

July 86

ORIENT EXPRESS



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CAR CLINIC**

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ORIENT EXPRESS

26
July 1986

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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VICE PRESIDENT.....	Dale Maxwell.....(bus)	643 338
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AREA CO-ORDINATOR.....	Don McLean....Wgtn....	838 409
BAY OF PLENTY:		
AREA CO-ORDINATOR.....	Bruce Woolmore.....	075-83 493

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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 committees.

Nosh Noggin'n' Natter Nites

C'mon all you 'Social' members, you keep forgetting our monthly Club Nights. Auckland area N N & N N is held on the SECOND TUESDAY of each month at RICCARDO'S, 510 Gt.South Rd., Greenlane at 7.30 pm. As we have to book our table, please phone Dee Collins, 665 443, before 6.30.

Bay of Plenty area - phone Bruce Woolmore, 83 493.

Wellington - phone Don McLean, 838 409 or Dean Murdoch, 780 942

Christchurch - phone Alan Hayne or Trish, 252 359.

Coming Events

SUNDAY 20th JULY - INTERMARQUE TRIAL. Starting from Manukau City Centre at 11am and touring the area of Pukekohe and Waiuku. This is the Annual Biggy, organised by the M.G. Car Club. We require a team of three cars (must be Z's) to represent our Club for the Intermarque Points Series. Others all welcome to take part for a really great event.

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SUNDAY 10th AUGUST - Z CLUB TRIAL. This one's counting towards our Trials Champion Trophy (presently led by the Ulys). Little idea where this one may be going, though there shouldn't be a great distance involved, and for those who don't get lost, it's only going to take just over two hours.

Starting time: 1.30pm. Place: Sunken Garden, Cornwall Park.

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SUNDAY 10th AUGUST - ANNUAL GENERAL MEETING. Formal Notice of our A.G.M. is included with this magazine.

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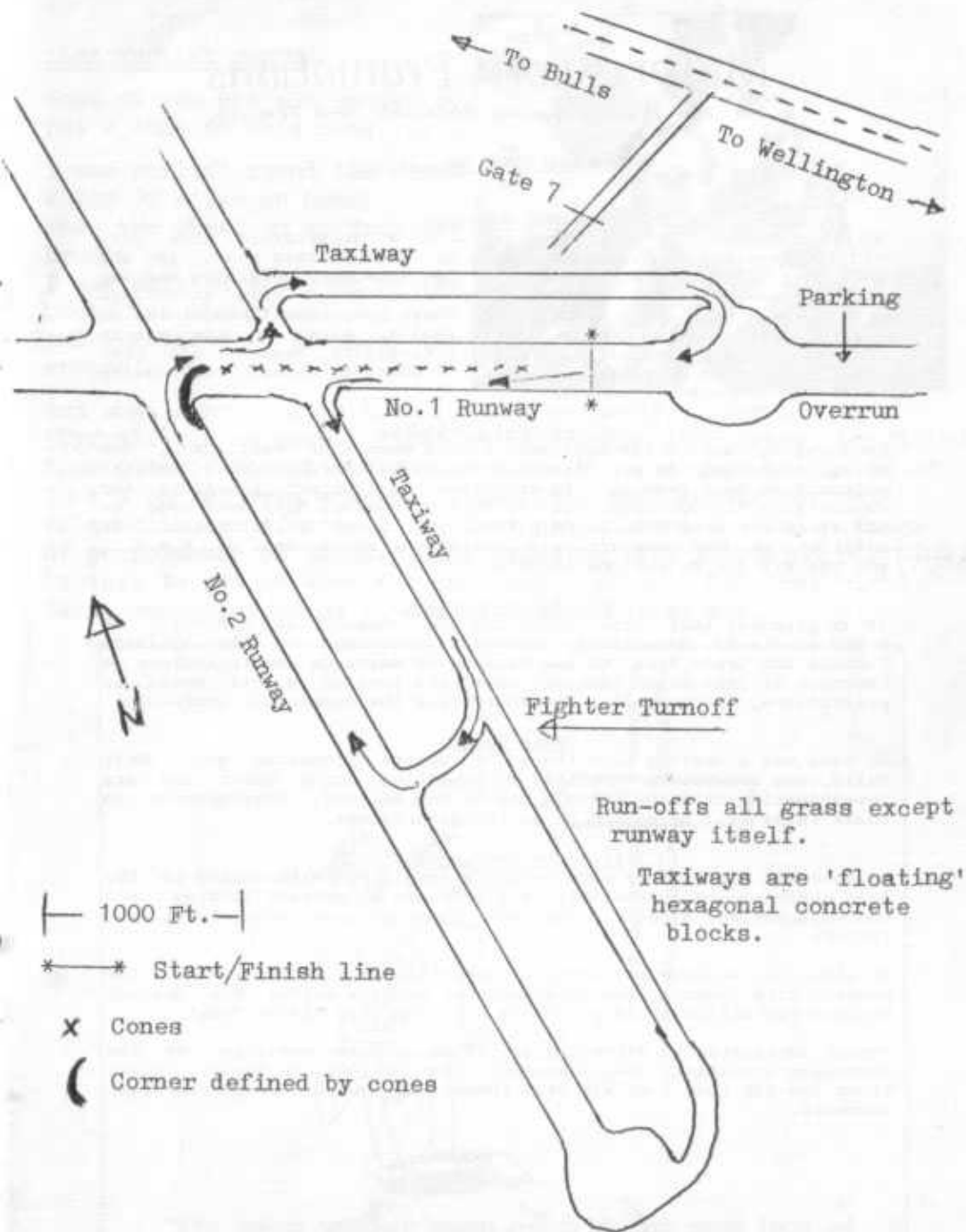
SUNDAY 7th SEPTEMBER. CLUB CIRCUIT RACES

