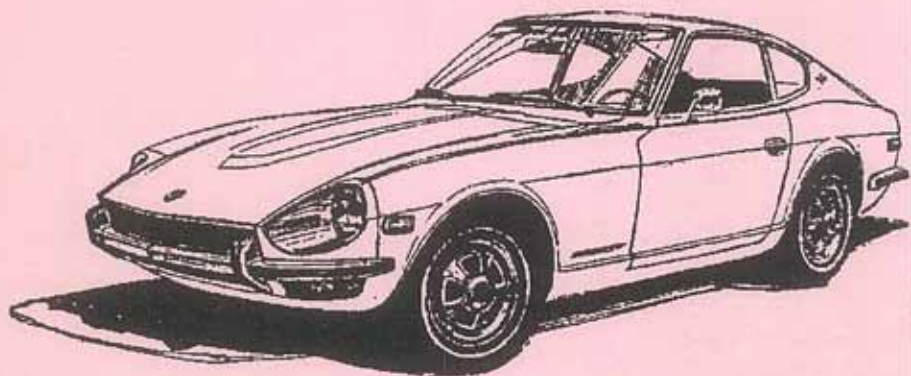
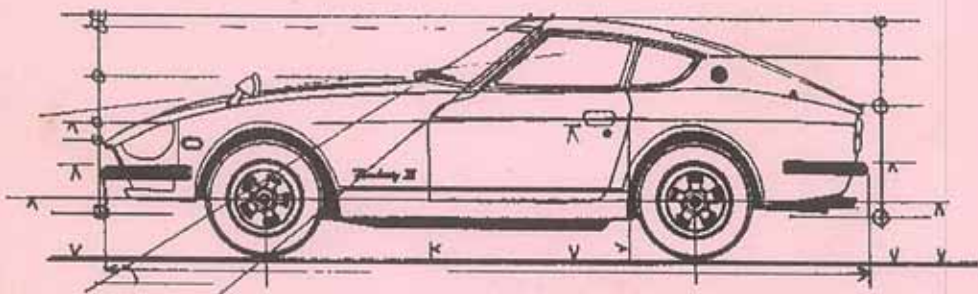
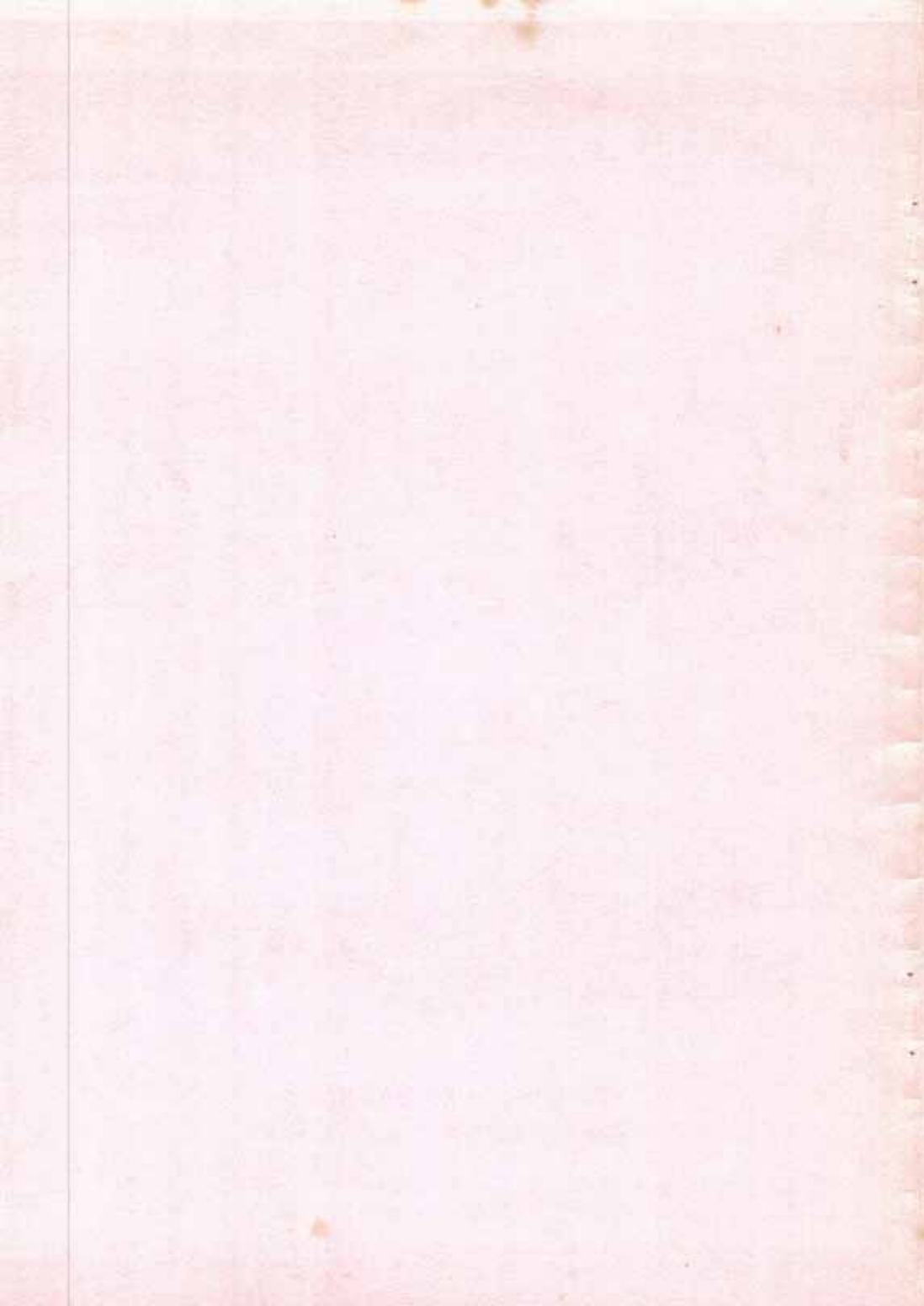


