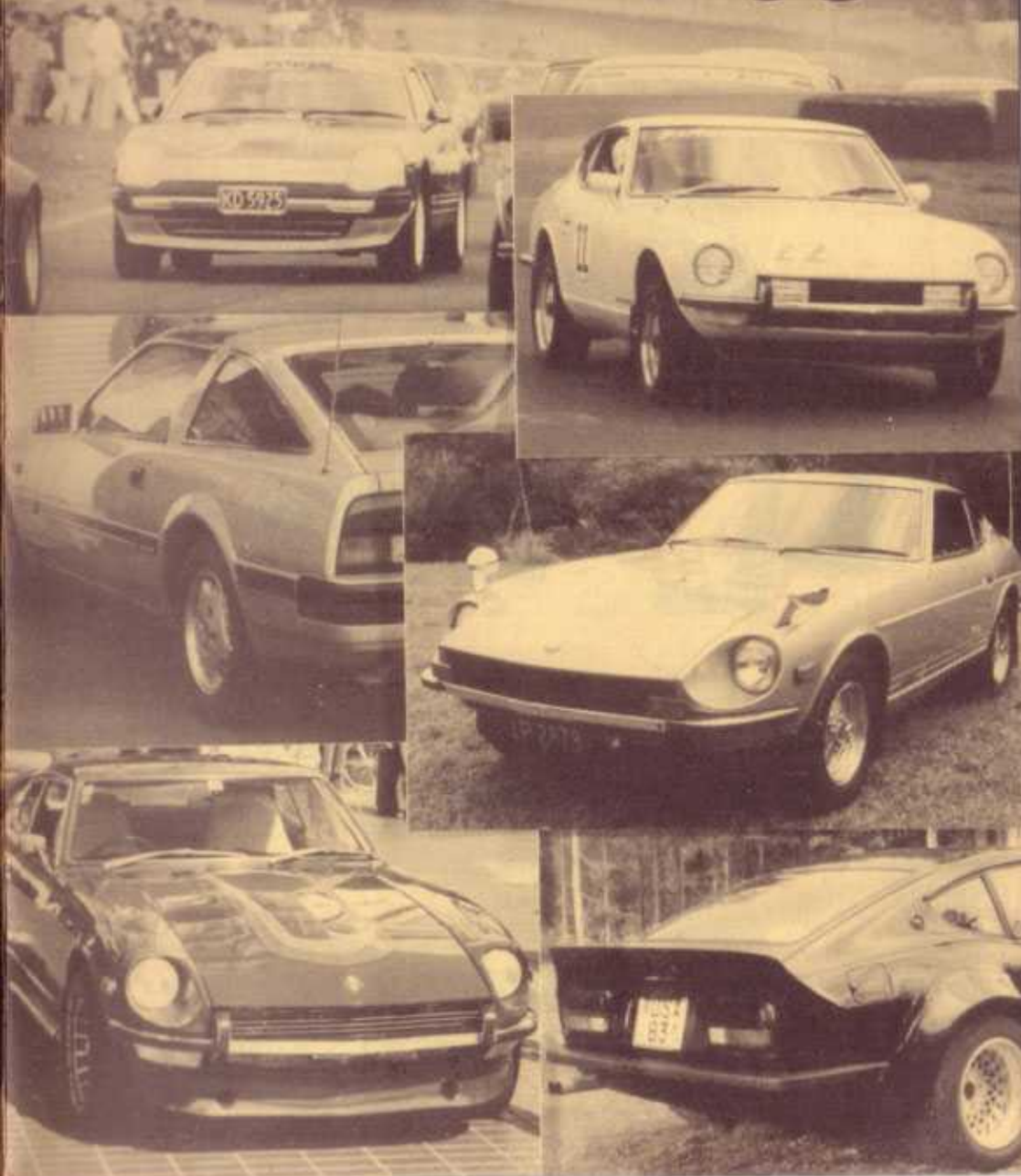


APRIL 86

ORIENT EXPRESS



THE
**EUROPEAN
CAR CLINIC**

TAKAPUNA



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and all
HIGH PERFORMANCE
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ORIENT EXPRESS

ISSUE TWENTYFIVE

APRIL 1986

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
SECRETARY.....	Alan Harrison.....	478 8640
TREASURER.....	Murray Chapman.....	535 7279
CLUB CAPTAIN.....	Gary Palmer.....	585 768
NEW MEMBERSHIP SECRETARY.....	Brett Pearce.....	278 4133
CONCOURS & SOCIAL CHAIRMAN.....	Heath Dann.....	659 537
EVERYTHING ELSE.....	Peter Sargent.....	0942-48 582
EDITOR.....	all of them plus Graham Collins.....	665 443

MAINLAND:

BRANCH PRESIDENT.....	Alan Hayne.....Ch/ch...	252 359
SECRETARY/TREASURER.....	Paul Marlow....Ch/ch...	228 835
BRANCH CAPTAIN.....	Mike Garland...Ch/ch...	370 192
NEWSLETTER EDITOR.....	Brian Rowland..Ch/ch...	482 460

WELLINGTON:

AREA CO-ORDINATOR.....	Don McLean.....Wgtn....	838 409
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BAY OF PLENTY:

AREA CO-ORDINATOR.....	Bruce Woolmore.....	075-83 493
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COVER: Seventeen Z's! Two 240's, two 260's, one 280, one 300, two customs, two racing Z's, one V8 Chevzed, three two seaters and three 2+2's, BELIEVE IT - OR NOT!

+++++

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 11th MAY Pukekohe Racetrack, 8.30am.

Jaguar Driver's Club Classic and Marque Race Meeting, heralded as a low key event and as such is a great opportunity for beginners to find their way around Pukekohe. For those of you with more experience - REMEMBER, THIS WILL BE YOUR LAST CHANCE TO ENJOY THE PUKEKOHE CIRCUIT THIS SEASON. Entry forms available by phoning (09)665 443.

+++++

SATURDAY 17th MAY Isodora Duncan Scavenge Rally, 1.00pm.

Assemble just before 1.00pm at the Sunken Garden in Cornwall park. First cars will leave at 1.00pm. Finishes approx. three hours later at a suitable hostelry or watering hole. Organisers: John Pendreigh Ph 763 856 and John Leslie Ph 677 526.

