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ORIENT EXPRESS



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ORIENT EXPRESS

28

DECEMBER 1986

The official newsletter of the

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The views expressed in "Orient Express" are the views of the contributors and do not necessarily reflect the views of the Datsun Z Club Inc. unless stated as a point of policy.

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

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

Coming Events

DECEMBER 28, SUNDAY at about 6pm. Collins' New Year BBQ and Whistle Wetting. Bring your own favoured cordial and steak, we'll provide the charcoal and the glasses. This is our annual event for these who're stuck in the city for the holiday period. Open to ALL members and good friends.

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JANUARY 4th, SUNDAY N.Z.I.G.P. at Pukekohe. A block booking could be arranged for this if you're interested - just ring me on 665 443.

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JANUARY 25, SUNDAY Nissan Mobil 500 streetrace, Wellington.

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FEBRUARY 1st, SUNDAY Round 2 of the Nissan Mobil at Pukekohe. Four of our members have been invited to compete in the Rapid Radio Classic Race being held before the main event - come along and watch, they're sure to put up a good show.

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FEBRUARY 15, SUNDAY The Annual Inter-Marque Concours d'elegance at the Ellerslie Racecourse. We require three first-class cars and three helpers to support our Club for this event. Please phone me on 665 443 if you're available.

+++++

FEBRUARY 22, SUNDAY TACCOC is hosting the Fantastic Annual Whenuapai Historic and Classic Race Day. Entry forms have not arrived as yet, and we will forward you one only if you let us know. This one's always a really great event. Not to be missed.

+++++

MARCH 1ST, SUNDAY from 5.00pm to 10.00pm, the Datsun Z, SP250 Club, Sportscar Club, and the Scimitar Club's DO D'VINO.

This combined social event is to be held at Sapich Bros Vinyard, Forest Hill Road, Henderson and will include; BBQ'd food, wine sweets, wine, beer, wine, fruit juices, wine, swimming and more wine - Better bring swim-togs, as after that much wine you're sure not going to look much good without them.

Tickets cost \$23.00 and must be paid for by Feb 10th at the latest. (special rates for children). You will only miss out on this evening if you forget to let us know, it's in your court.

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MARCH 15 & 16 SATURDAY (practice) SUNDAY The Porsche LeMans Classic Relay at Pukekohe. We need to know very soon who is going to represent our Club making up two teams (10 cars) and who will be the ten helpers which we MUST provide to assist in running the event. This one is considered by most of our members to be the BIG ONE of the year - the one chance we have to beat the Porsches at their own game.

Why not help your Club, and help the organisers, by putting your name down within the next two weeks ?

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MARCH 7TH, SATURDAY The Austin Healey Club Otawa Hillclimb. Prez has Entry Forms for this event, guaranteed to be a great fun day, so ring me up and ask for one. Hillclimbs are ideal events for beginners, a chance to learn a little more about yourself and your car, so take this opportunity - PHONE!

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MARCH 29, SUNDAY Alfa Romeo's Sprint de Chelsea (Trolley Derby) This gives you plenty of notice to clean up the old trolley and give it's wheel bearings a drop of Super Lube. This time the Z Club could do better than last?

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APRIL, EASTER WEEKEND SCCNZ's Sports & Racing Car Show. We would like to have three cars for this display.

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APRIL 19, SUNDAY Alfa Romeo Club's practice day at Pukekohe. (this will be Easter Weekend)

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MAY 2ND ? SATURDAY. Provided we are able to secure the track, this will be our Annual Bay Of Plenty Weekend. More later.

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MAY 10, SUNDAY The TR Register's Isadora Duncan Scavenge Rally.

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MAY 17, SUNDAY Jaguar Driver's Club Pukekohe Practice Day.

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JUNE 21 ? SUNDAY Probable date for the Datsun Z/Morgan Mere-mere quarter-mile sprints.

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JUNE 28, SUNDAY Round Auckland Trial followed by our AGM.

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JULY 19, SUNDAY M.C. Car Club Annual Inter-Marque Trial.

AUGUST (1st weekend) could be an ideal time for an overnight trial? Will work it all out and let you know.

+++++
SEPTEMBER 13, ? SUNDAY. If we can book the track for this date be at Pukekohe for our Club Circuit Meeting.

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OCTOBER 4TH, SUNDAY Club Lotus/Historic Sports & Racing Club's Pukekohe Practice Day.

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OCTOBER 16, ? SUNDAY TACCOC Race Day, Pukekohe.

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OCTOBER 24, 25TH (Labour Weekend) Wellington Group A Streetrace.

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NOVEMBER 7TH, SATURDAY Manfield Classic Car Race Meeting.

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NOVEMBER 22, SUNDAY M.G. Car Club's Inter-Marque Grass Motor-khana. Venue to be advised.

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DECEMBER 5TH, SATURDAY Datsun Z Club's Concours d elegance to be followed by our Annual Prize Giving Dinner.

The Pina Colada Report

Aloha to all fellow zedders from the deviates paradise.

As I recline here, half sozzled on Pina Coladas with my eyeballs half out of my head watching the sights of Waikiki beach stroll past, I find what little of my mind is coherent wandering over the club's past year.

The racing side of the club progressed well, with baby Maxwell outperforming Daddy (only on the track according to Dale) in his stock standard 240Z (well, slightly modified). Some excellent displays of controlled (most of the time) driving, especially in the wet. Chris's ambition is to never own a 280ZX.

Doug Leigh made only one sporting appearance (a statement hotly denied by Brenda) at Whenuapai where he clocked 3rd fastest time of the day. He must have scared himself off as that was the last we saw of him.

Wooly Bruce more had an interesting season when he could get the yellow peril to go. His highlight was at Baypark

when Graham and Dale decided in a most gentlemanly manner to let the local boy win a race, and pulled off the track.

Alan Harrison spent a lot of the season psychoanalysing his car. It had decided that it was an Audi and should only run on 5 cylinders. Never mind, Alan, even a car is allowed ambition.

Don McLean decided not to run off with the competitors trophy, and only competed in two events; he still came third. I must fix the travelling bonus next year!

Our esteemed Club Prez seems to be suffering from old age (his car is what I mean) and is losing horsepower by the race. Still nothing that a good dose of overbore won't fix.

