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# ORIENT EXPRESS

27

AUGUST 1986

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) (09)	643 338
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TREASURER.....	Murray Chapman.....	(09)	535 7279
CLUB CAPTAIN.....	Gary Palmer.....	(09)	585 768
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	Mike Cvitanovich.....	(09)	493 607
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BRANCH CAPTAIN.....	Mike Garland.....	(03)	370 192
NEWSLETTER EDITOR.....	Brian Rowland.....	(03)	482 460

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	Don McLean.....	(04)	838 409

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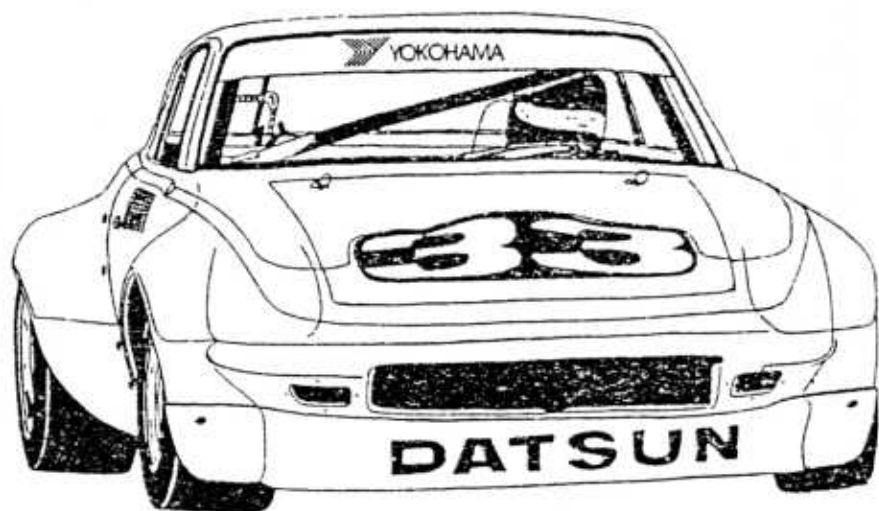
Readers should exercise their own judgement when considering technical matters and modifications affecting their vehicles. It is recommended therefore, that if in doubt, owners should consult the official workshop manual for their particular model of car.

The Datsun Z Club Inc. accepts no responsibility for information or advice given in "Orient Express" or by club officials, or committee.

# Club Circuit Races

## Pukekohe

7th September



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Entry Forms from the Datsun Z Club - phone 665 443 or  
643 338

# *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 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.

## *Prez Sez*

Dear & Gentle Readers,

So help me Jack Palance, this is a real Orient Express. Don't be fooled by it's early arrival or it's compact size - this is it, the best you're going to see for another two months. Reason is of-course that the A.G.M. was a tad late this year; for several pathetic excuses. This gave all of us last year's members our usual "last" issue in advance (try working that one out?).

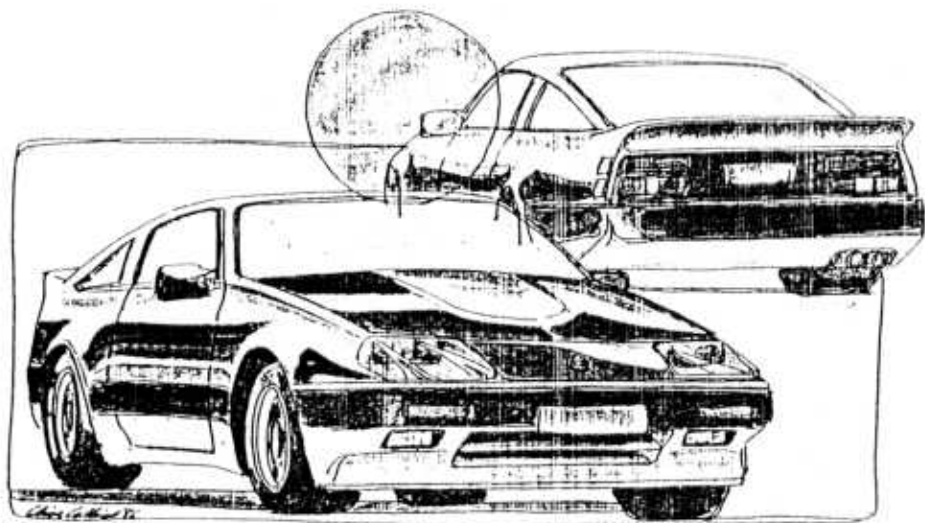
Enclosed with this issue all 85/86 members will find a small bill for your new & improved subscriptions. Those who forget to pay will fall off the mailing list, and that hurts. To be serious though, our Treasurer's job is far easier if you all pay quickly.

