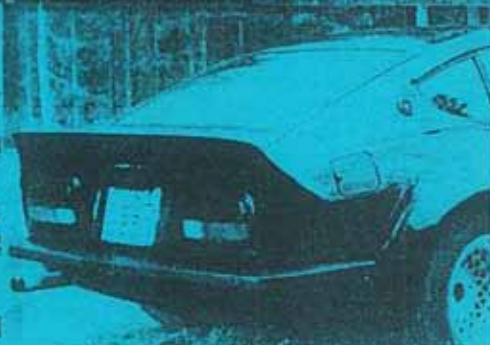
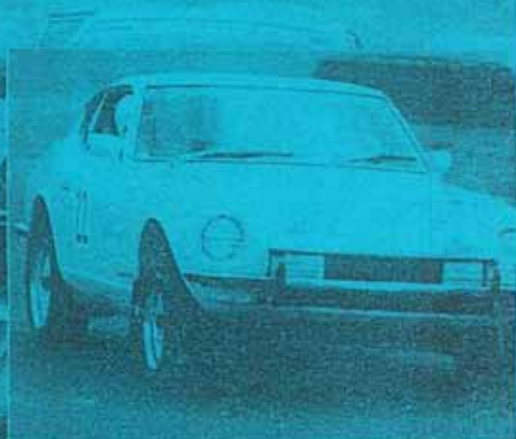


ORIENT EXPRESS





David J. Sharp

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Classic Historic Vintage Cars & Bikes

(Fully comprehensive)

Limited to 2,000 miles per annum. Example \$20,000.00 vehicle value.

Total cost including government levies and G.S.T. - \$205.70 P/A

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Specialist packages tailored to suit your particular needs.

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**FOR PROFESSIONAL AND CONFIDENTIAL ADVICE
PLEASE CONTACT DAVID SHARP
(09) 394-630 AUCKLAND**



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

AUGUST 1992

ISSUE 54

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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. Consideration should also be given to the possibility that from time to time, though rarely, the Editor could be accused of bias. Readers should exercise their own judgment when considering technical matters and modifications affecting their vehicles. It is recommended therefore that if in doubt on any technical matter, owners should consult the official workshop manual for their particular model of car.

B O U L E V A R D
R E S T A U R A N T G R E E N L A N E
Sports & Classic Races

Pukekohe Grand Prix Circuit
Sunday 27th September 1992

A full day of racing for
Bridgestone Porsches, Schedule T&C
& TACCOC Challenge Series cars

Plus races included for
"Road Exotics" & SCCNZ 2-Litre
Clubman

Entry Fee only \$75.00
and you get a free dinner!

Entry Forms from
the Datsun Z Club, P.O. Box 24-176, Royal Oak, Auckland 1030

Coming Events

2ND WEDNESDAY, EVERY MONTH. Members are reminded that our Nosh Noggin 'n' Natter Night is held every month at an excellent restaurant, the Boulevard Restaurant Greenlane. Why not eat out just once this month in support of our Race-day sponsor? All welcome, you just need to ring Dee (636-5443) on the said day to ensure that your seat is booked. Why am I always having to remind you.....?

SATURDAY 26TH SEPTEMBER. We expect many of you will want to turn out at 8.30am at The Workshop (Keith Smith's place) to assist with scrutineering for the Boulevard Restaurant Greenlane Sports & Classic Race Meeting. If you feel able to offer an able-body, phone Greg Gillespie, 410-9689.

After having performed this enjoyable duty, and assuming that your into a little speed, the Pukekohe Circuit will be open to any member with the inclination and the \$50. All you do is drive out there, find the Circuit Manager, pay him the money and (with due care) enjoy the facility.

.....

BOULEVARD RESTAURANT GREENLANE

Sports & Classic Races

SUNDAY 27TH SEPTEMBER. The Annual Datsun Z Club INVITATION RACE MEETING on the Grand Prix circuit at Pukekohe. All known competing members will by now have received comprehensive information (and have of-course entered already). If you are out there wondering about having a go, why not give someone of the Committee a ring. You could well be included if you so wish. Entry fee is a low \$75, for which you will receive a great race day and a free dinner. All who are not racing should contact Geoff (483-9878) to offer help, as this meeting requires the services of about 60 people!

.....

SATURDAY 7TH NOVEMBER. MG Wellington's fabulous Manfield Classic. I know I say it every year, but if you don't save the bickies for this one you're missing out on one of the very best events of the year. See advertisement on page 8. Further particulars from Prez.

