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ORIENT EXPRESS

The official newsletter of the
Datsun Z Club Inc., P.O. Box 84-030, Logan Park, Auckland 6

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The views expressed in "Orient Express" are those of the contributors, and, being in the main absolute bullshit, 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, rather than rely on suspect advice given in dubious faith by fellow competitors. 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 the information or advice given in the "Orient Express" or by club officials or committee

Coming Events

One of the benefits to come out of our association with MACCRA has been the opportunity to co-ordinate our calendars. A quick look and we can now see who's doing what, and to whom. The real trick will be keeping our membership informed.....

The invitation events are shown in UPPER CASE.

OCTOBER	15	Thur	Alfa Romeo Dinner.
1987	17	Sat	Baypark National Races (Inc Porsche Bridgestone Races)
	18	Sun	JAGUAR SWAPMEET, NEWMARKET CARPARK, 1PM - 4PM.
	24	Sat	Wellington Streetrace Jaguar Taupo Rally Sunbeam
	25	Sun	Wellington Streetrace Jaguar Taupo Rally Weekend
NOVEMBER	1	Sun	Alfa Champagne Breakfast Run
1987	6	Fri	CHAPTER CORP. CLASSIC MANFIELD RACE MEETING
	7	Sat	CHAPTER CORP. MANFIELD CLASSIC RACE MEETING
	14	Sat	Alfa South Weekend Meeting
	15	Sun	Healey's British Car Day, Cornwall Park, 1pm on.
	22	Sun	M.G. GRASS GYMKHANA. Porsche Concours/Gymkhana.
	29	Sun	TAUPO NATIONAL RACE (RACES FOR EXOTIC/CLASSIC)
DECEMBER	12	Sat	DATSUN Z CLUB CONCOURS D'ELEGANCE, CORNWALL PARK, 1.30PM.
1987	12	Sat	DATSUN Z CLUB ANNUAL PRIZE GIVING DINNER.
	15	Sun	(& Sat) Alfa Weekend.
JANUARY			National Saloon Series, Manfield, Baypark, Pukekohe,
1988			Wigram & Timaru (see MANZ calendar).
	30	Sat	TR Register's National Weekend in Wanganui
	31	Sun	"
FEBRUARY	1	Mon	"
1988	15	Sat	Wigram Country Gents Classic Race Meeting
	14	Sun	Wigram Country Gents Classic Race Meeting
	14	Sun	INTER-MARQUE CONCOURS D'ELEGANCE.
	21	Sun	Taupo Car Club Race Meeting.
	27	Sat	TACCOC WHENUAPAI CLASSIC
	28	Sun	TACCOC WHENUAPAI CLASSIC (WHEELS WITHOUT WINGS!)
MARCH	5	Sat	AUSTIN HEALEY OTAUA HILLCLIMB
1988	12	Sat	PORSCHE LE MANS RELAY, PUKEKOHE.
	15	Sun	PORSCHE LE MANS RELAY, PUKEKOHE.
APRIL	2	Sat	ALFA ROMEO PUKEKOHE RACE MEETING.
1988	24	Sun	TR Register Gymkhana
MAY			DATSUN Z CLUB BAY OF PLYMPT (BAYPARK) WEEKEND
1988	15	Sun	JAGUAR DAY AT PUKEKOHE
	22	Sun	TR ISADORA DUNCAN SCAVENGE RALLY

Members wishing more detailed information on any of the above events should contact someone on the Club Committee. Entry forms for race events are only posted out to those members who are known to race regularly.



Daic and Don at Manfield, 1986

Club Activity

The quiet period of the year, speed-wise, perhaps compensated for by a couple of trials; Alan & Lisa's Trial (see John Mitchell's account) and the MG Car Club Intermarque Trial, a marathon 5-hour affair. Graham proved to be the man to beat, topping the Z-club in both events, but it is obviously not a Z-Club forte, we were all in the twenties in the results order. The Mitchells and Turners managed to pop up in some unlikely places in both trials, spreading confusion amongst the ranks! Racing was limited to the 2 Clubs beginning-of-season meeting and a TACCOC practice day, with good representation at both.

Lots coming up, though, with TACCOC, Meremere sprints, and Manfield, and that should see us thru to the Xmas edition of the mag. Cheers!



The Morgan Sprints are here again.
This was Paul and Chris at the 1986 event.

EDITORIAL

Well those of you who compete regularly in speed events will know that there has been much talk of late about appendix K racing, and the shortcomings perceived in the regulations. Well I might as well add my bit.

