

ORIENT EXPRESS

APRIL 92



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ORIENT EXPRESS

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

APRIL 1992

ISSUE 52

PRESIDENT:	Graham Collins	(09) 636-5443
VICE-PRESIDENT:	Murray Chapman	(09) 535-7279
SECRETARY:	Alan Harrison	(09) 444-7533
TREASURER:	Ronald Ragen (Wk)	(09) 634-1609
CLUB CAPTAIN:	Geoff Rolfe-Smith	(09) 483-9878
PURCHASING OFFICER:	Greg Gillespie	(09) 443-4956
SOCIAL SECRETARY:	Dee Collins	(09) 636-5443
COMMERCIAL LIAISON:	Stirling Mayo	(09) 266-7326

AREA CO-ORDINATORS:

CHRISTCHURCH:	Position vacant (offers welcome)	
QUEENSTOWN:	Mike Garland	(03) 442-1115
WELLINGTON:	Dean Murdoch Don McLean	(04) 478-0942 (04) 479-6133
NORTH AUCKLAND:	Eric Knight	(09) 436-0093

TECHNICAL ADVISORS:

AUCKLAND:	Alan Harrison Greg Gillespie	(09) 444-7533 (09) 443-4956
WELLINGTON:	Don McLean	(04) 479-6133
MAGAZINE EDITOR:	Graham Collins	(09) 636-5443
EDITORIAL BACK-UP:	Ronald Ragen (Wk)	(09) 634-1609

ASSISTANCE: Joanne Parsons

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ANNUAL PRIZE GIVING

TRIALS CHAMPION. Pretty hard to wrest this one away from the Club's Number one experts at the game.... The runners up were; Ronald Ragen & Cathy Harvey, and Pat & Ron Johansson. Our TRIALS CHAMPION Trophy for 1991 went to our Favourite Champions - Lisa Batchelor & Wayne Richmond.

THE BENT ROD. This one tends to take a lot of winning - Firstly you need to arrange the biggest & best sponsorship package ever set up within our club. Secondly you use this money to build the ultimate racing engine. Thirdly, and this is what gets the attention of the Trophy Panel, You stick this million-dollar engine on the dyno, and NUKE the sucker !! No-one ever did it better than - Paul Hansen.

The cup for **OUTSTANDING SUPPORT** is presented each year for exactly what it says... **OUTSTANDING SUPPORT.** this year it was presented to someone who's Out Standing In His Field, a member who's always there with an offer of assistance, such things as making his superb Workshop or his best field available for the benefit of clubmembers - Keith Smith

THE BLACK HELMET is, as you all know, the **JOLLY ROTTEN SHAME, OL' CHAP** trophy. It's usually won by the member who's had the worst run of luck for the year. This year though, has been a little different... We had a member who put all of his bad luck into one incident, and that member was **Stuart Robinson**. We all sincerely hope that it's his last attempt at winning this particular trophy.

THE MEADOWS PERFORMANCE TROPHY. Derek Meadows donated this particular trophy (the gumball machine) with the intention that it should be awarded to our top racer. We calculate this on a points system over a series of nominated meetings. The top three contenders were; Keith Smith, Greg Gillespie, and Paul Hansen. This year's winner was - **Keith Smith.**

Have you ever taken your car to a car painter? Isn't it usual to tell the painter what colour you'd like your car to turn out? Don't we usually ensure that the painter has enough paint of the correct colour to complete the job? And haven't we always checked that the painter owns a spraygun? For ignoring all of those things... the **BOOB BOOB OF THE YEAR** went to the one-and-only **Murray Fish**. If you haven't seen his Z you couldn't possibly understand.

THE SPOTTER'S PRIZE. You've probably noticed that we beg you all to distribute those blue printed postcards which offer non-members information on the club. A small prize was well-earned by **Stirling Mayo** for having the greatest number of these cards returned for the year. An outstanding effort.

We gave a trophy that should have been won by **Noel Taylor**... but Noel has a Cortina, and he's not a member of our club. Perhaps it should have been won by **Tim Waddell**... but Tim has a Ferrari, and he's not a member of our club. This trophy was titled the **1991 BARKING CHAMPION** and was awarded to the Z-Club member who made the best job of moving that huge pile of bark belonging to the Counties Racing Club - **Geoff Rolfe-Smith**. Cute wee doggie even had a captain's cap.

