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(09) 394-630 AUCKLAND**

WHAT CAN WE DO FOR YOU ??

Despite all the tales of doom and gloom, the Datsun Z Club has not only had a successful year but also keeps growing in membership. Nevertheless, many of you do not attend the various events that have occurred.

Because, as a club, we want to provide the types of services, events and happenings which will satisfy your needs and prove to be enjoyable, Geoff and I have been tasked by our Prez and the Committee to determine your current needs, wants and desires and based on these develop a program for 1992 and thereafter which will make your club more successful and enjoyable.

Laid out below, is a questionnaire which will help us to establish a better profile of our membership and will be used as a basis to develop events for the coming years. Unlike other questionnaires of this type, however, we do not expect you to rush to commit pen to paper and to struggle to the nearest post-box with your answers. Rather we will contact you directly in the New Year to discuss your views with you.

So please give some thought to the questions set out below and help us to help you.

All the best for a Happy Christmas and a Successful New Year,

*Geoff Rolfe-Smith
Ronald Ragen*

THE QUESTIONS

Why did you join the 'Z' Club?

Does the Club provide the facilities/events/services to satisfy your needs and your reason for initially joining?

What kind of events would you like to see occurring?

- Racing
- Trialling
- Speed
- Hill Climbs
- Workshops and Seminars(on what topics?)
- Concours
- Social
- Other(specify)

What kind of services should the club be making available?

- Parts and spares
- Repairs and Maintenance
- Tuning and Performance upgrading
- Other(specify)

Does the club magazine meet your needs?

What else should appear in the magazine?

Do you feel that you are in touch enough with the club and its members?

Would you be prepared to help in spreading news and information on the basis of being responsible for passing information on to two other club members?

What else should the club be doing??

COMMUNITY SERVICES

369 Queen Street

P.O. Box 2198

Auckland, 1

New Zealand

Telephone (09) 773-101

Facsimile (09) 794-122



KHG:jn

December 1991

Dear Friends

Thank you very much for the kind donation towards our Foodbank operation.

We are constantly being approached by needy families and because you have responded in this practical way some of these people will be able to enjoy a little extra in the way of food and nourishment.

At this Christmas time as you enjoy time with family and friends may the Christ of Christmas presence Himself with you each and may your lives be enriched and encouraged.

God Bless You

Yours sincerely

Keith H Goodisson

Major

Director Community and Family Services

William Booth, Founder

Eva Burrows, General

Earle Maxwell, Territorial Commander



ORIENT EXPRESS

The official newsletter of the Datsun Z Club Inc.,
P.O. Box 24-176, Royal Oak, Auckland 1030, N.Z.

DECEMBER 1991 ISSUE 51

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WELLINGTON:	Dean Murdoch	(04) 478-0942
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The views expressed in the "Orient Express" are those of the contributors, and do not necessarily reflect the views of the Datsun Z Club Inc., unless stated as a point of policy. 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

SUNDAY 22ND DECEMBER. Capri Club Sprint/Race meeting at Baypark.

FRIDAY 27TH DECEMBER. Members are invited to the Ceremonial Burning of the Sausage at Collins'. Bring your own grub & grog, but please ring us first.

2ND WEDNESDAY, EVERY MONTH. Members are reminded that our Nosh Noggin 'n' Natter Night is held every month at an excellent restaurant (usually Greenlane). All are welcome, just ring Dee (665-443) on the said day to ensure that your seat is booked. Why do I always have to remind you.....?

SUNDAY 12TH JANUARY. Annual Datsun Z Club Concours d'elegance, new carpark adjacent to the Sunken Garden in Cornwall Park. Starting at 1.00pm, cars will be divided into two categories - Polish & Concours. Trophies in Concours class for First Overall, Best 240Z/260Z, Best 280Z/ZX, Best 300ZX, Top Panel & Paint, Top Engine and Member's Choice. Bring the chilly bin as it's going to be a fine and hot day, and don't forget your camera. (If I lied about the fine hot day we will move to the shelter of the Clonbern Road carpark building in Remuera.)