.....

SATURDAY & SUNDAY 14TH 15TH NOVEMBER TACCOS's Major Formula One Grand Prix at Pukekohe. The Meeting will include support races for all of the usual

classes, so prepare yourself. This weekends has all the signs of being the GRANDEST ever! (that is, at least second only to the Boulevard Races!)

.....

Nineteen Ninety Three

6TH 7TH FEBRUARY: Ardmore.

13TH 14TH FEBRUARY: Christchurch.

14TH FEBRUARY Concours d'elegance

20TH 21ST FEBRUARY: Dunedin.

2ND MARCH: Taupo.

6TH 7TH MARCH: Hamilton Streets.

27TH 28TH MARCH: Manfeild.

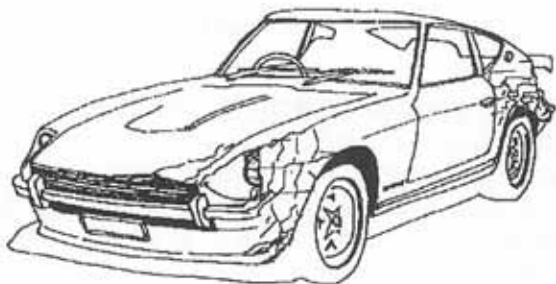
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The Crash of '92 & Baypark '92

By: A Beginner

What... you thought the crash was in '87?? Well maybe for you it was, but for my co-driver and myself it was 1992 at the Endurance Race.

It is quite a strange feeling standing at the side of the track with your timekeeper watching your own car sliding across the track and into the armco (three times!). It is amazing really just how far armco will actually flex when hit by a race car! I wouldn't have believed it had I not seen it myself.



Apparently at about this time my co-driver was not thinking anything about the stretch properties of armco, but was actually thinking 'Fuuuu... David is not going to like this!', followed by ' Oh no ... not the back end too!'. Well, yes, unfortunately the back end did also hit the armco, and a very nice wavy pattern it made in the rear guard too!

Many thanks to all the members of the Z Club who came to our aid at that time and for the encouragement and concern. This would have been a far more traumatic event had we not been members of such an enthusiastic club and we would have been far less motivated to make it to the next event (only two weeks later !) had we not had that support.

Baypark

Well, we might not have been the most attractive car at Baypark (OK... So we were down right UGLY! ... and the car looked pretty bad too!), but we were there! Yet again the club turned out a fun event which both myself and my wife got to enjoy. She managed to scare the willies out of me going through the wiggly-woggies by sliding the car doughnut-style across the grass and around the middle cone. Apparently this was the way a certain gentleman had showed her how to do it in his car earlier in the day!

SUPPORTERS OF THE DATSUN Z CLUB

Bumper Replacement (NZ) Ltd

94 Princes Street
Onehunga AUCKLAND
Phone 634-1071

Fax 634-0015

Thanks to Keith Smith for his expert tutelage during the driver-training, despite somewhat trying circumstances (with our car not being 100% that day). It is amazing how well some people handle being passengers in a car which has just had its sway-bars removed and a driver that

behaves as if they were still there. Not once did he look worried as I lost it going around the sweeper at the end of pit straight. He just quietly noted that 'he had thought I was going a bit fast but guessed that I knew the car better than that'. Sorry Keith ... I guess we were both wrong!

The afternoon racing was fun, and it was great to see a few new faces out there, especially people like Tony Goodwin (out in the ex Stirl-the-Whirl 260Z 2+2) who has helped out with marshalling in the past but hasn't been racing before.

Our ever-frugal treasurer showed us all the best way to avoid excessive tyre wear by regularly parking his two-tone 240Z in the sand outside the track. Even our Club-Captain followed his advice in a later run. That's the way Ron... lead by example!

Suggestion Box?

On thing I did notice during the morning session however was that, while 'one-driver-per-car' entrants got plenty of opportunity to try out their driving skills on the various courses, some of the 'multiple-drivers-per-car' teams (eg. various 'guy and gal' teams) found it a bit tight for time to get both drivers a go. The idea of having these 'non-race' events seemed very popular and a lot of the 'other halves' seemed to be getting a real kick out of a chance to have a blat.