This is our Annual Invitation Event held on the Club Circuit at Pukekohe. Not only would it be fantastic to see about 20 Z's entered in the event, but we also need at least ten of you to assist us with the running of the day.

For those who require an Entry Form, phone Graham - 665 443

Anyone who is prepared to assist, phone Dale - 643 338 (bus)

If all you want to do is come out and watch, we look forward to seeing you there. Barbecue lunch available.



Rob Saunders has proposed that we have an event later in the year at Ohakea RNZAF Base. If you are interested in being involved, please phone Rob any evening on (063)78 959. If it gets your support, it's on.

Motor Sport Promotions

P.O. BOX 22-108, OTAHUHU, AUCKLAND, NEW ZEALAND.

NEWSLETTER NO. 2:

Video Mornings:

After correspondence with T.V.N.Z., we have ascertained that only minimal coverage of Formula One will be screened this year. In the interests of enthusiasts known to us, we have been obtaining our own tapes of the races and have been holding Grand Prix screenings within three days of the live event. These have taken the form of Champagne Breakfasts, beginning at 6.30 a.m., shown on the eleven screens in the Champs Bar at the Hyatt Kingsgate. Response has been excellent and we do advise any people wishing to attend to enquire first, as numbers are limited.

Government Contact:

Encouraging contact has been made with a Member of Parliament, Jim McIay, regarding the projected new circuit. Through this initial approach we have been able to establish the correct procedure and channelling for our enquiries. To date approaches have been made to the Prime Minister and the Minister for Sport & Recreation. In addition, we have been actively seeking the endorsement of M.A.N.Z. and the N.Z.I.G.P. for the project.

Dr. Mal Hemmerling:

It is proposed that, after obtaining the support of M.A.N.Z., we would invite Dr. Hemmerling, Executive Director of the Adelaide Formula One Grand Prix, to New Zealand to meetings and to address a Luncheon of interested parties. Among the invited guests would be politicians, and potential investors from the commercial sector.

West Nally:

We have had a meeting with the major sports promotion group West Nally, who are firmly committed to promoting motor sport and are investigating bringing Formula One to New Zealand. Developments in these talks will be passed on as things progress.

Property Development:

We have had discussions with property developers with regard to the land purchase and suitability. K.R.T.A. are at present looking into the engineering aspects, the soil geology and other pertinent factors.

In addition, we have had further communication with the A.R.A., the Manukau City Council, the Department of Lands & Survey, the Manukau Harbour Protection Society and the N.Z. Historic Places Trust.

Anyone interested in attending any of our regular meetings, or the Champagne Breakfasts should contact the project Secretary, Fiona Sloan 390 335 (Bus.) or 278 3433 (Home). We would appreciate your comments.



ALFA TROLLEY DERBY

Some of you are old enough to put a tune to this song.....

I was rollin' round the curve
doing 90 miles an hour,
When the wheel on my trol-ley
broke,
I was skinned all over by the
rocks and the gravel,
And punctured to death by the
spokes!



