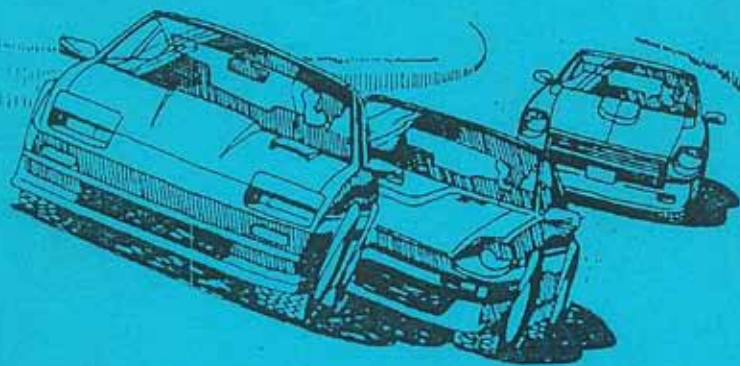


# Orient Express



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





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**January 1994**

**Issue 50**

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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. Any relationship between what follows and the truth is obviously a mistake. 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 JANUARY:** International, Baypark.

**8TH/9TH JANUARY:** TACCOC, Pukekohe. (Heritage Restorations Sports & GT) **THIS IS A BIGGY!** Many helpers wanted urgently!

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

**2ND WEDNESDAY, each month:** Nosh Noggin 'n' Natter Night. Excellent meal, stimulating company - All welcome, you just need to ring Dee (636-5443) on the said day to ensure that your seat is booked.

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

**SUNDAY 23RD JANUARY.** Annual Datsun Z Club Concours d'elegance, new carpark adjacent to the Sunken Garden in Cornwall Park. Starting at 1.00pm. (If wet we will move to the shelter of the Clonbern Road carpark building in Remuera.)

**SUNDAY 23RD JANUARY.** (Same date!) Our Annual Prize Giving Dinner Party gets underway at 49 Athens Road at 6.00pm. Prizes for effort in dozens of fields of endeavour, so be there to receive yours.

**23RD JANUARY:** International, Wigram.

**29TH 30TH JANUARY:** NZIGP, Manfeild.

**5TH/6TH FEBRUARY:** Peter Jackson, Pukekohe. (Sports & GT?)

**5TH/6TH FEBRUARY:** BP Alfa Romeo Classic, Ruapuna.

**2ND WEDNESDAY, each month:** Nosh Noggin 'n' Natter Night. Excellent meal, stimulating company - All welcome, you just need to ring Dee

(636-5443) on the said day to ensure that your seat is booked.

**13TH FEBRUARY:** Intermarque Concours d'elegance, Ellerslie Racecourse. Three helpers should contact Graham.

**13TH FEBRUARY:** Dunedin Festival Street Races. (Classics)

**19TH/20TH FEBRUARY:** Hamilton Street Races. (Classics)

**2ND WEDNESDAY, each month:** Nosh Noggin 'n' Natter Night. Excellent meal, stimulating company - All welcome, you just need to ring Dee (636-5443) on the said day to ensure that your seat is booked.

**19TH/20TH MARCH:** Airfield Classic, Whenuapai Airbase. (Heritage Restorations Sports & GT)

**1ST/2ND APRIL:** Alfa Romeo Annual Classic, Pukekohe GP Circuit. (Heritage Restorations Sports & GT)

**2ND WEDNESDAY, each month:** Nosh Noggin 'n' Natter Night. Excellent meal, stimulating company - All welcome, you just need to ring Dee (636-5443) on the said day to ensure that your seat is booked.

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

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

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

**2ND WEDNESDAY, each month:** Nosh Noggin 'n' Natter Night. Excellent meal, stimulating company - All welcome, you just need to ring Dee (636-5443) on the said day to ensure that your seat is booked.

