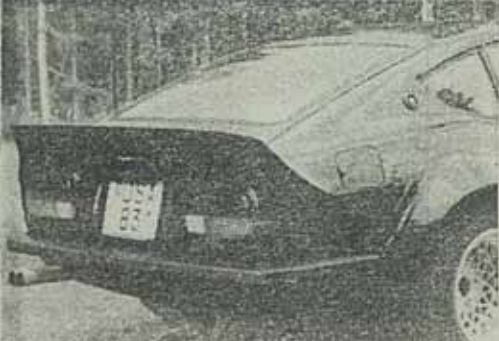


APRIL 93

# ORIENT EXPRESS







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

**April 1993**

**Issue 57**

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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 good thing about a 360° spin is that you can see where you're going, where you've been, plus all the bits in between... all at the same time... and without mirrors! Right Dave? The Datsun Z Club Inc. accepts no responsibility for the information or advice given in the 'Orient Express' or by club officials or committee. 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

**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.....?

**24TH 25TH APRIL:** Manfeild Classic (Motorfest)  
The final meeting of the Telecom Classic Motorfest at Manfeild.

**SATURDAY 15TH/SUNDAY 16TH MAY:** TACCOC/Pinepac Classic 100, Pukekohe. This is the annual endurance race, now extended to 58 laps, as well as the final round of the Evans European Sports & GT Challenge. Those of you who aren't entering and are too poor to pay the gate charge, please phone Geoff Rolfe-Smith (483-9878) urgently. Geoff has ways of getting you in the gate free gratis! Really-honestly he does...

**SUNDAY 30TH MAY:** *COOPER ECONOMY* Starting at their clubrooms, 156 Kapa Road, Orakei at 9.00am. The concept of this event is an easy-to-follow Fun Trial, combined with an economy test. Entry fee \$15. Bring membership card - Drivers Licence - Navigator - WOF - Petrol powered car. Prizes for least petrol consumed, best navigator, most petrol consumed, best team of three cars. Further information form Tony or Mike Maulder on (09) 528-4581 (Hm) or (09) 483-8428 (Wk)

**SATURDAY 5TH JUNE:** (Queen's Birthday Weekend) Annual Datsun Z Club Baypark Weekend. Yes, it's all on again, our track booking is confirmed. The meeting will be run in much the same way as previous years, that is as a testing and practice day with the emphasis on Driver Training. New members will all be given the opportunity to test themselves on the circuit under the guidance of appointed experienced tutors.

For those of you who wish, there will be opportunity to test your car against the stopwatch - but only if you provide your own timekeeper! It's not Dee's job to provide timekeepers. If there are none, how can it be her problem?

Many of us intend to travel to Tauranga on the Friday afternoon, staying at the Willow Park Motor Hotel for the two nights. For this accommodation (or whatever other you may choose) you MUST make your own booking. Willow Park's phone No. is (07) 578-9119. Accommodation can be difficult in the Bay, so the only way is to book right now.

**PLEASE:** After you've made your decision to go, we must have your confirmation with the club. As you must realise, it becomes difficult to organise events such as this with no idea how many to cater for. All you need to do is let Dee know on (09) 636-8711. Secondly, if interest is sufficient we will be organising another Saturday night fancy dress - but only if there's enough support.

**SATURDAY 19TH JUNE:** The ANNUAL INTERMARQUE AWARDS DINNER at Clifford House, 231 Orakei Road, Remuera. Carpark security, all food and drink, live music and dancing all included in the modest \$55 ticket price. Again there will be door prizes, spot prizes and lucky ticket number prizes. This is the year's night of glamour for all members of all clubs - not just the competitors

If you seem to have misplaced your booking form contact: Ken White (09) 294-7115

# The Annual Prize Giving



It was that time of year again. Time for all of the club's trophies to be pulled down out of various cupboards, dusted off and handed back so that some newly deserving victims could receive them. As usual there were the *awards that you would like to get* (celebrating speed, accuracy, cleanliness, Godliness etc) and the *awards that you'll probably get* (celebrating engine failures, embarrassing spins, boob boobs and unnatural panel modifications).

As mentioned in the article in the last issue about our Concours d'elegance, the spit-and-polish champion this year was definitely Murray Chapman. The lesser known Concours award however is the Bent Cup award. After having been robbed last year by the yellow and orange 240Z of our treasurer, Murray Fish returned this year to claim his rightful prize. As Ron's car was not entered this year, Murray had an easy win for this *Worst Concoursed Car* award.

In the speed section, Greg Gillespie took out most of the speed-related awards due to his excellent season last year and his win in the Challenge Series. These included the *Meadows Performance Trophy* (for points accrued in standing ¼ miles and circuit events), the *Carl Sievers Memorial Award* (for points accrued at the Baypark Weekend) and the *Competitors Trophy* (for overall points accrued in all events held during the year). Unfortunately he also got the *Black Helmet Award* for letting a Porsche mess up his new paint job at the Nissan Mobil!

The very attractive *Boob Boob Award* was presented to the Brown Bus Company for their Pukekohe parking efforts, along with the much sought after *Golden Shears Award*. This prestigious award had to be returned by last years winner as he had succumbed to the 'supposed' benefits of racing a coupe and had abandoned his 2+2 racing heritage. Thanks go however to last years *Boob Boob Award* recipients, the 'Kosmic Kamp', for providing suitable covering for this rather buxom award!