COMPETITOR'S TROPHY. This trophy goes to our top all-round competitor. Like the gumball machine, we calculate this on a points system over a series of nominated meetings, but include many other events besides racing. The top contenders for the last year were; Alan Harrison, Keith Smith, Greg Gillespie, and Paul Hansen. The Winner was - Keith Smith.

Then there was the **THREE-SPEED FIVE-SPEED THREE-SPEED FOUR-SPEED FIVE-SPEED TROPHY.** Greg created this magnificent piece of metal sculpture and presented it to Geoff in recognition of his decisiveness in selecting suitable gearboxes...

NISSAN NZ LTD RACE-CAR PRESENTATION AWARD comes in the form of cheques for first and second placings, along with plaques presented by Nissan. Member's cars are judged for turn-out and presentation before each event, and points are tallied for the full year. The car, the tools and gear, and the general tidyness around the competitor's vicinity are all taken into account. We are able to make this particular presentation only because of a most generous sponsorship from Nissan N.Z. First place was well earned by **Greg Gillespie**, with a close second going to **Stuart Robinson**.

THE GASOLINE PUMP, a quite ugly model of a "Superstar" petrol pump went to one of our keenest racers, a very high-profile member, who decided that is small increase in compression-ratio would advantage his lap times. Though at the time he made other excuses for having this done, he asked the engine-man to plane a little off the cylinder head. It would appear that the result was not quite as anticipated, probably due in some way to getting your THOU's confused with your MIL's. The result was our **SUPERSTAR** can't drive more than a few blocks from home without carrying his own reserves of 127 octane fuel. It was felt that **Greg Gillespie** needed his own **SUPERSTAR** pump??

Greg did the honourable thing at this point, never forgetting his fellow competitors, presenting the **INVISIBLE COMPETITOR AWARD** to **Murray Chapman**. Not only had Murray failed to appear (in competition) for the whole season. He finally clinched his win by having his 240Z appear at our Concours without himself being present at the event! Perhaps he is invisible?

THE GOLDEN SHEARS... Little confused about this one. Greg presented it to his mother... Ann presented it to Keith Smith... Keith presented it to Stirling... Stirling then gave the thing to **Ronald Ragen**. The shears have something or-other to do with cutting your way through the bullshit that obscures your reason and causes you to (try?) to race a 2+2! Don't see the point really, do you? S'pose it'll take all five of them to award it to next years winner...

CLUBMAN OF THE YEAR is The Trophy we should all aspire to win. It is presented to the person who the club recognises as an example to us all. To one who gets stuck in and helps when help is needed. To one who turns out for events, whatever type of event, and joins in. I, along with the whole Committee, see this as our Top Award, and we were unanimous in selecting the winner. This year's **CLUBMAN** is **Paul Hansen**. Paul had attracted the Committee's attention this year for, in particular but not only, his efforts in personel hunting for the Porsche Relay and obtaining additional sponsors for our Performance Tyres race meeting.





CLASSIC PUKEKOHE CIRCUIT
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STARTS 9.30 am SATURDAY 18th APRIL**

FOR ENTRY FORMS WRITE TO: P.O. BOX 5211, WELLESLEY ST.

As usual we had a fine day, again we had fantastic attendance, once more the Judges worked themselves 'til they dropped.

Robin Lock, John Hudson, John Boyd and David Sharp deserve our heartiest thanks. A big ta also to Bruce, Alan, Jeremy, Dee - and all others who gave valuable help.

The standard keeps on improving year after year as more members take greater interest in their Zeds, while learning more about the skills and tricks of preparation. Good work, keep it up, it's very pleasing to see.