+++++

FRIDAY, SATURDAY & SUNDAY, 23rd, 24th & 25th MAY. Our grand 5th anniversary Bay of Plenty National Weekend. Yes, that's right, the Datsun Z Club is now five years old and we intend to celebrate it in style. Events planned to please you all. The weekend starts at the

Te Puke *The best of country life*

Te Puke Country Lodge

FRIDAY 23rd MAY. For those of you who fill out the enclosed form (one of the many pieces of paper enclosed), you may look forward to a very enjoyable stay at one of the Bay's finest motor hotels - top restaurant, first class rooms, well stocked bar, billiard room and hot tubs.

Baypark

SATURDAY 24th MAY. We all meet at the Baypark Raceway at 9.30am for our annual driver training and practice day. This is planned to give all our members a chance to test their cars, and themselves, on a racetrack, without the pressures of all-out competition. For the hot-shots, later in the day there will be time put aside for you to launch an attempt on your own lap record. If none of this appeals, why not bring your camera and your picnic hamper and enjoy a great day out.

Continues

-

SUNDAY 25th MAY, starting at about 10am from the Te Puke Country Lodge - BRUCE'S TOUR. A sort of a trial thingy, to be set by Bruce (sorry, hadn't I told you you were setting this one?) Woolmore, intended to lead the Auckland members towards home ending at a very nice place for lunch.

+++++

SUNDAY 15th JUNE. Mere Mere quarter mile speed trials. As yet we have no information on this, but will advise in time.

+++++

SUNDAY 22nd JUNE is the probable date for our Annual General Meeting. Tradition dictates that this meeting should be preceded by an afternoon trial. Formal notice of the Meeting (and the trial) can be expected early in June.



Editorial

It's near two years now since your Committee had discussions on the Editorship of our magazine, the Orient Express. These 'discussions' went something like - "I've had my turn, why don't one of you have a go", through to, and descending to, "Bugged if I'd have time" and "Stuffed if I'm going to!". The upshot was the your President gained the rest of the job, rather than just a part of it. This may be fine if one had only a 40 hour job, no wife and family, and no other interests. Unfortunately, this is not the case, therefore you have been subjected to rather an extended drought of Orient Expresses.

Though I will try to do better in future, isn't it time that I asked - "I've had my turn, why doesn't one of you have a go?", and I trust this won't bring on those other two words!"

Is there anyone out there who would like to produce, or help with the production of one (yes, only one) Orient Express? This could be your great chance, don't let it escape, ring me right now - all applications considered.

Concours

1985

		Engine Area	Body & Paint	Wheels, Underbody	Interior & Tools	Originality	Age Bonus	Total
G. Collins	240Z	163	131	75	90	66	30	555
D. Meadows	280ZX	135	135	50	94	90	15	519
G. Wright	260Z	101	125	59	83	82	28	506
M. Chapman	240Z	119	124	44	71	83	30	461
N. Blackett	240Z	131	117	60	63	54	30	455
A. Harrison	240Z	131	120	48	57	48	30	434
B. Pearce	280ZX	59	113	54	87	100	20	433
P. de Lautour	240Z	70	109	46	53	75	30	383
D. Maxwell	280ZX	66	95	50	76	86	20	383
K. Healy	240Z	58	94	51	60	80	30	373
J. Gill	260Z	43	120	41	55	69	30	358
L. Derbyshire	260Z	36	95	46	42	67	30	308
A. Smith	240Z	13	89	41	52	76	30	291
N. Debenham	240Z	21	—	42	—	62	30	145
MAXIMUM (pre '76)		210	165	90	105	100	30	700

Some entrants lost 10 points for late arrival.

To those who turned out, all with cars gleaming - thanks. To those who could not make it - we apologise for choosing a day rather too close to Christmas and will more considerate next year.

The people to thank (or blame?) for the judging were:

Engine Area - Robin Lock of the Alfa Romeo Club & Victoria.

Body and Paint - Allan Bremner of the Porsche Club NZ.

Underbody & Interior - Tony Nigro of the Ferrari Club.

Originality - Gary Palmer of the Datsun Z Club (Daihatsu driver)

For working so very hard and boiling their heads on such a hot day, all five Judges deserve our heartiest thanks.

Prize Giving

Our Grand Annual Dinner, due to the timing we suspect, did not attract the huge crowd of previous years. Rather a pity, for a really great time was had by all. This was the first time ever that all of our concours judges were able to attend, therefore treating us to informative and witty speeches after all had consumed a little wine. It has been noted that you all ticked 'social' on your Membership Applications, yet here we were again in a room full of speed freaks. Presidential Prattle was suffered as the trophies were awarded.

Clubman of the Year: Dean Murdoch Trials Champion: Dee Collins
Competitors Trophy: Alan Harrison Members Choice: Graham C.
Performance Award: Alan Harrison Black Helmet: Gary Palmer
Supporters Cup: Dale Maxwell Concours d'Elegance: Graham

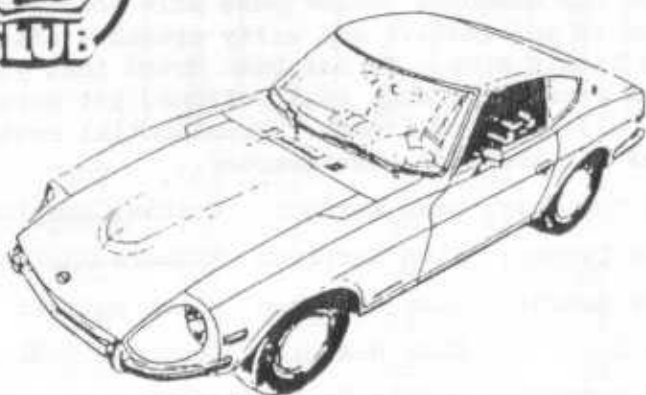
We of your Committee really do appreciate receiving all the Club silver, though it can give a slightly empty feeling, in that some of these trophies are won by default. Our Meadows Performance Trophy was won by a car with all the sting of an Allegro on three. The Concours Trophy was won by a car with as much rust as a '73 Valiant, and panels that fit like a \$95 suit! As for the Supporter's Cup, it was won simply for coming a lot, though at his age it must take a helleva vitamin pill! Knowing that you've heard it all before, (violins at the ready) I am, as usual, bitching about the weak turn-out at many of our events. Please try harder, those trophies are for everyone, not just the few of the Committee.





DATSUN 'Z' CLUB INC.

