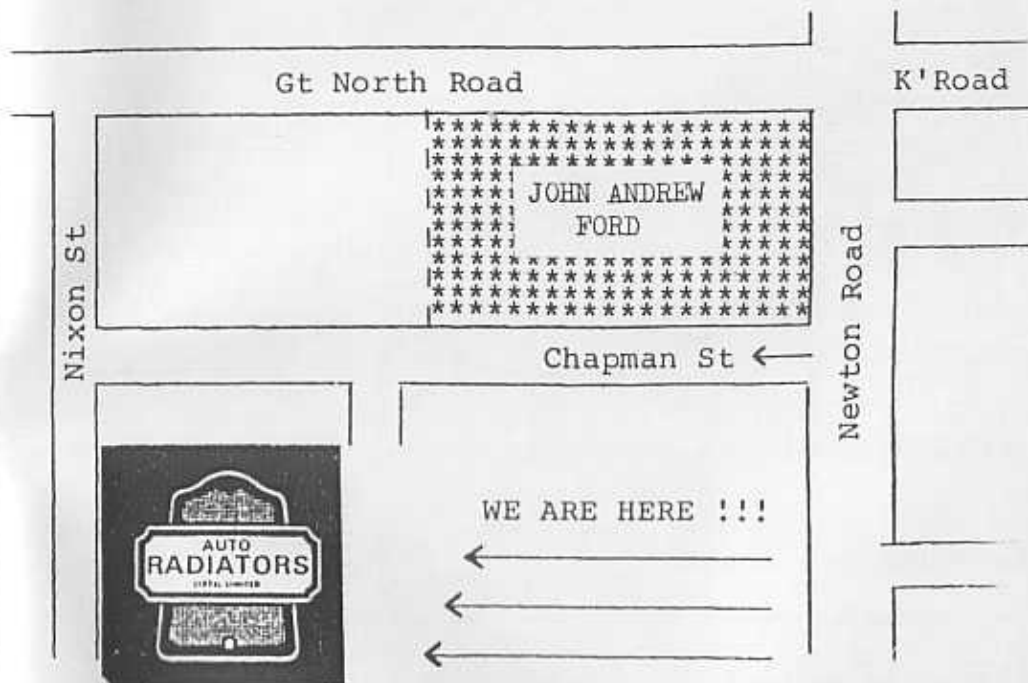
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