With maximum points of 700, the results were as follows:

Carl Johnston	240Z	550	‡	Karl Chesney	280ZX	325.75
Murray Chapman	240Z	533.75	‡	Lisa batchelor	240Z	320
Graham Collins	240Z	491.25	‡	Ann Gillespie	280ZX	296.5
Phil & Mary Thomson	280ZX	478.75	‡	Aaron Hills	280ZX	291.25
Bruce Robinson	300ZX	457.75	‡	Cathy Harvey	280ZX	277.75
Mike Cibulskis	280ZX	382.25	‡	Geoff Rolfe-Smith	260Z	241.5
Jeremy Bardsley	240Z	366.25	‡	Iain Hilton	280ZX	240
Glenys Mitchell	240Z	355	‡	Paul Hansen	240Z	183.75
Dee Colins	280ZX	336.5	‡	Murray Fish	240Z	156.25

BEST ENGINE - Murray Chapman. ‡

BEST PANEL & PAINT - Carl Johnston. ‡

BEST 240Z - Carl Johnston. ‡

BEST 260Z - Geoff Rolfe-Smith. ‡

BEST 300ZX - Bruce Robinson.

BEST 280Z/ZX - Phil & Mary Thomson.

MEMBER'S CHOICE - Carl Johnston.

CONCOURS D'ELEGANCE - Carl Johnston.

Over and above those who chose full judging, we also looked over about 15 others who had opted to contest the "polished only" section. Wine was given, and I've gone and forgotten to whom! Great that you all came, including some ten other members who hid their cars behind trees..



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AND THE INTERMARQUE

We did it! We really (nearly if you like) did it! After about six years out in the cold from when David Turner, Martin Tough and Grant Wright gave us a sixth-place with three fantastic cars, there we were again. In the finals, and once more in sixth place.

It was, in my view, the best of all flukes. Carl rang on the Friday to withdraw. President has no sympathy, no understanding - how dare he try to back out! "A broken head-stud is no problem, drive it up from Rotorua and rebuild the blown motor later" I said. Carl and family were no more pleased than I was, but thought wisely and borrowed a truck and trailer. Saturday afternoon everybody, Carls entire family, got stuck into the cleaning task.

We thank them all. It was this super-outstanding 240Z that dragged us into the finals and the same car that also made best points, in fact 14th in the contest and only two points away from 10th. Bruce Robinson's 300ZX was very well prepared and presented, while mine was doing ok until some-one who knew too much noticed that a "couple" of items were not authentic. Picky picky.

The finishing order for the leading clubs was:

1	Porsche Club NZ	2	Jaguar Drivers Club	3	GT Falcon Club
4	MG Car Club Auck	5	Club Lotus	6	Datsun Z Club
7	Ferrari Owners Club	8	Triumph Car Club	9	Mercedes Benz Club
10	Mustang Owners Club	11	BMW Car Club NZ	12	Cooper Car Club

Thanks again to Carl and Karren, to Bruce Robinson, and to all their respective family members and helpers. Thanks for dragging my old bucket of bolts through to the finals, it's an honour and a great feeling! Same again next year?

HAPPIER EXPLOSIONS

With thanks to the Z-Club Texas

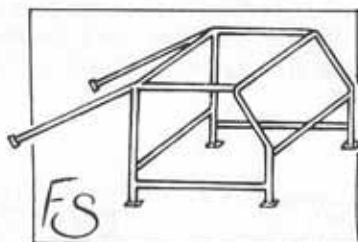
There is a new spark plug on the American market. It's called a Spit-Fire. (I think I may have had a set of these years ago, though they were not so called by Champion, but they did spit quite a lot.. ed) This spark plug does not have a groove in the centre electrode or the ground electrode. The ground electrode is split in two (V shape) directly over the centre electrode. This allows the flame kernel to be open to the combustion chamber. Higher gas mileage and lower emissions have been seen by some users. GM has a spark plug "torture test" of 355 hours of thermal shock regime that Hot Rod magazine used in there test results. The Spit-Fire plugs survived 1400 hours without a misfire. Standard plugs usually require replacement every 100 to 200 hours. Gary Benefield of the Z-Club Texas is a distributor for this product if you are interested.



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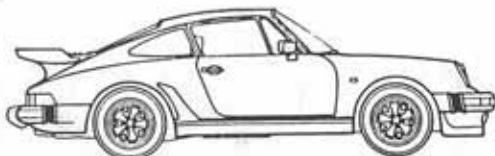
So call me now for your rigid P.V.C. roll cage. Kit includes P.V.C. solvent and metal look alike paint.