I have been involved in production sports car racing before the advent of appendix K, and I know that what transpired is a permanent Golden Rule; "Them with the Gold, Rules." No matter how much you may hamper with regulations the genuine enthusiast, who gains as much enjoyment from tinkering with the adjustments to his cars specification as he does from actual racing, the guy who can afford to buy the fastest car, modified or not, will win the races, and no amount of regulation can change that.

Having said that, I am completely against any progress towards a formula which allows highly-tuned, undriveable, slick-shodden, trailer-transported racing machines to evolve. Lets have a bare minimum of rules backed by a common-sense approach by an eligibility committee not scared to use their powers of veto. Nuff said??

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"PREZ SEZ"

The possibility of another Bureaucratic Clouting-Machine being formed, an Energy-Burning Money-Eater, has greatly concerned your Committee. As one member put it, "The world sure doesn't need another committee". As your representatives at the formation of MACCRA, Dale and I asked that this organisation be called a Forum rather than an Association. We based our case on the fact that we all, as individual car clubs, are members of the MANZ. Between MANZ and the clubs is a group of elected people known as the Historic Classic and Marque Advisory Commission. This Commission represents us, the member marque clubs, to the Executive of MANZ. With this structure we questioned the need for another step in the pyramid. We were not questioning the desirability of regular dialogue between the marque clubs, I have after-all attended at least ten such meetings in the past six years.

However - At the last meeting of MACCRA on the 22nd we find ourselves facing our first problem, and suddenly I see good reason why this organisation exists. A draught copy of a proposed re-written Appendix K (those rules under-which our class races) Regulation was presented to the meeting. We were given to understand that this draught has already been submitted by the Commission to MANZ on our behalf. The problem is that few of the member-clubs knew anything of this proposal, and even fewer had made any input. A member of the Commission had agreed to send me a copy two months ago, permitting us to make our comments. It appears that this body has forgotten. Have they forgotten why they were elected?

I now doubt my earlier opposition to the Association, suggesting that perhaps the Association should become the replacement for the Commission?

Returning to the subject of the Appendix K Regulations, I would like to think that all of you Competing Members have taken the time and trouble to give it a good read, and whatsmore, taken it all in and understood it. Unfortunately this isn't the case, for if it was, some of the modifications made would never have occurred. Your 'bob-tail' rear spoiler will make it, though some may not agree. The 'Spook' type 'cooling device' fitted to the front of most should be OK. We all know that this is in fact a 'cooling device', even if many others do see this as an 'aerodynamic aid'. The weak areas are mainly wheels, so please do something about them. Obtain a set which comply - soon, before you find yourself with the Big Knock Back. We aren't far from seeing these Regulations enforced, like it or not.

Automatically yours,



Ok, so it rained. Wot did yer expect in September, sunstroke? Anyway, we would not otherwise have been able to witness Maureen's impression of a drowned rat - totally convincing. Our new "OFFICIAL" jerkins looked the part, though - just as well we didn't give Obersturmbahnfuhrer Palmer a couple of SS divisions, or Poland would have been in real trouble, I tell you.

A good field entered, with Porsches beetling about everywhere, and the dummy grid was literally awash with Chevrons - must be only a matter of time before some lunatic assembles one around a Chevvy 454; just as long as I'm not around when they light the fuse.

The racing was, weell; DAMP! Chris had a ball, as usual, Greg blew his clutch (today ze clutch, tomorrow - ze bearings?) . Good to see Pete Wackildene up from Taupo, and showing good form. Excellent to see Ann Gillespie having a go, to keep Lisa and Glenys honest, and truly, we couldn't even see where the thumbscrews had been, could we, Greg and Keith?

The turnout of helpers was excellent, thanks Murray V., Gerhard, Andy, and innumerable nameless others who braved the elements. As the club coffers will show, it was well worth the effort for the viability of the club. Next year, we will all get burnt to a crisp under that hot September sun, shaded only by squadrons of porcine aerobats.

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My typist has gohn on a spree,
My tpist hap gone oh hyr haliduy,
O grinb bacq my hypisht to me.

Chorus:

Bling bac,
Ok sring bag,
O bynks b4ck my tpisth to me, te mo.
Btung gicq,
ocskling Beck,
Oh blnck ba'k mg tl/2pys? too mi.