And what's more, it's true (60 kmh perhaps?). Our Llerryt (Tyrrell) is no more. First built for the 1985 Derby, we fitted four steered wheels 'cause no-one was brave enough to run 60 or 70 k's on two pram wheels. I can tell you, answer correct! After all our efforts, I won last place overall with an index of performance of zilch. Only printing this to remind our Club Captain to put me down for one trophy point. Get that right Gary, one point to me .. Graham, don't forget now.



"I'm going with an open mind, A complete lack of prejudice, and a cool rational approach to listen to what I'm convinced is pure rubbish!"

New Members

Chris Maxwell	Auckland	240Z	Red	KW5081
Grant Husband	Christchurch	240Z	Silver	GR40
Erin Atkinson	Christchurch	240Z	Blue	DM8880
Brian North	Te Puke	240Z	Red	FP3799
Dean & Leigh van Rixel	Auckland 6	240Z	Orange	FV4555
Brian Keltie	Auckland 3	280ZX	Charcoal	MQ9361
Robert Herbert	Auckland 10	240Z	Black	IC5323
Daryl Williams	Rangiora	240Z	Red/White	FP7388
Dennis Fyfe	Auckland 9	280ZX 2+2	White	MD2487
Jeff King	Dunedin	240Z	Yellow	GM1787
Dene Mills	Auckland 3	240Z	Red	LK3762
Steve Gutry	Papatoetoe	240Z	Bronze	KA7538

In welcoming you all, the Committee has noted that special mention should be made of Dennis (the Little Feller) Fyfe. One of those foundation members (he payed his fees before there was a Club), it's heartening to see him back. At Te Puke we met Brian North, one of the few, if not the only 240Z owner who bought his car new. Can any of you equal that?



Vanishing point!

BAY PARK '86 - BRUCE'S SIDE OF THE STORY



Once again the civilized shores of the kiwifruit coast were invaded by the flag of the rising sun, as the 'Z' Club descended on Baypark for its annual car trial and track session. Good to see several new faces in the throng, including a couple of local lads, as well as the known speed freaks. As it was last year, the emphasis was on the novice driver, rather than fierce competition. Didn't stop the boy racers from trying, though, and lap times were lower than ever.

Don Mclean and Dean Murdoch were up from Wellington, and we had one car from Palmerston North.

After driver training sessions, the newcomers were eager to have a go themselves. Surprisingly, none chose to follow my example of the old missed gearchange-oops-how-do-I-get-out-of-this-sand trick. Geoff Rilf hyphen-Smoth (did I get that rite, Geoff?) could be heard observing "Isn't this fun!" for most of the day, and the sentiment seemed to be shared by most. Later on Cvitanovich turned up in the 300ZX to have a little go around the track. He seemed to be wondering where he could swap it for a good 240, but that may just be my interpretation of things. Harrison, keen as ever to go one up on the lads (not that many can compete with pink overalls) tried feeding battery acid into No. 6 cylinder. Whilst initial experiments were not encouraging, I wish him well in this endeavour.

Don had his 280/260 on slix, but it would be very interesting to see this grunter shred road tyres. Dale Maxwell took Angela out to show her how the old bloke could make the 280ZX do tricks - like spin thru 270 degrees and play ostriches in the sand! He seemed peeved that we wouldn't dig him out until all the photographers had finished!

My car was handling diabolically all day, as rapidly wearing Potenzas started to show up excess positive camber (does that sound right, Doctor?) Paul de Latour reckons he got some great shots of me sledging (and swearing) across the corners. So when we lined up for the big race of the day (the one Gary stopped last year - see most of last years issues of the Oriental Express for details) I was pessimistic of my chances, as Dale and Graham were walking away from me in the corners. It didn't help when some twit stalled on the reverse grid, and I lost a hundred yards or so on everyone by taking to the grass. While I spent most of the race trying to get away from the other leadfoots (leadfeet?) like Dean and Murray, Dale and Graham had got clear of the field, and were having a great battle for the lead. It was my lucky day, for on the last laps, with a good 300yds on everyone else, Graham spun trying to out-brake Dale on the back straight. Not to be out-done, Dale spun the other way, leaving a big gap between them just the size of a yellow Z! It was nice to be 1st across the line after such a struggle to stay on the track, and I expressed the appropriate amount of gratitude to the two gallant gentlemen who let me thru.



Dale (right) tells a tale that puts both McLeans to sleep and causes Heath (background right) to check his pacemaker!

