

Orient Express



Our cover-girl this issue is the club's most consistent 280Z driver and Whenuapai specialist, Grant Lee.

Back cover: Recently Brad Gould celebrated his 21st.

We apparently missed a few shots, therefore we only able to exhibit some of his 21...



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

February 1993

Issue 56

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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.....?

13TH 14TH FEBRUARY: Levels, Timaru (South Festival)

14TH FEBRUARY: Annual Intermarque Concours d'elegance. This event



AUTOTRADER MAGAZINE

1993 INTERMARQUE CONCOURS D'ELEGANCE
AND CLASSIC CAR DISPLAY

20TH ANNIVERSARY

ELLERSLIE RACE COURSE
AUCKLAND
ADULTS \$5 KIDS FREE
FREE PARKING

14 FEBRUARY 1993
VALENTINES DAY
11AM TO 4.30PM
INCLUDING CLASSIC CAR AUCTION

involves 3 car teams from each of about 40 clubs. The Datsun Z Club will be represented - Why not turn out and support us?

20TH 21ST FEBRUARY: Dunedin Street (South Festival)

27TH 28TH FEBRUARY: TACCOC's Annual Whenuapai. Entry Forms & Supplementary Regulations have been published. If you haven't got yours, just ask. If available to help on the day, Phone Geoff Rolfe-Smith - 483-9878. Three needed NOW!

20TH MARCH: Ohakea Wings & Wheels. Have only recently received advice on this from the organising Squadron Leader - will let you know more as we know more.

28TH MARCH: Taupo HSRCC (closed Club).

3RD 4TH APRIL: Porsche LeMans, Pukekohe. Please return the 'offer of help' form which was sent out recently. One of the features of this annual meeting is the involvement of people - clubmembers such as yourself. Each team (we have entered three) requires seven helpers. Why not be one of them? We assure you, it's great fun!

9TH 10TH APRIL: Alfa Romeo Club's Race-Meeting, Pukekohe. They promise that this two-day meeting will be their Biggest Ever! If you are still waiting for your Supplementary Regulations and Entry Form, Phone Robin Lock, (09) 379-9811

07 MAR 1993

17TH 18TH APRIL: Hamilton Streets (Motorfest)
21ST APRIL (Wednesday) Taupo Picnic Meet (Motorfest)
24TH 25TH APRIL: Manfeild Classic (Motorfest)

Two meetings involving the Classic Street Meeting at Hamilton and the Manfeild Classic Meeting, with a picnic day at the Taupo Circuit and many other activities in between, adding up to a week called the Telecom Classic Motorfest. Supplementary Regulations and Entry Forms have been published - contact the Prez.

MANZ was Misquoted

Another typewriter error! One day the club will be able to afford a new typewriter which never makes mistakes.... No doubt you will all have spotted the error on page #13 of Issue 55, and by now will have had Greg explain it to you. For those who weren't awake at the time, one word was missed:

"2.4 Roll Protection

With effect from 1.4.93

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

435 Advantages of Joining a Reputable Car Club

by Chris Poland

After a year or so of membership I've had time to reflect on the value I've had from belonging to the Club. (If I say nice things do I get a subscription discount?) Well, when I joined the questionnaire (all clubs have lots of questions because that's good consultative practice, seems democratic, and implies that you'll do exactly what the members want) - Anyway I filled it out - Yep! I wanted to race, rally, rock-and-roll - whatever. OK. I've got the car, now I need the 'oil' on what needs doing to it.

Ask the experts who are readily identified in the club mag, as the ones laughing and shaking their heads at everything from Brian Tasker cooking sausages to Paul Hansen's latest innovation. Actually you don't even need



Brian Tasker cooking....

to ask, you get an idea why? I got lucky. The development of my E is simplified when driving home from work at low revs i uncharacteristically 'puts a leg out of bed'. What an advantage! I can now start from scratch. Immediate advice which should have me racing within a month varies from chucking an import straight in and getting out there; to tearing it all to pieces and building a beast.

