

ORIENT EXPRESS





David J. Sharp

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(09) 394-630 AUCKLAND**



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

NOVEMBER 1992

ISSUE 55

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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, a committee being the unwilling chosen by the unsuitable to do the impossible. Consideration should also be given to the probability that at least one of the contributors, unlike the Editor, has never even driven a real Zed. 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.

COMING EVENTS

SUNDAY 29TH NOVEMBER: Xmas Karaka, hosted by the Riley Car Club at the Wrightson Bloodstock Centre, Karaka. Last year this motorkhana attracted 91 entries! Surely worth a look-see.

.....

SUNDAY 29TH NOVEMBER: HRSCC Historic & Classic race meeting at Taupo. Nothing in this for us, except that it would be well worth a watch.

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.....?

WEEKEND 5TH 6TH DECEMBER: Nissan Mobil on the Wellington streets again. A "Classic" race is listed in the Programme, though I suspect it may be wiser if I keep my mouth shut. I probably don't understand.

.....

WEEKEND 12TH 13TH DECEMBER: Nissan Mobil Pukekohe. An Evans European Sports & GT TACCOC Challenge race is listed for this event. Entry forms through Ken White, Ph (09) 294-7115

.....

SATURDAY 19TH DECEMBER: BARBECUE! Be at the Meremere Dragway by 9.30am with your membership card, overalls, helmet and fire extinguisher fixed into the car. Bring \$15 for you entry fee, a little more to buy lunch and perhaps \$11.25 to buy a licence if you don't hold one. Invitations going out to Cobra, Corvette and Fiat (closed club, only three Clubs) Further information from Alan Harrison, 444-7533.

.....

TUESDAY 29TH DECEMBER: BARBECUE! For those indispensable work-freaks favoured by the boss to stay in the city for what everyone else regards as the holidays, why not join the Collins for the Annual Burning of the Sausage? Just bring something to drink, your meats and yourselves - anytime from 5.00pm onwards, but please give us a ring if your coming.

.....

SUNDAY 17th 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, Best 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 17TH 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 Form requires your instant response** (as usual!).

6TH 7TH FEBRUARY: JDC BMW Lotus **6TH 7TH FEBRUARY:** Alfa, Ruapuna
13TH 14TH FEBRUARY: Levels, Timaru **14TH FEBRUARY:** Conc. d'elegance
20TH 21ST FEBRUARY: Dunedin Street **27TH 28TH FEBRUARY:** Whenuapai
14TH MARCH: Manfeild Classic **28TH 29TH MARCH:** Taupo HSRCC
3RD 4TH APRIL: Porsche LeMans **18TH 19TH APRIL:** Hamilton Streets
24TH 25TH APRIL: Manfeild Classic



BOULEVARD RESTAURANT GREENLANE

Sports & Classic Races

No.	NAME	MAKE	MODEL	COLOUR	CC's	BEST LAP
132	Philip Mules	Almac	Cobra	Blue	7200	1:09.37
59	Andrew Anderson	Ford	Mustang	Yellow	5750	1:09.98
70	Tony Roberts	Chevrolet	Corvette	Blue	7400	1:10.08
21	Ray Williams	Porsche	930 Turbo	Ivory	3300	1:11.18
52	Owen Evans	Porsche	911 RS	White	2700	1:11.24
11	Dave Short	Countess	Countach Rep	Red	5800	1:11.35
17	Don Kay	Porsche	Carrera	Green	3200	1:11.79
47	Greg Gillespie	Datsun	240Z	White	2668	1:12.18
36	Barry Bateman	Fiat	124 Sports	Red	1995	1:12.39
2	Dauntsey Teagle	Fraser	Seven	Red	1991	1:12.56
5	Cam Jackson	Fraser	Seven	Green/Silver	2000	1:13.05
51	Bill Fulford	Porsche	911 RS	White	2700	1:13.05
22	Patrick Hodgson	Porsche	Carrera RS	Yellow	2700	1:13.21
54	Oli Newbegin	Porsche	RS Carrera	White	3600	1:13.38
16	Eric Stansfield	Fraser	Seven	Red	1985	1:13.76
41	Graeme Richards	Datsun	240Z Turbo	Silver/Blue	2753	1:14.21
48	Mike Hampton	Porsche	911 Carrera	Red	3200	1:14.31
88	Bruce Manon	Escort	RS 2000	White	2000	1:14.42
26	Mark Wilson	Wilson	Seven Replica	Green	1587	1:14.92
8	Richard McCarthy	Lotus	Super Seven	Red	1600	1:14.97
246	Tim Waddell	Ferrari	Dino	Cream	2418	1:15.36
25	Ross Cory	Chevron	Sports	Pink	2000	1:15.64
12	Stephen Armstrong	Sylva Striker	Clubman	Green	1600	1:15.69
37	Keith Smith	Datsun	280ZX	White	2960	1:16.07
96	Sefton Gibb	Almac	Cobra 427S/C	Red	7200	1:16.08
18	Andy Lowe	MG	BGT V8	Red	3500	1:16.12
240	Stuart Robinson	Datsun	240Z	Red	2410	1:16.13
34	Tony Broad	Porsche	924 Turbo	White/Black	1984	1:16.13
20	Ross McCorquodale	Holden	Torana XU1	Orange	3310	1:16.24
4	Daryl Jeffares	Telquip	Seven	Blue/Silver	1587	1:16.46
3	Ramon Sheehan	Fraser	Clubman	BRG	1600	1:16.51
53	Clive Pilkington	Porsche	944	Silver	2479	1:16.51
63	Tim La Trobe	Mercedes	280E	Green	2800	1:16.56
87	Chris Packer	Jaguar	Mk 1	BRG	3800	1:16.84
43	Murray Fish	Datsun	240Z	Yes	2793	1:16.95
14	Edgar Salwegter	E.C.S.	Club Sport	White	1300	1:17.17