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WELCOME NEW MEMBERS

Darryl Brown	Auckland 1105	'72 240Z V8	Orange	GD2300
George Hawkins	Hamilton	'72 240Z	Red	HO7877
	and...	'72 240Z	Red	FZ1762
Barry Moore	Auckland 1310	'79 280ZX 2+2	White	MO6319
Noreen Scott-Morrison	Auckland 1207	'79 280ZX 2+2	White	NS5923
Paul Clemens	Auckland 1207	'74 260Z 2+2	Bronze	IU3572
Stuart Hickman	Auckland 1309	'80 280ZX 2+2	Red	MQ9565
Richard Kregting	Auckland 1207	'78 260Z 2+2	White	NF1805
Darran Williams	Auckland 1310	'81 280ZX 2+2	White	PP ?
Tony Logan	Auckland 1703	'77 260Z 2+2	Silver	JB9797
Bryan James	Auckland 1003	'79 280ZX 2+2	White	NJ5625
Justin Hutton	Auckland 1703	'79 280ZX 2+2	Burgundy	ON6525
David Williams	Auckland 1208	'76 260Z 2+2	Sky Blue	NO3671



THE LEMANS RELAY

The Z-Club's finest turned out on force, though far fewer than usual as contestants, for what is probably the MAJOR of the year. Unlike our previous efforts, we could only field two teams this time, as seemed to be the problem with most other clubs. Great however to see so many of our drop-outs turning out as helpers. Your contribution was important and greatly appreciated.

Economic Climate. This feller takes the blame for everything that fails to go as well as it used to these-days. Though he does have some effect, Mr E. Climate has been trying real hard to stop us for the past 10 years and has had only limited success. Give credit where credit's due, but I can't see that E.C. has anymore power this year than he's ever had. If he's to blame for anything then he must have been away lazing on the Gold Coast when MG held their Manfeild meeting and TACCOC was organising Whenuapai?

Porsche people certainly put a lot of effort into this meeting, and we fully understand and appreciate that. However, it largely failed. With entries reduced to this extent it may have been a financial disaster for their club, this we have no way of knowing, but we sincerely hope and trust that it won't cause them to reconsider, perhaps even calling the whole thing off. The Datsun Z Club hopes that this is not one of their options, and would even offer our help in keeping it going.

The problem seems to us to have come about as the result of two changes on the way the meeting was organised. One of these could well have been beyond the Porsche Club's control, the date. It would appear unlikely that a date just two weeks after Whenuapai would not have some effect, though even that probable damage may well have been less if the second point had been covered...