**14TH/15TH MAY:** TACCOC Classic 100 Endurance, Pukekohe. (Heritage Restorations Sports & GT)

\* *Classic Cars* - MARQUE - *HOT RODS* \*

**THE INAUGURAL  
NEW ZEALAND  
FESTIVAL OF MOTORING**

*Pukekohe Grand Prix Circuit*  
10am 8 & 9 January 1994

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Historic & Classic Car Racing  
F5000 Race with Cars  
from Australia and New Zealand

Swapmeet

Car Club Displays

Trade Stands

Car Club Parking Areas

**A GREAT WEEKEND  
FOR EVERYONE**

Adults \$15.00 (valid for two days)  
Children under 12 free

*A TACCOC/TCL PROMOTION*

CUSTOM - MARQUE - *Classic Cars* - *HOT RODS* - *Sports Cars*

*American Saloons* - *Sports Cars* - *Exotic Cars* - *RACING CARS*

\* *Vintage* - VETERAN - *American Saloons* \*

## OUR ANNUAL CONCOURS D'ELEGANCE

### SUNDAY 23RD JANUARY

Annual Datsun Z Club Concours d'elegance

new carpark adjacent to the Sunken Garden  
in Cornwall Park

Starting at 1.00pm

cars will be divided into two categories  
- Polish & Concours

Trophies in Concours class for:

First Overall

Best 240Z

Best 260Z

Best 280Z/ZX

Best 300ZX

Top Panel & Paint

Top Engine

Member's Choice

Bring the chilly bin as it's going to be a fine and hot day,  
and don't forget your camera

(If I lied about the fine hot day we will move to the  
shelter of the Clonbern Road carpark building in Remuera.)

# The Silverware

## OUR ANNUAL PRIZE-GIVING PARTY

### SUNDAY 23RD JANUARY

Our Annual Prize Giving Dinner Party gets underway at  
49 Athens Road Onehunga at about 6.00pm.

Prizes for effort in dozens of fields of endeavour  
in numerous categories such as:

The Trials Champion

The Boob Boob

The Best Competitor

Performance Trophy

Motorkhana

Bent Rod

Carl Sievers Memorial

The Black Helmet

and more...

OK, a change of venue and a change of theme. We have several reasons for this, foremost being the disappearance of Arlington. Secondly, the near-impossibility of finding another venue fitting both in size and cost. Our third reason is probably even more valid - that of the gradual down-turn in attendance over the past few years - perhaps this indicates that it's time for a change? Added to all of this was the usual annual gripe - nobody seems to want to commit themselves in advance before that very evening, perhaps only after making sure that the glad-rags still fit?

We have the answer. It will be a BYO drinks and meat with salads bread and deserts provided (if you call being asked for \$5 each "provided"?).

You are expected to let Dee know by phoning 636-5443 or 636-8711. It helps us very much to have a reasonable indication of numbers attending.



*Organising Committee  
PO Box 99-272, Newmarket, Auckland*

**1994**  
**Intermarque**  
**Concours d'elegance**  
**Sunday 13th February**  
**Ellerslie Race Course**

Sponsored once more by Auto Trader Magazine  
plus...  
Bburago Models.

- . Be sure to mark this date on your calendar now
- . Come and support
  - . Your competition team
  - . Your Club's display
  - . The only genuine Classic Concours
- . Come and see
  - . The unbelievable Master's Class
  - . The many commercial displays
- . Come and enjoy
  - . The music
  - . The social side of motorsport
  - . Many extra attractions

No gate charge to participants or helpers - why not  
volunteer to assist for a couple of hours on the day.  
Your assistance would be greatly appreciated.