MAINLAND BRANCH PO BOX 8058 CHRISTCHURCH



The Datsun Z Club invites all Z & ZX owners to our annual

COCKRAM NISSAN

Concours d' Elegance

to be held at

CATHEDRAL SQUARE

1pm SUNDAY 27th APRIL

*with dinner, prizegiving & A.G.M.
following at 6pm at Autolodge Motor Inn*

VISITORS PRIZE

Judging by MG Car Club

For further details phone a.h. Brian Rowland 482-460

Alan Hayne 252-359

The Datsun Z Club acknowledges the support of:

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DATSUN 'Z' CLUB INC.

P.O. BOX 84030, LOGAN PARK, AUCKLAND 6.

PO BOX 8058
RICCARTON

APRIL 1986

INVITATION TO CHRISTCHURCH CAR CLUB MEMBERS

The Datsun Z Club invites all Christchurch Car Club Members to participate in the Z Club annual ECONOMY RUN on May 25 1986, further details below.

PRESIDENT Alan Hayne 352-359
SECRETARY Paul Harlow 225-815

CLUB CAPTAIN Mike Garland 370-192
EDITOR Brian Rowland 482-460

COMING EVENTS

- Sunday 13 April GRIFFITHS CUP Intra-Club Gymkhana being run by the MG Car Club. To be held at Mr & Mrs Westera's Farm, 347 Halswell Road at 10.30am sharp. (Cancellation on 12B)
- Sunday 27 April THE COCKRAN NISSAN CONCOURSE To be held at THE SQUARE at 1pm. Dinner at 6.10pm at the Autododge, followed by our AGM and prize-giving.
- Saturday 3 May SPRINT AT RUAPUNA Contact Brian 482-460
- Saturday 17 May TABLE TOP TRIAL Learn a few more tricks without burning gas. Brian's place 6/25 Hurdale Street, Riccarton. Start 7.30pm
- Sunday 25 May INVITATION ECONOMY RUN All Christchurch Car Clubs Members are invited. 10am start from the Airport Service Station in Memorial Avenue, Harewood. The run ends at Hanger Springs with a picnic at the Forest Park, and concludes with a swim at the Pool.
- Saturday 7 June FILM NIGHT 8pm start, venue to be advised.
- Saturday 28 June NIGHT TRIAL Start 7.30pm from Northlands Car Park. The event finishes at a country pub.
- Sunday 20 July HARD SURFACE GYMKHANA Venue to be advised.

Brian Rowland



Capital Stuff

Events that Wellington members have participated in over the last few months.

AUGUST 25 - PHOTO TRIAL - Four of us turned up on a wet Sunday to the Wellington Car Club Photo Trial and after being sent off following a series of photos around Wellington we discovered we didn't know our town as well as we thought, that is except for one, Trevor Smith who finished 2nd overall, a good effort.

SEPTEMBER - ECONOMY TRIAL RUN - A perfectly sunny day provided a great day for the next outing, six members met at the Big E on the Quay following a course which lead over the Akatarawas and taking over 2½ hours finishing at Paekakariki, a good day enjoyed by everyone.

OCTOBER 5 - ALEXANDRA ROAD HILL CLIMB - Alexandra Road which is surface sealed and approximately 1.3Km long with good corners and fairly long straights which runs up to the top of Mt Victoria saw Don McLean and Dean Murdoch representing the Z Club. After a practice run and three timed runs with 50 cars competing, Don's best time of 54.13 placed him 10th and Dean finished down the field with 58.18 in 35th place.

NOVEMBER 9 - WAGG & HARCUMBE HILL CLIMB, ADMIRAL ROAD, MASTERTON - Admiral Road which is outside of Masterton is surface sealed and has a length of 900 metres mainly consisting of corners and turns. Don and Dean waved the Japanese flag again. Once again a practice run to get the feel of things and then 3 timed runs. Don finished up in 14th place and Dean further down the field.

NOVEMBER 10 - TREVOR'S TRIAL - Meeting out at Porirua was probably the easiest part of this trial because from there on it got worse, but besides these minor set backs we got to see much of the local suburbs (not only once or twice but three or four times in some instances). After over 4 hours of this interesting trial it finally ended.

NOVEMBER 17 - MG GYMKHANA - The venue for this event is a large flat grassy area, just the spot for gymkhanas in Z's, hardly any bumps or holes. A large amount of travelling sideways was a great way to spend Sunday afternoon, an event in which every Z club member could come and have a lot of fun in, or if not, just to watch. The lack of Zs was fairly noticeable, as I was the only one, but hopefully next time we might see more.

HUTT VALLEY CLUBMANS - Held at Manfield on a wet day, provided an interesting day for motorsport. This time only Don competed but all in all a good test for his new car.



Dean Murdoch & Don McLean at Admiral Rd. Hillclimb.

DECEMBER 7 - SUNBEAM CAR CLUB CLASSIC EXCURSION
A hot sunny day and along with about 40 other classic makes and models, five Z members met at Featherston. After driving out to Lake Ferry we had a barbeque lunch and lay around in the sun, had a chance to talk to other classic car owners and all agreed it was a very pleasant way of spending the day.

DECEMBER 8 - AOETA PORIRUA GYMKHANA - Once again a small turn out to this event, only 1, me. The five courses were all set out on tarseal,, very easy and no harm to any one's car. Most of the other competitors were using family run arrounds and we got through it all in under 3/4's of an hour.

CONT.

MARCH 2ND

Port Road Sprints, 200 metres long
down a sealed road in Petone, over
70 cars competed, Dean Murdoch finished
31st

MARCH 5TH

Hawkes Hill Climb. One of the highest
points in Wellington, a sealed 16
foot wide steep (no time for mistakes
due to the very long drop on most
of its one side) road. An interesting
event, with Don McLean getting a
good result 2nd overall and Dean
Murdoch finishing 13th.

APRIL 26TH/27TH

$\frac{1}{4}$ kilo dual sprint surface sealed
and a length of 250 metres.

Standing/flying $\frac{1}{4}$ mile sealed 16
foot wide straight over in Carteron
gets a large turn out of all makes
and models of cars which makes for
a fun day out.