V.P. Murray was due for a speed award this year, but was disqualified when we discovered that his overalls had shrunk!





*Keith Smith's unique tactics kept him out of the prize list this year, but we guess he'll be back, at least he will if he ever finds the circuit again!*

The other much sought after award was the *Bent Rod Award*. This award was very deservedly presented to our own Club Captain, Geoff Rolfe-Smith. Geoff has had things happen to his various engines this year that not even a mother could love, and his wife was definitely not impressed with! Better luck next year Geoff!

The *Datsun Z Club Supporters Trophy* was presented to some little known member who apparently writes the occasional article for some obscure magazine and generally makes a nuisance of himself. Yet again the club shows a complete lack of taste!

The *Clubman's Trophy* this year went to Paul Clemens, the man who organised the sponsorship packages for the Datsun Z Club Race Day. This occurred while our President was visiting a local government-run hotel (No, not Mount Eden!) and would not have happened had Paul not put many hours into bringing it all together. Thanks to this the race day was able to be offered at a bargain price and didn't cost the club a cent.

Two more members joined the elite *Guild of Carnation Eaters* during the year and were presented their membership certificates. Both Geoff Rolfe-Smith and Jackie Tasker are now looking for a new challenges so look out for the flowers at your next dinner party!

Finally, the Gymkhana Trophy went once again to Lisa Batchelor. As she was in the UK at the time she was unable to collect her award, however, we are sure she will be able to get it engraved when she wins it again next year!

All in all a very pleasant evening passed with the stories getting longer and louder, the speeds getting faster and the braking distances getting shorter as the night wore on. As you read this 1993 is rolling well along, with the Peter Jackson Series Final, the Intermarque Concourse Whenuapai, Jaguar/BMW/Lotus Day, The Porsche Le Mans Relay and Alfa's Easter Meeting all completed over the past few months. With all that's been going on, the incidents, failures and successes so far observed, who knows, maybe some other new unsuspecting members may appear in next years Prize Giving ceremonies!?!

If you don't think that you've made it yet - see to it that your entry is in for the TACCOC/Pinepac 100, the Z-Club's Baypark Weekend and the Annual Datsun Z Boulevard Restaurant meeting in September. There is still time to be noticed!!

# 1993 Porsche Le Mans Relay

FINAL PLACINGS FOR THE CONTINENTAL CARS GT RELAY RACE

## Final Straight Line Placings

1	Bob Porsche	139
2	Karrington Porsche	138
3	Fraser #1	137
4	GM Holden Racing	135
5	Triumph TR8	134
6	Carrera Corp d'Elite	133
7	Porsche Winners	131
8	Fraser A	131
9	Z-Club Masters	128
10	Continental Capers	126
11	Z-Club Top	125
12	Water Pumpers	125
13	SCCNZ	124
14	Lotus Cortina I	124
15	Alfa Waikato	121
16	Chevron Green	118
17	Chevron Red	118
18	Chevron Navy	117
19	Lotus Cortina II	115
20	Chevron Black	114
21	Chevron Blue	112
22	Chevron Yellow	108

## Final Indexed Placings

1	Lotus Cortina I
2	Bob Porsche
3	Z-Club Masters
4	Z-Club Top
5	Lotus Cortina II
6	Fraser #1
7	Carrera Corp d'Elite
8	GM Holden Racing
9	Alfa Waikato
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11	Continental Capers
12	Karrington Porsche
13	Triumph TR8
14	Chevron Green
15	Chevron Black
16	SCCNZ
17	Chevron Red
18	Chevron Navy
19	Water Pumpers
20	Porsche Winners
21	Chevron Blue

(Z-Club Seniors retired after 117 laps)

No.	Name	Team	Best lap	Average
38A	Greg Gillespie	Masters	1:11.72	1:14.39
40A	Stuart Robinson	Top	1:13.33	1:15.10
38B	Keith Gillespie	Masters	1:14.34	1:17.01
39C	Brian Tasker	Senior	1:16.90	1:17.46
40C	Warren Bryant	Top	1:15.52	1:18.10
40B	Neil Stanford	Top	1:16.20	1:18.54
39A	Jacky Tasker	Senior	1:16.90	1:18.74
39B	Eric Knight	Senior	1:16.95	1:18.80
38C	Alan Harrison	Masters	1:16.62	1:19.07
39R	Rob Chub	Senior	1:20.50	1:22.14
38R	David Long	Masters	bus-like	punctual
40R	Brad Gould	Top	completed	above average

Our team for this years Intermarque Concours d'elegance was Bruce Robinson's 300ZX, Murray Chapman's 240Z, and Graham Collins' 240Z. Considerable effort was made by all three, presenting their cars as worthy ambassadors of the club. This is of course why we're there each year - if we believe that we went to win, we would have to be dreaming! The standard of the top cars is something to see. MGs were never that perfect when they were new - in fact none of the cars entered by any club left their factories in that condition. It takes EFFORT, even to prepare a brand new car for this event. To prepare an older car to a showable state involves nothing less than a complete rebuild.