SUNDAY 12TH JANUARY. (Same date!) Our Annual Prize Giving Dinner Party gets underway at Arlington in Titirangi with drinks at 6.30pm. Those who've been on previous years will undoubtedly recommend this venue. Prizes for effort in dozens of fields of endeavour, so be there to receive yours. By booking only. The enclosed Booking Forms requires your instant response (as usual!).

JANUARY 25TH. N.Z. International Grand Prix, Manfeild.

SATURDAY 8TH/SUNDAY 9TH FEBRUARY. Peter Jackson, Pukekohe. (Inc. GT Challenge)

SUNDAY 16TH FEBRUARY. Concours d'elegance, Ellerslie. (Note this date change)

22ND FEBRUARY '92. Capri Club Sprint/Race meeting at Pukekohe.

SATURDAY 29TH FEBRUARY/SUNDAY 1ST MARCH. TACCOC's Whenuapai.

MID-MARCH. Country Gents Race Meeting, Wigram.

SATURDAY 14TH/SUNDAY 15TH MARCH. Porsche Le Mans Relay Races at Pukekohe.

SUNDAY 29TH MARCH. Ten-Pin Bowling Challenge. Further information later.

APRIL 18TH/19TH (EASTER). TACCOC Endurance Races, Pukekohe.



Organising Committee
PO Box 99-272, Newmarket, Auckland

NEWSFLASH

NEWSFLASH

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COMPETING CLUBS – NOW ENTER TEAM OF THREE CARS

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REMINDERS:

THERE IS NO LONGER ANY MARQUE CAR CLUB PARKING IN THE GROUNDS
ALL PARTICIPATING CLUBS MUST BE IN THE GROUNDS BY 9.45AM
THERE WILL BE NO CARS ADMITTED AFTER 10AM SHARP – NO EXCEPTIONS

CLUBS MUST INDICATE THEIR INTENTION TO PARTICIPATE BY 31 DEC 1991
ENTRIES CLOSE 31 JAN 1992

TAKE ADVANTAGE OF THE EXTRA SPACE YOU HAVE BEEN ASKING FOR!!!!

MORE SPACE MORE SPACE MORE SPACE MORE SPACE MORE SPACE

Concours d'elegance

PRESIDENTIAL

Dear and Gentle Readers,

History tends to repeat! Six years ago we saw the first Nissan Mobil 500 races on the Wellington streets. When the organisers of this meeting were planning their events, they had the bright idea that the inclusion of a "Classic" race would please the audience.

Having no apparent knowledge of what this should look like, and probably no time, being very busy boys, they handed this problem over to some Wellington "expert" in the class. Enquiries by Datsun Z Club members brought the following response - "There'll be no Japanese in this race, it's for classic cars!". Our efforts to counter this at that time were too little and too late. We were not included.

This year's Nissan Mobil seemed to go back to that first time concept, so here we were again. Paul Hansen had gone to considerable effort and made many toll-calls in his endeavours to enter the event. Mainly as a result of a word or two from Nissan's Bruce White, Paul was assured of an entry. On Manfeild weekend I heard that Paul's entry would be returned, they'd found their excuse, there is no place in the event for cars fueled with C.N.G.

DENT-AWAY PANELBEATERS



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While Paul has been fighting for a place on the grid, Don McLean was also attempting to obtain an entry form. Don is as you know very well known south-of-the-Bombays and an exceptional competitor. He had been in direct contact with one of the persons appointed to accept entries for this race. Once more we

heard the same old answer, only the language had become stronger - "We won't have any Jap ... in the race".