Still, everyone has had a damn good time except Dale who is going down the 'fastest times' list even faster than Graham. Dale must really be desperate, he even tried to do a better sandtrap roll at Baypark than my one the previous year. Poor guy didn't even get his wheels off the ground.

Well, onto the points trophy. (The blonde just coming out of the surf with the 38 D's wins hands down. I will give her the prize later.) Oops, sorry, the Pina Coladas are taking over again, still, never mind, the view from the top of this coconut tree is tremendous.

Socially the club took a bit of a nosedive. Very little in the way of car trials and only moderate attendance at nosh, noggin and natter nites. The most succesful nite was the Scimitar ten-pin bowling challenge, when we had an overabundance of keen bowlers. If anyone wants to be a keen and active social events co-ordinator please let me know. Also, if anyone knows of a score at the bowls of more than 185 please let me know. If not I will declare myself undisputed club champion. (.. yet another trophy to sit alongside his club pole-vaulting record)

The weather here is absolutely tremendous. Long sunny days, cool evenings, glorious sunsets and dawnbreakers. (What you do when you wake up in the morning is your business, Gary) A disgusting number of 300ZX's, all turbo and all cheap. 240Z's costing peanuts. Oops, sorry, brain wandering again

..... (at this stage, your club captain's summary of the year degenerated into an even less intelligible lot of drivel than the preceding pages. we apologise for this loss of coherence, and meanwhile return you to the rest of the magazine ...)

Comptrophigures

The events in the points table for our Competitor's Trophy this year were; Whenuapai, Porsche Relay, Nissan 500, Alfa Trolley Derby, Austin Healey Hillclimb, Baypark, Bruce's Trial, Kermit's Trial, M.G. Trial, TR Trial, Meremere $\frac{1}{4}$ Mile, TACCOC Races, Manfield Classics, Club Circuit, JDC Races, MG Grasskhana and our Annual Concours d'elegance.

Due to the very high level of activity combined with the increased number of contestants, we are not able to publish the full results chart. Total points earned were as follows:

Chris Maxwell	94.5	Grant Joch	10
Alan Harrison	91.5	Larry Anderson	9.5
Don McLean	87.5	Ivan Udy	8
Graham Collins	84	Carl Sievers	7.5
Dale Maxwell	75.5	Heath Dann	7
Paul de Lautour	54.5	Mrs Gillespie	6
Murray Chapman	47	David Hastings	6
Bruce Woolmore	42	Linda Palmer	5
Dean Murdoch	40	Gary Palmer	5
Lisa Batchelor	36.5	Chris Pynenburg	5
Kelvin Healy	34.5	Maureen Ro-Smith	4.5
Peter Sargant	22	Greg Gillespie	4
Geoff Rolfe-Smith	20	Richard Lowe	3
David Turner	16	Derek Meadows	2
Grant Wright	16	Glennis Mitchell	2
Gavin Lewis	13	Mike Cvitanovich	1.5
Doug Leigh	12	Mike Wilson	1.5
Keith Loch	12	David Erkel	1.5
Dee Collins	11		

Had individual results been available for the ten-pin bowling night, some of these points might have been quite different - sorry Greg, sorry Gary, sorry Linda, sorry Maureen, sorry Jim, sorry Penny, sorry Geoff, sorry Lisa. At least you can all take comfort in the fact that it kept Chris' and Alan's points a few below the ton!



Concours d'elegance

		Engine Area	Body & Paint	Wheels, Underbody	Interior & Tools	Authenticity	Age Bonus	Total
D. Farmer	260Z	144	139	83	106	81	30	580
G. Wright	260Z	136	122	81	86	79	30	544
G. Collins	240Z	134	136	61	80	73	30	511
G. Lewis	240Z	115	129	49	59	78	30	460
C. Maxwell	240Z	128	105	57	61	77	30	458
A. Harrison	240Z	113	123	47	67	57	30	437
M. Chapman	240Z	72	102	48	65	88	30	*395
D. Maxwell	280ZX	79	102	43	53	92	22	391
K. Healy	240Z	58	65	58	68	87	30	366
H. Dann	240Z	28	99	52	67	75	30	351
Mrs Gillespie	280ZX	25	98	47	54	85	26	335
C. Pynenburg	260Z	35	89	50	61	80	30	*335
G. Gillespie	280ZX	18	110	41	51	67	26	313
R. Lowe	240Z	17	82	42	45	76	30	292
G. Mitchell	240Z	21	80	42	43	68	30	284
P. Perfect (pre '77)		210	165	90	105	100	30	700

If any of you feel disheartened by these results, don't worry, clean the old beast up for next year and bring it along. You would have to work real hard to beat this one, nomatter what!

B. Woolmore 240Z 19 73 32 41 53 30 *238

* indicates loss for late arrival.

Our very special thanks to the Judging Team:

Engine Area - Robin Lock of Alfa Romeo and Allan Bremmer of Porsche.

Body and Paint - Fred Lennard of Alfa Romeo.

Underbody & Interior - Tony Nigro of the Ferrari Club.

Authenticity - An un-biased Committee of Three Wise Men.

Those who turned up (let alone entered) had a good day's racing at Labour Weekend - why don't the rest of you come along and say hello next time there's a big meeting?? Take my word for it, you'll enjoy the spectacle (I'm never averse to making a spectacle of myself). Come on, lets see all of you at the Porsche relay in 1987.

Paul decided to get some early practice in - instead of falling off the track, he fell off the road coming back from scrutineering!!

It was a familiar group who showed up; Alan, Dale, Chris, Kelvin, Murray, and self. Alan's car is going a lot better after the rebuild, and he gave Chris a hard time all day. My car was benefitting from a bigger exhaust system, but the Yokohama 235's seemed to have slightly less grip than the RE81 Potenzas.

Our first race was a jumbled grid, with Chris and Alan up ahead of Dale, with Kelvin and I well behind Murray further back. There was a lot of traffic to get through in the first laps, while Dale and Murray were battling a bit further ahead. Chris pulled out with a burst heater hose, leaving Alan ahead, behind a couple of Porsches. I had trouble getting past the Alfasuds, who like just about everyone else were quicker than me thru the sweeper/chicane section before the back straight, where I could wind the motor out past Dale and Murray. Picked up a Porsche 944 and V12 E-type before finishing behind Alan for fourth or so.