July 93



**The Official Newsletter of  
The Datsun Z Club Inc.**

**The No1 Club for Owners of Nissan/Datsun Fairlady, Fairlady Z,  
240Z, 260Z, 280Z/ZX, & 300ZX Sports & Grand-Touring Cars**





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

**July 1993**

**Issue 58**

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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. Resemblance to any person, living or dead, is undoubtedly deliberate. If you haven't been insulted recently, you simply need to ask. 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.....?

**SATURDAY 11TH & SUNDAY 12TH SEPTEMBER:** The DATSUN Z CLUB's Annual Boulevard Restaurant Greenlane Sports & Classic Race Meeting on the GP circuit at Pukekohe. Entry Forms will be in the post within a couple of weeks.

**SATURDAY 18TH SEPTEMBER:** Classic Motor Racing Club's race meeting at Ruapuna.

**25TH SEPTEMBER to 3RD OCTOBER:** Motorsport N.Z.'s. "Go Motorsport" New Zealand- wide promotion. Opportunities for all of us to be involved.

**13TH/14TH NOVEMBER:** MG Manfeild Classic. Don't miss it!

**27TH NOVEMBER:** Classic Racing Club, Ruapuna.

**5TH DECEMBER:** Nissan Mobil, Wellington.

**12TH DECEMBER:** Nissan Mobil, Pukekohe.

**2ND JANUARY:** International, Levels.

**9TH JANUARY:** International, Teretonga.

**16TH JANUARY:** International, Wigram.

**23RD JANUARY:** NZIGP, Manfeild.

**30TH JANUARY:** International, Pukekohe. (please note- the inaugural Auckland Street-race seems to have been put back by twelve months).

**5TH FEBRUARY:** International, Baypark.

**5TH FEBRUARY:** BP Alfa Romeo Classic, Ruapuna.

**13TH FEBRUARY:** Dunedin Street Races.

**27TH FEBRUARY:** Airfield Classic, Whenuapai. All of us will be there.

**26TH/27TH MARCH:** 24-hour Race at Pukekohe! Watch for this one, some of us have been calculating the cost of running your car with ten drivers. It appears that a team effort is affordable, so please keep your car at the ready and in in top tune!

**1ST/2ND APRIL:** Alfa Romeo Classic, Pukekohe. One of the best.

**17TH APRIL:** Classic Motor Racing Club, Teretonga.

**23RD/24TH APRIL:** Manfeild Promotions, Classic Race.

**23RD/24TH APRIL:** Porsche Lemans Relay Races.

**8TH & 9TH MAY:** Auscar/Nascars at Pukekohe.

**15TH MAY:** TACCOC Classic 100 Endurance, Pukekohe. Next year's race will be held in fine conditions and will therefore run the full 100 miles!