These people could be accused of being "more British than the British", but I'm very sure this was not included in their reasoning. The Datsun 240Z is an internationally recognised classic sports car. This has even been proclaimed from the front covers of every notable British "Classic & Thoroughbred" car publication. The Historic Sports Car Club G.B. includes 240Z's in their national championship races. I could go on, but the argument has long since been won... It appears far more probable that their main problem related to the danger of a "Japcrap" win.

But then, just to rub it all in, we get to see the entry list for this MVDI Classic Invitation...

Of 44 entries a substantial percentage were either home-builts, purpose-built one-offs, semi-retired Shellsparts or allcomers, and other full-race cars. Replicas, fakes and hotrods had been given precedence. Besides this, Aucklanders in the main were obviously excluded.

For those who may have missed something, "Classic" implies firstly "old" and secondly "significant". Our form of classic racing is a class for sporting or sports cars with an emphasis on "mass-production road-purposes",beit perhaps only a small mass. As soon as you allow modern limited production purpose-built race specials, one-offs, modernised oldies and look-alikes, you eliminate any possibility of rules. These Wellington organisers have effectively told me that if I want to win in "their" race I should build a fake Cheetah with modern engine technology, handling and brakes, and move to Wellington!

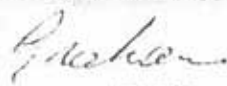
This griping should not be aimed at just this one group (or are they one and the same?). Many others, even ourselves in a way, are bastardising classic racing in an apparent effort to build up entry numbers. It's an easy cop-out to present cars that New Zealand doesn't have such as D-type, C-type, or Cobra (when's Ford

going to sue the announcer for using that word?) to give your meeting glamour. Manfeld is another example.

Regardless of due compliments to M.G. Wellington, I find myself in difficulties with that same word "Classic" in the name for their annual event. I noted with a smile that one of the beautiful Almacs racing carried the numberplate "FAKE". Almacs may well be a marque and even a classic in time, but hardly would the "replica of the car that raced (unsuccessfully or otherwise) in 1961 which was probably in itself a replica of the car that" When you welcome 50-plus fakes, how could it ever be called a "classic" meeting? Somebody once produced an excellent list of qualifying cars (page 220 of the Manual), a list which ignored 3-series BMWs, XJSs, Hillmans, Twin-Turboed RX7s, Lotus A40s, Anglia V8s, and for the love of peanutslabs, 120Ys!

I think that what's evolving here will become a major issue, and that we should all be worrying about this whole trend. Every race meeting that we attend seems to be run under a different bunch of rules, and these rules appear to be coming increasingly flexible. Seems that most promoters write "Schedule T&C" into their Regs., then treat these rules with total ignore. Without rules we will have no definable class and eventually no (classic) racing. Inevitably we will find ourselves in the same position as the old "All Comers Sedan" class which collapsed in the '60s. Think about it.

Automatically yours,



D.J. Shaw Auto Trim

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The British Flag-Marshalling Scene by your Capt. Geoff

On November 5th I excused myself from our Z committee meeting and joined Maureen at the Northern Sports Car Clubrooms for a special "Auckland Motorsport Marshals Association" (AMMA) meeting. We were treated to an impromptu lecture by two motorsport Brits who were on their way home after the Adelaide GP, but had been flagged-down here so to speak.

Our first speaker was John Felix who is a top COTC (Clerk of the Course) who covered the British track history and the marshalling structure. He was followed-up by Dr. Chris Ruddlesdin who covered the specifics of motorsport medical.

Britain has a very big motor racing hunger and has 2,500 marshals who cover all meetings, in all weathers, all year, and each pay NZ\$30 for the privilege.

SUPPORTERS of DATSUN 'Z' CLUB

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Onehunga AUCKLAND

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FAX 640-015

An event fee is also paid to their Association which generates a total of NZ\$300 per year. This is a serious group who cover 284 track meetings on the 14 British tracks - remembering that some of these meetings are five days long! All rallies and off-road events are also covered by this group, these guys 'n' gals are very busy.