To those who aren't intending to renew - thanks for your support, don't lose touch, friendships are still friendships, and we do hope you're enjoying the new Porsche/Ferrari/Jaguar/Hyundai (delete as applicable).

Automatically yours,

*Graham*

# Porsche Eater



ALONGSIDE PLANS for the MID-4 midengine exotic car, Nissan in Japan is also planning a substantial revision of its long-term image leader, the Z-car. Enthusiasts will not need reminding that the sporting Nissan evolved from its days as the 240Z, when it was a truly desirable sports car, into the 280ZX which was no more than a plush boulevarder. The launch of the 300ZX was intended to restore the sporting image but in some ways was wide of the mark. Against this background, the Z-car's competitors have been getting better and better, particularly in the form of the new Mazda RX-7 and Toyota Supra. Nissan is about to pre-empt a full model changeover, due at the earliest in late 1987, by doing a substantial reworking of the existing model for launch in September this year.

Nissan's new muscle car is expected to house a turbocharged version of the 24-valve quad-cam three litre V6 which was first shown in prototype form in the MID-4, and has recently been put on the market in Japan under the bonnet of the Leopard. Turbocharging is an absolute must in the power

race, although, despite some rumours which talk of a bank of cylinders — reliable turbochargers — one for each source say there will only be one. This will, however, be one of Nissan's unique ceramic turbine turbochargers for low inertial mass in the turbocharger, and consequently minimised turbo lag. In addition, an inter-cooler will be fitted to reduce the temperature of the intake charge, and so increase its density. Peak power is likely to reflect Nissan's assessment of marketing needs rather than the absolute potential of the engine, but is widely expected to be in the vicinity of 172 kW to 186 kW on unleaded petrol. The European market cars, equipped to run with leaded fuel, may run with around 205 kW, to keep pace with the new four-valve Porsche 911 and the Ferrari 328. To justify the final choice of output power, it seems Nissan will be resurrecting its aim of enabling the car to achieve the 250 km/h maximum speed originally (optimistically) claimed for the 300ZX with its turbocharged V6. Helping the new car to achieve this aim will be some substantial aerodynamic work-

ing of the bodywork, with electronically controlled adjustable spoilers, and fully-concealed headlamps in place of the semi-concealed pop-up units used now. All these details should see the Cd drop from its present 0.31 to below 0.30, although some fractions may be lost to wider tyres.

In addition to the changes to the drivetrain and bodywork, there will, unusually for a mid-term facelift, also be some significant changes to the suspension, designed to make up ground recently lost to the sophisticated systems used in the RX-7 and Supra. There is some doubt that the car will use Nissan's HICAS hydraulic rear toe angle control system, but assured of a place are what Nissan calls "Diagonal Arms" at the rear in place of the semi-trailing arms currently used. The term "Diagonal Arms" is actually not very enlightening, because it is in fact the inclusion of an extra trailing link for each wheel to provide very reliable toe-in responses to force inputs (braking, etc.) to ensure the handling stability that gives Nissan's new system its effectiveness. This system was first

seen in the MID-4 and the CUE-X show cars. The front end will retain its current struts, but the three-way adjustable dampers all round will come under automated electronic control to free the driver of decisions.

With all the changes, Nissan will have to come up with a new name for the image leader, and odds-on favourite must be the "300ZR" tag, following in the tyre tracks of the "200ZR", a Japanese market-only version of the 300ZX equipped

with an in-line six-cylinder 24-valve DOHC 2-litre motor with ceramic turbocharger. When will we see it?

*Kevin Radley*

Modern MOTOR, August 1986

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## *A. G. M.*

Late though it was, our Annual General Meeting was well attended and we paddled our way through quite a bit of business. While realizing that I will never be one of nature's great chairmen, I do much prefer meetings run on less formal lines. I believe people are better able to get their points across and to have their questions answered, even if it does result in having some speak to a motion more than once.

Much debate took place on our Treasurer's Report, particularly regarding the 86/87 Budget. This showed last year's costs per member at \$33.35. While our Treasurer, and for that matter the rest of your Committee, promises to keep a sharp eye on all running costs, inflation cannot be ignored. The Club will not at this stage be registering for G.S.T., therefore will not be in a position to claim back. The decision was reached by the Committee after an Accountant's recommendation. If you wish to have a copy of the Balance Statement and Auditor's Report, all you have to do is ask.