Due to Paul's mishap, I was slotted into the teams' race, which was a boomer. I was again well back, with Chris and Alan further forward. I got a good start, and squeezed past Alan in the shambles that is the hallmark of a LeMans start. Behind me was a BMW 2002tii which was to harass me for the entire race, just ahead of Alan, who was staying with us too. Chris somehow fell off slightly, 'cos we suddenly started to catch him. This was unfortunate, because while trying to catch him I also fell off slightly, causing not a little concern to the spectators who were directly in the path of the spiral course the 'Z' had decided to take as a scenic alternative to the more mundane A to B exit from the hairpin. Alan had the grace not to laugh as I executed graceful circles on the grass as he went past. Fortunately, the BMW had also fallen off, and I managed to get back on the track and past an MGB to finish behind Chris and Alan, which gave us 2nd= with the Lotus Team, behind the Porsches, which delighted us all.

The third race was for over 2-litre cars, with not much slow stuff. Again I was off the back of the grid (must be quicker to line up on the dummy-grid next time) beside Kelvin, Murray, and Dale just ahead, and a jump to Alan and Chris behind the Porsches. Interesting start - a Lotus or something stalled on the grid, holding up the Dino Ferrari behind him, and also Murray, who thought about swerving around him, but wisely decided not to, as Dale and I barreled past in a cloud of dust. The Marcoses (Marcli?) proved quite quick, but again I managed to edge past under acceleration onto the back straight, to catch Dale as well, but I wasn't pulling Chris or Alan in at all, and they finished ahead of me in that order, with Murray and Kelvin ahead of the Jags and hotly pursuing the BMWs.

I decided to sit out the allcomers race at the end of the day, and help Lisa with the stopwatches. I regretted that though, as it was a great race, minus most of the Porsches. A BMW took the lead, with the solitary Porsche following, and Chris close behind. Shortly later, Chris got the Porsche, and proceeded to try and wedge his nose in the BMW's exhaust pipe. This had the desired effect, and when the BMW went wide on the sweeper, the red 'Z' was through on the inside before you could say 'Bayerische Motor Werken', which is just as well, 'cos you couldn't pronounce it anyway. Sheer grunt got the Porsche back into 2nd, and he got past Chris on the last lap, ahead of the BMW and Alan, Dale and Kelvin.

So ended another great days racing. I'm going to have a big break before the Porsche relay in March, which I am greatly looking forward to. It looks like we will be able to field two very strong teams, with rumours of several racers coming out of retirement. However, we always end up short of team managers, plumbeurs, etc, so don't be shy - put your name in as crew now for the event of the year, and we will do our best to get results from your support. And don't forget to try to get the next 'Z' owner you meet to join the club, and we'll all benefit.

regards, Bruce.



After about five hours, I was again a hardened veteran of the highways and was able to observe them with calm. Little had really changed.

That excellent highway entertainment, the bumper-sticker, seemed to be vanishing, and this compounded the awfulness. In the old days, now and then you might see a bumper-sticker that said, "Warning: I speed up to run over tiny little animals", or, "Save the cockroaches", or, "I'd rather eat worms than drive a Torana", but highway prose of this elegant style is now rare.

It has been replaced by that awful Valentine heart symbol making such inane statements as, "I (heart) Onehunga" or, "I (heart) knitting", or the most awful of all, "I (heart) rugby". It is dis-heartening to discover that literacy is declining even on the roads.

During a two-hour stretch when I was being passed by every car, bus, truck and moped in the North Island, I got to thinking what it would be like to have a cruise-control installed; the problem would be to find a place on the highway where you could operate it without infuriating 95% of the other vehicles on the road and driving over the rest. If I insist on driving at, or close to, the national limit, then I find myself regarded as a speed maniac by the few, and a plodding idiot by the majority.

The vast speed differential is awful, as well as being very, very un-healthy.

In fact, the safest way to travel on our high-speed highways is to break the law and move with the majority, those people who are angered by obedience to the law. Like everything else about the high-speed roads, this is awful, for it can only breed a contempt for law that is destructive of society. As I drive I can hear the voices of Back-Bench Politicians (the kind who will probably remain BBP's) who, fearing the consequences of laws universally ignored, advocate the abolition of laws not widely obeyed as a way of preserving respect for the law.

Perhaps they're right, because after about two hours of being hated by everyone on highway one, I said, "Fiddlesticks to the law", and felt wonderful to be part of the illegal crowd, though later, of course, I felt awful.



How To Succeed On The Track

(The collective wisdom of the 'Z' Club Boy Racers)
(edited by Bruce)

One of the benefits of a marque club is the access to a pool of expertise on that marque. The following article is designed to give the novice racer the benefit of many miles of racing done by the more experienced 'Z' Club members.

Next mag; Our Collective Experiences of Off-Roading.

Cosmetics

If you are satisfied with being a cafe racer, looking fast is a very much cheaper alternative to actually going fast. Bobtails and some form of chin spoiler are now an essential part of the fashionable 'Z', and louvres are a perennial favourite. Headlight covers now have a strong following, but the ultra-fashion-conscious should carefully note the following trends;

the colour fluorescent green (ref. Harrison's sox, Collins's headlight covers)

super-expensive ZG (racing) noses; (Horne, Turner)

ugly mascots; (Rolfe-Smith)

seppukku kits (who was that masked man??)

pink overalls (need I specify?) enjoy a very small following (1), but tailored flameproofs (to make your bum look smaller -ref. 'Cleo' magazine, Sept. '85) are more popular (Maxwell X 2, deLatour)

Preparation

There is no doubt that a properly modified car will go faster than a standard one. Even such simple mods as disconnecting the brake master cylinder, and nailing the accelerator to the floor (Chapman, Palmer) can be remarkably effective. They can be remarkably ineffective, too (Chapman, Palmer). Be warned that the 'Z' is the result of much development, and it is easy to get it wrong.