No.	NAME	MAKE	MODEL	COLOUR	CC's	BEST LAP
77	Robin Lock	Alfa Romeo	GTV	Blue	1968	1:17.45
23	Alan Harrison	Datsun	240Z Auto	Red	2480	1:18.27
19	Andy Drummond	Alfa Romeo	Alfasud Ti	Dark Orange	1490	1:18.54
45	Warren Bryant	Datsun	260Z	Red	2480	1:18.76
64	Greg Kirkham	Lotus	Cortina	White/Green	1558	1:18.81
44	Eric Knight	Datsun	240Z	White	2800	1:18.87
81	Dan Guy	Chevron	Sports	Black	1600	1:18.92
28	Ian Knight	Chevrolet	Corvette	Silver	5800	1:18.93
9	Patrick Payne	Lotus	Seven	Red	1600	1:19.37
55	Steve Ward	Toyota	Supra 3000T	Black	3000	1:19.37
471	Lisa Wilkie	Datsun	240Z	White	2680	1:19.37
10	Grant Kern	MG	Special	BRG	1950	1:19.70
6	Jacky Tasker	Datsun	240Z	Orange	2393	1:19.86
60	Graeme Smith	Datsun	260Z	White	2753	1:19.92
69	Richard Glasson	Lancia	Monte Carlo	White	1995	1:19.92
32	Keith Gillespie	Datsun	240Z	Brown/Cream	2753	1:20.08
260	David Long	Datsun	260Z 2+2	Bronze	2753	1:20.08
93	John Mulligan	Chevron	Sports	BRG	1598	1:20.35
1	Louise Ross	L.S.C.	Mk 1	Black	1600	1:20.46
38	Mike Dragicevich	Datsun	260Z 2+2	Red	2753	1:21.34
29	Stuart Henshall	Porsche	911E	Silver	2341	1:21.57
82	David Tindell	Chevron	Sports	Maroon	1600	1:21.84
83	Mike Cibulskis	Nissan	280ZX 2+2	Beige	2960	1:22.28
241	Ronald Ragen	Datsun	240Z	Orange/Yellow	2753	1:23.04
197	John Donovan	Lotus	Seven	Black	1600	1:23.32
202	Carol Liston	Holden	Torana XU1	Orange	3310	1:23.65
127	Terry Siddal	Mustang	Fastback	Black	4950	1:24.20
30	Ray Green	Marcos	Volvo	Yellow	2987	1:24.26
176	David Adamson	Alfa Romeo	Alfasud Ti	Green	1500	1:24.53
31	Rod Hemmings	TVR	3000M	Yellow	3000	1:24.66
89	John Ure	Jaguar	Mk 2	White	3800	1:25.13
50	Warren Blakemore	Mazda	RX7	Grey	1148	1:26.40
46	Mike Baker	Fraser	Seven	Dark Blue	1600	1:27.22
131	Andre Gil	Fiat	131R	Grey	2000	1:27.55
15	Ian Nott	Porsche	911 S	Orange	2200	1:28.37
80	Meryn Davies	Datsun	280ZX	Tangelo Red	2753	1:29.41
42	Tony Goodwin	Datsun	260Z 2+2	Red	2565	1:29.80
35	Roger Jones	Datsun	240Z	Silver	2753	1:31.84
24	David Ragen	Datsun	240Z	Orange/Yellow	2753	1:32.11
137	Lisa Craig	Datsun	280ZX	White	2960	1:33.20
13	Noel Taylor	Ford	Cortina GT	Red	1600	N.T.R.
66	Kevin Thorburn	Triumph	TR6	Red	2498	N.T.R.
76	Glenn Boyce	Alfa Romeo	Alfasud Ti	Green	1500	N.T.R.
97	Gary O'Keefe	Chevron	Sports	Red	1993	N.T.R.

Lisa B's Diary


A contribution posted from G.B. by Lisa Batchelor

Sunday 16 August.

I've just had the biggest buzz since I've been in London. Went and stayed with the local Z-Club Liaison Officer (Steve Burns) and his wife on Friday. They took me out to an Indian restaurant for dinner, (my stomach still aches) talked Z cars all night. He's got a collection of over 200 model Zs. He owns a 280ZX 2+2 and a 260Z 2+2 - not a racer tho. He gave me three models, heaps of their magazines and stickers. He still had the photos I sent over last year with the article Graham asked me to write. He also has nearly all editions of the NZ Orient Express.

Had to get up at 7.30 to drive to Goodwood race circuit - took 1 hour 40 minutes just to get out of London! I was in my element - over 97 Zs there! Lots of different colours, shapes and sizes. Took lots of photos. I was a low-key sprint day, no 'racing' as such. Steve kept introducing me as Liz from New Zealand, who successfully races a 240Z. He said he would try to get me a drive, and I said I would be over the moon just to passenger. Got introduced to heaps of members, then was told that Sean (Sean Dezart, Chairman and Events Organiser) wanted to speak to me. He showed me his car which was in the queue ready to go out on the track and said when he comes back in, it's all mine to take out.

What? Wow! So I got a programme, which had a picture of the circuit on it, and asked someone to explain the course to me, then I got Sean to write on it which gears he used on what corners. So I sat and memorised them all, not knowing what the track was going to be like. Unfortunately, they'd stopped the practice sessions and were now onto the timed sprints, which meant I would only get to do two laps from a standing start. His car was much like mine, only a slightly lumpier cam and better handling. Didn't



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do my confidence much good when he came in and said he'd almost lost it at 110 mph at the kink in the back straight! So off I went, remembering what gears for what corners - only this track has hills, and corners that are off-cambered. Because I didn't know it - made it worse - but just to make it easier for you they have markers to show you what lines to use. The tricky bit is in the middle of the circuit where I got my lines all wrong, but being a Z it was very forgiving. So after the first lap I was (kinda?) a little familiar with the circuit - takes a first-timer a couple of minutes to get around. The second lap

was much quicker but I could have done with a third. I am certainly not ungrateful, tho in fact I'm still exasperated. What a neat guy to let a complete stranger drive his car - let alone race it. Well he either knew me through the club magazine, or just thought "what can a woman do?". I haven't managed to find our what my time was yet, but I hope to. The quickest was 1.29 and the nearest to that was 1.42. And guess what? You know the Samuri 'Z'? Well there was about four of them out there, including the original 'BIG SAM', who of-course did the quickest time for his class. I WANT ONE!!!

The Z-Club UK is split into four areas as it's so big covering such a large area. The Classic Z Register was set up to promote to promote only Z cars - ie no ZXs etc. Lynne (Godber) gave me a lot of their magazines too and I bought a couple of their key-rings and a very old metal model of a 240Z.