The next day

While the Wellington lads headed homeward, I subjected the rest to that annual test of temperament - the Trial. To many, it was. Pete Sargent spent so much time keeping his car on the road that he didn't get the chance to record any checks. Gary decided to prove that he could check out the trout-fishing weather in Rotorua and still finish the trial! (how did you manage that one, Gary??) Graham and Dee went out of their way to catch those panoramic views of the Bay, but everyone made it back to civilisation. Result; the Udys 1st, Collins 2nd, and Maxwell (Jrs) 3rd. Next year Gary has said that he will tell me where to go! Meanwhile, happy zedding!!

BRUCE'S BOONDOCKS RAMBLE - RESULTS

1st - The UDYS	333 points
2nd - The COLLINS	503 points
3rd - The MAXWELLS(jrs)	551 points
4th - HARRISON & BATCHELOR	609 points
5th - PAUL DE LATOUR	1021 points
6th - The ROLF-SMITHS	1318 points
7th - The PALMERS	1428 points
8th - PETE SARGENT	1718 points

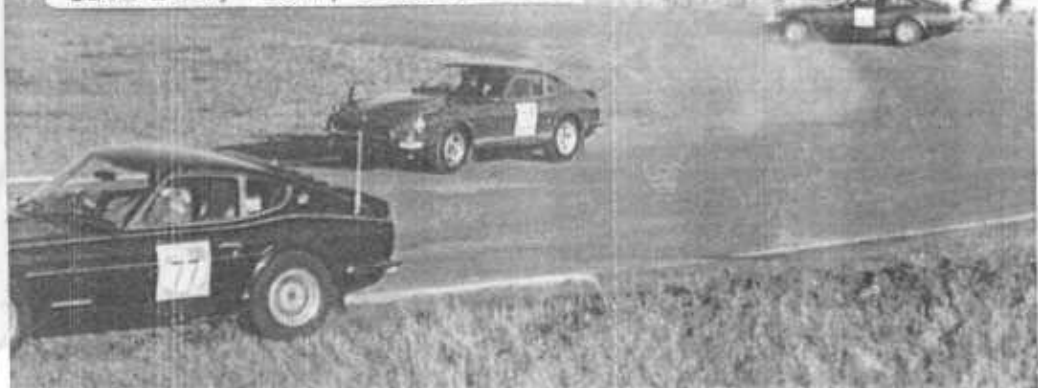
JAGUAR DRIVERS CLUB'S RACE DAY, PUKEKOHE 11th MAY.

Unfortunately had to miss this one due to a very important family function. As a result I had a fantastic day, which seems to have been better than that enjoyed by most of our team. Not that there was a thing wrong with the event you understand - I'm told it was very well run and enjoyed by most. Alan and Lisa had a wee problem when their transmission ceased to transmit, eliminating them for the day and later giving Alan's Bankcard a hell of a rev! Later, during one of the races, Dale drove into a total-eclipse-of-the-track (smoke caused by spinning GT Falcon) only to find an angled Lotus Cortina inside. Minor damage to both cars, and later, much apologising to one-another in the pits. Club points resulting from this fiasco were:

Dale - 4, Christopher - 3, Lisa - 2, Alan - 1.

Baypark

Some may be less wrong than others, but they're all wrong.
From left; Dean, Chris & Dale.



Six times to Baypark, six times in fine weather. Does it ever rain in the Bay of Plenty? - the sun-kissed kiwi-fruit capital of the world.

Members from all over the North Island converged on Te Puke on Friday night to celebrate the Datsun Z Club's fifth birthday. The McLeans made it from Wellington, though only after they returned home to hunt the garage endeavouring to find where they had misplaced fifth gear. They found one and removed it from the other 'Z', fitted it, and were still there before bed-time! The Murdochs took all day to get there, with excuses about visiting relatives - Dean forgot his razor as usual. Maxwells arrived

cont. over

in convoy, each telling stories about the other's overdriving. I believe you, Chris. The Harrison machine was a sight-to-see, loaded to the bump-stops with with about 100 litres of Shell No. one, tools and spare parts. No luggage, mind, just car stuff. Rolf-Smiths introduced us to Shu (or is it Shoo, Shoe or Shew?), about the second ugliest thing I've seen since meeting Geoff. Shu, it seems, is to be our Club Mascot, and we will learn to love him! We had a pair of Lochs, the Dann family with food hamper, while the Palmers came together (unusual) and the Chapmans won the single beds. Including those missed (sorry) there were 11 Z's in the carpark that night.