Motor

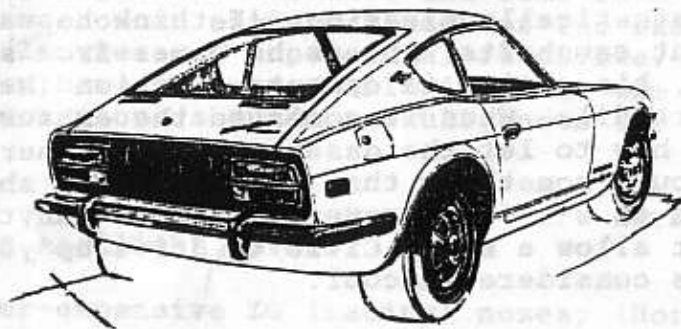
There is no substitute for cubic inches, as the hot-rodders say, although cubic centimetres can be just as effective, though you need more of them. For those with megabux, a 280ZX motor stuffed into a 240Z is the way to go (McLean, Udy). For those with less, a 280ZX motor stuffed into a 280ZX is a totally inadequate compromise (Maxwell et alii). The most basic conversion, for the totally destitute, is to detune a 240 by inserting a clapped-out 260C saloon motor (Collins and self can attest to the uselessness of this one). If you want to impress others with your technical nous (if it's OK to use words like that in such a nice magazine), stick a trio of Dellorto side-draughts on the side of your donk. It won't go any faster, but you can have the satisfaction of knowing that you are helping make Motunui more financially viable, as Harrison, McLean, and self will tell you. As to camshaft selection, McLean reckons that tall thin ones are more aesthetically pleasing, (I think he was talking about camshafts) but as he comes from south of the Bombays, his sanity is open to question (hark the newly converted!). When it comes to the exhausting question of how to let the gases out, the general opinion favours something that sounds nice - shows you what a bunch of W-----s we are, don't it? Anything that doesn't allow a Honda Civic to drive up your extractor is considered uncool.

Handling

This is where a consensus is difficult to arrive at (although Palmer seemed to think that he passed it on the way to Rotorua). Most of us agreed that a good shock absorber is vital; try Valium, 'or a stiff G & T next time you get a quote for that gearbox rebuild. If you cut 2 turns off your springs (front and/or rear) you will lower your car - isn't science wonderful?? There is a rumour that Mr deLatour has reduced his to the height of a couple of spring washers, so keep an eye out for a red 'Z' slithering along the ground at knee level. Brakes are the weakest link on the 'Z's, the most common problem being brake-fade, caused by overheating of the pad material. This is not to be confused with brain fade, which is caused by an excess of enthusiasm. Eliminating the pad material altogether does not solve this problem, as Mr Maxwell will confirm. Another demon late-braker, Kamikaze-Collins,

uses a mixture of meths and silicone brake fluid to ensure a faster exit from the corners (hence the expression "exit stage right") As mentioned previously, Chapman and Palmer don't have any problems with brakes. The latest craze is drilling the disks, and this is showing much more promise than grilling the damn things. The technique is to drill until the disk falls to bits, and then back off a few holes. You can also try grooving, if you think you are hot stuff.

Well, there you have it. Armed with these tips, you should be on the front row of the grid in no time at all - the only other thing you need is experience (for a detailed account of experiences, see Collins, Palmer, Maxwell, etc, etc). Meanwhile,
Happy Zedding!!



DID YOU KNOW?

Your 1986 Competition Licence runs out on the 31st of December. If you require a licence for 1987 the procedure is.....

Obtain an Application Form from the Datsun Z Club.

Fill it out as required for the class of licence you need.

Make out a cheque for the correct amount payable to MANZ.

Post the form and the cheque to our P.O. box.

The minimum licence for our class of events is 'Historic and Classic' which costs \$6.00. If you think you may be needing a licence during this year, do it now. It costs you no less five minutes before an event, but it sure makes more work for the event organiser.



Annual Prizegiving Thing

Our Annual Prize Giving Dinner was a raging success, even if some of you forgot to attend. Excellent food, stimulating company and very drinkable wine. Same as always? Yes perhaps, but great fun as ever.

The Club's Trophies were presented to the following members...

- David Turner Clubman, for outstanding effort and assistance to the Membership.
- Dale Maxwell Meadows Performance Award. Dale was 'Top Gun' in speed events for the year and now has the Gumball Machine displayed in the office of his Vending Equipment factory.
- Kelvin Healy Outstanding Support. Kelvin really earned this trophy, having attended most events and performed very well.
- David Turner Concours Member's Choice. Seen rushing about with his chequebook at Cornwall Park buying votes - and it worked!
- Dale Maxwell The Black Helmet for jolly-bad-luck-old-chap, had to go to Dale this time. He won this for being a great runner - running off the track, running out of brakes, running his bearings, and running behind his son for the last part of the season.
- Alan Harrison Trials Champion.. Stole this one from the Collins' this year, though we don't think he could have done it without lots of help from Lisa.
- Chris Maxwell Competitor's Trophy. Chris did outstanding things in a short season to win over Alan Harrison and Don McLean.
- David Turner Concours d'elegance Trophy. What can you say? Take an old and tired 260Z, pull it down to a thousand bits, then painstakingly reassemble - and paint it green. (yuk!)

Charter Corporation Classic Race Meeting

7th & 8th November 1986

Manfeild Autocourse, Feilding

Manfield, now let's see, we know that Manfield's in Fielding and Fielding's very near Palmerston North where our Hotel is located, but - after finding Fielding there isn't a road-sign anywhere indicating Palmerston North. We did see signs showing Palmerston but as far as could be established, P/North does not exist!

For us the only thing wrong with the weekend, the problem of finding the place, was all solved in the time it took the hotel kitchen staff to close the ovens and go home. Other-wise the weekend was one-of-the-best.

Practice on Friday proved to us that the Z's were not about to be totally out of it, with excellent times being turned in by all. Dale showed us that it's not really true that he's past it when he took three seconds of his best 'official' at a low one-thirty when driving Chris' 240. Only mis-fortune happened when two of the competitors got mixed up between practicing and racing and one of them, 'J.J.', slightly inverted his B.M.W. 2002 - not at all nice and the car looked as though it may not race again for a few days.

Race Day, and race one was for Japanese Sports Cars, terminology that had the commentator word-bound! Silly b.....d got so stuck for something to say that he even came out with the old hoary one about Japanese E Types! Sorry Jaguar Club, we really do try to stop this sort of thing. Different matter though when he noticed how the cars performed, and from then on he did very well (beit through his amazement!).