At the end of the day after exhaustive examinations of the Samuris and talking to their friendly owners, Steve took me to the Club's display tent and proceeded to give me even more memorabilia. Really Fantastic People.

LETTER TO THE EDITOR

Dear Editor

In response to Colonel S. Bodswoggle's letter of the last issue I would like to point out that there is nothing in the Datsun Z Club constitution which prohibits the ownership of multiple names. The names used in the offending articles are NOT in fact 'girlie nom-de-plumes' as suggested by Colonel Bodswoggle (or may I call you S.?!?). They are in fact just some of my given names. Due to sick parentage and an unfortunate affliction of multiple personalities which would make Sybil look like Betty Crocker, I have in fact 47 different yet separate names.

While this obvious tragedy causes great difficulty in my personal life (try getting someone on the phone to spell 'OlfiH Bedwere of Rheged' correctly!) it is disappointing to see that even here in the 'Z' club I am not immune from mockery and prejudice. Surely a man should be judged on the size of his car and not on his number of names!

In closing may I say that I'm Brian and so is my wife!

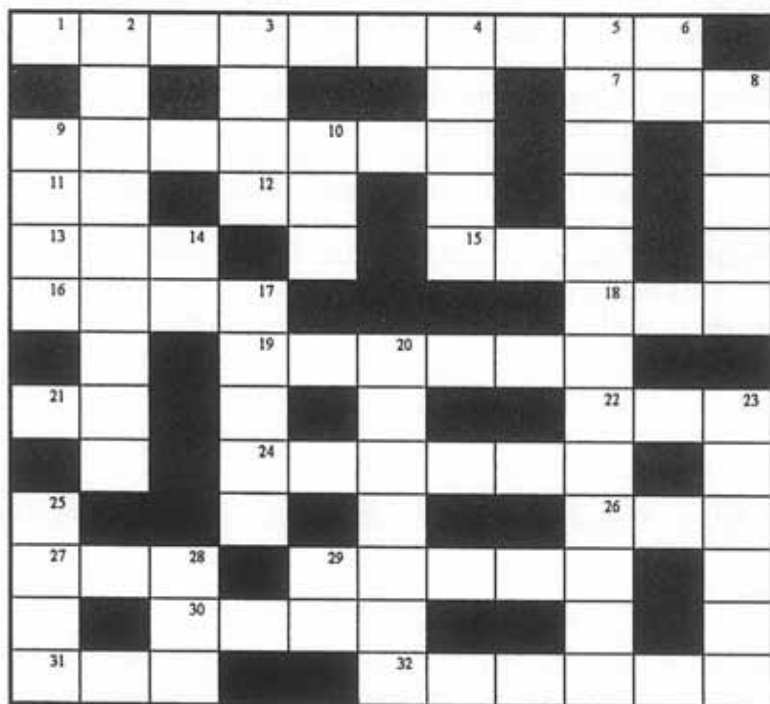
Yours

Brian

Brian

ZEDWORDS

By. Con. Fusion



Across

- Bump suppression devices.
- The shortened form of our money man.
- Downward thrust chamber fillers.
- Intravenous.
- Mainland abbreviation.
- A fish catching device which has nothing at all to do with Zeds. Oh well, you can't win them all!
- The Nissan currency.
- The 1992 Hotline Series Winner!
- The number of carburetors 'real' men (and women) use.
- You won't go very far without this propulsion device.
- Thanks.
- A model of Torana.
- Your plugs do this if you don't have your car tuned properly.

- What you do on the starting grid.
- What ended when the Australians whimped out and changed the rules in Touring cars to disallow GTRs.
- Intense look, like the WOF mechanics give you when you claim your car is 'totally unmodified'.
- The part of your rear brakes that wears the most (on older Zeds anyway).
- Brand of wheels.
- Slang for a spark spreader.

Down

- A contortionist kind of joint on the half-shafts.
- Where you spend most of a race day.
- What the Zed styling has.
- The countries best (well not worst anyway) car magazine.

- The right answer to the question 'Did you know you were doing 85 km/h in a 50 km/h zone?'
- Nissan Motorsports.
- What your engine does when you advance the timing too far OR plane your head down too much!
- Mobil 1.
- The periodic symbol for tellurium.
- The club captain.
- What the club secretary did when he undid the bolts I had done up too tightly.
- What we do to other clubs to get them to come to our race days.
- Something shed during many an accident.
- What fills the innards of the club computer after months with Graham.

STOLEN RACE GEAR

On Friday 16th October 1992, in broad daylight, almost all of my racing gear was removed from the enclosed carpark/basement of my warehouse in Mt.Eden. The amount stolen would have required at least two people and a large vehicle.

Included were four 14"x 6" silver Minilite wheels with RE71S Bridgestones, a large toolbox, air bottle with wheels and fittings, blue helmet, my gear bag marked "NISSAN" which contained my licence/folders/memberships/photos/badges and apparel etc., small red trolley jack, Seiko stopwatches in red case, JVC video camera with in-car gear accessories, Sabelt harness with shoulder pads. They even took my axle-stands and wheel ramps, along with a large quantity of specialised spares and equipment for my Mk2 Lotus Cortina. In fact I have nothing left of any consequence except the car!

Anyone suspecting that they may have sighted any of this gear or can help in any way are asked to contact BILL WILLIAMS by phoning (09) 630-5968 (Bus) or (09) 521-3055 (Pte) or Fax (09) 630-8559, or contact your nearest Police Station.

A reward is offered for information leading to the recovery of this gear or to the conviction of those involved.

LETTER TO THE EDITOR 2

Dear Editor

Exactly what does one have to do to earn notoriety in this club? Time was when merely failing to pay your subs earned a rebuke and maybe public ridicule. Now all that happens is that 'Pizza Man' Harrison say "Chris who?" and "I'm not allowed to talk to you, you don't exist on my list." If I could actually afford to race, which dependent teenagers and my bank manager tell me I can't, then I could have a crash, a breakdown, or other embarrassment which could 'be noteworthy'. Instead I'll resort to making brief comment on a couple of articles in the latest Orient Express and see if I get up anyone's nose.