In this heady competition the Z-Club has every right to take pride in our finishing position... 1; MG Car Club Auckland. 2; Porsche Club NZ. 3; Jaguar Drivers Club Auckland. 4; Club Lotus NZ. 5; Austin Healey Car Club. 6; Auckland Mustang Owners Club. 7; Mercedes Benz Club. 8; Datsun Z Club. 9; BMW Car Club. 10; TR Register. 11; Auckland Triumph Car Club. 12; Cadillac La Salle Club NZ. and etcetera.

We also note that Bruce's car placed 19th overall, Graham's 21st =, and Murray's was 26th. Not a lot wrong with that when judged from at least 45 of the Island's most outstanding show-prepared classics - thanks all for your efforts. Thanks also to the helpers who did their gate and carpark duties. Appreciated.

## Life's A Bitch And Then You Get A Sponsor

By Murray Fish

My last time writing to the Orient Express, many years ago, I expressed my views as a beginner (not Dave Long) titled "The Good, The Bad and The Racing". Well, with a bit of knowledge in this new subject of sponsorship, I introduce "Life's a bitch and then you get a sponsor".

Graham's article on sponsorship pointed out areas where I totally agree. A sponsor's name on a classic race car doesn't make him an animal on four wheels or a driving billboard, but it is putting the sponsors name in the minds of the racing fraternity.

In the aspects of self-sponsorship/advertising by you or your company, this is an opportunity to make firstly, a new market for your company and secondly, a tax benefit for your company, which can really add up.

In my own experience I have gained work from 5 Porsche owners, a couple of Alfa owners and even a Jag driver plus countless other contacts through racing people. With self-sponsorship, remember keep all records and you'll keep the tax department happy. Trust me I know.



The Kozmik car made its debut about 1½ years ago, and has made just a couple of waves since. My involvement with Kozmik was cold calling after a need for a paint job. I chose this line after getting the same story from a couple of performance suppliers. "No. We get asked the same question 240 times a week" (280 times if you own a 280Z). I have a couple of other sponsors as well, a plumbing supplier, a rest home and a tyre company. What I'm trying to say is that if your looking for a sponsor, look further afield, like someone you or your company deals with. You never know who owns a Porsche these days.

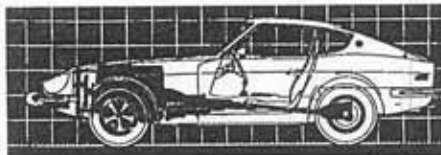
While you can't tell prospective sponsors that you'll double their profits, you can offer them advertising in a very much untapped market. Even the Jag-u-r (BNRG) "British Non Racing Green" Drivers Club, can't deny they know what 'Kozmic Clothing' is all about, which is the first rule of advertising, product/service awareness.



*Photo has nothing to do with this article Warren, just though you'd been around long enough to deserve inclusion*

Just a couple of tips. Put your proposal on paper (NOT toilet paper) and if you get lucky, get something in writing from them and the cash. And remember, they are paying the bills and spots on my car for the sponsor's shop. Just for the record there's 68.

On a lighter note, this Skoda vs Ferrari racing sounds great. With no Ferraris racing, it could be the cheapest racing around!



## Poser's Plates

Clever wee things computers, press two keys (in the correct sequence of-course) and the printer wastes eight pages printing out a list of registration numbers (OK, words then!) Seems this ego trip has caught on with many of us, all naturally hiding behind the "investment" excuse, but they do make fun reading if nothing else. ☆ identifies current Z-Club members.

Neil Stantford ☆	1 240Z 1	John & Sue Gill ☆	FLYZLO
Barry Moore ☆	147MAN	Rob Chubb ☆	I ZX I
Libby Crook ☆	1 LIBBY	Kelvin Healy ☆	I 24OZ I
Graham Collins ☆	240Z	Dean Murdoch ☆	I 24TZ I
Chris Howard	24OZZZ	Dion Monopoli	IMPACT
ex Michael Maunder	260ZED	Terrance Quinlivan ☆	MY240Z
Robyn Gardener	26OZED	Gavin Morris	MY280Z
Pat Waters	2800NZ	Craig Saunders ☆	MY280Z
ex Bruce DeLautour	280Z	Elaine Prior ☆	PRIOR2
Graeme Hargreaves	28OZED	Paul De Lautour ☆	SAMURI
Brent Porter	2FAS4U	Scott Wood	SCOTTS
Owen Beale	2OOZX	Shirley McKain ☆	SHIRLZ
Khan Adams	2Z6ZOZ	Ken Parsons	T TOP Z
Dave Fleming	350Z	Jason Waterhouse	TWO8OZ
Jason Begbie	7124OZ	Ian Waters	VINDEX
Geoff Rolfe-Smith ☆	ATI2DE	Mark Crosley	WIZZED
Ashley Short	CANARY	Ron Studman	XQZME
Donald Murray	CHIR0	Heath Dann ☆	YUK FU
Alan Harrison ☆	DATSUN	David Turner ☆	ZPARTS
Paul Nielson ☆	EQINOX	Grant Lee ☆	ZX
Jason Hurcum	EXCON	Garry Meeson	ZZZ

That's not all. Don McLean's 260Z has the non-personalised MY260 plate and MY240 was owned by an ex-member. There are many others out there someplace, plates such as Z CAR, 24OZ, 24TZ, DATZUN, 300Z, ZED and LADY Z, along with probables such as ZXZ, ZIP, ZAP (or ZIPZAP?), ZEDEX, ZEE, 300Z, TURBOZ, and perhaps even ZOROZ spelt backwards?