# **B O U L E V A R D**

**R E S T A U R A N T G R E E N L A N E**

**Sports & Classic Races**

## **Pukekohe Grand Prix Circuit 11th & 12th September 1993**

**A full two-day race programme for  
Bridgestone Porsches, Schedule T&C  
& TACCOC Challenge Series cars**

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

**This is to be by far the most ambitious  
project ever undertaken by the Club - we  
need the assistance of every member!**

**Entry Fee to be advised**

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

# Whittaker's

## PEANUT SLAB



### Classic Motor Race & Car Show

- Chairman, Eugene Childs • Telephone (04) 389 6035 (Res) • Facsimile (04) 384 5282 •
- Secretary, Craig Swift • PO Box 13-169 Wellington 6032 • Telephone (04) 478 7368 •

Newsletter No 1

19 June 1993

The 8th Classic Race Meeting is to be held on the 13th and 14th November 1993 at Manfield Autocourse, Feilding.

There are a number of reasons for moving to a weekend meeting but most are due to costs and to give the best value for money. The entry fee will remain at \$90.00.

The proposed format of the 1993 event is:-

Friday 12th Nov	Free testing day at Manfield Scrutineering in Palmerston North Evening get together at the Quality Hotel
Saturday 13th Nov	Official practice Racing from 12 noon (15 races) Evening dinner with guest speaker
Sunday 14th Nov	Pre race breakfast at circuit 9.00am - 10.30am Racing from 11.30am (20 races) Prizegiving at circuit 5.30pm

The committee's wish is to return our meeting to Classic Racing as it was intended. We feel that there has been too much emphasis on winning and trophy hunting of late. We are therefore enforcing certain guidelines as to the presentation of vehicles. For this meeting all vehicles must have all internal trim (all door trim and seats) and external trim (front/rear bumpers and glass fitted - not perspex) and body work in pristine condition. No shoddy paintwork, rust or primer paint.

We know this may cause discussion but we believe that if we set our own standards we retain the high levels set by our meeting and we are giving you a 5 month lead time to make the necessary arrangements.

We also remind new competitors that they should have racing experience, i.e. 3 Clubman's events, so they have some idea of a National Cat 1 race meeting. You may be asked for proof.

We intend to have Historic cars from Australia, USA and Hong Kong which will add an international flavour to our meeting.

South Island competitors are eligible for the travel subsidy from Motorsport NZ on the Inter-Islander.

We look forward to your company on 13th and 14th November 1993.

Yours in Motorsport

Eugene Childs  
MG Classic Race Committee

# Prez Sez

Dear and Gentle Reader,

The Orient Express is late/thin/meaningless/boring (strike as applicable). I'm always the first to come up with a good excuse - and boy!, have I got a beaut for you this time. I've been a bit off-colour.

As this is (usually and with luck) a quarterly publication, time has come to get the issue out. I fully realise that your need is for communication, even if this means some sacrifices. So, here it is. We have sacrificed quality, news, information, event reports, photographs and even accuracy - all to get the issue out to you on time! You must be appreciative, even if as we suspect, you never read any of it.

Missing is a full report on the Baypark weekend. Briefly it was fantastic - Greg won.  
Missing is a report on the last GT Challenge. Briefly it was fantastic - Greg won.  
Missing is a report on the Endurance race. Briefly it was fantastic - Greg won.  
Missing is a report on the Prize Giving. Briefly it was fantastic - Greg won.  
Missing is a report on the Cooper Econorun. Briefly it was fantastic - Greg never went!

And the future? The health will improve allowing more time to dedicate to my duties as Prez & Editor & Event Organiser & MANZ Delegate & Gofer. Not really a complaint, I always volunteer willingly and enjoy my tasks. Not being the delegater that I should be, a couple of our Committee members have had to wrest some of the duties from me. I am particularly appreciative of their assistance and hope that they have the time to keep it up for my remaining four months of my treatment.

Our next "Major" will be the Boulevard Restaurant Greenlane Sports & Classic Races at Pukekohe. I look forward to input from all of you in the running of this meeting, as even at the best of times this is far bigger a one-man show.