Next morning at the track we found Paul, looking like he'd slept there, Bruce, and Carl with two friends from Palmerston North, Peter Sargant was late as usual (what else?). Mike Cvitanovich arrived much, much later (as expected!). Also, during the day, we were joined by David Erkel, Murray Wilson, Ivan Udy and Brian North. This brought the total to 21 Z's and one Audi attending. (Your Club Captain brought the Kraut-Waggen)

The main activities of the morning were, firstly, a most thorough scrutineering, briefing with lecture, followed by practical tuition. This is a fearsome exercise whereby some of the more experienced members take the beginners around the track, firstly as drivers (which scares the pupil), then as passenger (which scares the tutor!). After everyone had (hopefully) learned some-



Winner of the 'Silver Plough', Z-EXpert!

thing, and lunch was finished, we then commenced individual timed sprints. This was held up a little at one stage while we dug Murray Wilson's 240 out of the sand, but then we all know who's fault that was, don't we Christopher? - demon late braking!

This period was followed by dual pursuits - and again Murray W. fell into the sand (who's fault that time, Murray?). However, by the end of the session everyone was looking better, having, in most cases, improved their lap times notably. The traditional 'free' period, where some are permitted to take out a passenger, Dale showed daughter Angela how to do a handbrake turn at the end of the back straight without staying on the asphalt! A crash crew of about 30 arrived, though not one with a shovel or a towrope, just lots of cameras!

It has to happen - at the end of the day Heath (the Diver) Dann just can't resist dropping the Rising Sun (un-official you understand) on a grid. Palmer (the Deviate) Gary worked out the grid positions, so Bruce and self are on the back row with Dale and Murray C. ahead on the fourth. Peter looked as white as his car out there on no. one, and with good cause. The sweeper changed the order, and when the dust and smoke cleared, it was Dale, Dean, Murray and self heading for the hairpin. By the start/finish line it was all Dale's, with the white one hard on, or fairly hard on, his hammer. Eight laps is quite a long race, for me it is anyhow, though it can be fun watching your opponent's brakes desolve! And desolve they did! Beautifully! Of course, while one's crowing like this you can't drive at the same time, and I proved that. Out-braking Dale for the hairpin it was a case of too late, too fast, too wide and tat-tah! Fell off sort of, slightly. Dale took his foot out for a moment causing the ZX to swap ends, leaving the race to Bruce and Murray. I resumed to regain a place over Murray for a finishing order of Bruce, myself then Murray and I think, Dean.

The results of the two timed sessions were:

	Best Lap		Best Lap
Don McLean	1,11.53	Peter Sargant	1,16.28
Bruce Woolmore	1,13.27	Geoff Rolf-Smith	1,17.03
Graham Collins	1,14.23	Keith Loch	1,17.10
Alan Harrison	1,14.69	Kelvin Healy	1,17.14
Paul de Lautour	1,14.89	Grant Loch	1,20.34
Chris Maxwell	1,15.04	Carl Sievers	1,20.81
Dale Maxwell	1,15.16	David Hastings	1,24.47
Lisa Batchelor	1,15.62	Mike Cvitanovich	N.T.R.
Murray Chapman	1,16.01	Murray Wilson	N.T.R.
Dean Murdoch	1,16.15	David Erkel	N.T.R.

ISADORA DUNCAN SCAVENGE TRIAL

Don't know much about this event, as, on that day, I had other commitments. Seems all those keen trialists in our club (over 80% of you judging by membership applications) apart from Alan, Lisa and Peter didn't make it. The only results received would suggest that Peter finished LAST! Club points earned were:

Alan Harrison - 2, Lisa Batchelor - 2, Peter Sargant - 1.

1986 MORGAN/DATSUN Z STANDING $\frac{1}{4}$ MILE SPRINT

Open car enthusiasts are all nuts. Sunday mornings were always intended to be lie-in mornings, especially in the centremost part of winter. The 15th was one of those exceptions. It's out of bed at about quarter-past-sparrow-fart to meet owners of Morgans, SP250, TR6, Porsche Targa and MGB in Cornwall Park. Picture for a minute the sight of these gentlemen (& one lady) togged in cloth caps, leather gloves, goggles, woolly scarves and iced moustaches (not the lady!). Japs knew a thing or two about NZ's winters and Morgan Sprint Days when they designed a sports car with a lid. From there it was off to the motorway to convoy to Mere Mere led by the Moustachioed Morgan Man. As we travelled at, or within a cooee or two of, the speed limit we were joined by a couple of Tigers and another Porsche.