I think this sort of thing should be encouraged and I wonder whether there is in fact room to make Baypark a two-day event?? The first day could be a straight fun day with all events being 'non-race-licence-required' events, and the second day concentrate more on the 'driver-training' aspects. I realise that this would raise the cost of the event for people

wanting both days, but another \$35 might not be a problem if people knew that they would get a full-day's fun out of it. As most people stayed in Tauranga on Saturday night anyway it would probably not have a huge effect on the overall weekend cost either. There were lots of faces at Baypark that I had not seen at any events during the previous 9 months and maybe they should be encouraged by having a full-day set aside for them. I think most of the 'hard-core' racers would probably turn up for both days anyway, just to get a fix of tyre-smoke and petrol fumes!

Later...

All in all though, we had a good weekend, eventually crawling out of bed on Sunday morning in time to see the last few hours of racing at Taupo. We might have seen more of the racing had we not waited for a certain 'Injected/Turbo Charged/Computer Controlled' 240Z to start! After an hour or so we gave up and left him there, still claiming that carburettors and ordinary ignition were old-hat and unreliable. Somehow this was rather hard to take seriously from a man standing in a hotel car park staring at a non-operating engine!

The best way to describe Taupo was COLD!!! The wind comes straight off the mountains and right through you. Despite this there was a good turn out of Zeds, with the fastest being Stuart Robinson, who was third fastest car of the day. He was also the fastest 'street-legal' car there, with the only faster cars being fibre-glass 'things' with V8s etc under the bonnet and trailers to take them home on! Well done Stu!!

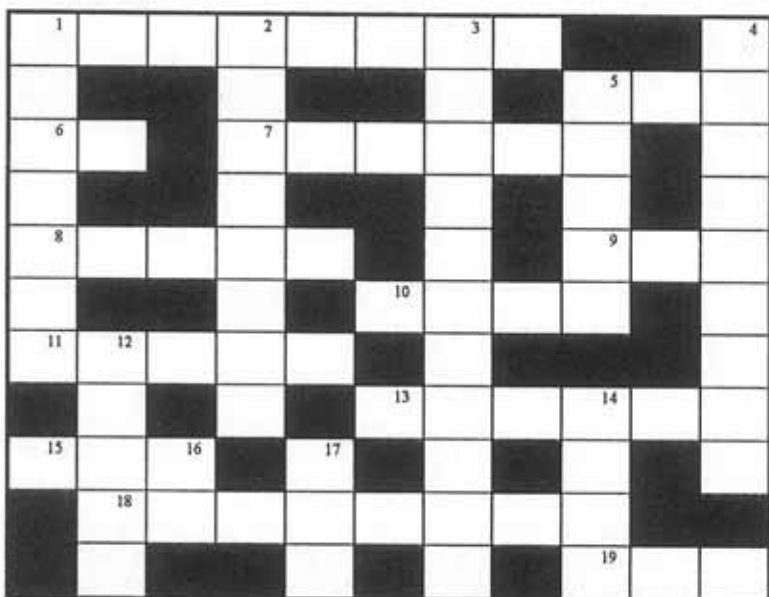
About 6 Zeds competed and there was some great racing from all of them, including one valiant (never knew his car was Australian? - *S*) attempt by Craig to scare his competition into submission by driving through their MX5's door! Fortunately he missed.. but we noticed that the MX5 took a slightly wider line whenever Craig appeared after that.

Anyway, the next event is the not-to-be-missed, once-in-a-life-time (well once a year!), be-there-or-be-square 'Datsun Z Club Boulevard Restaurant Race Day' organised by our very selves on Sunday September the 27th! In the intervening period various competitors have disappeared into garages to make 'minor' adjustments to their cars and others have been seen around town with suspiciously low ride heights. This all means that the start of the new season should be filled with more great racing and Sunday the 27th will be a day not to be missed! As well as this ever-competitive bunch of petrol-heads, my 'Category One' 260 2+2 will be there and we are going to have some fun! Hopefully we will see you there too!



ZEDWORDS

By. Con. Fused



Across

1. The Japanese market name for the Z family.
5. International Standards Organisation.
6. What you say when your spouse suggests you sell your Zed and take up stamp collecting!
7. What you put in the 'Make :!' field on your entry forms.
8. What two drivers are if they cross the line at exactly the same time.
9. What your stomach needs just before the start of a race.
10. The condition you always advertise your car as being when you try to sell it.
11. This ghostly aerodynamic aid keeps your nose on the ground.
13. Disallowed 'performance enhancers' unless fitted as factory standard.
15. The operating system used by the computer used to produce this magazine.