Automatically yours,

*Graham*

## Welcome New Members

Charan Raju	Auckland 1105	'87 300ZX	Black/Gold	
Graham Parker	Auckland 1702	'81 280ZX 2+2	White	RW697
David Shepherd	Auckland 1003	'74 260Z	Metalic Blue	LP260
Rae & Rex Carswell	Auckland 1309	'70 240Z	Red	REDZED
Sam Bartlett	Auckland 1702	'81 280ZX 2+2	White	RW697
Brian North	Te Puke	72 240Z	Red	FQ7399
Grant Johnstone	Wellington	'81 280ZX	White	KS833
Steven Woodfield	Auckland 1105	'72 240Z	Silver	FZ7160
Murray Mears	Tauranga	'78 260Z	White	OX7743

# Beyond The Fringe

Beyond the normal 'Classic' racing which the Datsun Z Club is actively involved in lie many other forms of motorsport. Recently Paul Hansen suggested that I come along to one of these other events in the form of the Escort Car Club sprint day held on Anzac Day.

You may have heard rumours of fibreglass bodied beasts with V-8s and turbo-chargers poking out through their bonnets at Escort/Capri Car Club events. Well all you have heard is true! You may also however be surprised at just how well a fairly standard Zed fairs in this sort of crowd. There is definitely an element of the hoons in these events BUT there are also some very tidy cars running in everyday street trim. The event was well run and, being a sprint event, anyone can have a go at motor racing without having to go head-to-head with 30 other cars. Paul's CNG powered green machine was the fastest car of the day (despite not having eight foot fibreglass wings!) and the rest of the Zeds all managed to have some fun while proving competitive in their respective classes.

A week or so later, Paul again rang and suggested that I might be interested in a Northern Sports Car Club event. There were two possible classes we could run in here, production saloons and modified saloons. Basically if you drove it in the door and weren't running slicks you could run in the production class, otherwise you were modified! I heard that Keith Smith was going to be running in the modified class on a set of highly expensive slicks (about \$90 for the set!). Smithy on slicks was definitely a sight not to be missed so along I went! Again it was a well run day with four or five races for each class. Again the Zeds proved to be very competitive in both classes with a big brown bus managing to win most of the production class races. Keith was a little unsure at first on slicks but settled down and even managed some very impressive times in the wet on slicks!

A few weeks on and the phone rang yet again. This time the event was the Pukekohe Car Club Hill Climb. The basic idea of this event was to find a road as far away as humanly possible from civilisation and then have timed runs up it. While the event was claimed to be a 'sealed' hill climb, the quality of the seal was somewhat dubious and it was really a 'gravel-rashers' dream. Most of the cars there seemed to have about three feet of ground clearance and tyres with knobs on them. Despite this (and comments about 'taking it easy on the first run to learn the course') Keith Smith set the fastest time on the first run in blistering fashion. Paul Hansen was only a car or two back with Peter Mackley chasing hard. The Brown Bus Driver proved a little out of his depth in this event and was swallowed up in the pack. Keith continued to dominate until the third run where loose seal and a clay bank combined to finish his day with a bang. Eventually one of the rally specialists beat Keith's time but again the Zed proved that it can foot it in any form of motorsport. Interestingly there was a complete range of Zeds at this event, Paul Hansen's 240Z, the Brown Bus Company's 260Z 2+2, Keith Smith's 280ZX 2+2 and Peter Mackley's 300ZX Turbo.



Other events the Zed club is invited to outside of the traditional racing/classic events include the Cooper Car Club Economy Run, the Fiat Car Club Drags and many others. The 'Economy Run' is probably not the Zeds strongest event with the three Zeds entered this year coming 18th, 19th and 20th out of 20! Alan Harrison continued his many-year tradition of using the MOST fuel on the run with the rest of the Zeds not far behind. Whilst not exactly winning this event, it was still lots of fun and the Zeds definitely managed to finish the course in the shortest time!

Most of these events didn't require anything more than a driver's licence or club licence (\$11.25 from your club Pres) to compete in and the cost ranged from \$10 to \$40 for the various events. As such they are the sort of events which anyone with a motor vehicle, a few bucks and a spare day in their weekend can get involved in. You will probably have a lot of fun, meet a new crowd of people and maybe even find that your Zed is reasonably competitive in comparison to other vehicles. If full-blown racing isn't your scene then think about giving some of these other events a go next time you see them in the 'Coming Events' page. You may even find yourself enjoying yourself!