Bore it, plane it, balance the shaft, the rods, work the head, forged race pistons, hotter

cam, bigger carbs (different breed), different headers, bigger exhaust, gotta go 280 ignition, rev limiter, oil cooler, and couple it all through an "A" box to an R200 diff re-hung further back, with the whole car lower on cut/custom made springs, Konis, wider rims, any one of seven recommended brands of tyres, new braking system, DS11s, rose-jointing, camber kits, strut braces - are we almost there? CUT THE ROOF



Another innovation by Paul

OFF!! - Jeez guys, I don't want a convertible! Nah, roll cage - best way to get it in - gotta protect the new race seat with harness where you'll sit comfortably helmeted in your new flamecrushers and other gear designed to stop you jumping the Collins' 'Burning of the sausages' trackside BBQ.

OK. Let's get the mods checked and notarised for a WOF. Greg's the guru - just like having a friendly doctor with your ACC claims. He can't tell you the answers, but he asks good questions! - even if I don't understand them. "Have you got a double reciprocating webbel fetzer with a belt in the back?" "Uh.... I'm not sure". "Do you want one?" "Sure - I think". "OK, you got one". "I think you mentioned that the motor is invisible and undeniably bored to over 3000cc..., am I right?" "Uh... yes?" "Exactly!" A week later I fail my warrant coz the *!#@!! label had fallen off the seatbelt.

Well another couple of years and a few (more?) thousand and I'll be ready. If I sell my teenage children into slavery I may halve that, or perhaps I can learn to live on \$10 a week or more regularly escape the bills. I'll do this before I'm fifty!

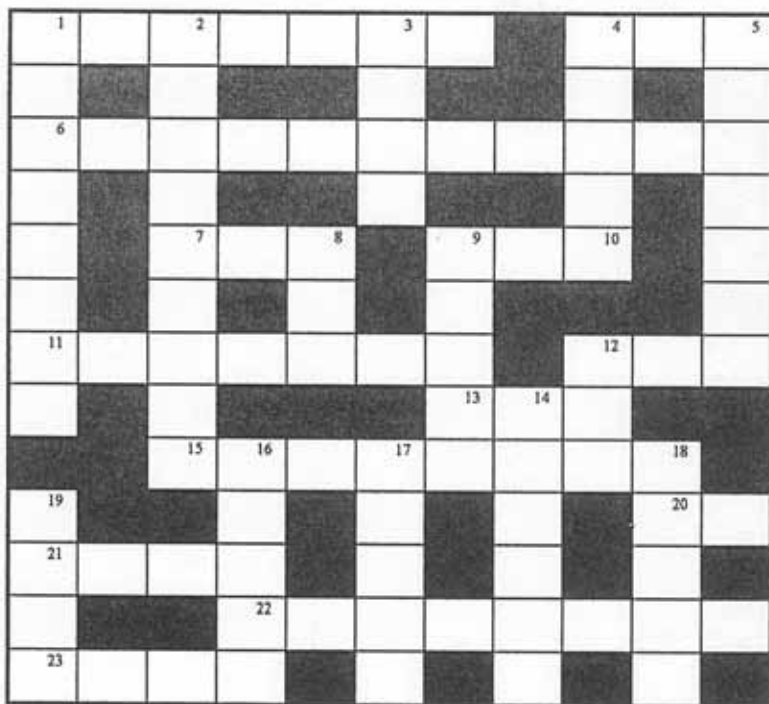
Just as this seems to be an attainable goal I discover from years of staying sane by taking photo's trackside that I'm heading in the wrong direction. When I do get on the track I'm going to be lonely - 'cos the other members have quietly switched to off-road racing or demolition derbies. Don't believe me? Check out this issue's Photo's!

Ah well, back to the drawing board.

Expert in Action!