After scrutineering the day commenced with practice runs, though we had to nominate our team for the Inter-Marque Series before practice - and has my head been on the block ever since! Our team was; Me (bad choice!), Geoff (look at the results!), and Paul (one out of three aint bad?). 240's with many pedals seem to have done it better this year. With only 50 entries we all made quite a number of runs, giving us many chances to improve over the day. Best times recorded were:

Paul de Lautour	15.852	Graham Collins	16.548
Dale Maxwell	15.961	Geoff Rolf-Smith	17.347
Chris Maxwell	16.000	Grant Wright	18.244
Kelvin Healy	16.336		

Note: those on the left chose 2393cc's, those on the right did not! Dale made the best of borrowing Christopher's car, showing us again that a borrowed car is worth seconds off in any event.

The Inter-Marque Eliminations had our team eliminated fairly early. Not telling where we came over-all, though it wasn't last - quite. Fastest car on the day was a very fast Caterham Lotus 7 which out-ran a not-very-ordinary Sunbeam Tiger.

Capital Stuff

AUGUST

- | | | |
|-------------|----------------------|------------------------|
| 3 Sunday | - Day Trial | - Fiat |
| 5 Tuesday | - Night Trial | - MG |
| 23 Saturday | - Sprint
Manfield | - Wairarapa |
| 25 Monday | - Z Club
Meeting | - D. McLean's
place |

SEPTEMBER

- | | | |
|-------------|-------------------------|-----------------|
| 2 Tuesday | - Night Trial | - Sunbeam CC |
| 13 Saturday | - Sprint
Manfield | - H/C MG |
| 14 Sunday | - Photographic
Trial | - WCC |
| 29 Monday | - Z Club
Meeting | - To Be Decided |

OCTOBER

- | | | |
|------------|------------------------------|-----------------|
| 4 Saturday | - Hill Climb
Alexander Rd | - WCC |
| 7 Tuesday | - Night Trial | - Fiat |
| 26 Sunday | - Speed Event | - HV |
| 27 Monday | - Gymkhana | - WCC |
| 28 Tuesday | - Z Club
Meeting | - To be Decided |

NOVEMBER

- | | | |
|-------------|---------------------------|-----------------|
| 2 Sunday | - Braille Trial | - WCC |
| 4 Tuesday | - Night Trial | - WCC |
| 8 Saturday | - Classic Race
Meeting | - MG |
| 9 Sunday | - Sprint Lees
Road | - Wairarapa |
| 23 Sunday | - Gymkhana
Avalon Bank | - MG |
| 24 Monday | - Z Club Meet. | - To Be Decided |
| 29 Saturday | - Clubmans
Manfield | - Hutt Valley |
| 30 Sunday | - Gymkhana | - Harbour City |

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NOW WE ARE FIVE

It all began in 1981 with an add in the personal column of the Herald. Placed in this section by the only man who could have believed it would work, to be read by the only 'Z' owner who ever reads this column. Graeme Webby expected many replies to that add, while Alan Harrison hardly expected to be the only one! They debated..... The result was an add. in the 'Auto Age' which brought a few more replies.

A Club in formation tends to keep very poor records, for we were all too busy enjoying the monster that we were creating to write very much down. Some of you will remember a wee hic-up causing the loss of what little records there were. Research and a bit of carefull head scratching, combined with reading the first newsletter, and I think I have found the answer to the un-asked question - just who are those foundation members? Those who're still with us, financially that is. Those who can remember the meeting held at 'Hodges' place to elect a Steering Committee and the ones who attended a meeting at Brad Reid's office to formally start the Club? Numbered in approximate order, this is all who are left (pause to wipe tear).

- | | | |
|------------------|---------------------|-----------------|
| 1. Alan Harrison | 2. Graham Collins | 3. Dave Fleming |
| 4. Grant Loch | 5. Lloyd Derbyshire | 6. Graham Bell |
| 7. Doug Leigh | 8. Ivan Udy | 9. Carl Sievers |

Membership in 1981/82 climbed to 54, during which time the following names appeared;

Ian Simpson	David Turner	Neil Butler
Mike Cvitanovich	Dale Maxwell	Gary Palmer

Thanks for staying fellers, look forward to having you all together for our tenth anniversary celebrations. Hang in there, cut the rust out again, there's nothing wrong with the old 'Z' that money wont fix!