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



Nice one Maria Tyrrell! Your lament over the club's very own boy racers who delight in checking out whether other people's cars rev out to 7 1/2 without lurching themselves is very tolerant and subtle. Personally, if and when it happens to my pet, I'll break off their dipstick! It's definitely more important to encourage and help potential "recreational" racers than become a 'legend in your own lunchtime'. I hope that none of these guys are offended or has their ego dented - aftermarket replacements are rare and expensive (Should that be expansive ??? - copy typist). For stimulating reading fellas try extending yourself by spending a couple of hours reading the article 'Spare Space' (Issue 54) - thought provoking, perceptive and succinct, although some of the technical complexities may be beyond some of you. Bet you 'boys' will argue it out for ages. Some might feel it's repetitive, labours the point or lacks variety - but that's what's wrong with the young people today - no sensitivity or imagination! It's what the article doesn't say that's significant. A bit like a naked body - leaves nothing to the imagination (except the cost of restoration). Well done whoever wrote it. If there were more contributions of this calibre we'd be better informed.

P.S. Failing to get an unreasonable response, I enclose my annual sub.

P.P.S. Have sent back my Mobil sheet (filled in plus some in a week. Obviously Mobil management don't realise that the owners of modified Z's rival Air N.Z. for fuel consumption!

P.P.P.S. If Hansen can do it with gas, maybe a kerosene conversion?!

Chris Poland

MURMURINGS FROM THE C.E.A.

GREG G. on CATEGORY III RACE CARS

Current situation

The Schedule T&C regulations under which we run our classic races have evolved over a period of years. Over the time that I have been involved there have been many changes some good, some necessary, and some just downright puzzling. The addition of Category III is one of the puzzling ones.

Category III is supposed to stop competitors from taking already fast road exotica and making them go faster. The down side of that idea is that nobody is (or

was) doing it anyway. What a lot of people don't know is that the original Category III grouping saw all 260Z, 280Z/ZX & 300ZXs lumped into the Cat III group. It took some serious pressure from the club to get the 260Z accepted as a Category I/II vehicle, but no amount of pressure could help the 280ZX/300ZX.

There were three dispensations given by MANZ to the Datsun Z Car Club: Keith

Smith, Greg Gillespie & Dale Maxwell were all running 280ZXs at the time when Cat III was first introduced. They were



HAMILTON CAR CLUB INC.

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1993 GOLD STAR HILLCLIMB CHAMPIONSHIP

**Promoted by -
Hamilton Car Club Inc.**

The 1993 Gold Star Hillclimb Championships will be held in the Waikato on 6 and 7 March 1993.

The sealed hillclimb is approximately 1.25 km long, and the gravel is 3.25 km.

Regulations and entry forms will be available shortly. Those competitors interested in entering should register their interest now, with -

**Hamilton Car Club
P. O. Box 11-098
Hamilton**

**Contacts: Pat Smith (07) 856-6642
Paul Burborough (07) 843-3433
Murray Page - work (07) 834-8100
- home (07) 855-0026**

OFFICIAL WARNING OF: THE FIRST INAUGURAL ANNUAL DATSUN Z CLUB MEREMERE BAR-B-QUE

To be held at the Champion Dragway, Meremere,
on *Saturday* December 19th 1992

The plan is to hold a low-key family day, with something to do when you get bored burning and eating sausages.

WHAT YOU WILL NEED:

For the Bar-B-Que,

Sausages / steak / lettuce / bread / sauce / ...
(basically BYO everything, we will supply a hot place (Yes, please. We don't make types))

Rumour has it a Z club member may well be selling black market sausages from the back of his van, and the shop on site will be open for you lazy bastards.

For the Impromptu Inter-Sausage Interludes,

- Club membership card
- Helmet
- Overalls (of some description...)
- MANZ "Club license" (From your MANZ club \$11.25), or better
- Fire extinguisher
- A car (Suitably sporty/quick/loud)
- \$10.00

A form of scrutineering will be performed at the track.

Invited / Attending Clubs are:

Datsun Z Club	(The fear of Europe)
Fiat Lancia Club	(The fear of Japan)
Cobra Driver's Club	(The fear of Every Bastard!)
Auckland Corvettes	(Let's face it, no-one's scared of a Corvette. .)

We don't intend to run a formal competition (where you get to sit in your overheating car waiting for your number to be called). It's a case of line up and run when you feel like it, against the unsuspecting prey of your choice.

Gates open 10:00am ('ish) ...

ROVER RETURNS:

I've tried to come up with a more suitable title, really I have...

I was recently returning from Wellington in my 240Z, having had the dashboard re-wooded, when I caught wind of a classic car race meeting taking place at Manfeild.

This event was being hosted by the Wellington MG Club (those guys that copied the Z) but was open to all and sundry. Not wanting to crack the new Oak, (which looks rather dashing - pun intended - compared to the old Pine jobby, which has been donated to the NZ Lower North Island British Car Enthusiasts Boys Society, to be turned into a tree hut) I decided to spectate only.

Having roughed it at the Plaza International camping ground for the last few days, it was good to see some plush accommodation at the Fielding A&P grounds, full of leaky, smelly race cars.

The day was full of excitement from go to whoa. At last count there were 15 cars that should have hit other cars but managed to pirouette to safety, then continue racing having lost a place or two. As the day wore on, however, those blokes from the other side of the great debate (don't mention the war) in their Porscheupine vehicles (remember that joke?) had obviously gotten bored, and the panelbeating few got to work.

Who said the b.f.t.o.s.o.t.g.d. (d.m.t.w.) never made a good helicopter ?. One of these chaps (who shall remain Mr Peace, to shroud his identity) managed to hit, shall we say "a number" of fellow competitors with various ends and corners of his wagon to the disgruntlement of both his fellow competitors and the track marshals. Seems he drove through a gap that hadn't happened yet ...

Not to be outdone, a certain gentleman (who asked me not to mention that he was driving the TVR Tuscan, so I won't) (your secret is safe with me Mr Whittaker) coaxed a con. rod into parting company with it's gudgeon, so-to-speak, and created new and interesting ventilation holes in the side of it's block. This had the effect of leaving a smart looking puddle of Mobil 1 on the track just before Higgin's corner. Mr Gibb (whose bribe didn't arrive in time for publication) in his Almac Cobra viciously drove through the middle of the pretty puddle, into the tyres on the infield, and came to rest in the sand on the outside of Higgins. Mr Short (who refused point blank to bribe me) drove through the now much larger puddle in his Countess and found himself heading for the Fielding suburbs. No worries, Mr Gibb caught him.