The GGG (Great Greg Gillespie) testing pater's rain tyres in the 1992 TACCOC Enduro



**Across**

1. The annually visited East Coast circuit.
4. This morbid epitaph often occurs to soft tyres during hard cornering.
6. This sucker delivers a volatile mixture.
7. A risen version of this starts Datsun Z Club races.
9. Too much time here and even the 'sway' version of it won't keep you on the road.
11. We all seem to try to be a low version of this.
12. What we did at the Boulevard Restaurant last month.
13. Finish.
15. The automatic driver's hands-off gear changer.
20. Where you should be in relation to the track.
21. A cooking device used in painting.
22. The end of the pits closest to the hairpin.
23. The suspension with the biggest bottom arms.

Down

1. The sorely missed component of coupes.
2. That which all others are measured against.
3. What your Zed is becoming more of each passing year (apart from rusty!).
4. This avionic device spreads it around.
5. The 'upmarket' VW.
8. A small edible food, a description of most Zed club members, and a useful partner to a bolt.
9. You've never done this to YOUR block... well not much anyway!
12. Worldwide Dyslexia Association.
14. Plain vanilla.
16. A type of tube not used while cleaning your teeth.
17. The Smith brother with the scary 280!
18. A positioning device.
19. Open this BEFORE you get in!

Prez Bitz

It is with concern that I am again caused to comment on the Classic Racing scene, knowing full well that I, and your Club, will take a little flack.



Murray Fish on the pace - No, we're not suggesting that this car is sponsored!

Sponsorship. Most people involved in the sport agree that the sponsorship of the event is a must, and most agree that properly managed sponsors do us no harm. The other side however is that of individual sponsorship - that where you approach a business firm and prove to them that you'll increase their sales by 200% if they pay you money and paint

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Ron McMillan

34 Olive Road
Penrose, Auckland.
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their logo all over your car. Most of those without such sponsorship tend to believe the you also promised the sponsor that, as you always win, their name will appear on the front page of the Herald every Monday and on prime-time TV equally frequently.

This took me to thinking (dangerous though it is) on who these competitors are who have obtained such sponsorship and who are the sponsors? Consider these sponsors. Evans European, La Ferrari Ristorante, Gillespie Technical Services, Lighting Discounter,

Alternative Rentals, Pinepack, Ventrim Upholstery, Peace Computers - and etcetera. Check out the list of runners in the Sports & GT and Classic Saloon Challenges. Who then are the drivers? While there are inevitable exceptions, these (often high-profile) competitors are all financing their sport from their own businesses.

Take away their right to carry their logo on their car and they will all still be out there. The ones who may not be however are those who've taken a few hundred from a supporting sponsor to assist them with their running costs. Many of these - perhaps with a discount on tyres, a panel-beater who maintains the car's body, or the accessory store that provided the helmet and gloves - many of these would compete less.



Mike Drag looking 'round everywhere for a sponsor at Bayark 1992

If you doubt this, then count the number of events entered by most of those who believe and keep suggesting that we should ban sponsorship and have no sign-writing on our race-cars. I suggest that they are not avoiding the competition because the competition is 'sponsored', but that they're not there due to the lack of some small signage on their own cars along with the accompanying financial assistance. Believe me this is first-hand, I am in the know!

Challenges. For us it has been great to have an Evans European Sports & GT Challenge, Datsun Z wins it's class, Datsun Z 1,2,4,5, - you know what I mean - glory glory glory. Most of you would be surprised to be told that I have this very large bucket of iced water, and from time to time I tend to throw a little of it over our scene. You see, I have always had the idea that essentially 'Classic' started as a class for "silly old buggers in silly old cars" and stood to be damaged by any form of points series championship.

I believe that you can hold a Ferrari versus Skoda race on the day, give Skoda their silverware, and they'll be back next year to fight it out again over six laps. I don't see this type of competition resulting in millions being spent 'for the honour of the club', it's all over in six laps, remembered in next month's mag, then put aside for the next eleven.