## Letter to the Editor

Dear Sir,

It was with great surprise recently that I realised that I have now belonged to this bizarre organisation for just over one year. Twelve whole months have gone by and I haven't been extricated, eliminated, excommunicated, evacuated or otherwise bodily removed from the Z Club. Finally I have found a group of people so desperate for sixty dollars that they will even put up with bus drivers with delusions of grandeur.

At the passing of the annum however, I also realised that both the Queen and I have mistakenly taken the words 'annual', 'annum' and in Latin cases 'annus' (which is not a word to be snickered at by small minded individuals like Bodswoggle!) to have something to do with a year, generally one thereof. Apparently this is not the case. I am yet again to be proven wrong. In the twelve months (and a bit) since my joining the Datsun Z Club, one would have expected there to have been an **Annual** General Meeting given the previous gross generalisation regarding the word 'annual'. I understand

however that the AGM has been postponed due to lack of interest and will probably be held next year!

By my reckoning this therefore becomes a **Biannual** General Meeting (or BGM). This new form of general meeting would seem innocent enough until one analyses it thoroughly. Firstly it should be noted that BGM are the initials of the 'Bodswoggle Grand Manor', the home of that inane British git who sometimes sullies these pages with his twitterings. If the letters are played backwards (accompanied by Led Zep' music) then they spell MGB, yet another group of more-British-than-the-British, stiff-upper-lipped car club groupies! This is obviously a ploy by the British to take over the Datsun Z Club and make it part of the Empire. We will soon be required to all have leaky sumps, rattly gearboxes and archaic suspension just to fit in and 'play cricket old boy'.

I must therefore protest most strongly at this change in the format of AGMs and request that the months from July '92 through to December '92 be removed from the Z Club calendar. This will enable a general meeting happening in March or April next year to still be considered an **Annual** General Meeting and will deprive these British fiends of their cunning take over ploy.

Accordingly however I will also have only been a member of the Datsun Z Club for six months at the end of December '92, and will therefore not be receiving a request for another sixty dollars until the end of June next year! By then I should have accumulated enough fares from my new bus routes to cover the required fees and will (unfortunately for you) eagerly renew my membership. In the meantime, any correspondence requesting money will be considered an aberration caused by other individuals who, like myself, have misinterpreted the meaning of the word 'annual' (as in 'annual' fees and 'annual' general meeting') to mean once a year.

Yours Automatically

*A Beginner*

A. Beginner

## Footnote

He's right! We are embarrassed to have been caught out. We are operating outside of our Club's Constitution and Rules. Reasons are largely excuses, but you do have the right to know why, it's your club after all.

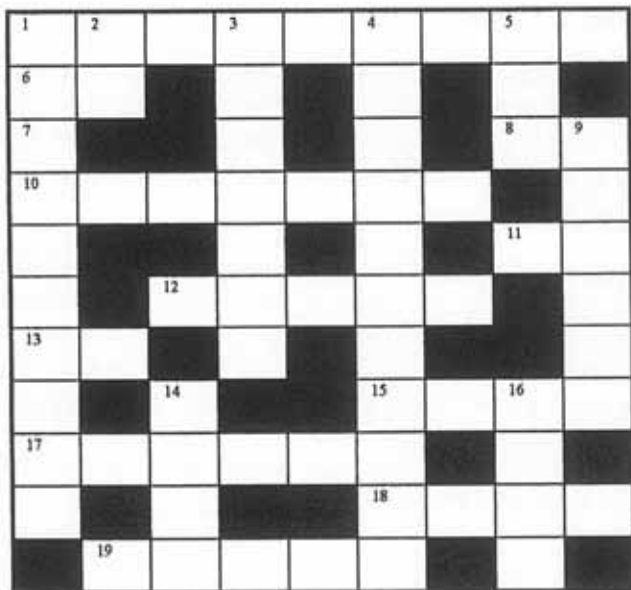
- a) Constitution requires changes to comply with the IRD's latest tax regime. This has taken far more time than anticipated, now reaching a point where we are about to pay professional help to complete.
- b) Prez has been unwell. Illness has brought the realisation that there really isn't that many hours in a week! Delegate? Theory's fine, but it's a busy world for us all.

- c) Treasurer has reorganised the entire book-keeping system - a major task in itself, then has had to await answers to the constitutional thing from IRD. When this was nearly completed, Treasurer Ronald also winds up in hospital. OK now, but needing rest for a few more weeks.

You may expect to receive notice of AGM within weeks.

# Zedwords

*By Con Tinued*



## Across

- The cute open-top Fairlady's.
- Opposite of off.
- A bit of a ...
- Mock Jaguar.
- A very useful organisation which Z car drivers only ever need for their 'other' cars.
- A type of seal not known to swim around.
- The correct answer to the question 'Do you actually read any of the waffle submitted by A.Beginner?'
- The material in Bodswoggle's old dash.
- What 'Spinner' occasionally does from a cloud of smoke.
- What it did at the endurance race.
- Some burnt out cricket trophy.

## Down

- Wile E's speedy prey.
- 6 Across
- The sort of paint finish required to win at the Concours D'elegance.
- The residents of the top floor of the bus.
- The top traffic light.
- The middle traffic light.
- The cars on display at Cornwall park on January 13th 1993.
- What you don't want in your tyre.