## ***The Purse Strings***

Most of you have known of Ronald's recent illness. Pleased to advise that the treatment has been going well and all the latest tests have been reasonably positive. Bad news is that he feels that as he has been unable to fulfil his Treasurer's duties over the past months and doesn't look like being fully capable in the near future, he must resign the position. Ron assures us that he will be available for other committee duties again soon. The Committee have recorded their thanks for his enthusiastic service.



If you go back to page one you will note that we have co-opted a new treasurer. We sincerely thank Rob Chubb for stepping in to the post. These problems and changes have again delayed our AGM, though Rob assures us that it won't be held up for much longer.

will note that we have co-opted a thank Rob Chubb for stepping in to the post. These problems and changes have again delayed our AGM, though Rob assures us that it won't be held up for much longer.

## ***The Knight Templar***

The Gods of Luck and Plenty smiled upon me. I have just obtained, at a very reasonable price, an authentic and genuine Templar Touring Coupe, one of Sir Cimmerian Knight's remarkable creations - a superb example of England's second finest hour. This particular Touring is a '77 model, in many respects quite unlike the 1970 Earls Court version, mine having vehicle identification VD1088 as opposed to the earlier ones, these as you know being VCs. In fact, when I go over the car, few parts would be interchangeable apart from the famous distressed damsel hood ornament, those distinctive 'trade-mark' pneumatic horns, the crankcase, cylinder head, and the gearbox and differential housings.

Can't say that I'm unhappy with the car, even though it's not turning out to be exactly what I'd been expecting. The performance that equates as a top speed of 83 mph and a 0-60 mph of 18.5 seconds isn't all bad, considering that the VD is only 3-litre, and it is, after all, British.

As a long-term "Classic" racer in the old VC, I never considered retiring simply because I'd bought a slightly later model. Problem was that, as with all later (read post-72) Templars, the factory had been forced by the safety and environmental legislation of the 70s (and to some extent, market forces) to make quite a number of changes to the VD. Most of you have read the books, so perhaps I shouldn't bore you with technical details of the oh-so economical siamese-twin-needle-single-jet 1¼" SU carb, the impressive and super-strong Tyneside Engineering front bumpers, the cherry-tinted double glassing, or those massive Westinghouse brakes.

I want to modify my car and take it racing - not the sort of modifications that would preclude regular road use you understand (if that matters anyway?), just a few changes to bring it to a mid-field competitive level.

The problems that I would have to face became evident when I sat down and read the Book. My Edition 24 Rule Book explained nicely to me that under Schedule T&C cars such as mine were Group 3, Category 3, and are therefore permitted very few and very mild changes from standard.

It could possibly be legit to modify using "factory Tuning Options" and subsequently enter the car as a Watkins Glen Replica. This may seem like a reasonable idea, but is it? The Horch Club have been modifying their old shopping-basket models and entering them as SS Stormtroopers - agreement with this principal is far from unanimous, but the Horch mob argue that it is "model as entered", and is therefore legal. Their case is further based on the fact that the car could have been ordered ex-factory to these specifications. My problem is that when I suggest that I could do likewise, I am reminded that the Templar "Factory Tuning Division" was not located in the home-factory, but was in far-away California. Not-on they say, tough for you they say, leave it standard they say - too many hot-rods out there already!

Maybe I'm never one to do things the easy way, the easy way merely involves doing what many other competitors have already done - alter it and shut up! My thing (which always seems to get me into hot water) is to try a make it legal first, then modify. Shouldn't be hard really, most of motorsport should understand by now that what we have isn't working. All I need to do is study the Book, writing my remit carefully so as to ensure that it's word-perfect, then present it to Conference. Can't miss! The logic will be so obvious no one will argue.

We have a class which has failed - Category 3. Surely we should either alter it or drop it. Only the Horch group are abiding by these rules, and while the Fettuccine Club can appear to be ok, no-one ever saw brakes that huge in the sales brochures!