A sport must grow and it must progress. If you have rules against progress or growth then you either stagnate or go down! However, as we play the game on the long black playing field we still have to keep in mind where it all started and why. You-see, now the Honour and Glory, the status, the silver trophy and the peer recognition of a series



Greg through the twisties, Porsches in pursuit

win can become a major feature in one's life. No longer can we let the Skodas take home the spoils and forget about it. We go back to the workshop to prepare the car for the next battle - for they become battles - at times complete with all the ill-feeling and grudges of outright war. Contact between cars has not become more common-place, we always had that, the thing that's sadly gone is the possibility of a handshake afterwards.

Too often we see front-runners helping themselves to 'their line' and carving slower cars up with arrogance. Very much a "How dare you be in my way, I'll teach you!" attitude. Some of these 'life's winners' have been seen to steal the track from others when they themselves are leading by plenty, absolutely without reason for such behaviour.

The other major problem is one that I'd blame on James Hunt and Dave Oxton. You've heard them both - ".. great piece of defensive driving" or ".. he's making an excellent job of protecting his rear". Sorry old timers, I think you're very wrong. Blocking is NOT within the rules of motorsport, never was. When you have a faster competitor behind you, given that you aren't expected to slow down or pull over, you are obliged to find an opportunity to yield. We have all heard the praises for the driver who 'makes his car real wide' - the Clerk of the Course and the Stewards should get to hear about his brilliance!

About six years back I watched an experienced Classic racer touch and cut then block another at Wellington. The 'other' was even more skilled, so half-a-lap later he eased off his braking with immaculate timing to 'nudge' the car ahead. A spin, luckily no Armco, and a place re-taken. To my mind they should have both been 'on the mat', and while both deserved penalty, driver one who set up the whole incident should have lost his licence for a considerable spell.

When you're out there competing it's impossible to forget the Series or the Points, I know that, but please try to remember the damage that it's done to the mental health of the guy beside you - to him it's the end of the rainbow. Watch him.

Automatically Yours,
Graham.

THE ANNUAL

'SPIT AND POLISH'

COMPETITION

The sun must have shone down upon Cornwall Park with wonder last Sunday as a glittering array of Zeds assembled for the Annual 'Spit And Polish' Competition. Affectionately called the Concours D'Elegance by those who know better, this event involves high-powered sports cars in the peak of condition going absolutely nowhere.



Eric Knight's high powered sports car in the peak of condition going ...

If this seems like strange behaviour to those of you who have not witnessed one of these events before, then you would have been even more confused had you foolishly looked under the bonnet of some of the cars present. Not only would you have seen engines which had obviously never seen the wrong side of an oil leak, but you would probably have been presented with your own face reflected in the surface of multiple chrome-plated and highly polished surfaces. 'CHROME! In the engine bay??', I hear you gasp. Yes chrome! Due to the bright and sunny nature of the day, some engine bays (in particular El Presidente's) needed government health warnings on them in case someone without extra-strength anti-UV sunnies happened to look at them. Blindness from the glare was quite possible.

Apart from the obvious over-enthusiasm with the polish rags on many cars present, this

one day must have kept the *Armorall* company going for months to come. 'If it is black, then *Armorall* it!' seemed to be the order of the day, and most had fallen into line.

Despite all of this blatantly foolish behaviour, the end results were definitely impressive. Thirty or so cars turned up in total, with about ten being judged seriously for Concours points. The day definitely belonged to Murray Chapman, who took out the prizes for Best 240Z, Members' Choice, Best Engine Bay and Best Overall. Not bad for a car which four weeks ago did 15 seconds flat at the drags!

Best 300ZX went to Dee Collins, Best 280ZX to the Thomson Family, Best 260Z to John Gill and the Panel and Paint Award went jointly to Graham Collins and that fellow Murray Chapman again. In the Polish Section Meryn Davies took out the award and the bottle of Saki! As always in this event the club committee was leading by example, with the president and vice-president standing out from the crowd.