18. The venue of our annual raceday which we are all going to attend.
19. The rating used for brake fluid.

Down

1. An American term for guards.
2. A finny friend used for cooling.
3. A bright spark gets spread around here.
4. The club president's favourite type of event.
5. The manifold which the carburettors are attached to in real cars (or the injectors for you high-tech heathens!).
12. Theatrical items used to hold things up while you work on them.
14. What you did to your brakes before you took your car out on the track.
16. The type of carburettors 'real' men (and women) use.
17. A boringly common colour for Zeds.

Whittakers

PEANUT SLAB

THE TOY SHOP



Classic Motor Race & Car Show

- Chairman, Eugene Childs • Telephone (04) 569 5840 (Res) • Facsimile (04) 569 5502 •
- Secretary, Craig Swift • PO Box 13-169 Wellington 6004 • Telephone (04) 478 7368 •

Newsletter No. 1 July 1992

WHITTAKER'S PEANUT SLAB/THE TOY SHOP CLASSIC RACE MEETING

SATURDAY 7th NOVEMBER 1992

As you can see by the letterhead, the support is in place to announce the first and best classic race meeting of the new season at the Manfeild Autocourse, Feilding on Saturday 7th November 1992.

The format is similar to previous years with scrutineering and practice on Friday 6th November, with the programme being - Races 1-11 for Marque type cars, i.e. Continental Classics, British sports cars and "Muscles and Exotic", and the afternoon programme being raced on fastest lap times, i.e. Saloons 1.30 to 1.35, Sports cars 1.20 to 1.25. This is made possible by our Classic Data Systems computer. With all types of cars with similar times racing together, the atmosphere (always a positive talking point) will be electric and make for another successful meeting. Races for the Porsche series and historic sports and racing cars will also be included.

The social side includes a "happy hour" and "game show" on Friday, with prizegiving and dinner on Saturday. The venue is the Quality Inn, Palmerston North.

It is rumoured that the Editor of an English Classic Magazine, who races a Morgan, is competing and may be persuaded to expand on the Classic Racing scene in the UK.

Entry forms and Supplementary Regulations will be sent to all past participants in our meetings, but should you wish to be included in mailouts, drop a line to P.O. Box 13-169, Wellington 6004 or FAX 04-569-5502.

We reserve the right to accept or decline entries without qualification.

Yours in Motorsport

Eugene Childs
Classic Race Committee

Printed by Chaston Park Graphic Services 478-1829



CLASSIC
DATA SYSTEMS

BY MICROEAST

HOLDINGS (NZ) LTD.

IF YOU DON'T ASK?

(Stumbled over this piece in "the oily rag", Mobil's in-house newsletter. Seems some overpaid employee has asked for more...)

Slap some Band-aids over your headlights and what do you get?

Auckland Plant manager Graeme Smith sent us this (heavily censored) appeal for sponsorship funds.

I have now read for some time of the sporting achievements of my southern colleagues (south of the Bombay Hills) as they have paddled, rowed, run, swum and pedalled their way to health. However, with age increasing and the ozone layer disappearing, sport in Auckland must be approached differently. Hence Paula was ecstatic when I informed her, in July 1991, that I had decided to take up a sport that I could undertake sitting down in the shade. (*We'd like to hear from Paula on this one - sounds like a thinly veiled excuse for sloth.*) The result was a cheap standard Datsun 260Z but, like all sports, there needs to be some tweaking of the equipment so we now have upgraded engine, exhaust, suspension, brakes and Team Mobil Visa overdraft to match. The car is white and has lots of spare advertising space. I am changing my name to Peter (Peter Brock, Peter Knight) and just wondered if



The difference between men and boys is the cost of their toys. Graeme Smith and 15 month old Spenser (McLaren SSS) at the March Wings and Wheels Whenuapai meeting.

But Graeme, we'd like to have some idea of your track record before we consider anything and anyway, we see by your photo that you're already proudly sporting two Mobil bumper stickers. That's the sort of sponsorship that we like - one that doesn't cost us any money. And if we were to sponsor anyone it would be the kid with the McLaren. He looks as if he's got more promising racing future ahead of him than his Aged P.

Public Notice

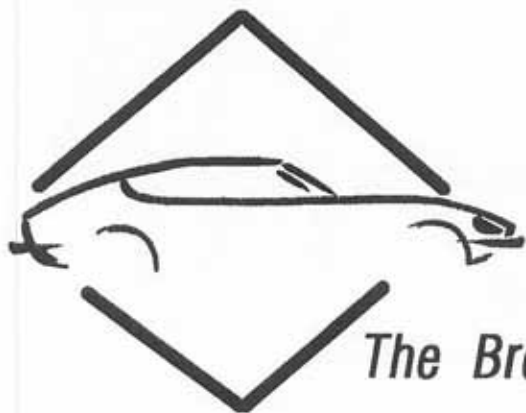


WARNING!