RACE ONE - Goodyear Tyres Japanese Sports Cars

Car No	Driver	Make	Model	Total Time	Fastest Lap	Place
110	Christopher Maxwell	Datsun	240Z	7.26.56	1.27.22	1
113	Don McLean	Datsun	260Z	7.31.65	1.28.78	2
112	Alan Harrison	Datsun	240Z	7.39.00	1.30.07	3
108	Dean Murdock	Datsun	240Z	7.55.42	1.33.35	4
114	Dale Maxwell	Datsun	280Z	7.57.21	1.33.28	5
111	Bob Saunders	Datsun	240Z	8.19.99	1.36.23	6

The Teams Race will go down as one of the Z Club's best-ever. A mighty concept with a LeMans start using runners, allowing a quick, clean getaway. Our 'A' Team was; Don, Chris and Alan, with Dale, Rob and Dean racing for the B's.

Slick arm-band changeovers and clean fast driving brought the following result....

1. Cobra, Jaguar, Cobra team
2. DATSUN Z 'A' TEAM
3. GT Falcon
4. B.M.W.
5. Alfa Romeo
6. Alfa Romeo
7. Ferrari/Porsche/Ferrari
8. TR6, TR6, Spitfire V8!
9. DATSUN Z 'B' TEAM.

Followed by Jaguar, Jaguar/Austin Healey, Capri, Alfa 'C', M.G. and Fiat.

The second Japanese race ended with the same order, though only after much excitement when Chris chose to drive off the edge (he says "It was rather than falling off") and had to spend the rest of the race re-gaining his position.

The Fastest 30 Race had 5 Z's on the grid, all having qualified for the race. The usual late in the day problem of cars failing to turn out caused the Organisers to fill the grid with a few others. Chris was 2nd Appendix K entrant, with only Dougal-Take-AIM-At-The-Corner-And-Keep-Out-Of-The-Plaque-Stevenson taking him only a couple of laps before the end.

In one of the open sport car races Chris Watson had a wee 'fall' in his Triumph TR5. We're sorry to see this happen

but most pleased that he wasn't hurt. Chris says he enjoyed it much better than his last rollover in a TR, and believes this was due to his rollbar and full harness. We agree!

Our thanks to the Organisers and to the Sponsors.

Associated Radio Flying Farewell			
No	Driver	Make/Model	Place
1	Paul Leuch	Lister Jaguar	1
50	Tony Herbert	Ginetta G4	2
47	Digby Paape	Cobra 427	3
16	Jonathon Paape	Cobra 427	4
7	Dougal Stevenson	Lotus Spuer 7	5
110	Christopher Maxwell	Datsun 240Z	6
9	Bruce Larsen	Caterham Lotus 7	7
8	Brendan Bateup	Lotus Super 7	8
113	Don McLean	Datsun 260Z	9
112	Alan Harrison	Datsun 240Z	10
115	Tony Roberts	Alfa Romeo GTV	11
93	Gordon McBain	Falcon GTHO	12
37	Rob Brown	Lotus 7 Cosworth	13
21	Jeff Hall	Jaguar E-Type	14
42	John Fendall	Triumph TR6	15
38	Lawrie Steere	Ferrari 308 GTV	16
114	Dale Maxwell	Datsun280Z	17
121	John Hudson	BMW 2002	18
69	Steve Whriten	MG Magnette	19
108	Dean Murdock	Datsun 240Z	20
107	John Armistead	Torana XU1	21
97	Brendan Gilliver	Capri RS 3100	22
106	Grant Waddington	Escort Twin Cam	23
61	Micheal Westall	Jaguar MK II	24
72	Steven Lough	Morris Cooper	25
22	David Eddleston	Jaguar XK150S	26
128	Matt Holden	Capri	27

Club Circuit Races

Pukekohe

7th September



No.	NAME	CLUB	CAR ENTERED	LAP	5 LAPS
27	Bill Powell	Lotus	1967 Lotus Cortina	39.16	3,17.12
25	Chris Atkinson	Lotus	1967 Lotus Cortina	39.34	3,18.75
53	Rob Buttler	B.M.W.	1968 2002	39.27	3,20.25
31	Bruce Larsen	Lotus	1978 Caterham S.7	39.06	3,20.43
40	Cliff Newbegin	Porsche	1973 911 Carrera	39.12	3,20.62
15	Ian Nett	Porsche	1977 911	39.74	3,21.98
13	Chris Maxwell	'Z'	1972 240Z	40.13	3,22.31
39	John Karnon	Lotus	1970 Escort TC	40.06	3,22.46
50	Paul Higgins	Porsche	1960 911 SC	39.92	3,22.72
46	Phil Williamson	Auck. C.C.	1985 Rep. Lotus 7 - S3	39.62	3,23.16
56	Kirk Robinson	Lotus	1976 Lotus 7 - S4	39.55	3,25.44
18	Tony Roberts	Alfa	1970 Alfa Romeo GTV	40.00	3,25.90
11	Chris Watson	TR Register	1968 TR5	40.59	3,26.00
20	Paul de Lautour	'Z'	1972 240Z	40.16	3,26.31
16	Alan Lacey	RSSOC NZ	1976 T.V.R. 3000M	41.38	3,27.69
24	Simon Boag	Northern	1959 Mistral 1340	41.50	3,28.07
19	David Sharp	Alfa	1980 Alfa Romeo Sud TI	41.79	3,30.32
45	Graham Collins	'Z'	1972 240Z Auto	42.18	3,31.00
11	Dean Murdoch	'Z'	1972 240Z	42.28	3,31.80
6	John McGeachie	TR Register	1971 TR6	41.93	3,31.88
42	Jon Jarvis	B.M.W.	1973 2002	41.77	3,32.61
34	Rob Whitehouse	TACCOC	1965 Lotus Cortina	42.00	3,32.70
7	Brett Jeffares	Auck. C.C.	1965 MLB 1100	42.18	3,33.32
59	Dale Maxwell	'Z'	1981 280ZX	42.06	3,32.93
32	Richard Atkinson	RSSOC NZ	1971 Marcos 3 litre	42.40	3,34.87
55	Andy Drummond	Alfa	1979 Alfa Romeo Sud	43.13	3,36.07
17	Dave Walker	TACCOC	1969 Marcos Volvo	43.12	3,37.84
12	Kelvin Healy	'Z'	1972 240Z	42.89	3,38.11
37	Robin Houston	Lotus	1971 Lotus Elan +2	42.90	3,39.27
25	Tony Sturm	MGCC	1972 MGB Roadster	43.30	3,39.70
51	Nigel Horne	B.M.W.	1973 2002 Turbo	42.56	3,39.88
8	Geoff Rolfe-Smith	'Z'	1976 260Z Auto	43.32	3,41.72
58	Jeff Kivell	Alfa	1972 Alfa Romeo GTV	44.44	3,43.09
5	John McMullen	TR Register	1958 TR3	43.79	3,44.56
9	Patrick Payne	TR Register	1974 TR6	44.43	3,45.59
38	Graeme Spence	MGCC	1972 MGB	44.57	3,45.79
52	John Hudson	B.M.W.	1969 2002	42.10	3,46.00
5	Nick Heatt	TR Register	1968 TR5	44.31	3,47.21
57	Roger Skipper	Cooper	1966 Austin Cooper S	44.39	3,47.42
23	Barbara Fray	Auck. C.C.	1985 Chevron Sports	44.84	3,47.93
21	Anthony Munns	Cooper	1967 Austin Mini Cooper	44.19	3,50.79
1	Narston Robinson	TACCOC	1951 Morgan +4	44.83	
50	Fred Leonard	Alfa	1975 Alfa Romeo Alfetta	45.74	3,51.62
67	Charles Matuschek	TR Register	1967 TR4 A	46.40	3,54.50
47	Malcolm Bradley	B.M.W.	1974 2002	46.15	3,54.50
44	Dennis Webb	MGCC	1970 MGB GT	45.52	3,55.68
49b	Kevin Barton	Northern	1972 Sunbeam Imp GT	46.31	3,58.12
22	Evan Fray	Austin Healey	1985 Chevron Sports	44.16	4,02.71
29	Graeme Stark	SCCNE & 'Z'	1985 GMS Tuatara	48.10	4,07.30
49	Jim Shorto	Northern	1972 Sunbeam Imp GT	48.19	4,15.75
48	Roger Kay	Northern	1968 Sunbeam Stiletto	49.25	4,31.07
2	Steve Payne	TR Register	1954 TR2	51.46	4,31.84
47	Rhodri Griffiths	Northern	1969 Imp Californian	52.46	4,32.07