The membership voted to increase the subscriptions to \$40.00. (Historically this isn't bad, considering that in June '81 we set the subs. at \$30, plus a \$10 Application Fee).

The matter of the constitutional change was passed in full without amendment. This new Rulebook becomes effective after the Justice Department has done their thing. A motion put by Alan Hayne to make Paul Marlow an Honorary Member was passed.



Two new members were elected to the Committee, Mike and Geoff. Though they may not have noticed yet, we all know how hard they're going to work. Our thanks to Peter and Brett for very good service. Both had to retire for business reasons, though will be remaining as members.

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# Capital Stuff

## MAY 10 - WGTN CAR CLUB MANFIELD CLUBMANS

A fine day provided a good days racing with everyone getting out for at least four races one being a 25 lap race, Don Mclean finished with an excellent result, 2nd in the big one and some good times in his other races, Dean Murdoch finished with a couple of thirds and a couple of lower placings.

## JUNE 15 - WAIRARAPA HIGH CLIMB

Don McLean went over for this one and in a fairly large field finished with good times which put him into 4th place.

## JUNE 22 - WELLINGTON STREET SPRINT

This new venue 1.2kms around the streets of Kilburnie proved interesting and challenging especially as the rain got heavier with a field of 50 cars. As usual two Z's fronted up to do their thing. As the W.C.C. couldn't get streetclosure until 12.00 and with so many cars to get through things were a bit hectic. But most of us got a couple of runs each. At last Dean beat Don in some thing, Dean finished 18th and Don 35th (but had a couple of spins, so I was lucky this time).

## JULY 5 - FIAT SPRINT/SPEED SEMINAR MANFIELD CIRCUIT

Wow! At last 5 Z's to a speed event, must be some kind of record. Though only one from Wellington the rest from Palmerston North. A great day enjoyed by everyone. An assorted line up of cars some Capris, Sunbeam, Alfas, Fiats, couple of race cars. Everyone improved their lap times as the day went on and had some good sprints. Shame more cars didn't come up from Wellington.

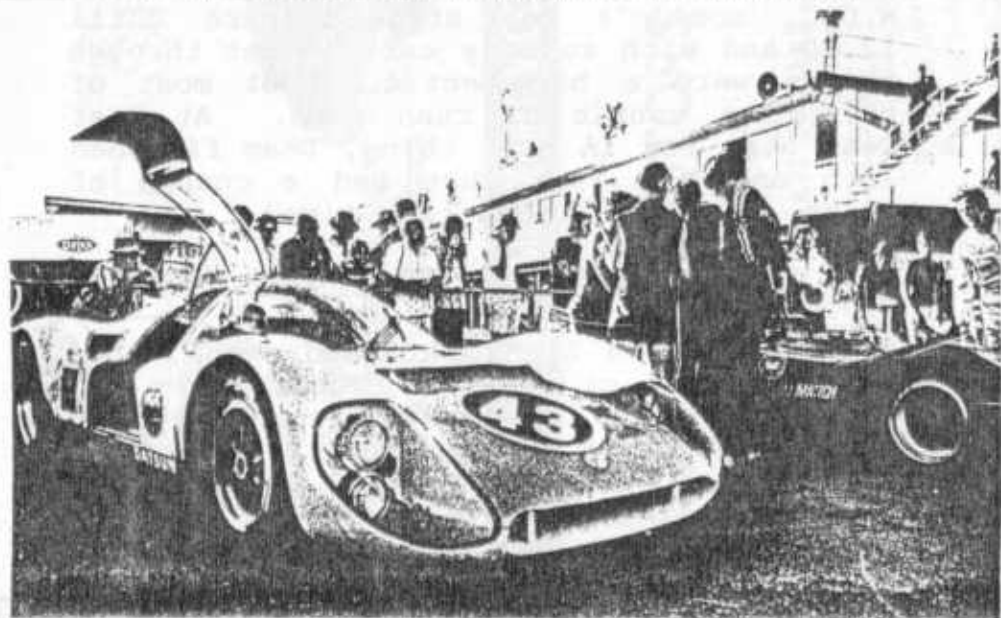
## *Vee-Twelve Datsun*

The words Datsun and Competition go together like Abbott and Costello, love and marriage, bagels and lox. The winning tradition at Datsun is as old as the name itself. From the earliest days in Japan, Datsuns have a history of winning races.