# The Phantom's Back!!

And hasn't it been an interesting month last month.

Good to see some competitors we haven't seen for a while at Nissan Mobil; Bruce (I'd go faster if this car was yellow) Woolmore and Paul (I'd go faster if this car ran on Petrol) Hansen.

Speaking of yellow cars, Bruce's old peril made a big impact at Whenuapai, tyres, cars and even a clutch disk all got a beating.

Geoff Wrong-Way-Rolf certainly has the "ATI2DE" (Number Plate) but when are we going to see it on the track, or are we going to see Geoff's car Bungi fishing for an "Instant Kiwi"!

Jackie (Flower Power) Tasker has found the ultimate performance product to win 'over-fifty racing'; Long stem daffodils on your Weetbix. Sorry guys, this is strictly for the birds doing Triathlons.

You all heard about Greg and Alan's bake off at the drags, well I think I've got one better. Mike Silly-Biscuits wanted Greg to test out the clunking down the 1/4 mile at noise. Keith (I'm getting married soon, that's why I'm not racing) Smith and Paul have joined forces down at Clevedon; rumours are there's a rotary powered tractor, running on cowdung, with 24 inch slicks, producing 157 hen power for the annual Z Gymkahna. I can hardly wait.

Murray (one lap at pace would be nice) Fish has a new name for an engine component.. "Bad Timing Chain". Either way you look at it, at full noise, when they break it makes a bit of a mess. Murray has consequently joined a very exclusive club - Bravo Victor Charlie. If this needs explaining just ask Prez.

The Brown Bus Company are looking for drivers for the endurance event. Anybody with suitable life insurance who can tame these monsters over Mobil Mountain gets the job... if they want it!

Mrs Dragecevich was heard to say recently, "Mike... the only way you're going to get a prize is by hitting something". What's the story Mike?

As always, the last note tells of Mr and Mrs Prez, arriving to an Alfa do in their new 300ZX. Everybody else noticed it too. It seems Dee left the lights on!

Watch out! .... I'm out there...

## THE PHANTOM



# 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.

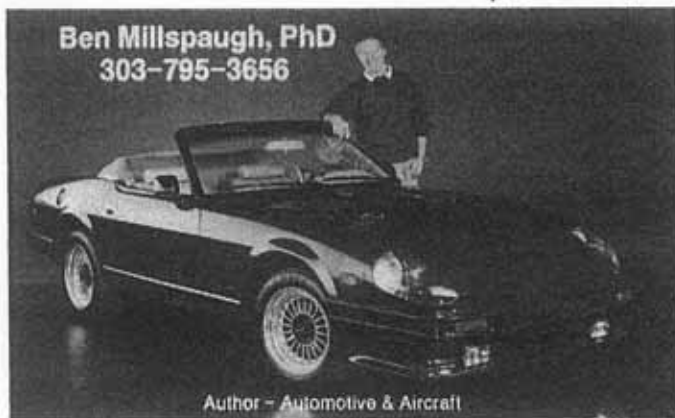
## ADDRESS CHANGES

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..

# Newz and Worldwide Viewz

## The International Z Scene

Greetings, I'm Ben Millspaugh, Z enthusiast and author of two car books "Z Car, A Legend in Its Own Time" and the "Z Car Enthusiasts Guide." Every month I receive newsletters from most of the clubs around the world. Since these newsletters are not available to everyone, everywhere, I'm going to try to reach club members around the globe and tell them what's happening with the international Z Club movement. You're welcome to write to me at the address given at the end of this editorial.



First, on the U.S. scene, there's the 1993 National Z Car Convention in St. Louis, Missouri. I have a little story to tell you about this club.

In the spring of 1989, I was attending an aerospace convention in St. Louis. I had made earlier arrangements for a meeting with Mike Breeding, Gateway Z Club president, and three other members. Grant Wuller, Kevin Wade, Ron Sax and Mike all joined me for breakfast at my convention's hotel. In the course of conversation, I asked Mike how many members the Gateway Club had? To my total surprise, he said, "... with the exception of a couple more, this is pretty much it!" I thought to myself, "How are they going to make it?"

Well, Make it they did and as the newsletters from Gateway continued to arrive in my mailbox each month, I noticed a marked increase in activity and membership. When I heard that St. Louis was chosen as the 1993 site, I thought to myself, "Right on, you guys ... with your determination and dedication, I'll bet the convention will be outstanding!". To all of you who are considering the 1993 Convention, if for no other reason, go and meet this band of zealots who in a period of just four years have come from meagre beginnings to national recognition.

On the international scene, there's a huge convention this year in Australia! In the fall of 1989, while researching the database for one of my books, I made contact with Mark St. Claire, President of the Hunter Valley Z Club in Australia. We've stayed in touch for the past 3 years. Then last November, (1992) I received a

message on my answering machine from a voice that sounded much like Crocodile Dundee; it was Mark asking me to get in touch with him as soon as possible. When I called him back, he said, "...you are invited to be our guest at the 1993 International Z Car Convention to be held in Sydney. The dates are April 9-12, and we're expecting well over two hundred cars to show."