***Continued Page 10***

## The Caption Contest Returns



What is it? Where is it? What's it say?

as fail-safe. It proposed that:

Rule 4 of Schedule T&C be amended to read:

#### **4. Eligibility of Vehicles - Category II**

**4.1 Eligibility:** This category is for modified vehicles conforming to 7.0 Groups 1, 2, 3a, 4, 5 & 6 and still retaining largely original appearance and concept. (The remainder of this section to be unaltered.)

And that: Rule 7 of Schedule T&C be amended to read

#### **7. Classification**

*Group 1:* Sports and GT cars manufactured up to 31.12.60.

*Group 2:* Sports and GT cars manufactured from 1.1.61 to 31.12.72 excluding turbo and supercharged cars.

***Group 3a:* Production Sports and GT cars manufactured from 1.1.73 to 31.12.84 excluding turbo and supercharged cars.**

*Group 3:* Production Sports and GT cars manufactured after 1.1.73.

*Group 4:* Classic and Marque Saloon cars Manufactured before 31.12.57.

*Group 5:* Classic and Marque Saloon cars Manufactured before 31.12.67.

*Group 6:* Classic and Marque Saloon cars Manufactured before 31.12.77.

#### **Reasons:**

Category 3 came into being with high hopes of us seeing dramatic and exciting fields of Ferraris, Porsches, Morgan +8s, Nissan 300Zs and even Lamborghinis. Subsequently, even after about 4 years, we have seen no worthwhile evidence of Category 3 becoming 'a class to be reckoned with'.

The problem is that we have created the opposite. Promoters are turning blind-eyes to late-model GT cars which have been modified (often) to the full extent of Category 2, yet as many have been entered as Category 3 they are exempted the requirement of roll over protection! Logically, if no one wants to enforce the Rule, then it must need changing or deleting.

The Marque, Classic and Historic Advisory Commission meeting gave me a very (or more than) fair hearing. I immediately found myself under attack with the suggestion that "... if we have this internal problem within our club, then we should straighten out our own members - not bring the matter to Conference endeavouring to change rules that the rest of the country is most happy with." I was able to counter with the argument that we in-fact have only one modified VD currently racing and this ran under an old dispensation. No avail. The majority, with little understanding of the issue, were all in mind-set. The remit was defeated by the majority.

So - if you wish to keep your 280ZX or 300ZX eligible for Schedule T&C competitions, read the rule-book and leave most of those modifications to the owners of older models. If you think you can cheat and get away with it you may soon find yourself as mythical as my Templar Touring Coupe. Sorry, but we tried our best.

I extend our thanks to the Beta Juliet Owners and the Sicilian Racing Car Drivers for their support.

## ***Ze Response To Ze Rumour*** ***(yes, we do receive letters!)***

Ven ze Polish chappie (Chriz of Poland or vatever he callz himself) has ze ballz to write under hiz own name zen ve may take zome of hiz zuggestions more zeriously. *In ze mean time I would like to point out zat David Long iz not ze only von who can do joined-up writing! Huh! Take zat you zvine!*



Unt zpeaking of zilly namez... did you zee zat lizt of number plates in ze last izzue. Talk about unimaginative! I think zat only Heath Dann haz shown any initiative at all... unt hiz iz probably unprintable!

Gertrude Von Bigguns

*Gertrude Von Bigguns*

## ***Found & Lost***

Perhaps you left your blue floor jack at Baypark? You did? This can be retrieved from 49 Athens Road provided you can quote the colour.

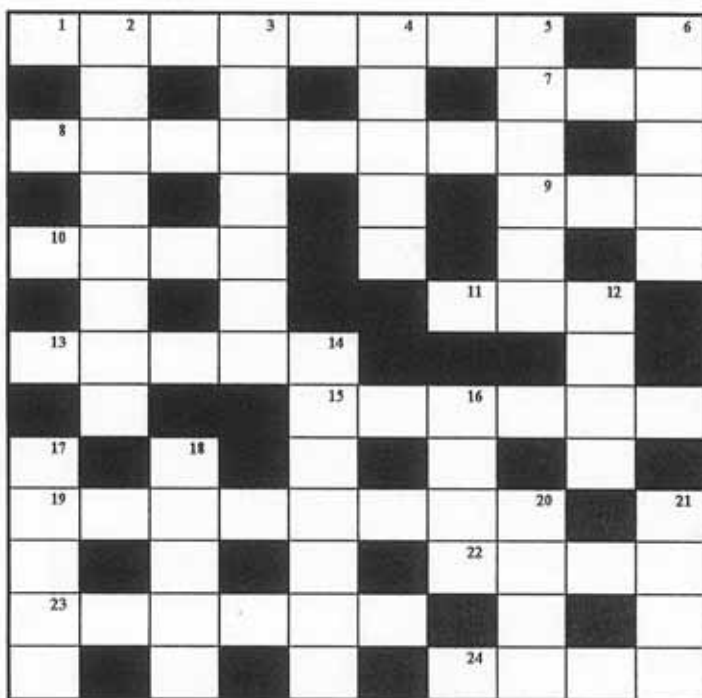
Who borrowed? The club has lost track of the video tape "Classic Cars" on the 1983 Porsche Lemans Relay. Whoever has this will be bringing it to Graham's this week....