WELLINGTON BRANCH LIST OF COMING EVENTS

MAY

3	Saturday	- Sprint	- Wairarapa
6	Tuesday	- Night Trial	- WSMA
10	Saturday	- Clubmans Manfield	- WCC
11	Sunday	- Sprint Dicksons Farm	- Kapiti
24	Saturday	- Hill Climb	- Wairarapa
25	Sunday	- Economy Run	- WCC
26	Monday	- Z Club Meeting	

7.30 pm Don McLean's place

JUNE

2 Monday	- Sprint	- Victoria
3 Tuesday	- Night Trial	- WMSA
15 Sunday	- Hill Climb	- Wairarapa
21 Saturday	- Sprint	- ...
22 Sunday	- Speed event	- ... MC
30 Monday	- Z Club Meeting	- D. McLean's place

JULY

1 Tuesday	- Night Trial	- WMSA
12 Saturday	- Hill Climb	- Wairarapa
26 Saturday	- Clubmans Manfield	- Hutt Valley
28 Monday	- Z Club Meeting	- D. McLean's place

If you are interested in competing or following any of these events please give me a ring and I'll supply details. Please also note, meeting night is changed to the last Monday of the month.

Dean Murdoch, 780-942

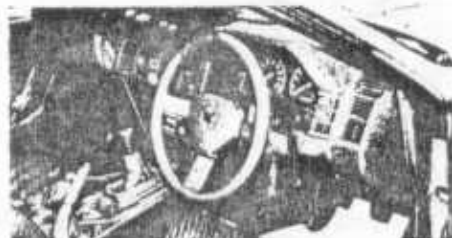
The Z goes straight



IT HAS been a big year for Nissan engines, with variable nozzle turbos and four valves per cylinder in cars of all shapes and sizes. Latest for the treatment is the J00ZX, which gets a new variant dubbed 2002R fitted with a 132.4 kW turbocharged and intercooled 2.0 litre twin cam 24 valve engine, with the cylinders in-line. This choice is a surprise for the sporting car, designed for the compactness of a V engine, but the transplant is managed with no external cosmetic surgery other than a central tunnel scoop, which supplies air di-

rectly to an intercooler mounted on top of the engine.

The engine is essentially the same unit used in the recently launched Skyline - and the forthcoming Holden Commodore, in 1.9 litre, non-turbo form. A drastic abbreviation of the turbo's intercooler plumbing and a lightweight ceramic turbocharger have transformed the engine from disappointment in delight. Response is crisp, and torque is solid from well down the range, although there is still an off-throttle dawdle followed by a surge in standing start acceleration. On



the go, though, turbo lag is virtually non-existent, thanks to the ceramic turbine, which, together with the accompanying aluminium impeller, has 34 percent lower inertia than that of a comparable conventional turbocharger.

Developed in conjunction with NGK and NTK, the turbo features a turbine rotor made

of silicon nitride ceramic, for high thermal strength and low mass, and hence low moments of inertia. Nissan has beaten the ceramic brittleness bugbear with a computer designed turbine with vanes nearly as thin as those of a conventional nickel alloy turbine, without any sacrifice of mechanical strength. Kevin Radley

Club Captain's Comment

Well fellow Zedders, the new year is now upon (sorry, far past ..ed) us and we have a whole 365 (265 ? ..ed) days to break all those New Year vows we made under the influence of all that good spirit. What can we look forward to from our Committee?

President Collins - Hopes to be able to buy the spare ROOF panel that I have in my garage.

Secretary Harrison - Hopes to be able to re-upholster his car's interior in PINK.

Comrade Maxwell - Hopes to buy a TRUCK to carry his sick old 280ZX. (He should race the truck instead ..ed) (Second thoughts, which truck, or would it matter? ..ed).

Comrade Dann - Hopes to ATTEND all Committee meetings.

Comrade Pearce - See comrade DANN.

Comrade Sargant - Hopes to see the Club re-located in OREWA.

Comrade Chapman - Hopes his wife will let him RACE his 'Z'.

Comrade Palmer - (This will be fun ..ed) Wants his Z to GO again. (Hopes to attend the April Club meeting - Hopes HIS wife will let him race their Z - Has shares already in a truck - Will be keeping that new roof - Was forced, quite by nature, to re-upholster in a darker colour ..ed).

From the malicious rumour department:

Stuart Horne is rebuilding his Scimitar-T-boning 240 in the hopes of a new attempt on the Competitor's Trophy.

Dave Fleming is trying to install a Kawasaki GPz engine in his matt-black Fairlady.

Derek Meadows hopes to have his 300ZX Turbo in race trim very soon.

Mike Cvitanovich hopes nobody has noticed that his 300ZX hasn't been raced, as yet!

Dean Murdock is going to attend more Auckland meetings than Brian Rowland and win the Competitor's Trophy.

Doug Leigh is going to close his pharmacy on Saturdays so he can get to scrutineering.

Lisa Batchelor is going to drive Alan's car around Baypark faster than Mike Cvitanovich.

Chris Maxwell will drive his 240Z around Dale's truck.

EVERONE IN THE CLUB WILL ATTEND AT LEAST 2 EVENTS THIS YEAR.

Competitor's Trophy

A good year for all who competed. Burglar Rowland nearly stole the thing after attending a couple of events, coming all the way from Christchurch. Even so, Harrison and Collins stormed through in the last few months for a neck and neck result. Graham made Club history by being runner-up for the second year in a row.

The results speak for themselves, so here they are:


A. Harrison	119	P. Grimmer	28.5	L. Batchelor	8
G. Collins	118.5	B. Pearce	26.5	I. Rountree	8
D. Maxwell	85	P. de Lautour	23.5	K. Healy	6
B. Rowland	84	D. Murdoch	20	D. Outrim	6
C. Maxwell	61	C. Sievers	20	G. Loch	6
G. Palmer	58	I. Simpson	20	S. Horne	5
M. Cvitanovich	45	B. Leigh	19	P. Barrett	5
L. Derbyshire	37.5	M. Chapman	19	K. Mitchell	3
B. Woolmore	35	G. Lewis	12	J. Gardner	3
D. Leigh	34.5	D. Meadows	11	D. Erkel	2
P. Sargent	34	G. Wright	10	H. Dann	1.5
R. Saunders	30	M. Somers	9		
I. Udy	29	K. Loch	9	J. Grimmer	25.5

EVERONE IN THE CLUB WILL ATTEND AT LEAST 2 EVENTS THIS YEAR!

Happy Zedding, Gary.



Carefully parked 240 awaits stereowolves on Banks Peninsular. They came!