Mark St.Claire also knows how to sweeten the deal when it comes to me personally: I happen to be a pilot and have a passion for biplanes. Mark said that his wife's boss owns a British DeHavilland Tiger Moth biplane and would like to get together with me to go flying if I can make it to Australia. It took about 0.5 of a second for me to make up my mind about

that one. Can you imagine seeing the ocean or the outback from a classic English biplane?

When my wife came home from shopping, I casually mentioned that Mark St.Claire had called from New South Wales and had invited me to represent the United States at their Convention in April of '93. "Oh, by the way," I said, "would you like to go?" Her eyes flew open and she replied, "...are you serious? You're thinking about going to Australia? That's been my dream forever." I knew that.

The Convention is a three day affair. On Friday, the 9th, there will be the usual social mixing and BBQ at the Carnoustie Motor Hotel. On Saturday, all of the Zedders will be at the Oran Park Raceway for supersprints and an all-out standing drag race. Easter Sunday will find participants preparing the cars for the Concourse D'elegance at the classy El Caballo Blanco. That evening there will be a formal Presentation Dinner at the Hotel. The final gathering of the event will be held on Monday morning with a farewell breakfast. If they are open to suggestions, I think they should include a tour of Foster's Brewery! Just a thought.

If you would like to contact the organisers, write to Joe Grupe, 40 Platt Avenue, Belmore, Sydney, New South Wales, Australia 2071.

Stateside, I think it's time to give some well deserved credits to hardworking individuals in this Z car scene:

- To Steve Golik, Convention Director; Francis Smelcer, Car Show Coordinator; John Lee, Master of Ceremonies at the Awards Banquet; Roe Lyle, Event Chairman, and all the hardworking Smoky Mountain Z Car Club membership who did a spectacular job putting on the '92 U.S. Z Car Convention... "Good Show!".
- To Bill Regan of the Z Club of Texas. I admire Bill for many reasons, but I think he deserves a great deal of credit for

sharing his expertise with other club newsletters around the world. Bill is an engineer by profession and he works well with both mind and hand. He is an accomplished writer and can describe what he has done in a way that others can understand. Not many engineers have this talent and if Bill does get his restoration book published, I for one will buy a copy.

- To Rex Jennett of Mountain View, California. Rex has been a long time car enthusiast and has been involved in publishing a 510 newsletter for several years. He's now marketing a neat little publication, called "*Nissan Datsun Classified*", that caters to the Z car, 510 and the Datsun Roadsters. The greatest value in this magazine is it keeps the reader up to date on the true value of the early Datsun sporty cars. He does a good job and if you might be interested in getting on the subscription list, contact Rex at 1716 Morgan, Mountain View, CA 94043.
- To Steve Burns, Editor and Liaison Officer of the Z Club of the United Kingdom. Steve edits what I would call the best Z car magazine in the world. This quarterly publication is absolutely first class all the way. Once Steve has all of the articles in his hand, he turns them over to Black Print & Design and what comes back is a world class publication. Congratulations to the English for a quality statement of the Z car movement and its place in the history of the automobile.
- On my home turf, I would like to laud Larry Hutfles for his undying dedication to the U.S. Z club movement. Larry is the Coordinator of the Z Car Club Association and he works his heart out trying to pull the national organisation together. Larry is a true sports car enthusiast and, at the '92 Convention in Knoxville, he walked away with no less

than 4 trophies for his beautifully restored and customised "Boysenberry" 240Z. To a real Champion of the Marque, I toast my friend, Larry Hutfles.

- I would like to give the "Helluvaniceguy" award to David Morreale, President of the Z Club of Houston. I met Dave at the 2nd National Convention held in Dallas and was immediately impressed with his wit and personality. David is the kind of guy who seems to enjoy everything and his South Texas humour gets everyone in a rowdy mood. If you see him at the St. Louis convention, just go up and say hello.... within seconds, you'll have a friend for life. He's just that kind of person.
- To Milt Joneson for his efforts in getting Canada off and running with a Zed Club. Milt is truly one of the dedicated pioneers of this movement and he organised the Z Club of Edmonton. Milt has attended all of the U.S. conventions and he is liked by everyone. You might find it humorous to know that he flew to Phoenix for the '90 Convention, rented a 240SX, participated in all of the events, including the autocross, and then returned the car to the agency after making it all beautiful for the concours. Whataguy!

New Newz

Dr. Ben Millspaugh, International Z, 6334 South Jay Way, Littleton, Colorado 80123, USA.

John Hunter Dailey, Greenville, N.C. is collecting photography and a database for his new book on the 280ZXs. If you have a 280ZX and you think it is worthy of recognition, please contact JHD at 1204 East Second Street, Greenville, N.C. 27858.

The 1994 Z convention is now in the planning stage and it will be held in the city of San Diego, California. Just think, you can take the family to visit Sea World, the Zoo, Balboa Park, or after the convention enjoy an overnight stay at the world renowned landmark 'Hotel Del Coronado'. Room rates with a Pacific view start at a mere \$335 per night! If you would like to know more about the Z convention, contact Gary Anderberg, 7482 El Cajon Blvd., La Mesa, CA 92041.

Finally, there was a cartoon by Alan Hope in the Z Club Magazine of the United Kingdom and I just have to share it with you. It shows a spectator looking into the engine compartment of a d.n.f. racing 280ZX. The driver was standing in front of the car's open hood. The spectator says, "Piston broke?". The driver replies, "You bet I am!"