Baypark again. Did anyone pick up Greg's roll of aluminium tape, a roll of masking tape and a number plate reading (didn't you know they could read?) GA5974?

100 horsepower seems to have fallen out of Ronald's 240Z (!) If any of you have seen this (or are currently making use of it), please let Ron know - reward offered.

# ZEDWORDS

By Con Scripted



## Across

1. A form of protection required from April 1 '93 that has nothing to do with a condom.
7. All you need to do if you want to know something.
8. Usually.
9. Colonel S. Bodswoggle's favourite drink.
10. Pedal Pushers.
11. I wouldn't be seen dead in one of these trendy Italian cars.
13. Your Zed will probably have between 5 and 7 of these. (or between 3 and 5, depending on how you look at it!).
15. A modern way of getting fuel into a manifold (a clue just for 280 owners!).
19. The man you may have to see for a certificate if you design your own '1 across' protection.
22. Why are the Nissan original versions of this always so much more than the Repco imitation?
23. This pre-marital activity happens to the coming together of cogs.
24. What will happen to your panels if you meet stationary objects while moving.

## Down

2. The ever-increasing numbers on your speedo dial.
3. A necessary inhibitor of revs for those with a talent for dropping lash pads while in neutral.
4. A mobile block of flats designed by the Swedish.
5. The Sci-fi version of our treasurers last name.
6. A moneyless state caused by Zed ownership and racing.
12. The number of times you should make the same mistake.
14. A sponsors chance to have his say on the car.
16. A more appropriate vehicle for the off-road exploits of the Brown Bus Racing team!
17. When 'IT' will happen to you.
18. A very british sports car eh what old thing!
20. A speed event involving multiple simultaneous competitors.
21. A wheel holding device that gets all the girls!

# 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's of M.A.N.Z. licences (see below) qualify for a very extensive list of discounted items.

## COMPETITION LICENCES

You do not require a Competition Licence for Motorkhanas, Trials Hill-climbs or Sprints, provided these aren't interclub competitions. Members interested in more serious competition will need to go through a few formalities in order to participate. This is just a brief explanation of what it all means.

### Regional Licence:

This licence is the minimum requirement for all "Regional" M.A.N.Z. permitted competitions, as well as being required for all closed-club Racing or Rallying. This Licence is issued by the M.A.N.Z.. The cost is \$25.00.

### National Competition Licence:

This Licence is required for "National" status non-racing competitions. The cost is \$56.25, includes the N.Z. Motorsport Manual, plus your inclusion on the Motorsport News mailing list.

### National Racing Licence:

We recommend to those who wish to participate in RACING that you obtain a National Competition Licence in the first place, study-up on the Rules, then have it upgraded 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..

# International Z Trivia

Do you know who all of the top people in the international Z scene have been over the years (apart from yourself of course!)? Here is your chance to test yourself. Just find the first and last names of the people listed below and the name of the appropriate car in the following jumble of letters. Letters can be used more than once and no words are on the diagonals. Words however may be backwards and/or upside down.