Whenuapai

"So there I was Biggles, pulling eighty-five hundred down the back straight, closing fast on the Barron's ZX. He waved me past, then jumped me again from behind! His discs glowed cherry red as he howled ahead of me through the hairpin. I could hear his cackle of laughter over the bellow of his engine and the tortured scream of his tyres. 'Swine!' I thought, 'I'll have you for that'. Coolly I lined him up on the next straight and then...- blasted past in a shattering surge of power that blew him weedward. Oh, he tried to come back alright, but the poor blighter was thoroughly whipped - didn't stand a chance old boy."

Thanks TACCOC, and thanks to all concerned for another fantastic Wings and Wheels event. Have heard that this could have been the last Whenuapai meeting - we all very much hope that it isn't.

Many members turned out, apart from the nine who competed, to take in the atmosphere and to enjoy the spectacle. Many of you may never have heard of a Stanguellini or an Elva, or even less likely, a Dodunski. How many have enjoyed seeing a Lister Jaguar, a Connaught, or a Cooper Bristol in action? At next opportunity why not drag yourself away from your bonsai garden and come out for an enjoyable day? The best of the RNZAF was turned out, immaculately presented, with highly trained personnel, for bumps and grinds, formation flying, parachute drops and some astounding helicopter demonstrations.

Best times recorded by our members were as follows:

1 Murray Chapman	1,43.55	5 Graham Collins	1,44.6
2 Bruce Woolmore	1,43.7	5 Alan Harrison	1,44.6
3 Doug Leigh	1,44.3	8 Larry Anderson	1,44.8
4 Chris Maxwell	1,44.5	9 Paul de Lautour	1,47.07
5 Dale Maxwell	1,44.6	10 Lisa Batchelor	1,50.10

In the teams race Alan, Dale and Graham represented the club to a fourth place.

	<u>Laps</u>		<u>Laps</u>		<u>Laps</u>
Lotus 2	27	Datsun Z	27	M.G.	22
B.M.W.	27	Jaguar	25	Sports Car Club	15
Lotus Cortina	27	Porsche	24	T.A.C.C.O.C.	14
Alfa Romeo	27	Ferrari	23		

The Lotus No.2 team was apparently un-official.

Porsche le Mans '86

Well, folks, I said I would return to the scene of my disaster (ref, Orient Express March 1985) when I destroyed the bearings of my motor at the last Porsche Relay. I began the assault on the 1986 relay by taking the Z along to Whenuapai to ensure that everything was OK for 'the big one'. The motor went fine, but the standard pads didn't last the pace - I found that metal-to metal contact works surprisingly well when red hot, but tends to boil the brake fluid! I managed a 4th in the first race, behind a hot BMW 2002, MGBV8, and a TVR 3000 (After Murray Chapman edged past under braking, only to go backwards onto the grass for about 50 yards a short while after!). I decided not to risk trusting the brakes for the second race.

Well I didn't get time to sandpaper the discs back, but chucked a set of DS11 competition pads in and set off for Pukekohe a couple of weeks later. By the way, the Z's new canary yellow paintwork had everyone at a loss for words to describe it!! (I'll leave the interpretation of that up to the reader)

Scrutineering was a repeat of last year, with the Auckland 'Z's turning up later in the morning. It was then that I found out that our second team, composed of myself, Murray Chapman, and Paul de Latour was to include Derek Meadows in the turbo 240Z. This meant that we would, if anything, have a slight edge on the 'old hands' of the 'A' team - Maxwell, Harrison, El Presidente, and Larry Anderson. Larry, Murray, and Paul looked as quick as the rest of us, and practice proved that we had two consistently quick teams -

cont. over

we were looking forward to race day. Unfortunately, the turbo blew a clutch, and the alternator failed on the Loch car. Result; one turbo minus an alternator, and Derek borrowing the 280ZX off the missus for race day (albeit with the threat that he needn't bother coming home if he pranged it!)

The first race of the day saw a nostalgic (for us over the age of 25) mixture of Healeys, Jags and MGs dicing furiously, with some real slick pit work. But it was the 3 hour race that we were there for, and at long last we were lined up for the Le Mans start. I b---d it up completely. The only thing behind me into Champion was a Hillman Imp (a WOT?) I got around in time to see most of the grid busily avoiding some idiot in a silver quattrovalvole Dino, who had overcooked it in the esses. The next four laps were spent getting past MGs, Sunbeam Tigers, etc, to tuck in behind Maxwell, who was circulating just behind the BMWs. There was plenty of interesting machinery in our race, including the usual Porsches (911 bloodline vs 924) Ferrari, and Lotus Cortinas. The BMW 2002s had an edge on us, but the Alfa team didn't seem as quick.

Dale refused to act his age and move over, and we had great fun staging our own little race, bettering our personal bests in the meantime, running in the low 1:22s, which was quite respectable. I thought I had told everyone (including myself) to take it easy, as we had to last for 3 hours. Obviously Dale wasn't listening!!

Things were going well for the first pass thru the teams, although the pits were a bit chaotic, especially early on, when most of the field came in at once!! Derek was getting obvious benefits from careful adjustments to the air-conditioning and the balance of his stereo speakers; so that's what they mean by tuning! Unfortunately, the official organisation struck problems that will mar the memory of the event, with the repeated short-counting of laps, and the subsequent insistence that we go out again to complete the supposed deficit. After this had happened about 3 times (and I'm dammed sure our timekeepers weren't at fault) total chaos reigned in the Z camp.

Graeme even blew a head-gasket (and his car wasn't going so well either!) So we ended the day not knowing where we finished, but nevertheless proud of all our performances and consistency. The day was remarkably free of incidents, with NO dings whatsoever - an amazing feat, considering the quickness of all the drivers.

It seems that Alan Bremner and Marsden Robinson have indicated a desire not to let the problems put an end to what must be the premier event in classic racing, and I know that we are all keen to return next year.



it's YELLOW!

it's BEASTLY!

it's FAST!

it's BRUCE WOOLMORE!

Meanwhile, the news is that the Baypark Bash is on again this year for all those who want to find out what it is like to be on a race-track, without taking things too seriously. As a bonus, we may be able to persuade Gary "pirouette" Palmer to repeat his demonstration of low altitude aerobatics which so thrilled the crowd last time. I have been conned into taking over the organisation of the trial from Doug and Brenda Leigh (who are overseas, lucky blighters).

So there will be fun for all at Mt Maunganui on May 24th and 25th - see ya there!

Bruce.