CATERHAM 2 CLUB TROPHY RACE:

1st - Bill Powell, 2nd - Chris Maxwell, 3rd - Chris Atkinson, 4th - 53,
5th - 10, 6th - 16, 7th - 59, 8th - 51, 9th - 15.

TURBOCHARGER Rajay with complete Crown installation kit and instruction manual - Offers?

Phone David Turner, (09) 276 7376 evenings.

10 PIN BOWLING Sat. 4th October

Talk about on the ball, no less than nineteen 'Z' members strained the 10-pin bowling resources at Manukau, and arrived well before the "Ancient and 'Onorable Reliant Scimitar and Sabre Owners Club, or RSSOC to the great unwashed.(I think that's the Jag mob .. ed). In fact, they were late, but well excused because their cars do not require radar detectors. After initial pandemonium, teams were sorted out, and battle commenced in two adjacent lanes. Light-heartedness turned to grim determination as ball after ball thundered down lanes 21 and 22. Joints (smoking those funny cigarettes again, Geoff?) and muscles smarted under pressure; the same pressure also squeezed out the odd four-letter word (or five if you spell it with a 'PH' like Dame Cath). Some members were touched with religion as they were heard to utter 'Jesus Christ'. In fact, when it was all over they were actually heard thanking God.

All the score sheets were ratified using the principle of new maths, calculus, and even geometry in order to obtain a win for the 'Z' club of 1810 pins to 1563. Gary Palmer, who is known to have a sneaky way with figures, (ask Linda! ...ed) managed to get the king-pin award of 175. Poor Maureen Rolfe-Smith, who is lousy at maths, scored the booby pin award with a massive 52. Con-man, 'Dirty Dave' Turner attempted to apply some after-the-game rules to extract \$247 from Scimitar, a dollar a point deal.

It was a night of zing for Zeds, and salutations for Scimitars.(I hereby pronounce Geoff 'Club Poet Laureate Par Excellence' ..ed) The latter group never did attend any taining sessions in underarm bowling tactics at the Aussie cricket school. However, as we drove away with one arm longer than the other (which explains why Geoff spent all night driving in circles), the threat of a re-match was ever present. The warm and friendly RSSOC will want blood, and why not, I ask you? Those members who wish to bleed should ring Dave Turner at 276-7376, remebering that a drop of blood on a white hanky gives you our proud flag!

Geoff (Rolfe-Smith)

Dear Sir and/or Madam,

Re: Annual Rude Letter

Enclosed is a cheque for my overdue subscription. I don't want to miss another year of useful tips and libelous scandal via the Orient Express, nor the promise of forthcoming nosh noggin 'n natter extravaganzas at Riccardo's calorie dispenseria..

As I recall, the Prez still owes me a dinner. The fact that I haven't heard from him all year confirms this (guilty conscience?).

Now for some good news. Unlike the early days of our relationship, my 240Z and I no longer assume the missionary position (car on top, driver spreadeagled underneath sweating and talking dirty) with any frequency, except for periodic gropings with oil changes and trying to get the goddamned handbrake to work.

And more good news. Some months back I felt inclined to trade the 24-ouncer in on something swifter, something with gusto. Fortuitously, before I got the chance to unload the slug, I discovered a cracked spark-plug. Upon renewing the offending part, my car performed with such vigour that it waxed my wife's Charade! And as long as the 240 keeps dispatching normally-aspirated Charades, I'll keep it.

But raw power has its drawbacks. Recently, an ACC mobile microwave operator gave me roadside advice and counsel about my rapid rate of progress in a 50km zone. Luckily, after the inevitable tongue-lashing, I was let off with a warning because of mitigating circumstances. I had explained about replacing the cracked spark-plug and the difficulty of controlling the consequent massive increase in performance. He said he had the same trouble with his wife after surgery, and that like him, I'd probably learn to live with it in time.

Cheers,

Jim Skoog.