**THE BROWN BUSES
ARE COMING!!**

**...TO A RACE DAY
NEAR YOU**



The Brown Bus Company

SOMETHING FOR NOTHING...

During the recent discussion for race day sponsorship it became clear that we were not alone in the never ending quest for cash to run our race day. To quote just about everyone - the answer was " No ".

Why ? - No Money, No Budget, Who are you, and Why should we. How can the Datsun Z Club attract business etc etc.

SO - What to do.....

Sell the benefits of our club and its members. This has resulted in the tidy sum being paid to the club to run the Datsun Z Race Day in September. This amount was raised from:

- 1) The Boulevard Restaurant in Greenlane - as our Major event sponsor.
- 2) Marshall Motorsport for Bridgestone Tyres - as a supporting sponsor.
- 3) Mobil Oil New Zealand - as a supporting sponsor.
- 4) Road Race & Rally Ltd - as a supporting sponsor.
- 5) Radio i98FM - with an advertising package.

All this looks and sounds very professional and exciting for the club. And it is - BUT!!! There is a catch. All the negotiating for this money comes with a price, YOU THE CLUB MEMBER.

THE BOULEVARD RESTAURANT IN GREENLANE - is the venue for an after race function. This will be promoted as part of our race weekend and as an



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Nissan/Datsun Specialist
3 Newport Place
Forest Hill

Greg Gillespie
Ph (09) 410-9689

incentive all participating competitors will be receiving a meal voucher FREE OF CHARGE to attend this dinner - partners, wives, crew etc will pay depending on how much they eat and drink.

WE NEED TO BOOK UP TO 100 DINNER GUESTS TO THIS FUNCTION - IF YOU ENTER THE RACE DAY YOUR MEAL WILL BE PAID.

If you are not entering, but you want to come to have a night out to tell us why you weren't racing come any way ... and pay normal restaurant charges for a meal, wine drinks etc.

MARSHALL MOTORSPORT FOR BRIDGESTONE has become involved with us as part of helping existing and new members select the right rubber for both the Road & the Track. Leon Marshall has agreed to assist club members in tyre selection. He is driven "not by the best price in town" but by giving good advice

and having customers who are happy ... and safe.

All competitors will receive a \$30.00 service voucher from Leon and his team. This will enable him to show us the type

ROAD, RACE & RALLY LTD

Ron McMillan

34 Olive Road
Penrose, Auckland.
P.O. Box 12-482, Penrose
Ph: 9-525-7366
Fax: 9-525-7365



of service he has to offer. This is the beginning of what should be along association with Marshalls and one that will grow given support from members.

MOBIL OIL NEW ZEALAND was perhaps the most difficult to attract to our race day. As a company they are currently negotiating themselves out of minor sponsorship like ours. However... Mobil have donated a substantial quantity of MOBIL 1 oil to the club. This oil will be sold on a first come first serve basis at half retail price - that's \$20.00 per 4 litre pack.

There is a catch. This product has been supplied free of charge to the club "ONLY IF WE AS CLUB - SUPPORT MOBIL". That means we want you as members to shift your loyalty in petrol purchasing to any Mobil service station for a period of 5 purchases. If we do this then our future requests for support will be greatly assisted and we will have a chance at an on going association with this company.

You will find enclosed a prepared form to get it back to the club the moment you have completed your 5 visits.

THERE IS NO LIMIT ON YOUR PURCHASE - JUST THAT YOU HAVE TO GO TO A MOBIL STATION FOR 5 VISITS, before September 27th.

RACE RALLY & ROAD have also very generously 'come to the party' with financial support. This means that Ron McMillan expects that his services will be taken advantage of

over the next year by to you THE MEMBER. There is no such thing as a free ride!

RADIO i98FM was approached to give all the other sponsors some tangible exposure through a recognised advertising medium. i98FM has the ideal target audience for our major sponsor The Boulevard Restaurant Greenlane. This support is not great but, it is exposure and the free air time has been used to advertise our race day. The only member support required here was that of Jacky Tasker. She will be interviewed 'live on air' by Alice Worsley as part of this promotion put together by Radio i98FM.

In addition to this interview, some 30 odd commercials will feature the Boulevard Restaurant and a further 10 will feature Marshall Motorsport for Bridgestone. A number of \$100 "Dinner for Two vouchers" will be given away on air as part of this week long campaign - quite

exciting for the club to be the catalyst for this promotion.