All in all a good day was had by most, and I've really only dwelled on the misfortunes of the day in the hope of raising a little extra cash. Much more damage was done at last year's Whenuapai event, but that's another bribe story entirely. Happy scuttle shaking ..

Yours in drive, **Standish Bodswoggle**
(Colonel, (retired))

HOT GOSSIP

Pssst!

Did you hear about

- **Mike 'Drag' Dragicevich getting pinged for noise at Manfeild.**

In the practice session our very own Mike got nabbed by the Manfeild-meterman doing a whole half a decibel over the limit. As a result, Mike had to shove chicken wire (and two tegel number 6s) up his new 8" exhaust system.

- **The new valet parking service at Manfeild**

This service seemed to only be available to V8-powered vehicles wanting to park at Higgins. A TVR Tuscan, an Almac Cobra, a Countess (Countach Replica) and a Saber something-or-other all managed to park under, over, around and through one another in the space of about 20 seconds. This must be some kind of record for speed parking!

- **The resurgence of the racing 260 2+2.**

At the recent Boulevard Restaurant Datsun Z Club Raceday there were even more 260 2+2s racing than last season. With the imminent mobility of the second Brown Bus Company 260 2+2 as well, those undersized Coupes had better watch their mirrors!

- **The new and improved (?) Pukekohe.**

The rumours are true! Pukekohe is really being hacked up this time. In a relentless quest for 'hot-off-the-press' gossip this reporter dragged himself out to Pukekohe on a recent Saturday to see what is really being done. Having walked the entire course the full story can now be told.

- a) This reporter is an unfit slob who prefers to drive around Pukekohe rather than walk around it.
- b) The back straight will definitely be wider by the next outing.
- c) The major change will be the new left-hander after the hairpin. They have turned the old 80 degree left hander into two shallow lefts joined by a short straight. About 30m after the hairpin it turns left, and then rejoins the old circuit about 20m before the Dunlop bridge with another shallow left. It should be even faster now. Hopefully they will also be widening Mobil Molehill to allow for that.

- **The club President's new ability to do 4000 situps in a row!**

Unfortunately he can't lie down for more than about 4 seconds though due to the 'spring-like' effect of his much shortened intestines! He has been proclaimed healthy however and is ready for another 10 years dedicated service to the Z club after this recent overhaul. Good news for everyone!

each given specific written dispensation to allow them to run those vehicles as Cat II cars, but only those specific vehicles, and only whilst those specific people ran them. This is how Keith Smith can get away with running his vehicle in such a modified form. There are no other 280ZX/300ZXs allowed to be modified outside of Cat III regulations.

The net result of the introduction of category III is that all new 280ZX & 300ZX owners are strictly limited in the level to which they may modify their cars. So what those people end up with is medium paced vehicles which will never be any more than mid field runners. Look on the bright side, with this level of modification the cars can be driven to and from the track, and the engines will last forever!

Now before anybody gets upset with my comments on the potential of Cat III Zeds, think back to when I first raced; my 280ZX would comply exactly with today's cat III, even though in those days all Zeds could be modified as per Cat II rules. By my reckoning a 280ZX which complies with the current Cat III rules would be able to circulate Pukekohe in under 1:17 all day long!

Clubs standpoint

The club is currently attempting to get the Cat III rules either opened up, or else deleted. We think that they are inappropriate, and that by limiting the possible modifications they are limiting the enjoyment of some of our competing members.

However... whilst these rules are in place you must respect them. We as a club

cannot afford to be labelled as "hot-rodders" just because one or two of you don't agree with some of the current rules. If you feel that you absolutely must install a huge, all-out race engine in your 280 or 300 then you will simply have to go and race with Auckland Car Club or Northern Sports Car Club as their entrance requirements do not include such restrictive rules. They will, however require a full schedule A roll cage in your vehicle, and you will have to go through the Low Volume Vehicle Code certification program in order to get a warrant of fitness. Oh, and by the way rather than racing Porsches and Triumphs, your new fellow competitors will be running V8 powered plastic bodied Escorts and other such exotica... have fun!

Recommendations

WAIT, it's that simple. We are working on the problem, but do not rush out and order that Reg Cook or Lynn Rogers special just yet. Generally rule changes take ages to achieve, and a lot of the clubs, some of which Cat III doesn't even affect, will strongly oppose any move to make the Datsuns more competitive.

If you've just simply got to go faster, try buying a 240Z or a 260Z, then you can modify to your hearts content. If you need a 2+2, buy a 260Z 2+2, they're just as competitive as a coupe. Alternatively, if you have a yearn for a newer car, how about one of the latest 300ZX turbos, that should see you right for a while, or at least until the bank balance recovers.

A parting shot:

The cheapest improvement of all could be the most difficult to perform, but is

completely legal in all forms of racing. You see the most complex, and hence least reliable device in your race car is actually the driver, not the car. The driver holds the key to substantial improvements in lap times without modifying the car at all. Try re-programming your driver so that they are aware that the car can go a lot faster if only they would let it. It

works for me, I know that my car is at least 2-3 seconds faster than I am. I know it for a fact because I can see where I am losing time on the track due to driver error. I know what I have to do, but at speed on the track with cars all around I never do it 100% correctly. If I could just learn how to do it right for a lap or two, now that would be a cheap modification!

THE PHANTOM SEEZ

Well, the raceday is all over bar the shouting - and the "Phantom"!

Have you seen our "white knight", Greg the "Screw-turn-here" Gillespie wearing that new helmet which makes him resemble Darth Vader? Though the rematch with the Lotus 7 never happened as such - he just blew him off the earth, "may the force be with you", Greg.

Paul "Envirofriendly Racing" Hansen was spied lapping at Taupo recently in a Chevron. Paul, I don't think rotarys run on CNG!

At the same meeting Keith Smith found that he couldn't run his 280Z in the "classic" races. Must be something to do with all of the electrics.

WEDDING BELLS are in the air for Keith (Smith) and Lisa, and also for Stuart and Cinnamon. Stuart says that Cinnamon is wearing at least four sets of RE71Rs on her finger. Congrats to both couples!