Results

Our teams for the Porsche LeMans Relay Race consisted of:

DATSUN Z, TEAM 1

Bruce Woolmore	240Z
Murray Chapman	240Z
Paul de Lautour	240Z
Derek Meadows	280ZX
Grant Loch (res.)	240Z

DATSUN Z, TEAM 2

Dale Maxwell	280ZX
Graham Collins	240Z
Alan Harrison	240Z
Larry Anderson	280ZX
Kelvin Healy (res.)	240Z

	<u>Best Lap</u>	<u>Average</u>	<u>Points</u>		<u>Best Lap</u>	<u>Average</u>	<u>Pnt</u>
Dale	1,21.94	1,23.39	10	Larry	1,24.92	1,27.25	4
Bruce	1,22.31	1,23.64	9 x	Murray	1,23.55	1,25.36	7
Graham	1,23.10	1,24.33	8	Kelvin	1,31.34	1,32.66	3
Alan	1,24.33	1,25.74	6	Derek	1,33.41	1,38.05	2
Paul	1,24.87	1,26.17	5	Grant			1

RESULTS

STRAIGHT LINE

Porsche 1	131 laps
TACCOC/Ferrari	129
Porsche 2	123
B.M.W.	122
Alfa Romeo B	121
DATSUN Z TEAM 2	116
M.G. 1	115
T.R.	114
Porsche 3	111
Mini Cooper	109
Alfa Romeo A	108
M.G. 2	108
Sunbeam Mixer	107
Fiat	105
Historics	104
Sunbeam Imp	87

INDEX OF PERFORMANCE

M.G. 1	117.8911
B.M.W.	117.6448
Mini Cooper	114.8914
Alfa Romeo B	108.9553
Porsche 1	106.8790
Porsche 3	106.8157
T.R.	106.3471
Alfa Romeo A	105.9000
Porsche 2	104.3757
Fiat	101.9600
DATSUN Z TEAM 2	101.5000
TACCOC/Ferrari	101.4963
M.G. 2	100.2200
Sunbeam Mixer	95.7000
Sunbeam Imp	93.2500

The special thank-yous for helping our club get it all together those without whom it would never be possible -

Doug and Elaine Prior, our Plombeurs. Angela Maxwell and Lisa Hatchelor, our over-worked Lap Scorers. Heath Dann and Keith Loch, Managers who managed. Assistant Managers, Gaye Tucker and Dave Cooper. Pit Assistants, Dave Fleming and Lloyd Derbyshire who can drive anything! Chris Maxwell, Graeme Otter Murray Vuleitch and Peter Sargent our Flag Marshalls who stood it out all day. To the 14 of you - if the club had any money I would shout. The thought, at least, is there.



New Members

It has been a couple (?) of months since we printed a new members column. The Committee wishes to welcome the following new, and fairly new, members.

Larry Anderson	Auckland 8	280ZX 2+2	Red	IX300
Tony Brougham	Motueka	280ZX	Silver	JS1291
James Dixon	Fairlie	240Z		GN6194
Ian Edmonston	Fairlie	240Z	Red	DM6629
Maxwell Haines	Tauranga	260Z	Bronze	LA2215
Phillip Holt	Auckland 10	280ZX	Red	KQ3
Trevor Lovett	Ashburton	240Z	Orange	GK3801
Martin McCoach	Auckland 3	240Z	Red	GK2216
John Pisarek	Lower Hutt	260Z 2+2	Green	IR9150
Geoffrey Rolf-Smith	Auckland 10	260Z	Silver	HQ90
Robert Vallance	Rangiora	260Z 2+2	Tan	IH1990
Renee Van Lieshout	Pukekohe	240Z	Silver	FZ7160

This should not be the last time your name appears in this publication, so write to us, or show up at something, or anything.

Letter

Dear Editor & Co.,

Recently I went through the laborious task of selecting/purchasing a new set of rubber for the 260Z 2+2. I had a fair idea of what I wanted from talking to friends etc, reading various sports car mags and generally observing what other cars were running. I was after a lowish profile 205's on 14". The Z's factory mags make 205 the maximum. I looked at Pirelli, Goodyear, Goodrich, Bridgestone and Yokohama, having already excluded the big three locals partly due to lack of appeal and none had a suitable tyre in the range I was looking at. I set an upper budget limit of \$1000, but preferably \$800.



Immediately scratch Pirelli with 195/60 P6's at \$280 each. This also excludes Goodyear and Goodrich at \$300 plus. Also surprisingly Goodyear has nothing to offer in 14" less than 65 profile, their popular 'NCT' model run as standard (I think) RX 7's. I had also heard that Pirelli's are very hard riding. Others may agree or disagree according to experience with this.

I was after a lower profile (under 70 series) essentially for performance but without sacrificing ride comfort to any extreme. Preferably 60 series but not lower. This gives the Z a lower slung appearance but admittedly decreases top end speed, alters the speedo accuracy (reads fast) and subjects the underfloor to a few more scratches.

After a tour of a wide range of outlets listening to 'discounts and 'trade deals', trade-ins' and 'special offers', I found that prices varied a lot. Up to \$50 can be saved with free fitting and balancing. One can conclude also that buying tyres is a lot like buying shoes - it tends to be a personal thing and includes looks, comfort, performance and wear, the order depending on use intended.

Bridgestone put out a 60 series called 'SF Turbo' in 185x14", 195x14" and 205/60 x 14". Prices are \$170 - 200 ea. Set on wheels they look like 50's and ride just as hard. Performance should be good and durability unknown as yet. Tempted by TRX Michellin (wheel & tyre combo.) with deals going at \$1200 a set (H. Morgan at the time) Felt sure these were too big for wheel arches and would have rubbed.

Finally came to Yokohama, though negative opinions in the past had suggested hardness and being slippery in wet. However, I spoke to a few people with Z's in Tauranga, one of whom was running 225/60's on 6" mags and swore by them.

Eventually that's what I settled for - 205/60 x 14" at \$195 ea. fitted and balanced, and after 2000 kms I am more than happy with the all-round performance, ride, appearance and with a bit of luck, wear. I think it's unfortunate that one can't try before you buy, so I hope this is some help to anyone else at present looking for new tyres.

Michael Tagglagi.

Editor's opinions (to be taken with one aspirin, Doctor).