The money raised in this sponsorship package has been done on the basis of membership support. It has enabled us to organise an event with a "low entry fee" and have a race weekend that is finished off by a dinner at the Boulevard. It sets a precedent for other clubs and should

enable us to start the season off with a bang.

Get involved with this weekend in September and enter, drive, be a flag marshal, scrutineer, time keeper or a supporter of classic Sports & GT Racing - if that's not enough come out to dinner and tell lies with the rest of us.

Non-Technical Corner

By A. Beginner

For those of you who, like myself, get somewhat confused by some of the tuning issues relating to Zeds, there is a new answer in town. Its name is Gillespie Technical Services (GTS for short).

I recently found that my car had developed a natural rev-limiter. As I occasionally wished to go over 4000 rpm (for purely environmental reasons of course!) I decided to get it fixed. Having tried the 'replace-every-part-you-can-see' approach and still having the fault I called Mr Gillespie. Within an hour the fault was fixed and I had a far better understanding of why the fault had occurred.

Later in the week I got Greg to attack some of the other items from my 'Outstanding Jobs' list (YES I am a lazy so-and-so!). Not only were the jobs completed in a very tidy and professional manner, but he noticed a couple of other little problems with the car and fixed those while he was in there. The bill was quite reasonable for such expert services and I even got a courtesy follow-up-phone-call a couple of days later to make sure that I was happy with the job.

Given Greg's years of experience with Zeds, I had complete confidence that the job was going to be done better than I could have done it myself and I was not disappointed. A great job and reasonable prices! So next time you need some work done on the 'racer' or the 'street cruiser', give Greg a call and support a fellow club member. Greg can be reached on (09) 410-9689 or at 3 Newport Place, Forest Hill.

Look out Takapuna Nissan - here comes Gillespie Technical Services!

PS. No I am not getting paid to say this. I do however like to encourage people doing a good job when so many out there aren't!

PPS. What does D.N.A stand for?

Answer : Association of National Dyslexics

And 'Oh what a night it was'. I've vowed never to miss another. This year was one of special merit to the Z Club due to Greg Gillespie and Lisa who won the "Hotline Sports and GT Challenge, Group 2".

Clifford House was the perfect venue where I blended into the surroundings by parking Maureen's Honda beside a white Rolls Royce. Once inside we were attacked by the drink and rubbed shoulders with a very well dressed bunch of petrol heads with clean finger nails - they didn't even smell a little bit of Mobil One. Do we all lead double lives?

Before we all got out of control, we were seated at big round tables. At our Z table there was Graham & Dee, Greg & Lisa, Ron & Cathy, Keith and Ann, Maureen (note who comes first in his her household - ☺) & yours truly.

After our drinks had been severely diluted

by top-grade cuisine we were treated to the actual award ceremony which was a floor show in itself with one John Holmes of TACCOC acting as MC. He set some very hard rules like "no right of reply". Things got very tense when Ray Williams tried to kill him, but typical Ray being a bit cheap, had loaded his gun with blanks. (Funny that, I'd heard this about Ray's gun before - ☺) The tone of the evening was indeed set and our very own Greg eventually was honoured and gave an excellent speech full of thankyou's to Mum, Dad and Lisa.

This fabulous evening was made possible by TACCOC. They continue to show their great organisational abilities in the motorsport calendar, their events get bigger and better and are enjoyed by all. As a club, let us defend this Challenge Series to which we now have a name. Now, get a load of this list:

Greg Gillespie	Datsun 240Z	83 points
Richard McCarthy	Lotus Seven S4	60 points
Keith Gillespie	Datsun 240Z	40 points
Murray Fish	Datsun 240Z	38 points
Keith Smith	Datsun 280Z	23 points
Paul Hansen	Datsun 240Z	21 points
John Donovan	Lotus Seven S4	7 points

Whatiya reckon, neat aye?

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WHAT TACCOC SAID..

Taken directly from the Dinner menu

Class Winner - Greg Gillespie

Age: 30

Occupation: Computer Drafting

The Car: 1972 Datsun 240Z, slightly enlarged to 2565cc and producing "about 165bhp". Greg prepared his car with a full cage, rose-jointed suspension, 4-pot brakes and Weber carburetors. It's quite hot, but still used regularly as a road car. Greg has achieved 14.4 secs on the standing quarter mile and a best Pukekohe lap of 1:12.9. He holds the Z-Club record for Baypark at 1:07.65.