Name	Model	Registr Plate	Interior	Panel etc.	Engine &	Underside	Authentic	Age Bonus	Points Total
Murray Chapman	240Z	FV4543	80	125	185	80	97	40	607
Graham Collins	240Z	240Z	80	125	180	85	73	40	583
Dee Collins	300ZX	MK8550	95	120	170	75	97	24	581
Bruce Robinson	300ZX	NH1263	95	115	165	75	100	21	576
Phil & Mary Thomson	280ZX	NF5426	95	115	135	80	97	34	556
John Gill	260Z	FLYZLO	65	80	155	75	82	40	497
Rob Chubb	280ZX	I ZX I	90	115	105	45	97	32	484
Stu Robinson	240Z	GH2069	40	75	170	55	64	40	444
Bruce Robinson	240Z	GS1685	40	75	100	55	85	40	395
Alan Harrison	240Z	DATSUN	60	75	100	40	61	40	376
Bryan James	280ZX	NJ5625	40	50	115	40	82	40	367
Murray Fish	240Z	FY3714	30	25	75	40	55	40	265

Amongst the assembled masses there were even a contingent of 'Racing' Zeds, some of whom had even polished up their beast for the day. Stuart Robinson and Alan Harrison probably stood out from this crowd as the best prepared 'Racers' with disgustingly clean engine bays, black sidewalled tyres and mud-free paint jobs.

Apart from the Intermarque 'Spit and Polish' Competition for the elite', it's all over now for this cleaning fad. I guess the rest of us can now put the car-wash bucket away for another year and concentrate on events where forward motion is involved and the roar of the engine counts!



Lisa Wilkie leads Jacky Tasker into Castrol (Boulevard Races)

Announcement Of Retirement

Dear Sir

It was with great relief that I received the most recent issue of the Orient Express and found that there were a number of pages within not contributed by myself (in any of my states of mind). Success at last!

My plan all along has been thus. If I produced enough complete and utter dribble and got it published in these pages, eventually someone would have to get sick of it and write in! I figured that out there in the Z Club there had to still be people with the intelligence, wit and literary skills to produce the articles I had seen in earlier issues. They just needed to be dragged out of the woodwork by the obviously inept ramblings of one such as myself. And finally, my plan has succeeded! I must say that I was surprised that it

took three issues of this dribble to bring them out, but, apart from Colonel S. Bodswoggle and his 'pine dash board', the other contributors in the last issue showed great promise.

It is with hope in my heart and a spring in my step that I therefore submit my resignation as 'Chief Of Writing Dribble Under Nom-de-plumes Girlie' (C.O.W. D.U.N.G.) and hand over the task of filling these pages to those more suited to the job than myself.

May these pages be filled with the humour, information and thought that they have been so lacking for recent issues!

Yours Relieved

D Long

David Long (aka. A.Beginner, aka Tim the Enchanter, aka Olfi Bedwere of Reghed, aka Brian, aka Con.Fusion, aka Con.Fused, aka Collin Grahams, aka Ahmak the Arab, aka unsigned, aka aka aka)

PS. Yes I do read the disclaimer on the front page and under my definition a 2+2 is still a 'real zed'.

Challenge Series I : Wet, Wet, Wet

Row, row, row your Zed
Gently down the backstraight
Merrily, merrily, merrily, merrily
Life is up your date

This year's challenge series is to be known as the '*Evans European Ltd Sports and G.T. Series*'. As this takes too much typing I will probably just refer to it as the challenge series.

There are nine Zeds starting the series this year, making up 75% of the Group B cars! Not bad for a relatively small club. A number of new faces to the series include Mike Dragicevich, David Long, Ronald Regan and, the welcome return to racing of the 'Yellow Peril' himself, Bruce Woolmore. Returning along with last years winner Greg Gillespie, are Murray Fish (the Kosmic Man), Paul Hansen (in the CNG monster), Keith Gillespie and Stu Robinson (yet again showing us all

that a fast racing car can still be in immaculate condition!).

The first event of the series to actually happen (well sort of) was the support race for the Nissan Mobil 500 round at Pukekohe. Due to inclement weather (read pissing down!) the practise session on Saturday was cancelled. In order to allow those of us who had never been on the new track to at least see the new left hander, the organisers kindly gave us one whole extra warm up lap on race day. Just to make things even more exciting, it decided to rain and rain and rain! I guess being interested in motorsport and living in Auckland we should all be used to this by now, but nevertheless, the raced turned

rather than a sprint race.