That's a look at the worldwide Z scene and if you see me in Sydney or St.Louis, introduce yourself.

## Zedwords Answers

**Disclaimer:** Any complaints as to the contrived nature of these answers will be totally ignored, particularly as I was rather tired when I fumbled through this one.

### Public Announcement

Due to the fact that both of the people who read this magazine have been seen cheating whilst doing the zedword, the answers will no longer be given in the same issue. The results will now be given in the next issue, should one eventually appear.

You only have yourselves to blame you know! Next time you won't be so hasty to cheat will you.!?!

# Ze Rumour Iz Zat

☞ 'Giantkiller' Greg Gillezpie and Richard 'Cruzher' McCarthy have deep and meaningful relationship. Zaid Gillezpie, "We've become too cloze, touching each other in public and that sort of thing... I'd jzst like zome zpace of my own."

☞ 'David Long' iz jzst a ztupid name made up by zome member who doezn't have the ballz to write under hiz own name. He'll be eazy enough to identify 'coz he'z obviouzly the only one who can do joined-up writing!

☞ Mike Dragicevich can now get three carz zide by zide in hiz garage having developed the new zlimline Z by parallel parking hiz 260 againzt another competitor at the BMW/JDC/Lotuz meeting. (What'z Zerbo-Croat for #@\*!@!#!\* !! ?)

☞ Prez uez editorial licence to put zublimalal mezzagez in thiz mag. Chriz Poland never dreamt of referring to thiz az a 'reputable' car club. I mean, really... what bullzhit!

☞ 'Let'z be Frank about thiz' Hill haz legally regiztered Pozzum Hannu Ari Sheik Vartenen Mikkula az hiz middle namez, in keeping with the wall of zpotz on the front of hiz 280ZX. (He had to contract a reputable engineering firm to rebuild the front zuzpenzion to take the weight)... But Frankie, pink zpotlightz, rally gorgeouz!!

☞ Murray 'my carz got algal bloom' Fizh haz been told "OK, jokez over!... Repaint that car or have it put down!"

☞ The huzbandz/boyfriendz of the ladiez pictured in izzue 56 all think that THEY are the world famouz razing driver referred to. Will I get my eyez zcratched out if I zuggest that the driver waz Fangio and the year waz 1939? (or waz he dead already?)

☞ Zomeone needz to tell advertizer Leonora Ferguzon that a grill will add unnecezzary weight to her 260Z. Get a portable grill darling and you'd be able to take it out when you go razing. (though judging by the zmoke that zome of the razerz produce they zeem to be keeping theiz burning in the back!)

☞ Freudian analyziz of the anzwerz to the crozzwordz zuggest that Prez iz a very zick man! Mozt of them are wordz linked to zexual deviancy or zlang termz for the zexual act, eg. rip, backzeat, rear, bored, normal, end, notch, (weird sort, I'm sure Freud would have loved to have had this girl on his couch -GG) ate, yardztick, nut, entrance and inner. (even namez like Keith are a bit zuzpect... I alwayz thought thiz waz a family magazine!)

☞ If you hurry, you could probably catch the lazt raze of the BMW/JDC/Lotuz meeting. There waz a real danger that the lunch break would be the firzt and bezt organized event of the day. Don't theze guyz learn anything from attending the Zed day?

☞ all thiz iz true... would I lie to you??



# We Bid Hearty Welcome to...

Martin Kane	Ashburton	'73 240Z	Black	HI9313
Vincent Heffernan	Hibiscus Coast	'74 260Z	Brown	IC5458
Ian Mueller	Auckland 1309	'81 280ZX 2+2	Maroon	OB6710
Neal Wanklyn	Auckland 1706	'86 300ZX 2+2	Dk Blue/Silver	PM1026
Peter Campbell	Auckland 1003	'71 240Z	Blue	FZ5572
Blair Cole	Masterton	'72 240Z	Green	KU9372
M King & L Crook	Te Puke	'79 280ZX 2+2	Red	1 LIBBY
James Waanga	Hastings	'71 240Z	Red	JA3784
Ross & Nicola Sims	Auckland 1463	'82 280ZX 2+2	White	MW267

## Challenge Series II & III

Question : What have these three things got in common?  
Pukekohe, the Peter Jackson Series Final and .... the Datsun Z Club.

Answer : The Evans European Sports and GT Challenge Series race number two.

At last we had a chance to play on a dry track. Admittedly it was much shagging around for one six lap race, but, we wouldn't let a little thing like that slow us down ... would we?? Hmmm. Apparently we would. The nine Z club entrants from the previous event dropped to a less impressive five at this one. Oh well, at least it was somewhat less eventful than the previous race. Most people managed to stay on the black tarmac stuff and I think everyone managed to finish in one piece.

The highlight of the event had to be Stuart Robinson's return to form with a very impressive 1:05 in practice. This feat gave him the pole position for the race, ahead of about 4,000,000 horsepower-worth of Porsches and V8s. They didn't seem very impressed however and nearly ate Stuart alive in the warm up lap! Stuart did however kindly let them by in the first lap of the race to avoid any further embarrassment for them.

Apparently the official timing sheet is now framed and hung on the Robinson lounge wall in a place of honour. Murmurs of 'timing errors' and 'flaky stopwatches' were brushed aside by Stuart and we looked forward to a repeat of this performance at the next event.