In most applications 195/70 x 14" is the ideal size for the Z. You will sacrifice some ride if changing to a lower profile, regardless of the brand. I have noted that my Bridgestone 'SF Turbos', 205/60 x 15" ride little worse than the old 195/75's. Ride could well be better with more pressure - I run at 35 lbs. Sizes have in the past depended on import licence issued in the case of no local manufacture - surprised that you could not find a Goodyear in the required sizes. Carefully measured the TRX's at Morgan's and they will fit, but the local TRX wheel has too much inwards off-set for my taste. Higher performance tyres, those with improved grip, usually achieve this with some what softer compounds. You will never make gains in durability

Bad News

One of our members, Larry Anderson, let his wife Kay out in the ZX after dark to attend a meeting in West Auckland. While Kay was inside someone, or somepeople, swiped the car. You could say they were one of the lucky ones, because the Police found the car next day. It is hard to see that as good luck, as it was found up to it's hatch-hinges in the Manukau mud! Sorta messy! Tow truck operator turns out to be one of Larry's business rivals, so the ZX remained full of salt water locked away for more than two days - not good. Larry is at present working very hard trying to save his car, and fighting a tough battle with his insurance company.

Why would this happen? New tyres, interesting mags, in fact all the bits, but missing from the car were four items: The front seats, the stereo complete with surrounding dash parts, the air filter assembly and the grill. Could it have been stolen to order to complete one of those recent Japanese imports? Seems almost obvious, doesn't it?

Bang!

From the book on the history of the internal combustion engine
'Internal Fire' by Lyle Cummings -

"The internal-combustion engine began with the invention of the
cannon. As a domesticated machine it did have the serious
drawback that it threw away the piston on each power stroke."

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After all the talk and all the practice, the Z Club's 7 entries were well back in the grid positions, Don McLean

making the fastest Graham and myself. On and the rain started, "Who cares about a little water I think". Watch the starting lights (been practicing all week to and from work), everyone made a good clean start.

practice time, followed by the grid for the first race though not much at first.

It all started to go wrong when, at the hairpin for the first time, a Porsche was parked on the grass with a blown motor, having distributed lots of oil. As it started to rain harder I take the next left-hander to find a yellow flag stuck up my nose and one 914-6 smashed up on the track right where I want to be. Change line quick.

Down the pit straight - red Z in front must be that thing from Wellington, quick look in the mirror - white Z behind like real close. Better get a move on! Two more laps and getting no closer to the red Z, but the white one was closing. Pray for more rain and half a lap later my prayers were answered (you see I have previous experience from competing in a power boat race), so seeing nothing but rooster tails didn't bother me. Into Dunlop for the third time to find a Dino backed into the bank (the Porsche 914 by now being classed a 'permanent hazard') and more yellow flags.

On the last lap I take the red Z on Champion. Good, got 'im, but the left-hander arrived before I was ready - so onto the grass and the guy from Wellington went past with a huge grin. One thing about grass, mud and water - the car sure stopped!

Finishing order: Don Dale Graham Alan Murray Paul Larry (Z's were about 12th onwards in a field of near 40 cars)

Second race was a near repeat of the first - rain, but no prangs, just heaps of water. Of course they held up the start waiting for the black clouds to arrive, and I must say the starter and God were working in unison. In this race I was ready for the arrival of the left-hander after Champion, so the finishing order changed.

Race two: Dale Don Graham Alan Murray Larry Paul.

Great day. The Z Club did a good job in car presentation and good driving from our entries. Hope we can do it again. Thanks to Ken Moses of Rapid Radio for the sponsorship. - ZX

Intermarque Concours

Working-bees involving at least a dozen people, and considerable effort on the part of our three entrants, Mike Cvitanovich - 300ZX, Derek Meadows - 280ZX, and Grant Wright - 260Z, produced what was probably our best ever team. Certainly best in our improved showing of ninth overall, we have never before been that near to the silverware. The Team Results were as follows:

<u>PLACE</u>	<u>CLUB</u>	<u>POINTS</u>
1	Porsche Club of NZ Inc.	1572
2	Jaguar Drivers Club (Auckland) Inc.	1563.5
3	MG Car Club	1556
4	Mercedes Benz Club (Auckland)	1531
5	GT Falcon Club of NZ Inc.	1451.5
6	Auckland Consul, Zephyr & Zodiac Car Club Inc.	1397.5
7	Aston Martin Owners Club	605
8	Alfa Romeo Owners Club	602
9	Datsun Z Club Inc.	598
10	Auckland Mustang Owners Club	591
11	TR Register	583
12	Daimler SP 250 Club of NZ	562
13	Daimler and Lanchester Owners Club of NZ	561
14	NZ Rolls Royce & Bentley Club	559
15	Rover Car Club of Auckland Inc.	541
16	BMW Car Club of NZ	529
17	Sunbeam Owners Club	508
18	Reliant Scimitar & Sabre Owners Club	503
19	Austin Healey Club	494
20	Capri Club of NZ Inc.	486
21	Cortina GT Car Club	469

The following teams were incomplete, therefore not judged:

- Alvis Car Club of NZ
- Escort Car Club
- Morgan Sports Car Club

Clubs represented for display only:

- Club Lotus NZ
- Ferrari Club of NZ (or TACCOC?)
- Sports Car Club of NZ
- Historic Sports and Racing Car Club