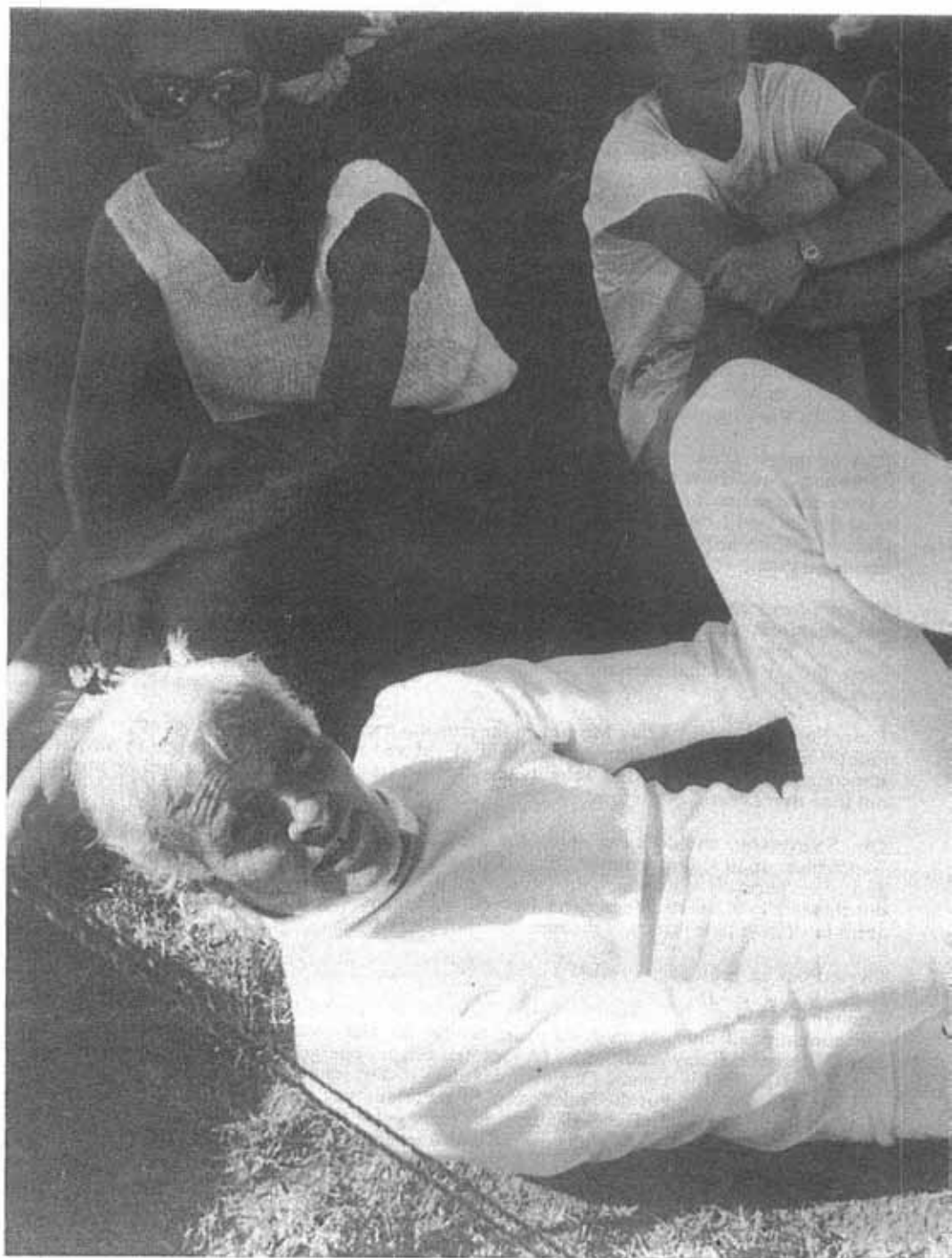
Every Porsche Lemans Relay Meeting in the past has been a paper war. Paper arrives up to five months ahead, paper that demands to be filled out and returned. If you forget to answer then someone phones to tell us that we're useless, that we are slowing the system, and we might miss out if we don't get off our hands.