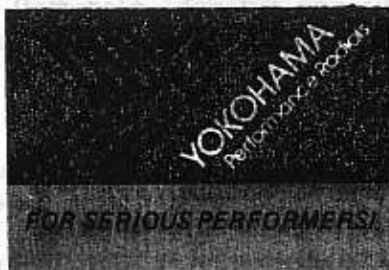
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and spoken to our well known expert

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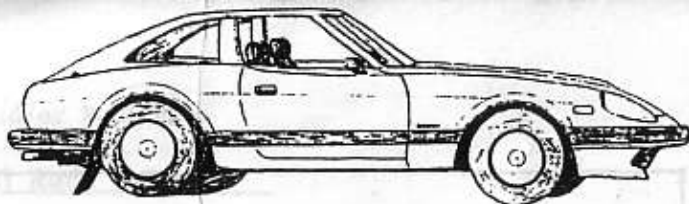
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GARY PALMER



Auckland 13 Oct 86

The Editor
Orient Express,
etc

Dear Person, (actually, this was all written in upper case, but I don't see why you should all have to strain to read it, just because the writer was away from school on the day that they were taught all the little letters .. ed)

There is a rumour about the club that because I sand-pitted at Baypark (this narrows the identity of this person down to 20 or so) and held back to give some others a chance at Pukekohe (well that rules me out, the only thing I've held back lately was my sub. Also well out of contention for the no-I-insist,-after-you award would be Dale Maxwell, who will only let you pass if you bring a note from your mother).

Well if I find out who spread these untruths he will find my exhaust pipe blocking his way (loose muffler??) and then see it disappear into the distance and then by the time he finishes his race I will have finished, parked, and be into my second martini (this is an alcoholic beverage much favoured by the older generation, and not half of an Italian high-wire act, which was my first guess. As such, it is a vital clue to the writers identity, as the number of geriatric alcoholics who fell off at Baypark can be counted on the fingers of Madonna's gloves)

If I find after that the rumours continue, I will have no hesitation but to put it sideways and block his passage (ouch!! ... ed) Take That!!

280ZX

(well that last bit was a dead give-away, but the prize for the first club member to provide the correct identity of this mystery passage-blocker will be a set of bent 280ZX brake pads.)

Simple - - Strong - - Efficient

The Universal Shock Absorber is a New Zealand patent that is already giving wonderful satisfaction on hundreds of cars. Can be fitted in a few minutes—nothing to get out of order—requires no attention. Price £2/10/- per set of eight.

The Universal Shock Absorber Manufacturing Co.

62 Webb Street - - Wellington.

The Beginner's Guide to the Used-Car Ads

Buying a used car can be fraught with dangers for the unwary, especially when you don't know the real meaning behind the glowing advertisements. To avoid being sold a dud, the following is the translator's guide to the car-dealing lingo.

Description of Vehicle

Genuine car

This is a recent code, and it's still puzzling experts. Safe to assume, though, that the item for sale is not a dinky toy, nor a cardboard cutout from the back of a cornflakes packet.

Good runner

Don't expect too much here. After all, how fast can you run??

Fast/Very Fast

May not be any quicker than the above, but vehicle has no brakes

Lively

No shock absorbers.

Attracts Attention

Police keep stopping it

Restored

should read: resprayed

cont. over

Fully Restored

resprayed and rechromed

Engine Overhaul

New plugs and points

Major Engine Overhaul

New plugs, points, and fan belt

Cylinder Head Removed For Inspection

The head was actually removed for a de-carbon, and the subsequent loss of several vital components precipitated the sale

Good Engine

Almost certain that the gearbox and rear axle are junk

Needs Some Bodywork

Starting with the floor-pan, sills, door posts, doors, inner and outer guards, etc, etc

Totally Rust Free

No steel left, entirely glass fibre and filler

Stored 'x' Years

Spent 'x' years quietly rotting in a barn

The Owner

Lady owner

Be wary. If she's married, the car will have been totally neglected in favour of hubby's flashier, more modern model. If she's single, chances are that repairs have been botched by a succession of eager would-be boyfriends.

One Elderly Owner

The car has spent its entire life in first gear with the choke out.

Maintained By Enthusiast

has been maintained solely by an impecunious amateur of unknown mechanical ability

For Sale by Owners' Club Member

Extremely dangerous - don't ever be tempted. The assumption can only be that, having joined the club, the vendor now realises how truly dreadful his particular example really is.

Reasons for Sale

Genuine Reason For Sale

A shot crankshaft can be a very genuine reason for selling

Finances Force Sale

Self-evident; the damn thing's driven him to the very edge of insolvency

Marriage Forces Sale

New wife wouldn't be seen dead in such a wreck

Owner Going Overseas

This is to pay for the airline ticket. It's either that, or let the IRS take the lot.

Re-advertised Due To Time-Wasters

whoever viewed it last time recognised it as over-priced rubbish, and didn't buy.

Sale Due To Bereavement

Sad one, this. The late owner saw the estimate for necessary repair work, and suffered a stroke.

Finally; The Price

Offers

Think of a telephone number

Sensible Offers

Think of a telephone number, and double it!!

New Members

With an excellent membership growth over the last few months, we welcome the following new members...

Julian Parsons	Wellington	280Z	Red	LP 212
John Vryenhoek	Burnham Camp	260Z	Green	HE 2851
John Moore	Wellington	240Z	Orange	GH 3515
William May	Christchurch 5	2000 rdstr	Red	KM 7527
Greg Gillespie	Auckland 10	280ZX 2+2	Gold	HL 8130
John Mitchell	Auckland 9	240Z	Blue	GB 7256
Keith Smith	Cleavdon	280ZX	Blue-Silver	
Chris Auld	Auckland 1	1600 rdstr	Grey	IN 1966
Bruce Timings	Hamilton	240Z	Red	KM 240
Alan Ritchie	Wyndam			
Glenys Mitchell	Auckland 9	240Z	Brown	MY 4922
Richard Lowe	Pakuranga	240Z	Silver	FY 3714
Chris Pynenburg	Auckland	260Z 2+2	Green	MO 2955
Nicola Tullett	Christchurch 5	240Z	Blue	GL 9968
Brian Barclay	Pakuranga	260Z 2+2	Black	

For Sale

240Z WHEELS & HUBCAPS the real 'tin' ones for a '72.

REAR WINDSCREEN without heater.

FRONT SPOILER of unknown style or condition.