FINAL RESULTS

CAR	DRIVER	DESCRIPTION	LAP	TOTAL
4	Bill Farmer	Porsche 930 Turbo	:37.08	3:07.89
20	Gordon Burr	Porsche 930 Turbo	:36.65	3:08.05
25	Richard Gillies	Porsche 930 Turbo	:37.14	3:08.34
77	Tony Nigro	Ferrari Boxer 512	:35.79	3:12.97
43	Evan Fray	Chevron	:37.97	3:13.73
5	John Warring	Porsche 911S/RS	:38.21	3:13.88
12	Paul Higgins	Porsche 930 Turbo	:38.27	3:14.68
52	Chris Maxwell	Datsun 240Z	:39.26	3:18.43
2	Oli Newbegin	Porsche 911 Carrera	:39.36	3:18.50
39	Tony Roberia	Alfa GTV	:39.29	3:19.11
61	Rob Butler	BMW 2002	:39.81	3:19.21
15	Michael Molloy	Porsche 911 SC	:39.57	3:19.22
14	David Sharp	Porsche 911SC	:39.67	3:19.45
6	Alan Bremner	Porsche 914/6	:39.46	3:19.71
31	Aldas Palubinskas	Lotus Seven s4	:38.72	3:20.36
32	John Speight	Lotus Seven s4	:38.61	3:20.60
36	Chris Atkinson	Lotus Cortina Mk 2	:39.93	3:20.69
59	Bruce Larsen	Lotus Caterham Super 7	:39.08	3:20.99
22	Geoff Dibble	Porsche 944	:40.41	3:23.11
1	Rob Hurst	Porsche 944	:39.58	3:23.77
76	Dave Walker	Mazda V6ivo	:36.74	3:27.41
18	Jim Miller	Porsche 911SC Targa	:40.17	3:26.54
62	John Hudson	BMW 2002	:41.00	3:27.24
75	Alan Lacey	TVR 3000M	:40.97	3:27.79
23	Ian Nott	Porsche 911	:41.28	3:28.10
17	Kevin Palmer	Porsche 944	:40.17	3:28.30
34	Michael Brown	Lotus Escort TC	:41.28	3:28.74
94	Peter Wackildenc	Datsun 260Z	:41.91	3:31.08
35	Robbie Rowe	Lotus Escort TC	:41.90	3:31.68
28	Colin Gibson	Austin Cooper S	:41.67	3:31.72
38	Robin Lock	Alfa GTV	:41.90	3:33.11
50	Alan Harrison	Datsun 240Z auto	:40.76	3:33.30
42	Brian Groundsell	Chevron Rotary	:40.57	3:34.51
47	Robert Hulme	Chevron	:41.87	3:35.50
80	Ivan Cranch	Porsche 911E	:42.74	3:36.25
65	Chris Watson	Triumph TR5	:42.91	3:37.05
78	Grant Bowering	Ferrari 308GTB	:43.12	3:38.95
53	John Mitchell	Datsun 240Z auto	:43.73	3:39.11
7	John Heaney	Porsche 924	:42.98	3:39.42
150	David Eddleston	Jaguar XK150S	:43.13	3:39.61
67	John Mcgechie	Triumph TR6	:43.03	3:39.68
55	Vince Chesney	Datsun 280ZX	:43.65	3:40.49
27	Steven Lough	Morris Cooper	:43.50	3:40.56
54	Keith Smith	Datsun 280ZX	:42.84	3:42.34
82	Barry Brown	Ferrari Dino 246	:43.96	3:42.38
40	Rod Bracegirdle	Chevron 13b	:39.71	3:42.86
51	Lisa Batchelor	Datsun 240Z	:43.77	3:42.88
37	Andy Drummond	Alfa Sud TI	:42.13	3:43.69
71	Barbara Fray	Austin Healey Sprite	:44.41	3:44.07
44	Tim Brett	Chevron	:43.87	3:45.55
26	Phillip Grant	Morris Cooper S	:43.43	3:45.94
58	Gray Mathias	Lotus Cortina Mk1	:44.25	3:46.94
79	John Palmer	Lynx	:42.35	3:47.43
64	Nick Heats	Triumph TR5	:45.73	3:49.10
60	Bob Hoison	Sunbeam Alpine	:45.46	3:50.00
41	Ian Wedgewood	Chevron sp.	:43.94	3:50.19
29	Des Harvey	Daimler SP250	:45.63	3:51.33
10	Frank Mathieson	Porsche 911T	:44.32	3:51.87
8	Craig Kelling	Porsche 911T	:41.34	3:54.87
73	Brett Jeffares	MLB 11	:46.52	3:57.57
74	Marsden Robinson	Morgan Plus 4	:46.91	3:58.39
30	Patrick Payne	Lotus Super 7 s4	:45.27	4:02.86
45	Stewart Goodair	Chevron	:40.33	4:03.61
72	Gracie Stark	GMS Teutara	:48.72	4:04.34
49	Craig Turner	Chevron	:47.86	4:04.93
69	Steven Payne	Triumph TR2	:48.52	4:05.45
56	Greg Gillespie	Datsun 240Z	:42.01	4:05.69
24	Brian Roycroft	Porsche 356	:48.35	4:08.30
21	Glyn Jones	Porsche 924	:46.04	4:14.62
57	Ann Gillespie	Datsun 280ZX auto	:51.82	4:27.15
16	Peter Shardlow	Porsche 911SC	:42.25	99:99.99