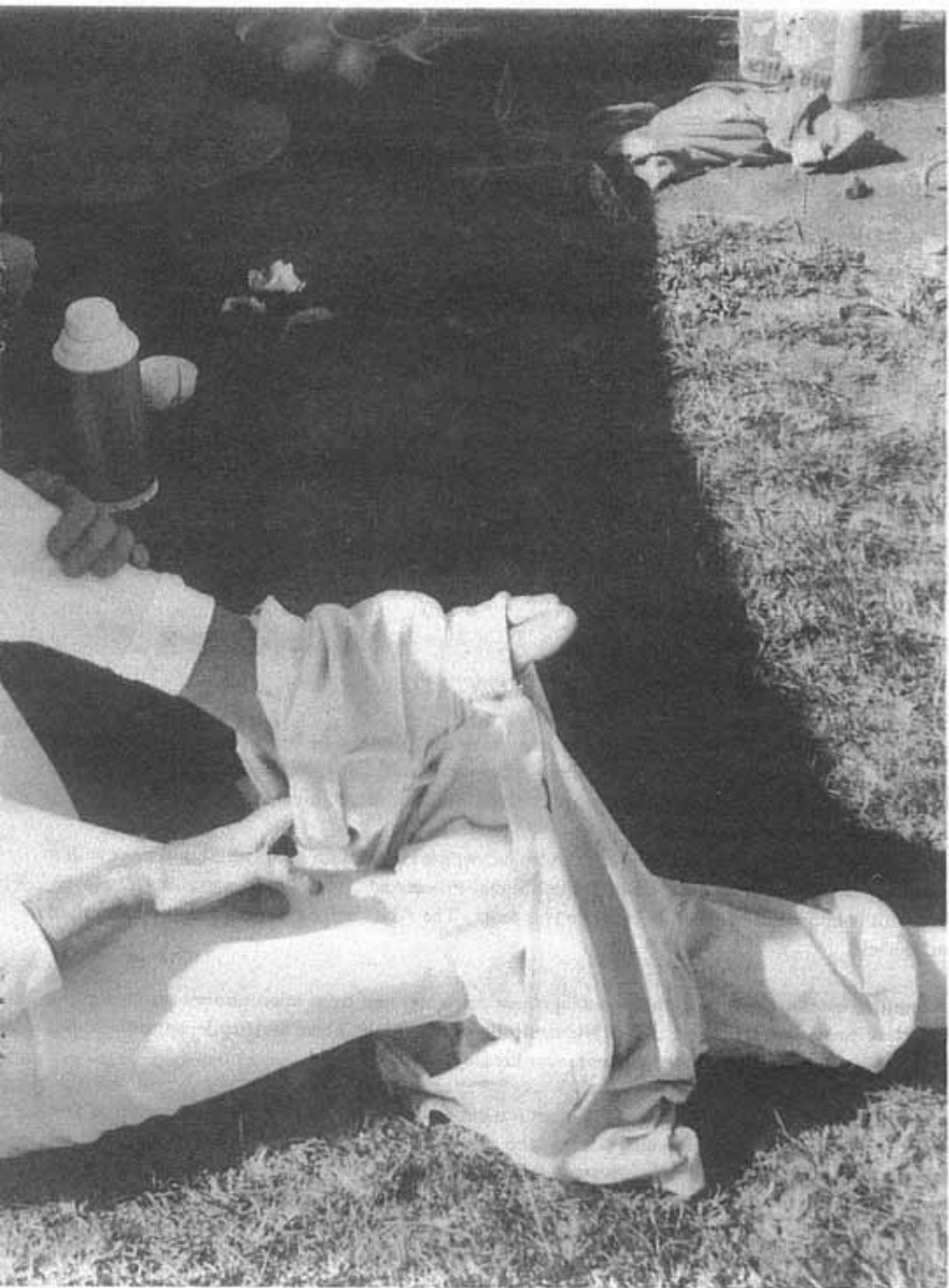
Ok. So everyone should have known the date. That at least was published in plenty of time. Experience running our own meetings tells us with certainty that this seldom works. Entry forms and other paperwork arriving when you're preparing the car for Whenuapai, totally stretched-out financially for parts, tyres, entry fees and etc., requesting that you plan for another major event in 18 days time just can't succeed.

Please Porsche, get it back to what it used to be!

Enough bitching! It was still a great day for all involved. Our two teams performed exceptionally, all finishing in good order (except for Geoff who didn't start) (again! This is Geoff's Porsche Relay tradition). No-one fell off, no-one got bent, all seven runners drove home, that in itself is a win. Our own counting of the results/laps completed tell us that we actually won outright, but the "rules" seem to get in our way. The Zed Ampol team must have done at least 120 laps! The Zed One team managed a fine result, being third on index, but really, they both did great, finishing overall with a seventh for One and an eighth for Ampol.

			Fastest Lap	Average
Stuart Robinson	Zed Ampol	240Z	1,41.	1,43.35
Jackie Tasker	Zed One	240Z	1,44.	1,45.68
Stirling Mayo	Zed Ampol	260Z 2+2	1,45.	1,46.90
Lisa Batchelor	Zed One	240Z	1,45.	1,47.00
Alan Harrison	Zed Ampol	240Z	1,45.	1,47.55
David Long	Zed One	260Z 2+2	1,52.	1,53.33





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NISSAN NOISE CONTROL SYSTEM

While Paul, Murray, Greg, Roger et al. have been contributing to break the silence, Nissan's engineers are finding ways of cutting noise. They have succeeded, having developed the ANC (Active Noise Control) system, which is now available in the domestic Bluebird in Japan.

The heart of the new system is the ANC controller, which includes an adaptive digital filter with a special algorithm working on a DSP (Digital Signal Processor). This small, portable CD player-sized unit is housed in the shelf behind the rear seats. The ANC reduces noise levels by more than ten decibels.