Each is covered by insurance from the time that they leave their homes for the meet, through until they return.

Novices must wear a white marshals badge and attend a minimum of 10 events, a fire course and a film course. After 12 months they get a green badge and must do a another 10 events or more, then after a further 12 months they are promoted to red badges (fire) or blue badges (flagging). In order to become an observer (Point Chief) one must do a minimum of 12 months/10 events of each red and blue. This system guarantees that the Chiefs have marshalled at least 40 events over a minimum of four years.

There is a medical centre at all tracks equipped with doctor, nurse, blood, needles and string (!?). Broken drivers are brought in for de-truamatisation by special fast crash ambulances which always carry a doctor, along with special equipment such as the "jaws-of-life". These vehicles cost around NZ\$75,000 with gear. They have a 90-second rule for these special ambulances to reach the crash scene, therefore requiring more than one for the larger tracks. After the injured have been stabilised by the track's extensive/intensive-care medicentre, they are then taken on a casual trip to the local hospital.

THE PEANUTSLAB-TOYSHOP

Did anyone tell you that the best organised race meeting of the year is arguably the Annual M.G. Classic at Manfeild? Did anyone suggest to you that you should forget the L.R.D. payment and get yourself and your bucket-of-bolts down there? No, couldn't have, because most of you never came.

We had (MG were honoured by the presence of...) Don McLean, Greg Gillespie, Ronald Ragen and Keith Gillespie, four of our best and keenest Bridgestone shredders. They were supported by a good number of member-tourists like ourselves - Alan H., Ann G., Kathy H., Lisa W, and Robert (did anyone see Robert?).

This was the third time that Dee and I drove to Manfeild to spectate. We're getting to know the way, getting known in the hotels, and becoming very vocal "experts" on the correct lines around the circuit. Good to sense the tolerance of our competing members as they listen with patience. You feel an awareness of their mental step-back, knowing that they're thinking "silly old bugger's past it, but if I look as though I'm listening he'll still think he's important".

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Fortunately nobody takes my advice, and the result of this was visual magic.

If any of you ever want to know the fast way 'round Manfeild I recommend that you follow Don McLean. Watched Greg have a couple of tries at this, but whilst he could stay near for a while,

actually following the lines wasn't so simple. Both drivers were very impressive, in the best of all ways. It's easy of course to act like the commentator who talks only of the front runners, but unlike that Gentleman ("I believe the rotary's wok just went out" and other unfortunate references to "rice-burners" and to the presence of a Nissan course-car), I did pay some attention to Keith and Ronald.

Keith's Zed now handles like a fork-lift with springs and shocks, and weighs in at about the same. Taking a look inside, and under the hood, you see how the structure has been improved upon. Ron's Sportwaggen handles, or is handled, well. Looked to be somewhat closer to the asphalt, maybe it's springs have shrunk? Competitive, tidy and ever-improving driving on both of their parts - one of them even kept his car facing the correct way all day! As the Club needs at least one committee-member who can count, perhaps I'd best not say who...



The M.G. Club deserves much praise for their organisational abilities in running a Major Meeting that just seems to keep getting better each year. After having the usual number of Dips (died in practice, sad...), there was about 209 starters on race day.

Regardless of this apparently unmanageable number, they gave every entrant plenty of track time, squeezing twenty-four races into the day. This was achieved through full-sized grids and very efficient track clearances.

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The Saturday evening function was enjoyed by us all, particularly to hear words-of-the-wise from guest-speaker Eoin Young. Amongst the many trophies and prizes was one for "Man of the Match", the best performing, best turned out, best, best, best at lots of things. Don McLean was one of three nominations for this award. Greatstuff!