# 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.

Holders 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 \$81.25, 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 News & Views

by Ben Millspaugh

At the national convention in St. Louis, take the time to look closely at the nametags. Pay special attention to the "Mikes." Some of the hardest working, most active people in the Stateside Z car club movement have that first name. Take for example the co-chairman of the Convention itself, Mike Breeding. He has been a driving force behind the Gateway Club and his dedication has built that organisation from nothing to something...else! Mike Taylor, President of the Z Club of Texas is another shining light. Known to many as "Mad Mike," he has been involved in just about every facet of their activity schedule. Just this year, he was elected president and is now at the helm of America's largest Z car club. You may wonder where he got the name "Mad Mike?" It all started with his uncanny ability to organise insane rallies. He was able to make rally participants go absolutely crazy trying to figure out where to go and what to do...and it was all in the name of fun. The other is Mike Chew of the Z Owners of Northern California, or ZONC! This young man was the Chairman of the 4th National Convention and from what I've heard, it was one of the best. Although I didn't get to attend, I heard that Mike did an excellent job of planning, organising and coordinating the event. A very special award should be given to Mike and to all of those who helped put on the 4th National Z Convention. Why? Because they were able to get Nissan to help with the financial burden of putting on one of these events. To me, that is a landmark achievement.

Now, what about the Freds? Not many of them! But there is one Fred and he is probably the most famous Zedder in Europe. His name is Fred Schuster-Orth and he's #1 of the Z/ZX Club of Deutschland. I met him at the 2nd International Convention held in Andover, England in 1991. Fred's infectious laughter and Teutonic charisma makes him a friend to everyone he meets. His club has been in existence since 1983 and they now have approximately 300 members scattered all over Europe. Fred not only founded the Club, he was instrumental in getting a large contingency of German, Swiss, and Dutch to participate in the 2nd International Convention. Fred speaks fluent English and this helps him communicate with other clubs throughout the world. He is an organiser, participator, and a true aficionado of the EuroZed.

Did you know the First International Zed Convention was held in Luxemborg in 1985? Can you imagine 97 Zeds screaming through their countryside? Can you imagine some of the village police along the route blocking the local traffic so this balls-to-the wall motorcade could pass? Sounds unbelievable? It did happen and I'll tell you about it in a later "Newz & Viewz."

Dr. Ben Millspaugh  
6334 South Jay Way  
Littleton, CO 80123 USA  
303/795-3656

# Caption Contest Guesses



## Captions:

- Is that jack beside him really necessary to get him out of the beach chair?
- What do an aqualung, a 2 tonne jack and the club secretary have in common?... This photo!?!?
- Knobbly knee contestant Hairy Allison once again struts his stuff.
- Call the RSPCA, we've got a beached whale at Whenuapai!

## Speech Bubbles:

- "They told me that this pose would attract the girls... I'm still waiting you know."
- "If I sit here with my arms like this does it count as exercise??"
- "This chair was two feet off the ground at the start of the day."
- "They wouldn't let me race in my new designer overalls!"

# Boulevard Restaurant

## Datsun Z Club Race Day 1993

Wow! What a race meeting. Despite the fact that the number of entries was down this year (or maybe because of it) everyone involved in this year's Datsun Z Club Race Day had a great time. We all raced till we dropped, and for some, that point came about midday on Sunday!

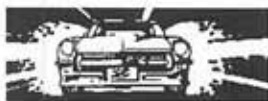
Scrutineering and practice were Saturday morning and the racing started Saturday afternoon. Sunday was another full day of racing, with grids based on lap times, regardless of class. This meant that most people had as much racing as they could



possibly want, (I managed to fit in eight or nine races over the two days... I kind of lost count) and the spectators were presented with some highly entertaining close racing.

As the HQ series has proven this year, it really doesn't matter what speed you are doing, if the racing is close, then it will be entertaining. grids based on lap times definitely gave us that at Zed Day. The other interesting point about gridding cars on lap times was that you got to race against cars with very different characteristics to your own.