The unit receives noise data from the management computer and from microphones situated in the roof close to passengers' ears. The ANC controller analyses the noise and sends opposite sound waves to two actuators (speakers) hidden under the front seats.

For all practical purposes, Nissan's ANC does not cut engine noise. Instead, it combats noise with opposing sound waves, which in effect cancels the dominant portion of engine noise. The frequency must be the same for both sound waves and the timing must be perfect in order to reduce the noise level. The multiple error filtered-X LMS algorithm with real-time operation through a DSP is the key to commanding a "mirror image" wave from the speakers beneath the front seats. Even though additional sound is produced, the result is a quieter interior.

Got all that? Good. Though I can't see it ever beating Alan's Hi-fi, perhaps we'd better get our order away for 162 units!

ZEE MOTORKHANA

Short notice, an Auckland area flyer, and it was on. Auckland City Council had taken rather a time over giving us permission to use an Otahuhu carpark, so regretfully, it wasn't possible to give you longer notice.

Fantastic turnout! A fine day brought 20 entries and at least 10 watchers. Organisation was by Andy Parsons and Alan Harrison, who gave us two tests on the tar, followed by 4 tests on Keith Smith's paddock (thanks Keith). Many of the runners were out there for the first time, in fact I was told by several that they'd never so much as seen this type of contest before. Hope you all liked it, hope you all do it again, it's a great-fun sport.

We politely (fairly politely!) tolerated some members who made excuses about having the Zed in bits and turned up in other buckets of junk. Keith Smith in his Bavarian Mighta Werked, Dan Guy driving his Chevron, Paul Hansen with his Datsun (at least it's a Datsun) 1200 and fellow-traveler Dave Newsham with his Alfa Sprint Velocity.

We took the best times for each driver for each of their six tests, adding the time together. The final results were:

Lisa Batchelor	272.64	Neil Stanford	302.35	Dave Long	*
Alan Harrison	280.04	Andy Parsons	303.60	Graham Collins	*
Stuart Robinson	288.45	Warren Bryant	304.29	Grant Lee	*
Keith Smith	288.46	Ronald Ragen	315.10	Brad Gould	*
Daniel Guy	294.49	Justin Hutton	318.57	Mark Crossley	*
Bruce Robinson	294.85	Dave Newsham	322.55	Gary Silvester	*
Paul Hansen	296.68	Joanne Parsons	353.57	(* didn't complete)	

#1 Asphalt	#3 Asphalt	#1 Grass	#2 Grass	#3 Grass	#4 Grass
Warren B.	Lisa B.	Bruce R.	Stuart R.	Alan H.	Stuart R.

WINGS AND WHEELIES!

Have we ever been involved in a Whenuapai Raceday that wasn't superb? No doubt about it, TACCOC can get this one right. The Z-Club seems to get it right as well, turning out 15 cars, driving home again with 15 cars. Black marks for some though, the black mark was, I think, earned by better than half of our entrants. You see Gentle Readers, Whenuapai has a unique scoring system - every small mistake you make earns you a black mark! Perhaps it would be quicker to list those without a score? (Scour, gouge, whatever!)

Alan Harrison. Jackie Tasker. Stuart Robinson. Ronald Ragen. Paul Hansen.
Bruce Lindsay. Mike Drageceveh.

And the winners were...

Warren Bryant. Greg Gillespie. Geoff Rolfe-Smith. Grant Lee. Keith Smith. John Mitchell who just made the list by a nick. Murray Fish. Keith Gillespie.

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Added value for companies involved in motorsport related advertising and sponsorship. These displays feature the company sponsored racing vehicle, alongside brand signage and product or service display. Designed to provide maximum benefit for each company.

The Club or Racing Association Exhibit

These displays are free for all motorsport clubs and their members and are intended to assist in the promotion, recognition and enjoyment of the many and varied forms of motorsport.

New Zealanders have a long history of excellence in all forms of motorsport and the Motorsport Pavilion takes time to recognise the past achievements of competitors and their machines.

The future too should not be forgotten and the Pavilion's facilities are available to assist all motorsport clubs and promoters by offering public exposure year round for motorsport events.