### **THE R-380 SERIES—A DRIVE TO WIN**

In the 1960's, major automobile manufacturers throughout the world were interested in proving to their customers that their cars were rugged and reliable enough to buy. The method that most of the manufacturers chose to do this was to race. In Japan, manufacturers were no different than in the rest of the world and so the Prince Motor Company sent out its sports models, the Skyline GTs, to compete in the Japanese Grand Prix. Dr. Sakurai of Prince was dismayed when in the 1964 event a private Porsche 904 beat the Skylines.

Thus began the development of a car to be known as the R380. The development was begun immediately after the race under the auspices of the Prince Motoring Club, Sports Section. It should be noted that this club, unlike the current sports car clubs, was under the direct sponsorship of the factory. Dr. Sakurai began with a then-current Lola chassis.



By 1966, the R-380 was ready. Three of the machines, powered by the 2-liter, 6-cylinder engine developed by Prince, finished 1, 2, and 4 in the 1966 Japanese Grand Prix, with third place going to a 3-liter Toyota V-8. This event was held on May 3, 1966. By August of that year, Prince Motor Company had been merged into Nissan Motor Company and the R-380 became a Nissan.

With a major influx of funding from Nissan, development of the now-re-designated R-380 series continued with Dr. Sakurai in control of the development work. Thus, in the 1967 Japanese Grand Prix, R-380-II's finished 2, 3, 4, and 6, with first and fifth places to imported Porsche Carrera's. Once again, the team had lost to imports. But that was the end of German domination in Japan.

#### **World Record And The Datsun—Show**

On October 8, 1967, an R-380, modified as a closed coupe, set an absolute World Record for Class E. The car, equipped with the 1,997 cc, 230 horsepower/8400 rpm engine, ran 200 miles at an average speed of 251.22 kph, the old record being 228.54 kph. A one hour record of 250.98 kph was also set in the process. Setting the record boosted morale of the development group which went to work on further refinements of the R-380 and on the all-new R-381.

By the time of the 1968 Japanese Grand Prix, development work had been completed on the R-380-III, which still had the 2-liter 6. But a delay in engine completion forced a change of plans for the R-381. Originally, this car had been designed for a V-12, an engine effectively made from two of the 2-liter sixes. The engine hadn't been completed on time, so Dr. Sakurai flew to the United States and bought the most powerful engines he could find, bringing them back from Santa Fe Springs, California. The most reliable engines in the United States? Chevrolet V-8s. Thus it was that on the grid for the 1968 Japanese Grand Prix there were six cars from Nissan. Three of the R-380-III's, the completely developed cars with the 6-cylinder 2-liter engine, and three of the R-381's with the 430 cid aluminum block Chevrolet V-8s prepared by that ace engine builder, Dean Moon. When the shock had subsided and the race had been run, an American-engined Nissan (Datsun) had won the race. Another R-381 finished sixth. The R-380-III's finished 3, 4, and 5 with a Porsche 910 second. The fifth place R-380



finished the race even though it had a sheared clutch actuator early on.

By 1969, the Clean Air Act and Nader's Raiders had penetrated even to Japan, and it was considered bad public relations for the manufacturers to openly engage in racing. Even so, in a last gasp effort, Nissan managed to put the V-12 into one of the R-381's, which promptly won the Japanese Grand Prix. Another R381 was second, with Toyota 7's 3, 4, and 5. By that time, however, the pages of history were turning and it was the end for the R-380 series in racing. Currently, at least one of the R-380-series cars remains in existence, stored by Nissan U. S. A. against the day when it can be properly displayed as a relic of the way things used to be when the factory went racing in a big way.

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GARY PALMER

# Mainly Manawatu

## AUGUST 10th S.C.E.C. STREET SPRINT

A cold grey morning saw three local Zeds arrive at a sprint hosted by the Manawatu Sports Car Enthusiast's Club. Held on asphalt streets in the industrial sector of Palmerston North, the meet attracted a wide range of cars (about 35) and a good cross-section of local drivers. Out in force were the Lotus contingent with several Super Sevens (including Dougal Stevenson) and a Lotus Cortina. Several M.G.'s were in good form including one which was immaculately presented (have you ever seen green velvet on the underside of a bonnet?). One or two veteran race racers like a 1930's Jag and something called a Puma went well and put in good times. At the other end of the scale a Brock Commodore attempted to repeat his previous year's heroic victory over fierce competition from Holden Kingswoods etc.