NEW MEMBERS NEW MEMBERS NEW MEMBERS

David Long	Auckland 1207	'74 260Z 2+2	Bronze	IU3572
Donald Murray	Auckland 1207	'80 280ZX 2+2	Red	CHIR0
Dan Guy	Auckland 1701	'80 280ZX	Black	OH2710
Russell Thomas	Turua	'77 260Z 2+2	Blue	OO3526
Aaron Hills	Auckland 1310	'80 280ZX 2+2	White	NF6212
David Murray	Auckland 1310	'79 280Z ?	White	NG1881
Howard Bath	Te Kuiti	'77 260Z 2+2	Gold	MY4498
Graham Jones	Motueka	'76 260Z 2+2	White	JH7542
Peter Sargant & Sara Mills	Orewa 1461	'79 280ZX	White	PS6266
Karl Chesney	Auckland 1701	'80 280ZX	Black	RF4819
Mark Atkinson	Auckland 1701	'80 280ZX 2+2	White	OG4695
Neil Stanford	Auckland 1004	'73 240Z	Silver	OX7150

The Z-Club Committee bids a very hearty welcome to all of you. 1992 is to be one of our better years, it's all happening. We know that all of you will be participating in some way, either in doing it or helping it to happen.

Keep an eye on our Coming Events column, and when as is inevitable this looks to be a little out of date, please ring one of us to enquire about the next events. We want you to become involved, we have ways of making you enjoy!

Don't be shy, come along and meet us all - we're not such a bad bunch of idiots!

MEMBERSHIP DISCOUNTS

Members of this Club are able to avail themselves of discounts on quite a number of products and services. The list is ever-changing and at times complex, making it difficult to publish here. The best way is to ask someone of the Committee before you buy.

Genuine Nissan Spares can be purchased on indent through our Purchasing Officer, Greg Gillespie, Phone (09) 443-4956.

Some parts, including air and oil filters are stocked by Greg.

Holders of M.A.N.Z. licences (see below) qualify for a very extensive list of discounted items.

COMPETITION LICENCES

Members interested in competition will need to go through a few formalities in order to compete in events, in fact most of the events that the Z-Club promotes and all of the events to which we, as a club, are invited. This is just a brief explanation of what it all means.

Basic "Club" Licence:

A minimum requirement for all "Permitted" closed-club competition, excluding Racing. This Licence is issued by the M.A.N.Z.. The cost is \$11.25.

National Competition Licence:

A "National" Licence is required for Closed-Club and all non racing Invitation Status or Inter-marque competitions. This licence will cost you \$45.00, includes the N.Z. Motorsport Manual, plus your inclusion on the Motorsport News mailing list.

National Racing Licence:

For those who wish to participate in RACING, your

Competition Licence will require validating by an Approved Examiner. This involves calling on Graham Collins, passing a test on your knowledge of the racing flags and other rules, whereupon your licence will be endorsed "Racing".

POCKET PATCHES

The Z-Club has embroidered Pocket Patches available to members at \$5.50 (inc. Post & G.S.T.). Send payment to our postbox.

TRIALING BOOK

If you're one of those Trials Enthusiasts, our reproduced Trialing Book will be of great interest and value. Order through our postbox at \$4.00 - Trust me, it will help!

THE POSTCARD

When you first joined the Z-Club, included with your New Member's Pack were some of those printed-blue postcards. We know - you filed them, didn't you? These cards are our main membership-drive tool, and they work real well when they're used. The system works like this; you write your membership number on the top-right corner of the card (no, not in the space for the stamp!), go out and find a "Z" and place the card under it's wiper blade. A club-points system for an annual prize is calculated on the cards returned. If each member was to do this just once a week, our membership would double in a year.

FLAG MARSHAL'S CLUB

Many of our members who are sports car enthusiasts, though not keen on racing their own cars, find much pleasure and enjoyment in getting involved in the Sport as Flag Marshals. Very few people

would be aware of the fact the every motoracing event employs as any helpers as there are drivers out enjoying. You could well be one of those helpers, and you may find it to be great fun.

A stint on the flags is also highly recommended for those of you intending to take out Competition Licences.