The Driver: First raced in 1987 in his Datsun 280ZX, but has been a motorsport enthusiast for many years. Pit crewed for a Group A Lancer when he lived in Hong Kong. Bought the current Z car to race, as the older car had more potential than his ZX. The whole family seems to have this bug, with both Greg's Mother and Father and his girlfriend, Lisa, all owning and racing Datsun Zs. Greg blew his motor in practice for the finals day and did a 3:00am stint to pull the motor out of Lisa's road car so he could compete. He still managed a 1:13.7 using the standard engine!

Best event: Winning this series. "Four years with this car has really come together this season."

Ambition: Would love to drive Group A and would LOVE to drive at Macau.

LETTER TO THE EDITOR

Dear Sir,

I am writing this letter concerning the annual Z Day at Baypark Raceway. After talking to some other novice drivers at the track and since the Z Day, I decided to put pen to paper. I am hoping this will be an 'open' letter which will evoke some comment as I'm sure there are some who can identify with it and others who I'm sure will disagree!

Firstly congratulations to Graham and Dee and all the organisers on another successful day - they even managed to have perfect weather again! However there are a couple of issues which I would like to draw attention to:

i) Despite Greg Gillespie's talk that the day was not about jumping into someone else's car and thrashing the hell out of it, there were one or two tutors who took it on themselves to push other people's cars (mainly novice driver's) to the very limits. There were some excellent tutors and I was fortunate enough to experience some of these - but

other people being shown by some so-called 'experts' came back concerned about the state of their car and wondering what they had learnt.

I believe that careful consideration should be put into who is a driver trainer - what are they normally like on the track, their temperament, experience with Zs and their ability to communicate and actually teach novice drivers.

ii) After driver training there was 'practice' to sort out the order of drivers for the sprints. So novice drivers were mixed in with 'proper' racing drivers decided this was in fact the time to post personal best lap times. And look out anyone (mainly novice drivers of course) who got in their way.

Correct me if I'm wrong, but I thought the purpose of the Z Day was for **all** Z drivers to get together, not just those who race all the time. It's supposed to be a day of sharing knowledge on how to drive a car round a race track, although unfortunately you will never stop the drivers who drive at their limit in all situations - a 'fun' day or not, with or without considerably slower drivers on the track.

Perhaps there should be some way of identifying novice drivers - this is required under normal racing conditions (MANZ rules) and so it should be here.

I have no doubt some of you will ask why nothing was said on the day. Put yourself in our position. For novice drivers, some being involved with the Z Club for the first time perhaps, it can be daunting to approach someone about drivers who should know better.

And on a final word - how about a change of venue? I was told the Z Day has been at Baypark for the last 12 years so we must be due for a change of scenery. How about Taupo - there is certainly plenty of affordable accommodation and activities in the area as well as the racing to keep everyone amused.

Regards

Maria Tyrrell

& ANOTHER LETTER

Dear Editor,

As a LONG standing member of this club, I feel it is my duty to write and complain yet again about people who have to hide behind girlie nom-de-plumes. In the last issue there were HUNDREDS of letters from semi-anonymous persons. "A.Beginner", "Olfih Bedwere of Rheged" and "Tim the Enchanter" to name just a few. Come on Mr Long, take a deep breath and use your own name like the rest of us.

Yours, Colonel S. Bodswoggle.

Letter To Ye Editor

Dear Sir

It was with great surprise that I noticed an unusual vehicle grace the electrons of my television screen on Monday night. Without a hint of warning, a 'lean, mean, green machine' appeared before my very eyes, accompanied by a strangely quiet Paul Hansen.

This was shock enough, but worse was yet to come. With a cheeky grin (that only Paul can do) he lifted its' bonnet and exposed its' kermit-coloured rocker cover for all the world to see.

Shock, horreur!

This sort of blatant exhibitionism must stop!

Having thrust this 'dinosaur-fart-powered' beast upon us, they then proceeded to tell us that it developed 280 Million horse-power (or should that be brontosaurus-power??) and was going to be entered in the Adelaide Grand Prix!

Despite the 'slight' inaccuracy of the facts it was good to see a Z getting some TV coverage (even a funny short one with no back seat!). Hopefully we will see more coverage from TVNZ in the future of the various Car Clubs and some of the interesting things they are doing. It would be nice to see that at least some of my broadcasting fee was going towards something I actually watched!