The track consisted of a U shaped circuit with a diversion into a cul-de-sac on the outward leg, and a very tight hairpin thru a gap in the median strip before returning back to the start/finish line. About  $\frac{3}{4}$  mile of tricky driving on a slippery but drying surface.

All Zeds showed understeer problems on the initially wet tarmac, with mine acting out several scenes from Torville & Dean's Bolero! Carl Sievers exhibited great skill in his Fairlady by executing a hairpin turn before actually reaching the hairpin (beat that Magnum!). Jeff Fawsett proved that Graham Crosby tactics really aren't necessary to turn in respectable times. Fastest Zed belonged to our host Peter Irvine who gave an embarrassing demonstration of what Datsun pit crews are all about - chasing hubcaps keeps you fit, but doesn't do the image a lot of good, especially when they're your hubcaps!

Best times after five runs were:

D. Stevenson	Lotus Super 7 1720cc	1,07.91
I. McAffer	SS Commodore 4990cc	1,07.91
P. Irvine	Datsun 240Z (SCEC)	1,14.38
R. Saunders	Datsun 240Z	1,14.45
C. Sievers	2 litre Fairlady Z	1,16.09
J. Fawsett	Datsun 240Z	1,18.83

(this was an individual sprint racing against the clock only)

Kind regards

*Bob Lankford*

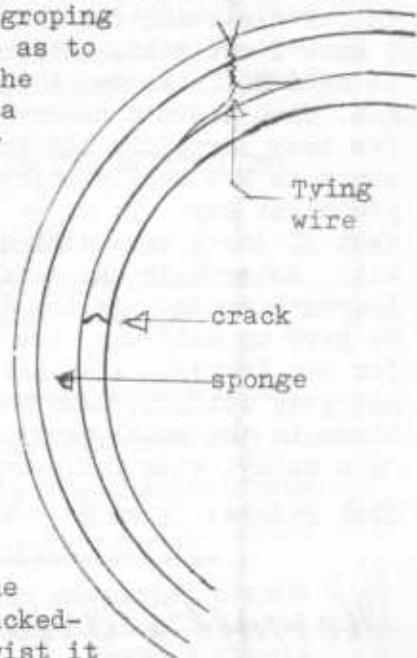
*Bob Lankford*

# Horn Groping

This problem is well known to most 240 owners. No point the rest of you reading further. When the dog leaps out in front of the car, how often have you been groping under the seat for the horn button so as to give the poor beast a earfull before he dies? Once watched a member take on a barbed-wire fence while searching for his fallen horn button! True, I did!

The answer is quite simple - go out and buy a new one. Of course it will cost heaps, and will be far away in Japan waiting to be ordered.

Answer Two is to do it my way - the way of the farmer in me. Fix it in ten minutes with tying wire. You will need to find a very fine and strong piece, the old number eight would be a bit much. Feed the wire between the sponge-filled area and the inner plastic ring (which-will-be-cracked-which-is-why-you're-fixing-it) and twist it up tightly. Tuck the twisted end down into the sponge, put the tools away, and fit the horn button onto the wheel again.



\*\*\*\*\*

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## M.G. INTER-MARQUE TRIAL

The more recent members of the 'Z' Club will remember reading in our "Introduction" brochure a piece I wrote on Trials. I know I wrote it, but why didn't I heed it!? Of formal trials it said ".....we don't play this game at all!" Not that the M.G. Club dosen't deserve full credit for doing the job well, for they certainly did that. The problem is that this type of event is not really enjoyed by Dee and I, not our turn-on as you might say. To us at least, trials like these are more of a test of one's knowledge of the Rules Of Trialing than a test of wit. As such it can cease to be fun and become a Divorce Lawyer's dream. As the R.O.T. started to set in on our marriage we gave up half way, thereby avoiding paying for a new 300ZX for our lawyer. Alan Harrison, without even a Pink Panther to navigate for him, came very close to completing the run. At times in the metal sections, Alan's Datsun 1200 thought it was on a rally, with following drivers finding themselves stoned!