Out of 23 starters (and 2 or 3 Did Not Starts), 7 failed to finish. This high rate of attrition can mainly be attributed to the weather and lack of traction. One of the TR8s even managed to spin out half way down the backstraight!

It was a bit of a give-away however as to the non-original nature of his body panels when they didn't bend upon contact with the wall, they just flew to bits! Even the back window kept surviving being run



Row row row your Yellow Red Peril (GT photo)

over by Zeds at over 100 mph (perspex and fibreglass?!? ... surely not in Classic Racing?!?)

Unfortunately however, the attrition included two of the Zeds. Bruce Woolmore managed to find out the limit of traction on a wet surface whilst playing on the new left-hander. After several very graceful pirouettes he was brought to a stop fortunately by a dirt bank and not by armco. Also in the wars was Greg Gillespie. He made the fatal mistake of following too close to Mike Hampton's Porsche. Mike lost it going under the Dunlop bridge and Greg had very few options left except for deciding which side of the car to hit the Porsche with. He opted for the right side, unfortunately denting a brand new paint job in the process. I guess you will have to do what the Porsches do Greg; get a panelbeater as a sponsor so that it doesn't matter who you hit!



As a result of all these carryings on, most of the race was spent with two-thirds of the back straight and all of the left-hander from the hairpin to half way around Mobil under yellow flags. This may have cut down the opportunities for passing somewhat but no more than the weather cut down the desire for heroics.

Despite these trying conditions, Murray Fish managed to streak away (not 70's style streaking!) from the bedlam and come in first in the Group B class. This was also fourth overall and involved him beating a 911 Porsche and a Corvette

blatantly. Two places back over the line and second in Group B was Paul Hansen, looking like he had lost very little power through his CNG conversion.

Well it probably should have been called a boat race not a car race but most people survived anyway. Hopefully the next race will see some dry weather and lots more survivors!

The results of the race at the Nissan Mobil 500 and the points in the series so far for the Zeds are as follows:

Place In Race	Name	Laps	Fastest Lap	Series Points
1	Murray Fish	6	1:25.14	16
2	Paul Hansen	6	1:25.15	13
4	Stuart Robinson	6	1:28.64	9
5	Mike Dragicevich	6	1:34.03	7
6	David Long	6	1:31.00	6
7	Keith Gillespie	6	1:32.96	5
8	Ronald Regan	6	1:34.13	4
DNF	Bruce Woolmore	3	1:34.30	1
DNF	Greg Gillespie	2	1:28.72	1



Z-Club member in anonymously painted car shows shameless desire to get photograph taken by doing 180° turn during race - seems a little fishy!

Club Competition

One of the women below once shared a rail compartment with a world-famous racing driver. Name the race driver to win a bottle of Sake, or name the lady and receive cosmetic dentistry.



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.