Yours Automatically

A Beginner

A Beginner (2+2)

THE FINE PRINT PAGE

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 Licence:

A minimum requirement for all M.A.N.Z. 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 racing 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 zipper 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 motor-racing event employs as many 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..



FOR SALE FOR SALE FOR SALE

DATSUN 240/260Z R180 DIFFERENTIAL good condition, 4.4:1 ratio. This diff would be ideal for Taupo or Baypark, though has been used very successfully on Pukekohe.

BOB-TAIL SPOILER to suit 240/260Z - offers wanted.

Phone Tony Goodwin - (09) 276-4326

NISSAN 280Z 2+2 AUTO. Special Edition model, all electrics, RE71 tyres, motor just overhauled to be run in by new owner. Top Condition - \$6,500.00.

Phone Brian Tasker - (09) 416-7269

RED PAINT. 8-litres #905 (plaza red?) paint. Standard 240Z colour. (unused!) Cost \$390, sell for only \$260.00

Phone David Turner, (09) 276-7376

EXHAUST SYSTEM, standard, suitable 240Z or 260Z two seater. Excellent condition. Absolutely complete. Chrome tailpipe. - all yours for \$150.00

Phone Warren Bryant, (09) 638-9442

SPACESAVER SPARE. Inflatable type. unused. Offers on??

Phone Bruce Lindsay (09) 849-6375

COLOMBIA COMPUTER. We have, as you may have read in the last Express, this fantastic new computing machine. This means that our dear old luggable, IBM XT compatible is now on the market. NO - it doesn't have a speed rating. No - it's not colour (other than green). No - it probably won't run graphics. NO - it's very unlikely to run windows! Other than that it's a very good and useful computer with a 20meg hard drive, one floppy and (about?) 640K of memory. At \$450 it's got to be a bargain.

Phone Graham, (09) 636-5443

LEFT REAR QUARTER + LEFT-FRONT PARTS for Datsun 260Z 2+2. Recently painted, then buffed gleaming by the latest Hi-Tech Galvanised Armco method. In fact, this polishing has been so thoroughly done that a 'small' degree of the Armco shape still shows in the panels, therefore surely permitting a most advantageous and far tighter apex on left-hand corners - an absolute steal for any racer with a brown automatic 2+2.

Phone Paul Clemens, (09) 828-1047

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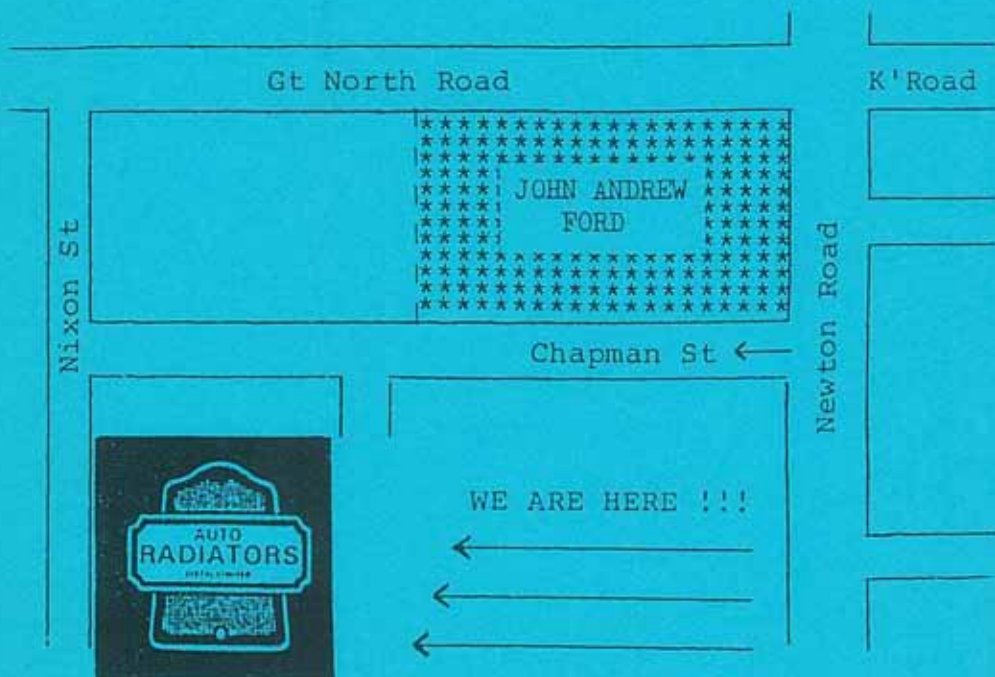
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