Club Points: Alan 2      Dee 1      Graham 1

\*\*\*\*\*

## *Hermit's Trial '86*

Now there was a test of wit, weird yes, but a serious test of wit. Most of us failed dismally and none of us completed the course. Described by Heath as a simple drive from Cornwall Park to Northcote and back, most took 25 minutes just to get out of the Park! Great about this sort of event is that all competitors are on an equal footing, all caught with brains out of gear and no idea where we should be coming from or going to or have been or went! Messy! You meet lots of friends though, all with little idea of the points of the compass, nautical terminology, or the name of some reef in the Tasman. Heath won - and deserves 20 points, but he won't be getting any!



HEATH AND TERRY NORTH STAR

The results were:

1. Kelvin Healy & , & - (told you I'd forget, sorry)
- 2= Alan Harrison & Lisa Batchelor.
- 2= Peter Sargant & lotsa girls.
4. Dee & Graham Collins.
5. Linda & Gary Palmer in a Toyota.
6. Paul de Lautour & Friend (who finished about 7.30pm!)

\*\*\*\*\*



# 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.

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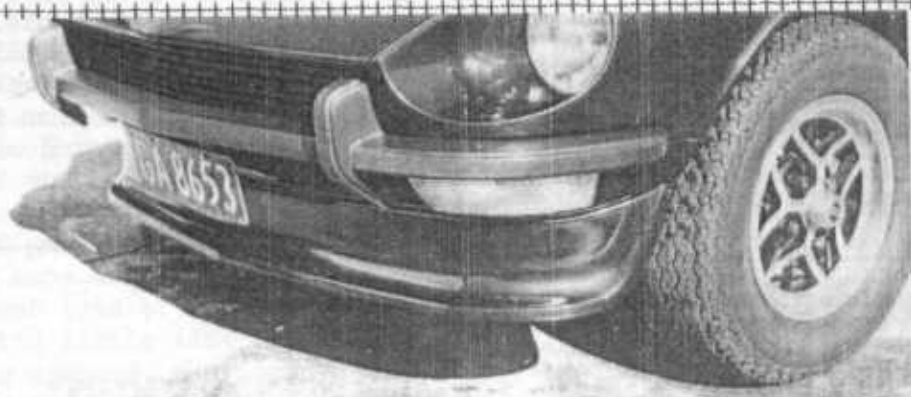
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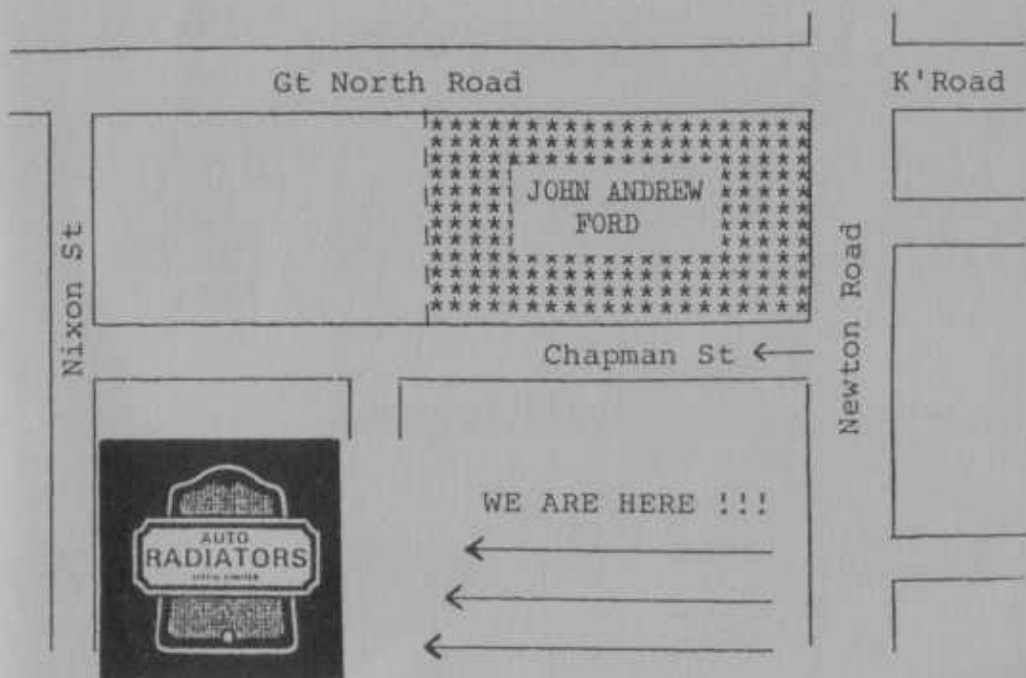
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