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ZG NOSE KIT

If you are interested in a ZG Nose Kit for your 240Z/260Z, please contact Dave Turner - Phone (09)276-7376.

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 on 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 that 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..

SUNBEAM OWNERS CLUB OF NEW ZEALAND INC.



Incorporating SUNBEAM TALBOT ALPINE REGISTER

The Magazine Editor, "Orient Express"

P.O.Box 24-176 Royal Oak,
Auckland 1030.

Dear Sir,

In my capacity as editor of Sunbeamania - the magazine of the Sunbeam Owners Club of New Zealand - I read all the mags from the other clubs, and I have just put down your August issue. A very good magazine too.

But I noted a rude letter from Chris Poland, complaining about having to pay his annual subscription. How typical of the man as I know him, and I felt that I should write to members of a fellow car enthusiast's club warning them of the dangers of having such a man in their club. I mean even Jap import cars like yours must surely draw the line somewhere.

He writes for Classic Car Directory, or rather forces his scribblings on the editor while he's financially vulnerable. Since I married the woman he always adored, he has taken every opportunity to make snide comments about me tucked into his meanderings. That is no way for a real car enthusiast to behave. Jealousy, maliciousness and envy are just not in the make-up of your true enthusiast.

I understand that he is a social worker or something like that at some secondary school in Auckland, and of course we all know what they're like! Never have any money anyhow, always bleeding hearts over some criminally minded little wastrel, womanisers when they're not that other way. Surely your club would be better off without such people, they're usually driving Minis or Vauxhalls or VWs or suchlike working class cars anyhow, his mother must have bought that Datsun of his for him.

Take note, get him out! If he won't pay his bill grab your chance.

Yours faithfully,

Penn McKee

Penn McKee.



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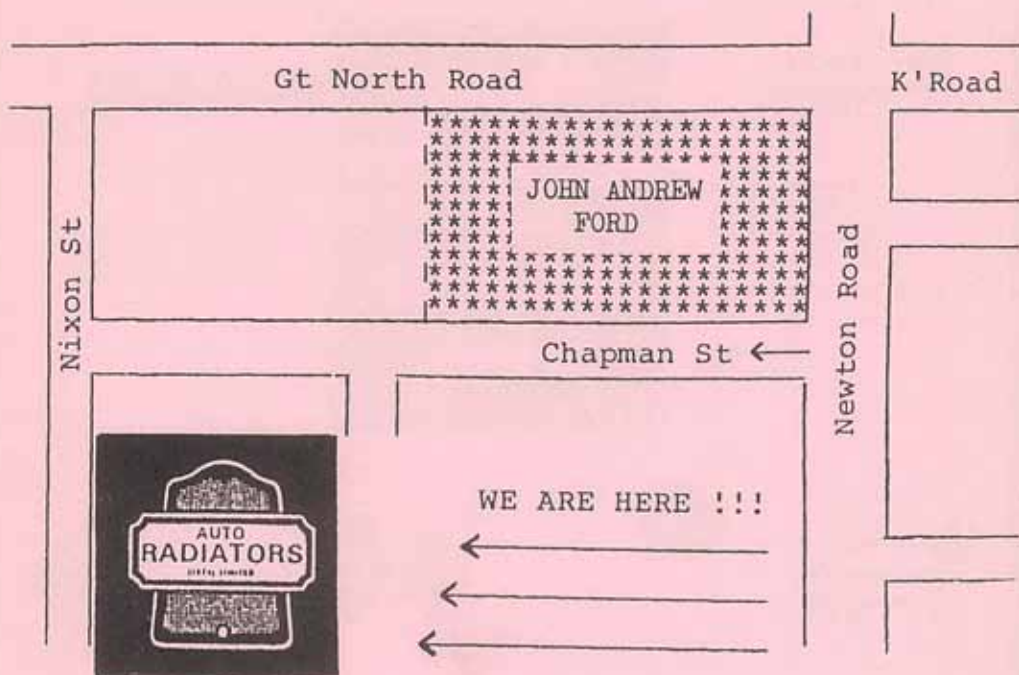
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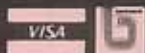
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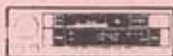
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