MARQUE AND CLASSIC CAR RACING ASSOCIATION

Recently representatives of the Auckland area marque car clubs met, and after due discussion, decided to form the Marque And Classic Car Racing Association.

OBJECTIVES

- i) To promote the continued growth, fair play, enjoyment and unity of clubs involved in marque car club racing.
 - ii) To manage race affairs and associated technical matters in a sensible manner which includes full consultation with marque car clubs.
 - iii) To provide collective consultation, co-ordination of opinions on remits affecting marque car club race matters at MANZ meetings.
 - iv) To actively promote and preserve the well-being and safety of members involved in racing.
 - v) To encourage newcomers to participate in the sport.
-

MACCRA (Marque And Classic Car Racing Association) has agreed to a suggestion that our class should have permanent racing numbers.

Any club members holding current Competition Licences may apply to Dave Winter by phone (09) 4180027, parting with \$2, to acquire their permanent racing number.

A decision and a commitment was also made by (the majority of) members to adhere to Appendix K rules.

All competitors will be expected to have a Classification Certificate, issued by their own club, which is to be inspected at documentation before any race meeting. These will be printed by MACCRA and will be issued on application to your Prez. (Those intending to race at Manfield please note)

It has become apparent to (some) members of MACCRA that if the involved clubs did not police Appendix K, MANZ would.

One of the complex tasks ahead for MACCRA is to examine (and perhaps re-think) Appendix K. You may have many ideas for the furtherment of our sport, and if so please let your Competition Committee (Dale, Graham & Alan) know.

MY Z

DO IT YOURSELF CARFILE

(.....)
(insert your name here)

(strike out the items not applicable)

I bought my Z in 1980/1/2/3/4/5/6/7.

The body does/does not need a bit doing to it and the chassis rails/rear quarters/rocker panels do/do not need relacing.

It is red/brown/green/silver/yellow /orange/black/primer/plain rotten, and has/hasn't got a red/black/white stripe/scratch mark along the side/roof/windscreen/floor.

It is a 2 40/60/80/300.Z/ZX/Escort/Torana/don't know.

It is at present running OK/not so good.

I would/would not like to fit a turbo/extractor/triple Webers/V8/longer throttle shaft/XJ6 cylinder head to make it go faster, even though I haven't got a chance of steering it without hitting a Mogul Transport truck/the safety island at the Blind Institute/the Chief Traffic Officer's wife's car.

Since buying the car I have/have not replaced a lot of bits on it, and it's really smart/awful now, apart from the gearbox/diff/engine/clutch/fenders/rear wheel arches/floor/whole body which needs/does not need replacing. When I bought the car it had furry dice, was jacked up, and had an "I love my Escort" sticker in the back window. Now with the bumpers blacked-out with tyre paint and my own hand built G-nose, my Z is now back to original (it has a "I love my Z" sticker instead).

My mate and I did/didn't do all this work on the car in only two nights after the pub. We can't understand why more members don't make the effort and take more pride in their cars.

I is true/not true that my I.Q. is the same as my shoe size (What's an I.Q.?). If I had a brain I would like to donate it to medical science/join the Capri Club/buy a Honda City/shoot myself/vote N.Z. Party/all of these.

A. P.Lonker, Ward 10, Porangi 'Hospital'
(I do/do not request shock treatment)

Thanks to the Z Club Great Britain for this load of old rubbish.