Ring Maureen or Geoff Rolfe-Smith, (09) 483-9878 for further information.

INTERNATIONAL

Planning an overseas trip? This Club keeps contact with dozens of Z-Clubs throughout the world, therefore we are able to supply any member tripping off to anywhere (apart from Outer-Mongolia!) with a list of contact names & addresses. Visiting with these Clubs often proves to be the very best way of seeing another country, as well as letting you see first-hand how it's done (Z-wise) elsewhere.

SPECIAL EVENTS

The Committee are charged with organising most of the events promoted by the Club. This does not mean that you are precluded from setting something up for the rest to enjoy.

If planning an event your way looks like a fun-thing to do, start setting it up, and talk to the Vice-Prez about it's feasibility and scheduling.

ADDRESS CHANGES

Keeping up with the Gipsy characteristics of a couple-of-hundred Club-Members can be quite a battle. If you're planning to move your caravan, why not let us know? It surely makes things a lot easier. Please check that we have your current address, post-code, and phone number..



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Those members interested in something more towards the World's-best, or even the World's-best, why not call in and inspect the fantastic range stocked. You may find them far more affordable than you thought.

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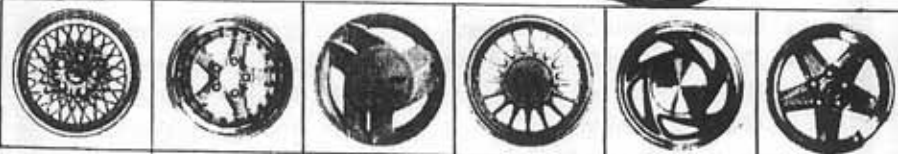
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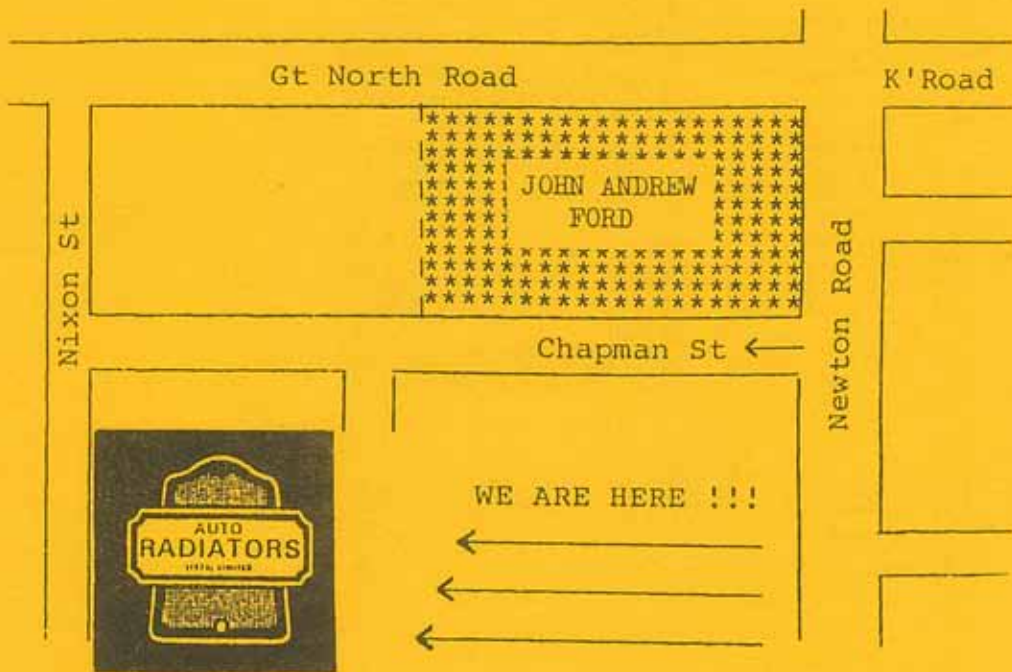
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