Transit N.Z. is investigating severe slips on the Scenic Drive. Our very own Brad "The Spinner" Gould is assisting them with their enquiries.

I had to ask what Brown Bus Racing was all about. Seems it's Paul Clemens & David Long 2+2 Racing. With Paul's efforts in trying to shorten David's 260 at Puke recently, maybe it should be Brown Coupe Racing?

Speaking of Brown Things... Chris Mr Photo Poland took a very quick shot then dived for cover as the Kozmik Kid lost it in the esses. They're still talking though - seems Murray wants to buy the negatives.

Our Illustrious Leader on the mend from recent hospitalisation set off on a 5-day R & R drive south. Believe he just happened to be in the vicinity of Manfeild on race day - extra good planning, don't you think?

Until next time, THE PHANTOM - (no, this is not another name for David Long)

LETTER TO THE EDITOR 3

Respected Editor San,

Konishi Wa (like the shock absorber). I know you being man of integrity, most probably very shock and much horror at letter you sent by freelance (or freeloading) write Penn McKay (probably not real name, not even spell pen properly). This man have read old copy Orient Express and know that honourable Poland san have overlook his membership fee last year and take exception to reminder. Not need reminder, forget on purpose.

Anyway, why you take him seriously. Belong to Sunbeam club, probably have collection of four slice toasters and blenders. People, understandably upset by obvious malice, want to know if they truly hate each other. You must know this McKay san have picture of car with long bonnet over bed. I bet Freud have something to say about that. Lucky for McKay he got lovely lady psychiatrist for wife - she be pretty busy cos he pretty sick boy - litre short of full sump!

Anyway to you and your magazine I offer traditional Japanese toast.

'May you live 10,000 years.'

Kamikaze pilot say that when about to crash plane - may suit Z club drivers?!

Regards

Z. Hotimota

MUTTERINGS FROM THE C.E.A.

ROLL PROTECTION / DRIVER SAFETY or LONGEVITY

"2.4 Roll Protection

With effect from 1.4.93

Approved roll-over protection is mandatory on all vehicles built after 1960 and Schedule T&C Category 2 Saloons and GT cars.

Pre 1960 open cars are strongly recommended to fit approved roll protection.

Details of requirements for approval can be obtained by contacting the nearest Motorsport Association Area Roll Over Protection Adviser.

Vehicles competing in MANZ events not covered by K, T&C permitting require rollbars/cages as per Schedule A."

Protection of competitors is one of Motorsport New Zealand's highest priorities. To this end they, together with FISA, FIA and all the national motorsport sanctioning bodies of other countries, are constantly improving the safety standards under which all MANZ events are held. Obviously they have no capacity to implement changes in areas which they do not control for example motorcycles, drag racing or speedway. These forms of motorsport,

however, already have safety standards far in excess of the ones enforced at any classic meetings, yet few if any of those drivers are actually "professional"!!

Helmets, flameproof clothing and safety harnesses are all examples of items which not so many years ago even formula one drivers did not use. Today, nobody questions the logic of having to carry a fire extinguisher in their race car, or of having to wear a safety harness when driving. It is therefore very disappointing for me to concede that we still have a lot of competitors who think that roll-bars and cages are only for "professional" racing.

I have heard the argument that there is no statistical basis for "enforcing" "classic" cars to have "roll protection" (the term preferred by MANZ) but yet we are all going faster and faster, surely common sense says that even if there has not been one there soon will be a major "injury" accident in classic racing?

I have not heard of any one using the "statistical" argument to dispute the fact that we all wear two layers of flameproof clothing, yet fires in classic cars are far less frequent than Zeds, Jags, TRs or "VWs on steroids" ending up on their roofs!! The statistical argument also overlooks the potential damage to the sport caused by the news-media who could have a field day "exposing" the sub-standard safety requirements under which somebody or other was injured or worse still, died in a classic race!

In some ways I am trying to express my opinion on MANZ's position on roll protection in classic racing, in other ways I am trying to get all you competitors and would-be competitors out there to think about what is actually at stake here.

Currently MANZ is perceived as the bad guy, they are "forcing" us classic racers to comply with new rules that some say will kill the sport. We respond by reassuring ourselves

with cliches like "I'll never have an accident", or "I'm not over driving, I know my limits".

I can't speak for you, but I am very conscious of the complex nature of motor vehicles, and I am acutely aware that most of the "big" accidents that have occurred recently in motorsport have been caused by either poor visibility or mechanical failure, plus some form of "freak" occurrence. I suspect that not many of the "I know my limits, I don't over drive" racers out there actually check their cars properly each time they go racing. For that matter, when was the last time you checked your brakes for cracks, or checked that the bolts holding your suspension together were tight, or even replaced your windscreen wipers?... and by the way, **NO** that is not what scrutineering is for!!

Currently if you construct any form of roll protection in a racing vehicle it must comply with Schedule A of the MANZ year book. Schedule A details the minimum requirements for material type and size, bar locations and footings. It also details optional extra bracing which may be included in the design. All the details are very specific, but variations are acceptable if you go through the process of "homologation".

The homologation process is very simple, but a lot of people don't seem to understand what is required or why. Basically if you construct the bar/cage in any way different from the schedule A details then you must document the differences and apply in writing to MANZ for approval of those details. MANZ will supply you with documentary evidence of their approval, lack of such documents is evidence that they did not approve your changes!! To streamline this procedure MANZ have produced pre-printed forms: you fill it in, MANZ will check it, and if approved will simply sign and seal it, take a copy and then return it to you. The form becomes your evidence that MANZ is happy with what you have done, and must be available for

inspection during scrutineering at any event that you enter.

Schedule A in the 1992 MANZ year book defines "roll bar" and "roll cage", the following is an "English" translation of the same:

Roll Bar: A structural vertical frame running across the car situated near the back of the front seats, plus connections and fixation points.

Roll Cage: A structural vertical frame running across the car situated near the back of the front seats plus a frame identical to the rear one but whose shape follows the windscreen and front part of the roof, plus connections and fixation points.

Schedule A stipulates that a vehicle with an engine under 2000cc can use either a "bar" or a "cage", but those over 2000cc must use a "cage". In addition, vehicles used for circuit racing must have a diagonal brace in one of several locations, see page 124 of the 1992 year book.