ALAN & LISA'S TRIAL

(John & Glenys Mitchell take the long way home)

The day started off badly, I forgot the trial was on until the last minute. A mad scramble and we were off. Arrived to find Lisa directing traffic, as the sunken gardens were full (of marathon-ers, to the mutual peevce of both groups - most Z'ers made several passes, and still failed to take any of em out! -cd) I should have known that the omens were bad and gone home (mistake no. one)

We were first away, so stayed put and read the instructions, or should I say tried. we had remembered a road map but did not think of a dictionary. Off we went, took a guess and after a number of instructions ended up back at the start - this can't be right! (mistake no. two). We try again, still end up back at the start! Must have got it right first time. We carry on - all seems to go right until we find a house that the cooks live at (you guessed it, mistake no. three, wrong cooks)

At this stage we did not know that, so carried on. Instructions seemed to be working out, but a lot of ZZZZZZZZZ's were coming the other way. (yes, John succeeded in shattering everyone elses confidence! -cd) Glenys says we must be wrong. I said they could be wrong just as easily, just smile and wave-pretend that you're confident. On we go to find that the trail peters out, get out map and find that we are one street wrong. must have counted wrong I think (mistake no five) Everything starts falling into place, something must be wrong, its too easy - Oh no, we are going back to where we started, sure enough we end up back at the sunken gardens. We are nearly last back, we have done 29 miles instead of 17 kilometres. Its definitely all Gleny's fault, after all she was the naviguesser, and the fact that I gave her a couple of bum steers is no excuse, she should know me well enough after all these years not to take any notice.

It only remains for me to thank Alan & Lisa for the fun and arguments, I know we all look forward to another one next year. I nearly forgot, during all the toing and froing we were supposed to collect four items all of which started with the letter ZZZd, none of which we had heard of before. The crowning embarrassment is most of us were driving one and did not realise it.

Alan & Lisa's Trial Results

(2 club only, cos axshully some of Lisa's friends that were only along for the fun took 1st and 2nd= places! Obviously more heads are better than few!)

- | | |
|---------------------------|---|
| 1) Graham & Andy | 75 points |
| 2) Bruce & co. | 70 points |
| 3) Dave & Janice Turner | 40 points |
| 4) John & Glenys Mitchell | 35 points |
| 5) Dan Guy & co. | 30 points |
| 6) Paul Bryant & co. | -5(?) points ; (better luck next time, Paul!) |

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THOUGHTS.....

If more than one mouse is mice
And more than one louse is lice
Then you must agree quite obviously
That more than one spouse is spice....

The philosopher who said "A work well done never needs doing
again" evidently never fitted bearings to Alan Harrison's Z!

TACCOC PRACTICE DAY

This was a good chance for the less experienced members to get the hang of it all without the Maxwells climbing all over them, and they certainly seemed to make good use of the day. Geoff, for example, got enuff practice at caning his engine to have joined the growing ranks of "The Destroyers" - those who have lunched an engine in the heat of the moment. He joins Bruce, Doug, Alan, Lisa, and Don in the elite list of those who have achieved this.

Good to see more of those 280ZX limousines out there, Vince Chesney joining Greg, Keith, et alii (like Dale alii Maxwell), and it looks like it would take a real good Kenworth to beat Greg's latest times. Actually, all the times were respectable - OK, how about a 280ZX team for the Porsche Relay, Dale?

RESULTS

(fastest times recorded by Alan).

Greg Gillespie	(280ZX)	1:21.13
Lisa Batchelor	(240Z)	1:24.67
Geoff Smif-Rolthe	(260Z)	1:25.34
Keith Smith	(280ZX)	1:27.34
Vince Chesney	(280ZX)	1:30.72
Paul Bryant	(240Z)	1:40.64
Glenys Mitchell	(240Z)	2:00.??

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Geoff about to mount Maureen in the Pukekohe Weight-for-age Handicap

A SINGLE-SEATER ENTHUSIAST'S IDEA OF A SET OF TRAINING WHEELS!

You get to read quite a lot in this publication about the performance and/or antics of some of the high-profile members. Members often un-met by most of you out there in motorway land, who drive around race circuits at extreme speeds for no other reason than the egotistical desire to see their name printed in this crummy booklet. Not to break away from tradition, here is the one you've all been waiting for:

KW 5081, 1972 240Z, Red.

OWNER: Christopher Maxwell, an engineering junior (according to his Dad) employed largely in design & development work. Chris is single (you have to be when you own two race-cars) and lives on any racetrack. He sleeps at home in Pakuranga. Probably a Virgo!