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AUSTIN-HEALEY OTAUA HILLCLIMB - 8 MARCH 1986 - RESULTS

PLACE	DRIVER	CAR	YEAR	CC	CLUB	RUN 1	RUN 2	RUN 3	BEST
1	John Wigston	Chevron	1976	1598	SIH AUCK	45.93	46.15	44.76	44.76
2	Alan Woolf	Lotus Cortina	1963	1587	Lotus	47.15	47.70	48.06	47.15
3	Bruce Larsen	Lotus 7	1978	1600	Lotus	48.72	47.63	48.17	47.63
4	Bill Powell	Lotus Cortina	1967	1600	Lotus	48.55	48.00	49.19	48.00
5	Rob Whitehouse	Cooper Bristol	1953	2197	TACCOC	48.32	-	-	48.32
6	Chris Atkinson	Lotus Cortina	1967	1600	Lotus	49.33	48.82	48.42	48.42
7	Alan Bremner	Porsche 914-6	1970	2996	Porsche	48.53	51.55	50.38	48.53
8	Frank Karl	Healey 3000	1966	2912	AHCCNZ	49.07	48.75	48.76	48.75
9	Roger Anderson	Porsche	1979	3000	Porsche	49.00	50.21	49.16	49.00
10	Oli Newbegin	Porsche	1984	3300	Porsche	49.80	49.97	49.09	49.09
11	Jim Reece	Lotus 7	1975	1600	AHCCNZ	50.10	50.33	49.25	49.25
12	Steve Habershon	Mallock U2	1981	1323	Auck	51.05	50.97	49.69	49.69
13	Andrew Bremner	Porsche 914-6	1970	2996	Porsche	51.98	51.30	50.95	50.95
14	Glenn Evans	Alfa GTV6	1984	2492	Alfa Rom	52.08	51.39	51.85	51.39
15	Paul Higgins	Porsche	1980	3000	Porsche	52.22	51.73	51.46	51.46
16	Steve Kahn	Nissan		1200	AHCCNZ	51.70	52.12	51.60	51.60
17	Tony Roberts	Alfa Romeo	1970	1962	Alfa Rom	55.85	52.87	51.64	51.64
18	Chris Watson	TRS	1968	2598	TR	53.04	52.16	51.95	51.95
19	Ross Osborne	Healey 100/6	1957	2639	AHCCNZ	53.39	53.27	52.15	52.15
20	Anthony Munn	Cooper S	1967	1275	Cooper	54.71	53.24	52.55	52.55
21	Alan Harrison	Datsun 240Z	1972	2393	Datsun I	52.74	53.18	52.72	52.72
22	Grant Pieterston	Lotus Elan	1970	1558	Lotus	55.97	55.15	53.13	53.13
23	Graham Collins	Datsun 240Z	1972	2565	Datsun I	53.14	53.87	53.46	53.14
24	Warwick Chandler	Lotus 7	1961	1600	Lotus	53.16	-	-	53.16
25	Paul de Lautour	Datsun 240Z	1972	2400	Datsun I	55.19	53.18	53.82	53.18
26	James Douglas	Fiat 11/9	1981	1498	AROC	53.38	57.98	54.26	53.38
27	Ian Nott	Porsche 911	1977	2700	Porsche	54.61	55.09	53.87	53.87
28	Dave Walker	Scimitar	1977	3000	Scimitar	54.10	54.37	54.58	54.10
29	Tony Stura	MGB	1972	1800	MGCC	54.35	54.19	54.21	54.19
30	John McGeachie	TR4A	1965	2000	TR	54.75	54.38	54.35	54.35
31	Michael Westall	Jaguar MKII	1960	3780	JDC	55.32	55.07	54.61	54.61
32	Scott Anson	Cooper S	1965	1275	Cooper	55.50	54.98	-	54.98
33	Steve Lough	Mini Cooper	1968	998	Cooper	55.92	55.09	55.02	55.02
34	David Eddlestone	Jaguar MK150	1958	3781	JDC	58.73	55.35	56.05	55.35
35	Ken White	Buckler	1955	1172	TACCOC	55.75	67.23	55.41	55.41
36	Warren Jennings	Scimitar	1972	2994	Scimitar	56.92	56.06	56.19	56.06
37	Robin Houston	Lotus Elan	1972	1600	Lotus	58.35	58.89	56.16	56.16
38	Jenny Henry	Cooper S	1965	1275	Cooper	57.05	DNF	-	57.05
39	Jim Gilchrist	Daimler SP250	1962	4500	Daimler	-	119.85	57.30	57.30
40	George Louie	Alfa Romeo	1962	1977	Alfa Rom	58.07	58.34	-	58.07
41	John Dunnet	Morgan	1970	1595	TACCOC	59.15	58.55	58.25	58.25
42	Bill Muirson	Jensen	1956	3993	Auck	DNF	59.48	58.76	58.76
43	Cathy Reece	Lotus 7	1975	1600	AHCCNZ	65.34	65.33	65.49	65.33
44	Ken Hart	Healey Sprite	1959	948	AHCCNZ	65.42	67.67	66.16	65.42
45	Mary Brothers	Jaguar MKII		3400	JDC	67.37	68.16	67.89	67.37
46	Tony Herbert	Ginetta	1964	1594	TACCOC	DNF	-	-	-



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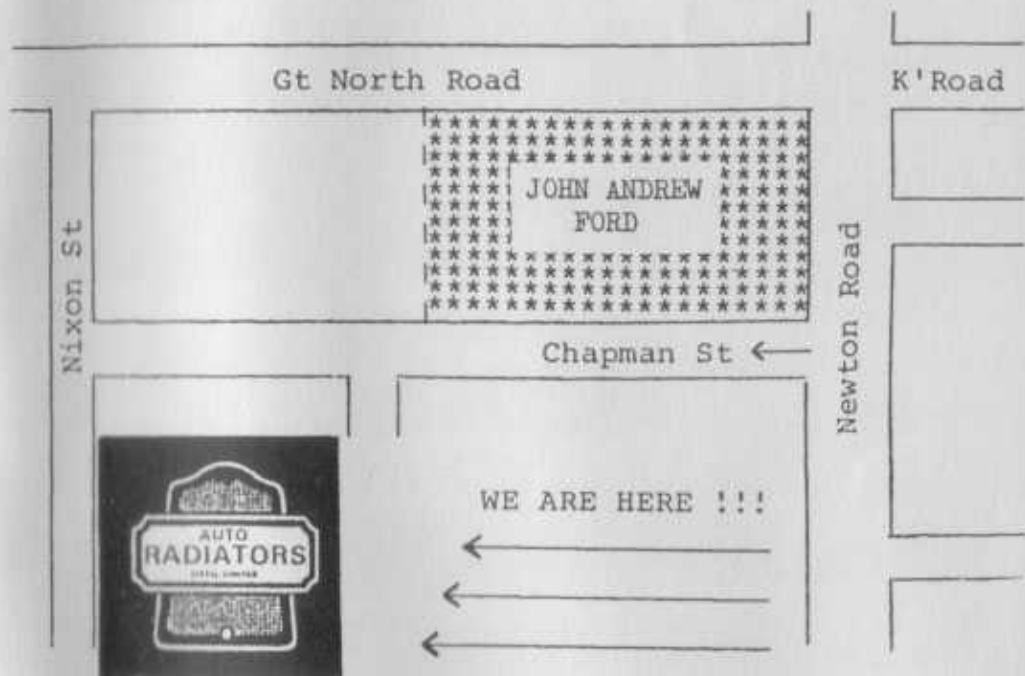
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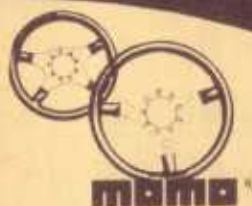
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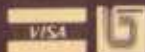
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