MANZ recognises that the schedule A requirements are a little too harsh for classic racing, so they have created a panel of people to assist classic car racers in improving their vehicles roll protection without the "inflexibility" of schedule A. The panel consists of Barry Leitch, Frank Renwick & Jim Bennet in the South Island, and Bill Cottle in Wellington, with John Boyd and myself in Auckland.

We will be advising classic racers on alternatives for their specific requirements, but in all cases the basic design will be to schedule A details. It would be appreciated if people who are constructing, or considering constructing a race car would contact us as early as possible so that we can work together with you, rather than running the risk of you

ending up having to modify something which you thought that you had already finished.

At this stage the introduction date for these roll protection requirements is scheduled for April 1993. It is anticipated that there will be a fairly large peak of activity around March next year as people scramble to get ready for April.

Please note that this type of roll protection will only allow you to race in events which have an Appendix K or Schedule T&C permit. If you also wish to enter events held under other permits then you will need a roll bar/cage as per schedule A. Obviously full schedule A roll bars & cages would be acceptable at all events.

A word for those of you who flout the rules when modifying your vehicles; technically speaking, if you modify your vehicle outside of the "K, T&C" rules then your "roll protection" would have to be replaced with a schedule A bar or cage. This could be for something as simple as using 50 profile tyres on a "Category II" car, or for something as obvious as turbo charging a car when the manufacturer did not.

The TACCOC Sports and GT Challenge is an area of some contention. The rules for this series allow vehicles to be modified more than the "K, T&C" rules, and hence these vehicles are (technically) outside the jurisdiction of the roll protection scheme. The solution here is beyond me; there are already some "purpose built" classic racing cars which have been built specifically for this series, or is it that the series rules have been written specifically for these cars? Either way these cars will have to run with full schedule A roll bars or cages. From my observation, of all of the sports & GT challenge vehicles which are outside the K, T & C rules, there are only one or two who do not run full schedule A CAGES: it would seem that most of the "serious" racers are also serious about surviving.

The same ruling would apply to vehicles which are obviously outside the "K, T&C"

regulations: Chevrons, Frasers, even Ford GT40 replicas are not mentioned in the regulations as being included. Therefore if you own one of these vehicles and think it is a classic, please don't abuse the roll protection adviser because he can't help you, rather direct your energy towards lobbying for changes to the "K, T&C" rules to include these vehicles.

On a personal note, think about these few points:

It is not always your fault when you get involved in an accident. I would strongly advise you to allow for the freak or unexpected, you never know what's going to happen on the Newmarket viaduct on the way to the track.

The person who stands to suffer the most when a car has a low safety level is the driver, and in your car guess who that is? Therefore look out for your own hide; always have the best

roll cage, helmet and protective clothing that you can afford.

At an accident at Pukekohe recently, a driver sustained serious concussion when his helmet contacted part of his (unpadded) roll bar. If that bar had been properly padded the driver might have been better off. As it is he is still suffering the after effects of sever concussion. You can learn from this: pad all bars in your bar/cage/roll protection which are anywhere near you in the car.

From a pure performance point of view, the additional torsional strength which a good roll cage provides can result in quite healthy improvements in your lap times, especially in a tired twenty year old Japanese unibody.

Race long and prosper...

cheers, GREG

ZEDWORDS ANSWERS

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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) 410-9689

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

Holder 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 \$7.50 (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 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..

Announcing...

The All New

Datsun 'Electric' Z Club

The club for electric performance car lovers the world over.

Yes ... at last ... it's here! The club you've all been waiting for. The club for the ecologically minded amongst you who still want to drive a Zed. Finally, there is a real answer. Convert your Zed to electric!

We can show you how to :

- Cut out those expensive fuel bills altogether.
- Eliminate those expensive speeding tickets.
- Install a 'high-power' 50W engine.
- Gain extra luggage space by transforming all that wasted space up front where the engine used to be into convenient storage areas.
- Install solar panels instead of unsightly louvres on the rear hatch.
- Install a simple yet effective 'non-nuclear' power station into your garage to allow for over-night charging.
- Save the black-legged stilts by only charging your car when they are sleeping.
- Gain those performance edges over other electric cars by special digitally encoded tuning tips.
- Avoid excess wear on brake pads by using back-emf to scrub speed and charge your batteries at the same time, giving you that extra boost down the following back-straight.

One of the club's aims is to make all car clubs more aware of the advantages of electric vehicles. In line with this we have proposed new names for various corners at Pukekohe. Castrol Corner will become Union Carbide Corner, Mobil Mountain will become Energiser Hill and pit lane will now be known as Eveready Row. All events will be organised in association with Electrocorp.

Obviously the wording of regulations governing Motorsport will also have to be re-worded to come into accord with the new problems facing race organisers. Accordingly, here is a clip from the new MEANZ (Motorsport Electric Association of NZ) manual.

3. Eligible Vehicles - Category 1

3.1 Eligibility: This category is to cater for standard unmodified electric vehicles conforming to

3.2 Specifications: Vehicles must comply with the requirements of Schedule 'A'...

- (i) *Bodywork:* Must be original; made of the original material, retaining the original shape and dimensions throughout, except where the fitting of solar panels requires modifications of up to 40mm from the original body line.
- (ii) *Engines:* Must be the same make, model and current as originally installed during the conversion process. Overwinds to 150 coils are permitted.

...
(vi) *Brakes:* The installation of dual circuitry in the interests of safety is permitted. The feeding back of induced energy from the braking process up to 20 watts is permitted.

...
(x) *Energy Source:* All energy sources must be totally contained within the confines of the vehicle. In the interests of safety, micro-wave power links from sources outside the track may not be directed at the track or vehicle and are expressly forbidden.

(xi) *Circuit Breakers:* Circuit breakers above 100 amps are not allowable unless original equipment. All other wiring is free.

Once these new rules have been approved, we are looking forward to an exciting season of racing. As a special introductory offer, anyone who joins the Datsun Electric Z Club in the next two weeks will get a free 'handy-dandy dial-o-matic sponge sharpener', but only while stocks last!