Question : What have these three things got in common?  
Jaguar Drivers Club Race Day, organisational ability and rapid-fire races.

Answer : Not much!

Despite the efforts of '*...three long-established Marque Car Clubs, with a wealth of experience in Classic Racing, ... running a race meeting without sponsorship, and relying on the obvious enthusiasm of the Committee...*', the Spring Classic Race Meeting left some things to be desired. There were over 140 entrants to this race meeting, showing

just how enthusiastic the drivers were to be involved. The races were only 4 lap sprints, and this was understandable given the number of entrants and races they were trying to put through. On the day however, the organisers lost sight of the plot. There were regularly 10 to 15 minute delays between races, which meant that each race could have easily been 8 laps and we would have still had 5 to 10 minutes to spare! Lunch turned from half an hour into an hour and a quarter, and they ended up canning four or five races at the end of the day because they just ran out of time. Results often omitted half of the entrants in any given race and some of the times given were almost as believable as Stuart Robinson's 1:05 at the Peter Jackson! Our Challenge Series race even managed to shorten itself to three laps when the man with the flag forgot how to count to four!

Despite this, most people managed to get some racing in and, due to the large fields, there were always other drivers around your speed, whatever that was. The Jaguar Drivers seemed a little scared of the Datsuns, and kept us as far away from them as possible. We spent most of the day racing against the top Porsches and the Muscle cars! In the midst of this confusion however, Greg Gillespie managed to turn on a 1:10 lap, to create a new club record. Just to prove that it hadn't been a fluke, he then did two more laps in the 1:10s and silenced the cynics amongst us.

A low point of the day (or should I say a 'flat spot' in the day) occurred during the second Sports and GT race. The Brown Bus Company yet again proved that they can entertain the crowds better than anyone else. In a display of synchronised sliding rarely seen in this part

of the world, a completely different driver managed to produce an almost identical slide to that seen at last year's Endurance Race in Brown Bus number two... (or is it Brown Bus number one?? Who knows!) The skid marks were visible from the exit to Mobil, all the way down the front straight to the Pit entrance. Dirt flew, smoke plumed and small children (and the odd wife taking times!) gasped at the daredevil stunt. They will not soon forget the site of a very sideways bus drifting towards the armco yet again!

Neither will Mike Dragicevitch, who was unfortunately coming over the hill just behind the moving obstacle. He told me later that he had been told to always drive straight at a spinning or sliding vehicle because, by the time you get there, they won't be there any more. Fortunately this advice worked in this case and the Brown Bus ended up off to the side of the track, facing rather the wrong way. Upon inspection, it appeared that the damage to the Brown Bus this time had been nothing more than a heavy scratch in the headlight cowling. This was the theory right up until the Bus started to move back to the

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pits. The tell-tale kathwop-kathwop-kathwop as the wheels turned told the story. Four very flat spotted tyres! Oh well ... I guess this is probably good news for the New Zealand economy and tyre retailers generally, and if nothing else, has helped to lay rubber down on the new sections of track!

Also absent from the later Sports and GT races of the day was the 'Kosmic Kid', Murray Fish. He discovered a major loss of power part way into the earlier race, largely due to the fact that the timing chain was no longer attached to the front of the cam! Apparently the valves are supposed to open and shut while the engine goes around and his didn't any more.

A couple of new faces to racing were Rob Chubb and Ross Henderson. Ross and Meryn Davies managed to get put in the novice class with their Category 3 (ie. highly UN-modified) 280ZXs and had lots of fun playing with Sunbeam Rapiers, Lotus Cortinas and the likes. Rob unfortunately ended up in the slightly less novice Sports and GT class. This didn't deter him however and he showed very tidy lines and managed to get down to 1:25s on his first day racing! Well done Rob! I won't mention just how long it took me to get down to that!

Due to Murray's misfortune and the fact that Greg has won every race since his first misadventure, the standing's in the series now have Greg coming second, five points behind Richard McCarthy and just ahead of Murray and Stuart Robinson in third equal. If Greg continues to keep out of trouble and keeps beating Richard McCarthy in his Lotus Seven then there is still a good chance that he can win the series for a second year running. The standing's in Group B after the first three races are as follows.

Entrant	Place In Series	Series Points	Races Started	Race 1	Race 2	Race 3
Richard McCarthy	1st	35	3	3rd	2nd	2nd
Greg Gillespie	2nd	30	3	DNF	1st	1st
Murray Fish	3rd=	25	3a	1st	3rd	DNF
Stuart Robinson	3rd=	25	3	4th	4th	4th
David Long	5th	17	3	6th	6th	6th
Keith Gillespie	6th	16	2	7th	DNS	3rd
Paul Hansen	7th	13	1	2nd	DNS	DNS
Mike Dragecivich	9th	11	2	5th	DNS	8th
Ron Ragen	10th	10	3	8th	7th	9th

Total Number of Entrants in Group B = 14

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Phone David Turner - (09) 276-7376







*Smiths (henceforth referred to in the plural), Lisa & Keith, failed to send the editor one of their wedding photos. Anqn, our well-known photographer, thankfully solved the problem for us with this candid honeymoon shot. S'pose just one photographer present is better than having all of your relatives gathering round the bed-end as they did in ancient times?*