Some of the most enjoyable races of the day for me involved my Zed against a Lotus Cortina. The Zed would eat up the Cortina down the back straight, only to have the lead disappear totally when the Cortina braked about 100 yards later than the Zed. Through the corners the Zed may have had a slight advantage, but it often couldn't take advantage of that while stuck behind the leaning Lotus. Down the back straight and again the Zed would pull into the lead, only to lose it again at the end of the back straight under brakes. It took five out of the six laps of the race for me to work out how to keep that darned Lotus behind me out of the hairpin, but I eventually sorted it out. It involved a trick taught to me by a Datsun Buddhist monk who excelled at dirty tricks in automatics. 'Dirty Trick Number One' worked a charm. I could tell you what it is, but then I'd have to kill you. Suffice it to say that it involves making full use of the automatic's tall first gear and usually results in large amounts of tyre smoke! This trick has since been used to great effect on a buzzy-bee (ie. Lotus Seven/Chevron/Fraser/any funny open top thing) at a later race day.



In any race like this where the lead is changing at least once a lap, (and normally twice) then the spectacle is usually enjoyed by both the participants, and the spectators. Why more car clubs don't encourage this format for a race day I'll never know.

Other enjoyable races during the meeting involved 'Do-or-Die' duels with Graeme Smith, right up until the point where he ran out of brake pads! This seemed to have an adverse affect on his lap times and he unfortunately spent the rest of the day watching from the stands.

Similarly Mike 'Drag' Dragecivich joined in on one race with a concerted effort to get past my friend in the Cortina. Between the two of them they created a very effective mobile road block, with both drivers pushing things to the limit to try and get by the other. I had to sit behind them, waiting for one of them to make a mistake. Unfortunately it appeared that Mike had trained under a different Buddhist monk from me, and this monk didn't know about 'Dirty Trick Number One' (which was probably just as well given that Mike runs a manual!). Mike therefore resorted to trying to out-brake the Lotus. This proved to be more than Mike's poor brakes could take and they decided to go on strike at an inopportune moment. Mike managed to retain some form of control, but went wide enough at the hairpin to let me slip by. This gave me a chance to finally attack the Lotus again on my own. 'Dirty Trick Number One' struck once more and I managed to hold them off to the end.

Throughout the field, people were getting good close racing, with more races than they could handle. This is what classic racing should be all about.

Another encouraging sign for the day was the great turnout of Zeds. 17 Zeds started the proceedings, including many of the regular names and even some new ones. MARKS1 (owned not-surprisingly by Mark) turned up for its first outing and, by Sunday afternoon, had managed to knock nearly 10 seconds off its times from the start of the meeting. That's an impressive effort in anyone's book!

All in all the meeting was well organised, well run and lots of fun. Many thanks must go to El Presidente for his usual super-human effort, organising the meeting and producing the thousands of different forms, tickets, vouchers and assorted paper work required to make the day happen. Similar thanks go to all the marshals, timekeepers, Cardswellian crowd controllers, officials, unofficials and volunteers of all sorts who helped make it possible. I think one of the helpers may have even got himself a job for next year! A certain Australian proved so efficient at organising the grids and getting them out on the race track, that the computer system doing the timing ran out of races. It could apparently only count to thirty and Peter tried to run thirty-one races! It is also the first time that entrants could hear when their races were on, even with the PA system turned off!

Hopefully other clubs take note of how it went, and we will see plenty of close racing in the season ahead.

## **More Worldwide News**

by Ben Millsbaugh

### **The 1993 Australian International Z Convention**

G'Day Mates, I just returned from the 1993 International Z Convention in Sydney, Australia, and it was spectacular. Those Aussies really know how to put on a show; They also have a knack for making some of the best beer in the world, but that's another story!

Bruce Richardson, President of the Z Club of Sydney, picked my wife and me up at the airport. Right off, I made the mistake of trying to get in on the wrong side of his car. Then, after I was gently reminded that it was ".....the other side," I found myself fumbling for a steering wheel as I took my position in the passenger seat. For all of the Aussies and you Englanders, remember, I get my turn when you

"righthanders" come to the U.S. of A. Another thing I found myself doing in Australia was looking the wrong damn direction when crossing an intersection on foot. All I saw was tailights until someone, this time Bruce's wife, Virginia, reminded me that the traffic was coming from the other direction.