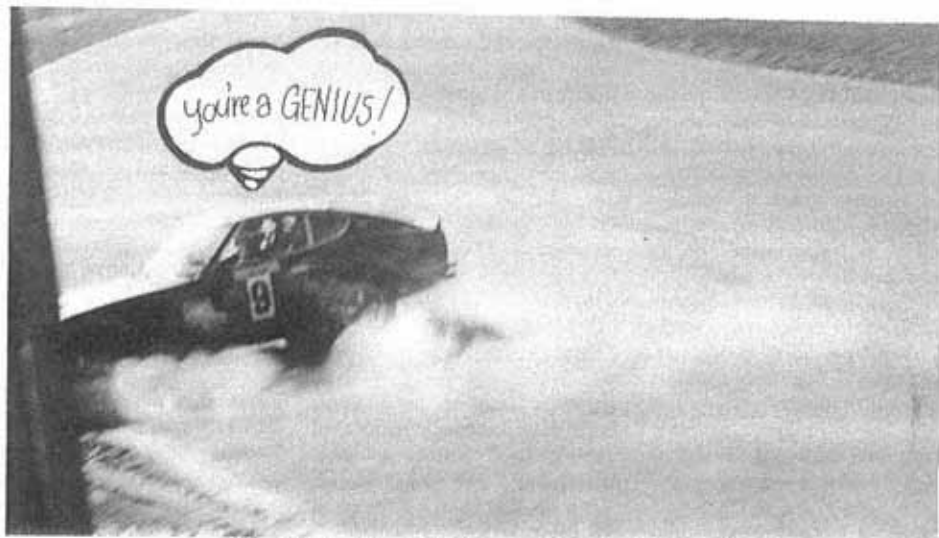
SPECIAL EVENTS

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..



Fine, OK Brad, that's 13 down, now how about 2 across?

Zedwords Answers

Disclaimer: Any complaints as to the contrived nature of these answers will be totally ignored.

B	A	Y	P	A	R	K		R	I	P
A		A			A			O		O
C	A	R	B	U	R	E	T	T	O	R
K		D			E			O		S
S		S	U	N		B	A	R		C
E		T		U		O				H
A	V	I	A	T	O	R		A	T	E
T		C				E	N	D		
		K	I	C	K	D	O	W	N	
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Prepared To Pay For...

DATSUN 240Z or early 260Z Coupe. Prepared to look at them all, whatever, genuine buyer seeks honest car at honest price.

Phone Micheal Fitzpatrick (09) 524-2099 or fax on (09) 524-2098

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



Stu Graham Dee Lion-Light Ronald Paul Cathy

And In Exchange For Money...

DATSUN 280ZX 2+2, excellent body-work with recent rich black paint, new upholstery, 3-piece alloys, \$5000 engine rebuild, 2" extractors and new exhaust. New house has to come first - \$10,900.00

Phone Karl Chesney (09) 263-9608 (Hm) or (09) 262-1331 (Wk)

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?

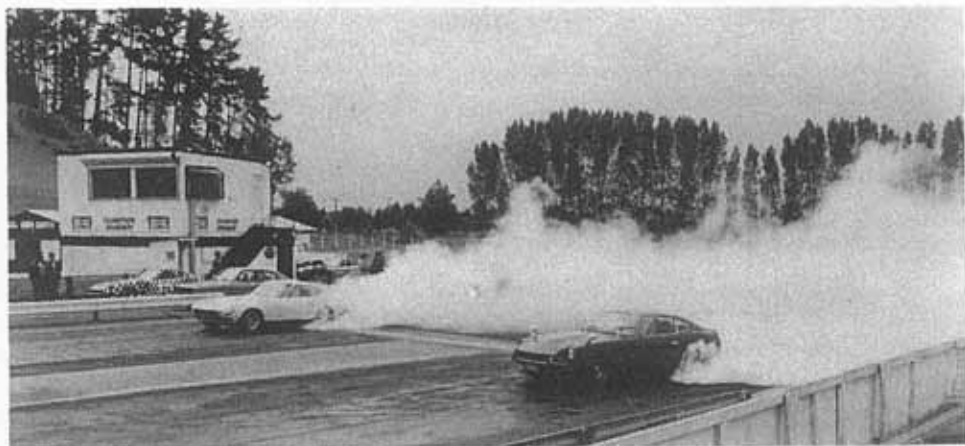
Phone Mike Cibulskis - (09) 527-6016 (Wk) or (09) 576-8448 (Hm)

Z CAR, A LEGEND IN IT'S OWN TIME, the second book by Ben Millspaugh on Datsun Z. Strictly limited number of copies at a knocked-down price of \$65.00 each.

Phone David Turner - (09) 276-7376

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)



*Z-Club's Annual Meremere BBQ
Greg & Alan compete for honours in the Yokohama/Bridgestone final Bake-Off*



THAT LOOKS FAMILIAR!



I'll hide in here for a lap then rejoin.



I'm confused!