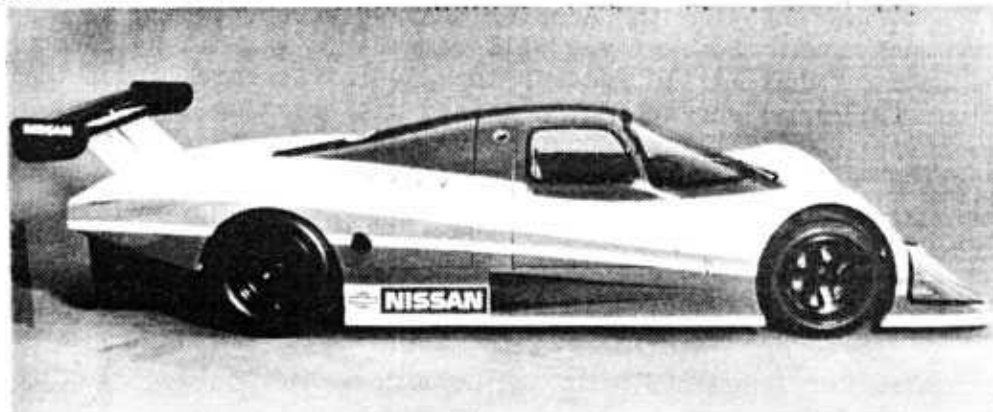
Nissan News Release

NEW 400KM/H NISSAN CHALLENGER FOR LE MANS

Nissan Motor Company has commissioned the world's most successful racing car manufacturer, March Engineering, to build a new sports racing car to compete in the classic Le Mans 24-hour race. The all-new race car, designated the March/Nissan R86V, will also compete in Japan's 'domestic' sports car racing series.

CONT. 

March Engineering has developed the chassis and sleek, computer-designed bodywork which, powered by a turbo-charged 1000 bhp version of Nissan's production 3 litre V6 engine, should produce top speeds approaching 400km/h (250mph) at the French circuit. The Le Mans team will be managed by March's Project Manager, James Gresham, and Keith Greene of Richard Lloyd Racing. The drivers will include Britain's James Weaver, who finished second at Le Mans last year, plus four very experienced Japanese endurance drivers.



The March/Nissan programme was conceived after a Nissan V6 engined, off-the-shelf March 85G chassis won the final round of the 1985 World Endurance Championship series last October. The March design team, led by Gordon Coppuck, has taken just 14 weeks to develop the new chassis for the R86V. Coppuck has a unique record, having designed winners of the Formula 1 World Championship, Indianapolis, and the Can-Am series.

The race engine is based on the standard production Nissan 3-litre V6 block and heads as fitted to the 300ZX turbo. (There's a message of hope in there for you, Mike) It has been developed by Nissan's motor sports subsidiary, Nissan Motor Sports International, in conjunction with Electromotive of the USA. In race trim, the engine develops 700 bhp, and, for qualifying, an impressive 1000 bhp. The cast iron block receives heat treatment and runs a steel crank in enlarged bearings. A stiffening ladder is used at the crank centre line into which the bearing caps are intergrated. Over-square, at 87.1 by 83mm, (2996cc) it has forged pistons and special forged con-rods. Standard alloy heads receive heat treatment, single cams operating through modified valve gear and roller rockers.

Twin Garrett T03 turbochargers deliver 1.0kg per cm boost, and two air cooled intercoolers are used. Engine compression ratio is 9.0 : 1.

The Nissan engine management system, EECPC (electronic engine control processor) is similar in principle to the system used on the Silvia and 300ZX turbos. The system utilises a 16 bit micro-processor controlling all engine functions except the air fuel ratio. Ignition is by external CDI system. With all ancillaries the engine weighs 170kgs. Power output on 'race boost' is about 700bhp at 8000 revs with torque of 75 kgm at 5500 rpm. 1000 bhp is available for qualifying!

The engine drives the March 86 T, 5-speed through a Borg and Beck type triple disc clutch within the integral magnesium bell housing/oil tank, which also incorporates the rear suspension mounts.

The monocoque chassis features an aluminium honeycomb construction with magnesium bulkheads. On the safety side, it is fitted with a titanium roll-over cage with an additional solid hoop of thick honeycomb material with solid aluminium inserts. The mandatory 100 litre fuel cell, with an integral pump, is housed behind the seats.

The suspension and brakes have been developed from March's successful Indycar range. Magnesium uprights are used front and rear with AP open-brake calipers; 13" diameter, 1.25" thick ventilated discs all round. Machined-from-solid aluminium wishbones are featured at the front, while the rear has similar lower units, with toe links, and fabricated top rocker arms. Koni gas shocks and titanium springs are fitted all round. A conventional roll bar is fitted at the front while the rear has individual blades at each corner, working in tandem but not interlinked. Both front and rear systems are cockpit adjustable.