BODYWORK (the car's, that is):

Standard, and as yet un-lightened, 240Z fitted with rear bob-tail spoiler and a brief front air-dam of un-known origin.

WHEELS & TYRES:

14" x 6" five-slot-style alloys, fitted with Bridgestone Potenza RE71's, 205/60 x 14. (about 2 sets per year!)

BRAKES: Standard system except for drilled front discs plus much air-ducting to aid cooling. Bendix XA (like Nissan's Premium) brake pads are used at all times, along with medium compound rear shoes and Valvoline brake fluid.

SUSPENSION & STEERING:

All frontend bushings have been replaced with hand-crafted 'Lurathane'. Springs were cut by two turns, but not re-contoured and the shock inserts are Monroe Trailblazer hydraulics. Standard Datsun anti-roll bars are retained at both ends, while the front gains extra rigidity with an added strut-brace.

TRANSMISSION:

Standard, and as yet un-reconditioned, except for fitting a replacement clutch. The fly-wheel was lightened by about six pounds.

INTERIOR:

Original, except for a Personal steering wheel signed by Emerson Fittipaldi (an accessory claimed by Chris to be worth at least a second per lap).



ENGINE:

A 1972, 2393cc six-cylinder, single OHC Nissan, fitted with two Hitachi/SU carbs..... (What else did you expect? Did you think it would be non-standard or something?)...

Well - what you can see is quite correct. It has lost it's fan and air-filter, has a set of Perry extractors feeding into a 2 $\frac{1}{4}$ " exhaust which is interrupted by a quite large 2 $\frac{1}{4}$ " straight-through muffler.

What you can't see is an exercise more related to carefully executed hard work than it is to hard cash. (Chris has a very small wallet filled with very fierce scorpions!) An old and tired 240Z motor was stripped down, cleaned thoroughly, measured and checked. Rods, crankshaft and pistons were balanced, camshaft reground to what the machinist referred to as a 'street' grind, while the head went in for some highly-skilled porting improvements. (this porting work did not include any welding). The block was honed, it's still 2393cc, then new rings, bearings and timing chain fitted. If there is a trick to this engine, then it can only be the most thorough and painstaking assembly. Special attention was paid to the cam timing, besides the cleanliness and fit of all components.

THE RESULT:

Best Pukekohe GP Circuit time	1,16.76
Best Baypark time	1,11.16
Best Manfield time	1,27.22
Estimated standing $\frac{1}{4}$ mile	low 15's

CHRIS' OTHER CAR:

Actually, the two he used to have would be more interesting - a Cortina and an Escort! If you were to look into the Maxwell workshop right now, you would find spread around in many areas, Volkswaggen parts! The drawing office walls are covered with designs of VW-based suspensions, steering, and very special-looking chassis and bodywork. It's all intended to be out on the circuits this season as number 29 in the Formula V Series. Watch out for him - if it's built as well as that 240, it could be a winner.

DRIVER TRAINING PROGRAMME

Collaboration between the Automobile Association, the Motorsport Association N.Z. and various other organisations appears to be 'on the road' towards a proper N.Z. driver training scheme.

The proposed core curriculum would be sub-grouped under the following headings:

1. Initial Driver Training:

- Theory: Attitude
Anticipation
Attention
Alcohol (The Menace of the Drug Impaired Driver)
- The Car: General (Progress & Development)
Basic Handling Characteristics (Front wheel drive/rear wheel drive)
- Practical: Driving Techniques (as at present)
- Conclusion: "Courtesy is Contagious" - A general paper on road manners.

2. Advanced Driver Training (& Refresher Course)

- Theory: As for Course (1) with fine tuning.
- The Car: Advanced Handling Characteristics: Adhesion limits etc.
Engine; Management & Development.
Basic Vehicle up-keep.
Practical First Aid.
- Practical: Advanced Driver Tuition; Understeer/oversteer, stopping, confidence and instinctive reactions. These courses would take place on purpose-built facilities. (There are 7 such facilities at present in N.Z. - Puke., Manfield, Levels & etc.)
- Conclusion: Courtesy is Contagious.....

This programme is not designed to create more racing drivers, but simply to teach all motorists how to drive, to discipline themselves and understand car control.

The Datsun Z Club applauds this scheme and wishes the authors every success. Full copies of this proposal are available to any member who asks.

"DATSUN CREDIBLE"

(news and malicious rumours from around the club)

Bruce's tip on lightening your rotating masses - throw your crankshaft pulley bolt away! Don't try to set your ignition timing within 20 degrees though (Loctite, anyone?)