Karen and I were whisked through morning traffic to the home of Joe and Malen Grupe's for our first four days in Sydney. This family treated me like I was some kind of celebrity and Malen prepared a very special meal at every opportunity. Her specialty was seafood and it rivalled any four-star restaurant here in the States. The Grupe's made our "jet

lag" transition occur with a minimum of frustration. On Thursday, Malen took the two of us into see the city and one of the big sightseeing events was a tour of the bay. After we left the shops at Darling Harbour, I felt like I should have been greeted by a representative of the Ministry of Finance commending me for boosting the economy!

On Friday, Malen, Joe, Karen and I arrived at the Carnoustie Motel, located in the Southwest quadrant of the city. It was humming with activity as Zs from Victoria, New South Wales, Queensland, and Western Australia arrived. Grant Leyte and his wife Jenny, arrived after making a gruelling 4000 kilometre trek from Perth on the West Coast. There were also representatives from New Zealand and the Island of Tasmania. After years of correspondence, I finally met Graham and Dierdre Collins of the New Zealand Club. Nice people and nice accent on the Queen's English. The rowdies from Melbourne arrived and proceeded to steal the show; I was soon caught up in their team spirit and I only wish more clubs here in the States had their adventuresome attitude and esprit de corps. Many of us gathered around the Hotel patio for a beer and I was introduced to one I think Australia should export; it was called "Victoria Bitter."

During my stay in Australia, I learned many new and sometimes not-so-proper phrases. One was, "It's your shout!" That simply means it was my turn

to buy a round of drinks for everyone. Each time, I made a sizeable contribution to the Aussie economy. That evening, we had an excellent steak barbecue at the Carnoustie and it seemed like everyone was a well acquainted after the food was gone. Of course, the members of the

Melbourne club were trying to put plastic drinking glasses into their mouths, top first, and I caught the whole thing on video. I plan to show it at one of the U.S. conventions sometime in the future, hopefully when we have a large contingency of Melbourne visitors!

The weather couldn't have been better on Saturday as the participants prepared for the motorsports event at Oran Park Raceway. One by one the drivers queued up for the scrutineering session. Once passed, they were eligible to have a go at this well maintained, full-size sports-racing track. All eligible drivers then followed a 300ZX pace car around the circuit and that was a sight to behold; 60 Zs in a line nearly a mile long. Showtime had arrived. As opposed to the American autocross, the Aussies race in pairs against the clock. Mark St. Clair, past President of the Hunter Valley Z Club of Newcastle, gave me a chance to motor around the track in his Z and that was worth the price of the airfare getting to Australia. Although many wheel to wheel dices developed, only one prang had happened by the end of the day and the driver was not injured. After the "supersprint," drivers prepared for the 1/8th mile drag races. It was especially interesting to see some hotter 240Zs beat the small block Chevy-powered V8s! It is, however,

difficult to beat brute torque. I was impressed by the sportsmanship and organisation of the Motorsports event. The competition was there, but it all seemed to be in the



spirit of fun.

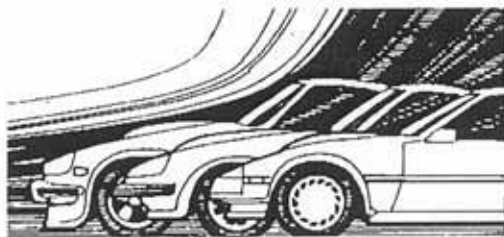
Just down the road from the Raceway is a theme park known as the El Caballo Blanco. On Sunday, millionaire-owner Emanuel Margolin put on a family show with his incredible Andalusian stallions.