I look forward to hearing from you *currently!*

Colin Grahams

Colin Grahams, Club President

WELCOME NEW MEMBERS

Andrew Shaw	Auckland 1310	'74 260Z	Metalic Green	HO7664
Shane Wright	Dunedin	'79 280ZX		NI4007
Meryn Davies	Auckland 1706	'79 280ZX	Tangelo	KB3934
Ross Henderson	Auckland 1207	'81 280ZX 2+2	White	OY2514
Karl Frewen	Auckland 1701	'80 280ZX 2+2	White	NQ5140
Nathan Ball	Auckland 1702	'80 280ZX	Red	MR5492
Terence Quinlivan	Auckland 1208	'72 240Z	Red	MY240Z
Mark McGuire	Auckland 1702	'72 240Z	Orange	JP876

DON'T SPOIL IT!

I know, few of you have had the time between earning a buck and preparing the race-car to sit down and read *The Book*. Perhaps, since there seems to be few race meetings before Whenuapai, if I point you to *The Page* you could well have the time for a read?

1992 New Zealand Motorsport Manual, pages 226 & 227 (what a great chance to read the lot?), 4.2 (i), second sentence - "Nonstandard aerodynamic improvements"

Some years ago the Club's Committee regularly found themselves defending members (cars) for having modifications which appeared to outsiders to be of dubious legality. The number one grizzle in this area usually related to pieces of add-on fibreglass, so the Committee of the day debated the subject, arriving at the following conclusions:

...and the need arise, the Datsun Z Club would only support and defend racing members who found themselves in disagreement with event Organisers if the complaint related to:

- a) A 240/260Z fitted with a rear "bobtail", either the factory option, or a replica of same.
- b) A 240/260Z fitted with the rubber factory optional front spoiler part number 98300-EB125.
- c) A 240/260Z fitted with the Interpart "Spook" front spoiler/air-dam, or an accurate replica of same (with or without brake ducts).
- d) A 280ZX 2-seater fitted with the homologated "ZXR" rear wing.

This is not to suggest the we, as a club, are about to embark on any sort of witch-hunt within our own organisation. All that this relates to is the fact that mutterings have been heard once-again causing the present Committee have more discussions, and that the conclusion reached was this. Nothing has changed!

If you wish to run "illegal" plastic on your Zed and you are normally starting off the rear of the grid, then problems may be unlikely. However, if you're "one of the quick" you'll probably attract some attention, so anything incorrect on your car could be questioned. Is it really worth while?

WANTED

GRILL for 1976 Datsun 260Z. Must be in good condition.

Phone Leonora Ferguson - (09) 423-7643

EXTRACTORS for 280ZX (L28). What have you, what price?

Phone Mike Cibulskis - (09) 527-6016 (Wk) or (09) 576-8448 (Hm)

NISSAN 280ZX 2+2 MANUAL. Must be reasonably rust free, not two-tone, standard exhaust, 2.8 litre injected motor.

Phone Rod Christie - (09) 412-9150

AND UN-WANTED

PERSONALISED PLATE 2800NZ - one of the unique limited-edition red on white plates as issued for the Commonwealth Games. Try an offer?

Phone Pat Waters - (09) 425-9129

2" SU CARBS with manifold and fuel pump for 280Z/ZX. What offers?

Phone Mike Cibulskis - (09) 527-6016 (Wk) or (09) 576-8448 (Hm)

DATSUN 240Z, Red. Excellent to better than average bodywork and interior. Rebuilt L28 engine. Gearbox, brakes, suspension (you name it!) has all been done up. Suggest ringing Don McLean for his opinion on this car. Owner leaving for overseas shortly and needs \$12,000.

Phone David Godwin (04) 476-6581 (Hm) or (04) 474-6933 (Wk)

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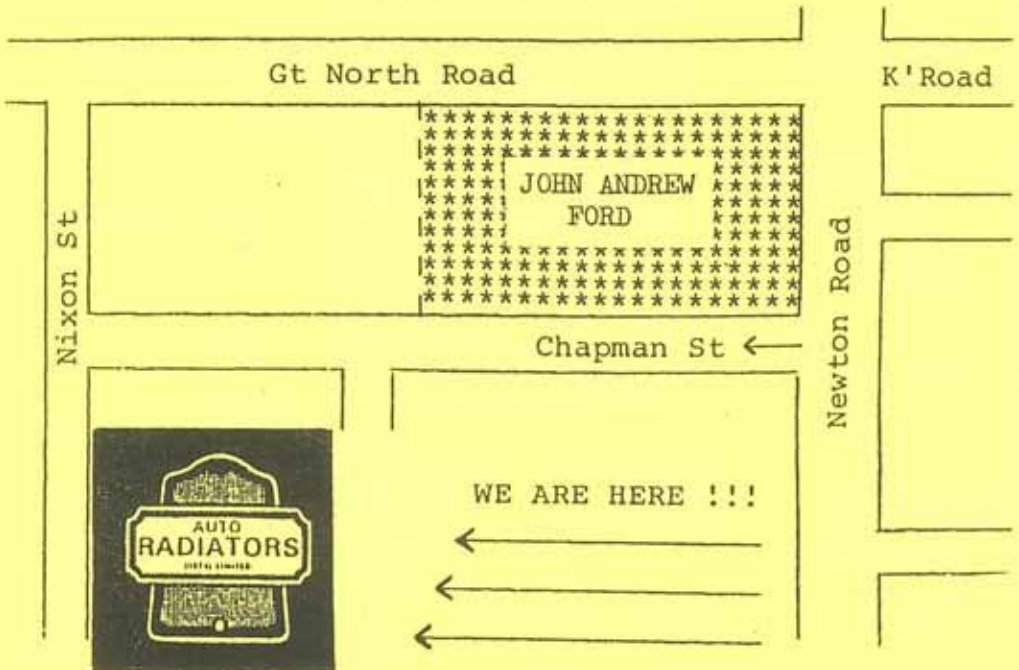
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Now in stock - a complete selection of
exchange radiators for all popular cars,
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New Zealand's only exchange radiator for

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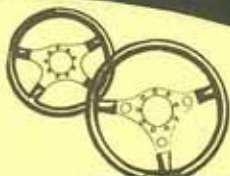
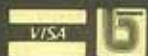
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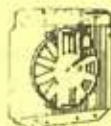


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