Paul D. is going to trade the Z in on something more suited to his driving techniques - a Lamborghini. (no, not the car, the tractor). We understand that he has been approached by the Young Farmers Club, for top seeding in the Golden Plough contest.

Chris's Formula Vee is coming along well - it should be, Chris is being given the benefit of the Z Club's trolley-building expertise (superglue, anyone?)

Brian Rowland is the latest example of the 'Northern Drift' - but the Bay of Plenty crowd will no doubt be the richer for his shift to Tauranga - could the last one out of the Mainland please reel in the cable?

Alan and Lisa must enjoy rebuilding motors, their recent transport was one Datsun 1200 while the two Z's sit there in the ruins of their bearings. Any suggestion that the block that Bruce sold Lisa was as bent as he is could only lead to slander proceedings.

Hugo van Gorkum is obviously the meticulous sort - (should do well in concours) - so far he's taken three weeks to get an A-frame bolt out, and has now taken another three just getting his brake drum off to check the linings - heaven help him if he attempts an oil change.

Glenys Mitchell has found a new way to test the torque converter in their Z - she just drops a seat-belt out the door while John floors it - instant banana-shaped Z - we understand those axle-shaft bolts were a sight to behold!

Don Mclean has converted the 260/280Z to a 3+3; not seater, cylinders. apparently the front 3 ran well, but contributed little to the cars forward progress.

Letters

27 July 1987

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

Greetings to all and sundry,

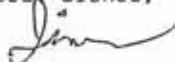
What, no rude letter this year? Just a businesslike invoice advising members of the overdue \$45.00 subscription, eh? What gives? Has the 'Z' Club been corporatised too?

When a person expects--even craves--rudeness, it's damn frustrating not to get it. I think the annual rude letter is a 'Z' Club tradition that should be reinstated.

This aside, Penny and I must relinquish our 'Z' Club membership. In September we move to Australia where we will live aboard and charter from the Southport Yacht Club Marine on Queensland's Gold Coast.

So, sometime in August I will be looking for a good home for my 240. If anyone wants a good straight 'Z' with plenty of extras, give me a call.

Best Wishes,



Jim Skoog

New Members

The Club welcomes the following new members. It's certainly pleasing to see several of those with the white No. plates

Vince Chesney	Auckland 9	280ZX 2+2	Black	NF 6725
Max Reynolds	Coromandel	280ZX 2+2	White	MO 6319
Darren Black	Howick	260Z 2+2	Blue	MT 7901
Todd Ranson	Auckland 8	240Z	Silver	FY 3714
Paul Bryant	Whenuapai	240Z	Red	
Keith Gillispie	Auckland 10	280ZX 2+2	White	ML 8129
Robyn Gardener	Christchurch	260Z 2+2	Blue	LK 262
John Stokes	Whangaparaoa	280ZX 2+2	Silver	NF 2492
Lisa Jones	Auckland 10	260Z 2+2	Silver	JL 996
Denise Bell	Clevedon	F/Lady 2+2	White	
Graeme Legg	Auckland 2	300ZX 2+2		

It's OK Paul, we do have your registration number on the other file. We would appreciate a call from both Denise and Graeme to help us fill in the missing bits - 665 443, anytime.

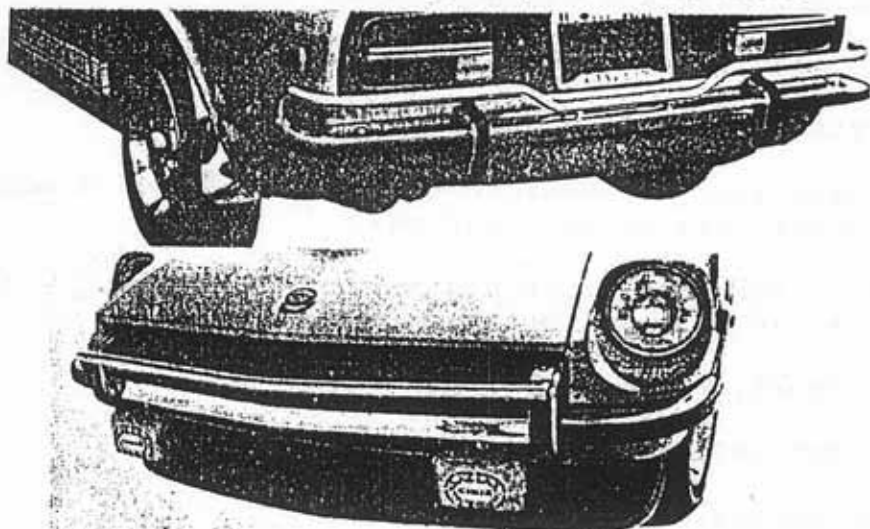
FOR SALE

1 set Repco pistons and rings, 40 thou overbore, for 240/260Z - \$500 o.n.o.