P R A H S T E V E T  
A Z E N N Y L Y A D  
U P N O S R E D N A  
L N E B O B R A K E  
H G U A P S L L I M  
S O N D A T U R Z R  
P D E N E L L I M E  
I B R O C K C A E T  
K E O I G N A F B E  
E R A N A M W E N P

## Clues

- 1/ The author of 'Z Cars: A Legend In Its Own Time'.
- 2/ The UK's top Z lady.
- 3/ The SP310, SP311 and SR311 were all models of this early sports car from Datsun.
- 4/ The man behind BRE and their SCCA racing successes in Zeds in the early seventies.
- 5/ The movie star who raced Zeds and now co-runs an Indy team.
- 6/ The English Zedder behind 'Big Sam'
- 7/ The American who won the 1972 and 1973 National honors in SCCA racing in a 240Z.
- 8/ The brother of a New Zealand rally champ who offers some serious modifications to 300ZXs in California.

## Black Day For Cortinas

FROM THE 1993 PORSCHE RELAY

All you need to do is ignore the three stripes and give it a wee squeeze through Mobil. Pity to see a keen beginner cop the Big Push from an experienced driver - a driver who perhaps should have known better? No. I didn't say it was the Lotus driver's fault, I just



suggest that the stripes were there on the Zed for a good reason, and he apparently didn't see them. Even more a pity is to see that the punishment often exceeds the crime. Minus one superb Lotus Cortina, as well as one very badly bent Datsun 240Z.

Heed you all to Rob's bad experience, there are lessons to be learned. If you push hard enough the beginner ahead of you will usually make a mistake - and if you haven't given him room, he just could slide back onto the circuit and give you a nudge!

The "Black One" is back. Repaired and ready to race, proving once again how much can be achieved through shovelling in bulk money!

## ***Wanted, Wanted, Wanted***

**DATSUN 240Z or early 260Z Coupe.** Ex Porsche competitor who badly wants to become a really famous racing driver! Prepared to look at them all, whatever, genuine buyer seeks honest car at honest price.

Phone Murray Johnston (09) 478-9707 (Hm) or (09) 444-5241 (Wk)

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**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

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

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

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## ***For Sale, For Sale, For Sale***

**CLUBMAN'S OVERALLS**, only ever worn twice, and then only by a guy who doesn't scare badly - all offers considered.

Phone Anthony Baker (09) 625-7475 (Hm)

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**DATSUN 240Z 1972**, plaza red, 5-speed, genuine 59000 miles! Absolutely original except for wheels - no dash cracks, straight floor & rails, very minor rust, reg. plate 24OZZZ. Only \$10,000 - offers not considered.

Phone Chris Howard - (09) 520-1914

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**NISSAN 300ZX 2-SEATER T-TOP 1986**, Burgundy, Manual, 51,000kms. Available to best offer approaching \$18,000

Phone Phi or Don - (09) 867-7506

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**FILTER SPECIAL!** Ryco/Nissan for 280ZX. Air filters \$35, Fuel filters \$25, Oil filters \$8.

Phone Carl Ritsma - (09) 479-2572 (Hm)

**FOR SALE CONTINUED OVER** 

**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

## 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.

(NB. These are the answers to last issues zedword! If you can get these answers from this issues questions then I will be most impressed!)

**Across**

- 1 ROADSTERS
- 6 ON
- 8 DO
- 10 DAIMLER
- 11 AA
- 12 UNDER
- 13 NO

- 15 PINE
- 17 EMERGE
- 18 RAIN
- 19 ASHES

**Down**

- 1 ROADRUNNER
- 2 ON

- 3 DIAMOND
- 4 TIMEKEEPERS
- 5 RED
- 9 ORANGE
- 14 ZEDS
- 16 NAIL

## International *Z* Trivia Answers

NB. Where answers intersect, one will be in a box and the other will be shaded.

P	R	A	H	S	T	E	V	E	T
A	Z	E	N	N	Y	L	Y	A	D
U	P	N	O	S	R	E	D	N	A
L	N	E	B	O	B	R	A	K	E
H	G	U	A	P	S	L	L	I	M
S	O	N	D	A	T	U	R	Z	R
P	D	E	N	E	L	L	I	M	E
I	B	R	O	C	K	C	A	E	T
K	E	O	I	G	N	A	F	B	E
E	R	A	N	A	M	W	E	N	P

**Answers**

- 1/ Ben Millspaugh
- 2/ Lynne Godber
- 3/ Fairlady

- 4/ Peter Brock
- 5/ Paul Newman
- 6/ Spike Anderson
- 7/ Bob Sharp
- 8/ Steve Millen





## The Stern View



That  
couldn't be  
Greg?!



YAH!