FACTORY CHASSIS MANUAL for model S 30.

FACTORY ENGINE MANUAL for L 24 and L 26.

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DELORITOS, 40MM WEBERS, 40MM 2 x 45MM WEBERS

TRIPPLE MANIFOLD, Warneford to suit the above complete with all linkages etc. Many other interesting bits.

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(09) 276-3487
FAX (09) 276-4472

11th November 1986.

The Secretary,
Datsun Z Club,
P.O.Box 84030,
Logan Park.

Dear Sir/Madam,

Our company is, and has been involved for many years, in importing used panels, engines, gearboxes and diffs, etc from Japan.

We presently have in stock, or arriving shortly the following. The prices quoted are special to your club members only, and are exclusive of GST.


These prices would apply only on presentation of members club membership card and are only while present stocks last.

240Z Left Hand Doors	\$220.00
240Z Right Hand Doors	\$220.00
240Z Right Front Guards	\$229.00
240Z Left Front Guards	\$229.00
240Z Rear Bumpers (complete)	\$100.00
240Z Taillight Assemblies	\$100.00
240Z Five Speed Gearboxes	\$425.00
1.28 Engines (exchange)	\$1350.00
280Z R200 Diff Centre	\$500.00

All the above are preowned but of good merchantable quality, we look forward to hearing from your members.

Yours Faithfully.

JAPANESE AUTOPARTS LTD.



S.B. HOWELL.
MANAGER

DOOR HINGES, exchange reconditioned.

STEERING SHAFT exchange reconditioned.

CLUTCH PLATES to suit 260/240Z, brand new, \$70.00.

CLOCK. Have your dashboard clock replaced with a modern but original-like unit for only \$80.00.

DASHBOARD for 260Z with new top - exchange at \$220.00 (a new one costs about \$1800!)

BUMPER, front, with overriders.

HEADLIGHT BEZELS (a pair) for 240/260Z.

STEERING COLUMN complete for a 260Z.

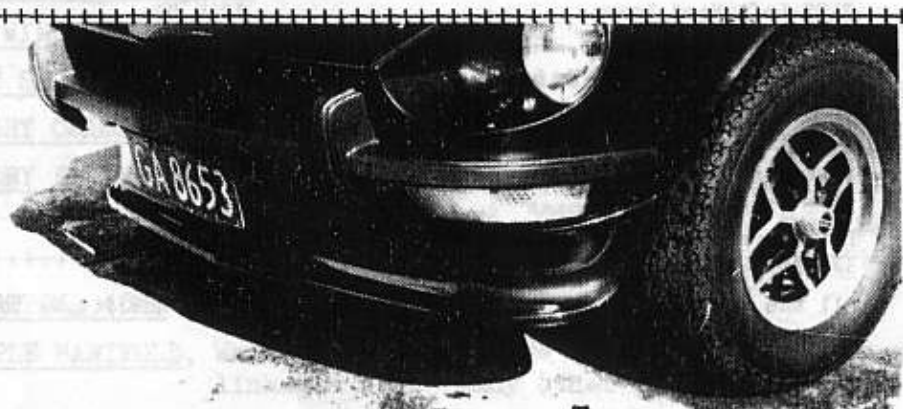
BONNET Brand new bonnet for a 240/260Z - \$1,000.

R/H REAR QUARTER PANEL for a two seater up to '75 - \$250.00

FAIRLADY Z 2+2 1975. Airconditioning, Stereo, 2 litre motor, as is for only \$11,000.00

REAR HATCH for 240/260Z coupe. Brand new, \$300.00

Phone David Turner - (09)276 7376 evenings.



240. 260Z AIRDAMS

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- FUNCTIONAL YET PRACTICAL (7½" road clearance)

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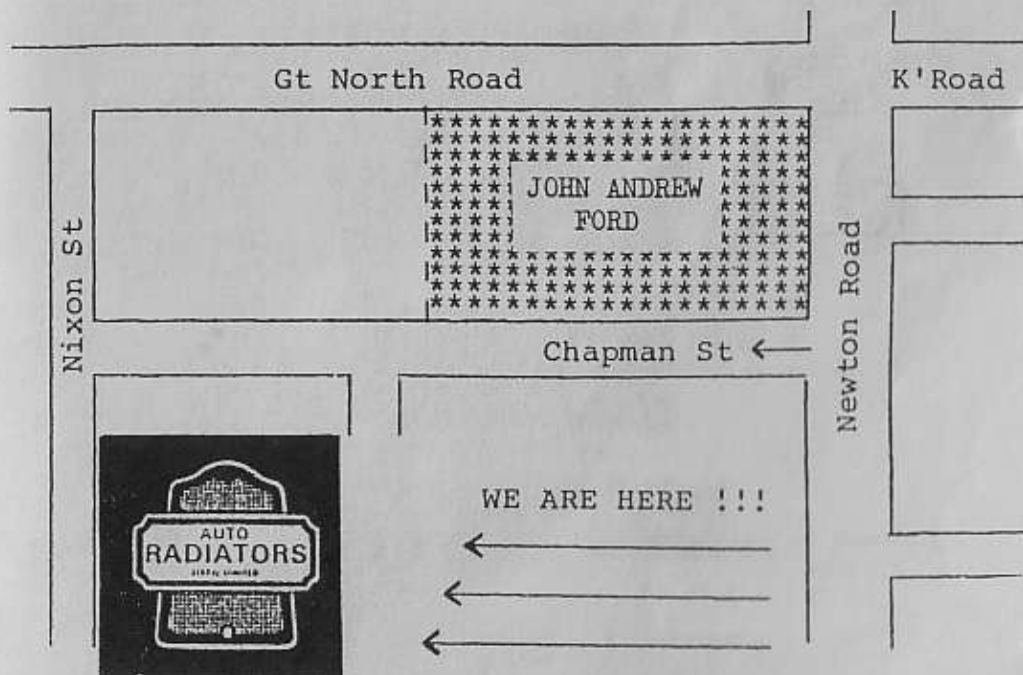
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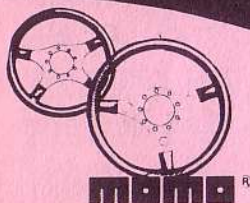
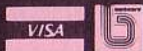
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Motor accessories at Discount prices.

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