Phone Todd, 834-4663

Front and rear chrome bumper guards for 240Z

\$80



BUMPER GUARDS

Front spoiler with brake-cooling ducts, flexible rubber, for 240/260Z

\$50

**FRONT
SPOILER
WITH DUCTS**



Rear bumper for 240Z (needs slight straightening) \$40

Rear 240/260Z Coupe hatch - rusty, needs some work \$60

- Phone Ian Simpson, Hamilton (071) 66-497

FOR SALE

Turbocharger: Rajay, with complete Crown installation kit and instruction manual - offers?

also;

DOOR HINGES, exchange reconditioned

STEERING SHAFT, exchange reconditioned

CLUTCH PLATES, to suit 240/260Z, brand new, \$70

CLOCK, have your dashboard clock replaced with a modern but original-looking unit for only \$80

DASHBOARD, for 260Z, with new top; exchange at \$220
- (a new one costs about \$1800)

BUMPER, front, with over-riders

2 LEFT HEADLIGHT BEZELS for 240/260Z

STEERING COLUMN, complete, for 260Z

BONNET, brand new, for 240/260Z - ONLY \$600

"B" TYPE (LATER) GEARBOX

REAR HATCH, for 240/260Z coupe brand new \$300

L/H FRONT GUARD, 240/260Z (2nd hand) \$500

For all these stupendous bargains, and all manner of other Datsun parts, including gauges and badges, phone the one and only DAVE TURNER, on (09) 276-7376 (EVENINGS)

AUTO RADIATORS (1974) LIMITED

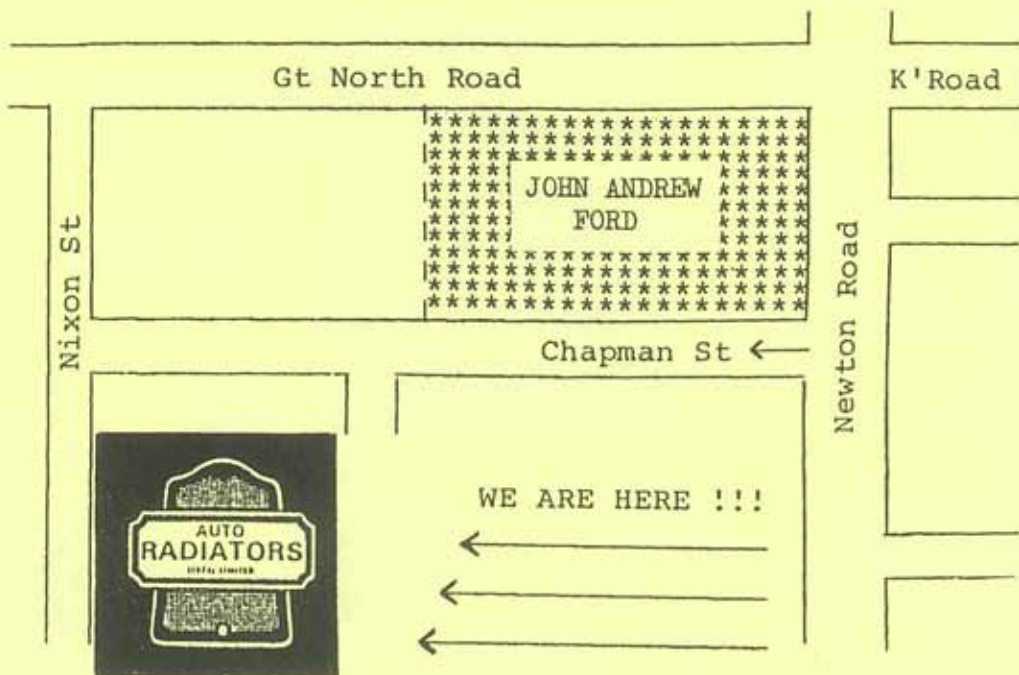
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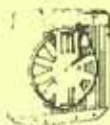


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