The steering is by Formula 1 specification 14 DP Jack Knight rack and pinion system, considerably lightened by March, which gives a very light and precise action.

The V6 engine is mounted as a semi-stressed chassis member, titanium "A" frames supplementing the main machined-from-solid aluminium mounting plate which bolts to the monocoque via solid aluminium blocks.

With speeds at Le Mans approaching 400km/h on the three mile Mulsanne straight, aerodynamic considerations are of prime importance in bodyshape design. With the support of March's strong aerodynamic team headed by Tino Belli, Gordon Coppuck translated the wind tunnel data into the dramatic and sleek shape via a CAD/CAM computer. The immensely strong yet very light body is all carbon fibre, with strategic Kelvar strengthening in five sections: nose, cockpit, sills and engine cover. A full width carbon fibre rear wing is fitted, while the all-important underwing is in two carbon sections, designed to maximise the aerodynamic benefits of running very low height.

For Sale

DATSUN 280Z, 1977 2+2 . Automatic, Air Conditioned, Sun Roof, AM/Fm Stereo, Cheviot Turbo Mags. This is the American version with fuel injected 2753cc motor. Cylinder head has been gas flowed. Tuned extractors, new exhaust just fitted. Brakes completely overhauled and fitted with Hardie Ferodo competition linings and pads. AirHorns, Halogen headlights, etc, etc, etc. \$21,000.

Ring Lindsay or Rob - Palmerston North 78 959 after 5 pm.



The car is for sale - OK? Phone Rob, Palmerston North 78 959.

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REAR SPOILER , as new, for 240/260Z.

LOUVRES, as new, for 240/260Z coupe.

WHEEL RIMS (4), of a 1972 240Z. Best offers?

Phone Pat Gleeson, (0819)48 347, home or bus.

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R/H FRONT GUARD complete with inner guard, chassis rail, light surround (damaged), in fact virtually a complete front $\frac{1}{4}$.

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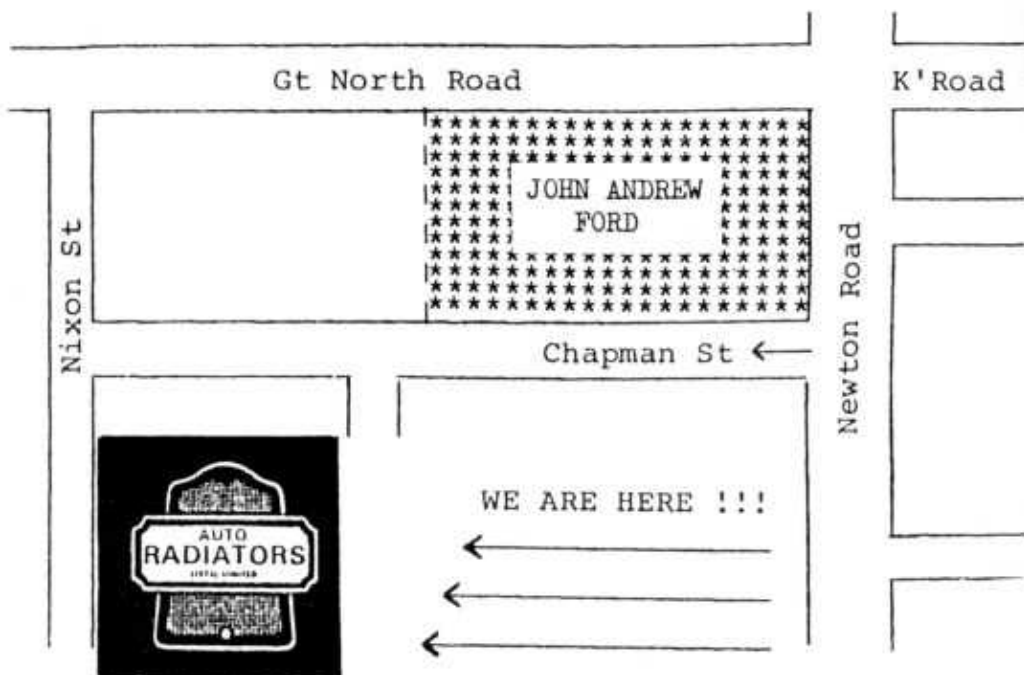
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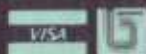
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