This theme park was the site of the Concours d'elegance. One by one, the carefully prepared cars took their class positions around a beautiful lake near the entrance to the Margolin estate. Classes were: Standard and modified 240s; 260s; 280ZXs; and 300ZXs. The Aussies, I found, were more oriented toward originality than their US counterparts. Because of the larger number of Zs found here in the States, there is a greater tendency to try and be "different" and in this land of hotrods and California customs, the modified Z was more common than the completely original one.

Sunday evening, a dinner was held at the Hotel and yours truly was their guest speaker. I showed slides from the States, some of our Club activities, and a potpourri of original and custom cars. The audience was very courteous and attentive. They were impressed with the wide variety of Z cars we have, especially the 280Z which they never had imported in their country. There seemed to also be a strong interest in our conventions and over 30 people told me afterward they were planning to attend one of the U.S. meets within the next 2 years. After my bit, there was a trophy presentation and the high-spirited Nissan Datsun Sports Owner's Club of Melbourne took home the

lion's share of honours. It all ended with a farewell breakfast the next morning, Easter Monday. Karen and I had to say goodbye to many new friends. I spent the remaining days in Australia as a guest in the homes of Bruce and Virginia Richardson and Mark and Sheena St. Clair. Again, we were treated like royalty by these wonderful people. In keeping with Mark St. Clair's promise, I was taken to a nearby aerodrome where I had to opportunity to visit a restoration facility and to fly a Tiger Moth aircraft. It was almost a religious experience to see the beautiful Australian countryside through the wings of this classic British biplane.

We will always have fond memories of their country, the cars, the kangaroos, the koalas, Vegemite, the Akubra hats, Darling Harbour, the Tiger Moth, but above all, we will remember the people, our wonderful new-found friends from down under.



## Welcome New Members

Ian McArthur	Auckland 1310	'72 240Z	Red	24OZZZ
Tony Laskey	Gisborne 3810	'71 240Z	Red	MY240
Andrew Girvan	Tauranga 3070	'73 240Z	Red	HW7940
Sean Ruane	Auckland 1002	'72 240Z	Red	FZ5669
Graham Hargreaves	Kaiwaka RD2	'78 280ZX 2+2	Burgundy	28OZED
Rhonda Brien	Auckland 1207	'77 260Z 2+2	White	MF6732
Anthony Van Dam	Auckland 1702	'81 280ZX	Black	OU1888
Darren Good	Auckland 1705	'71 240Z	Yellow	124OZ1

# Technical Corner

## "A Bruce Guide to Engine Tuning"

### - Lesson 3: CAMSHAFT SELECTION.

There is no doubt that the fashionable modification in the Zed Club at the moment is installing a "hot" camshaft. Personally, I agree with this trend, as on a horsepower-for-bucks scale, this one is tops. So perhaps a little background to what a cam does, using the straightforward jargon-free language that has made this column a household name with "Woman's Weekly" readers, will help you select the right one for your car.

The camshafts sole job is to activate the valves of the engine, which pump air through the motor, helping the petrol burn, and blowing the exhaust gases out. The more that the valves can pump, the faster you will go, as long as the carburettors are big enough to supply sufficient petrol.

The camshaft causes the valves to pump by an offset lump on the shaft called, surprisingly, a cam, after its discoverer, Alfred F. Kamm, who first noticed the principle when his crankshaft hammered a rod through the side of his engine. This lump gives the valve a big whack, causing it to bounce on its spring. The longer it bounces, and the higher it bounces, the more air gets pumped. The size of the whack depends on the size of the lump on the shaft, also called "lift". The bigger the better, but too extreme and the valve hits the piston, which as Greg Gillespie can attest, causes the valve to come off second best. This used to be avoided by cutting holes in the piston where the valves hit, but don't go right through the piston, as this reduces the compression of the motor too much. Competition valve springs have more bounce, which also helps.

If the inlet and exhaust valve pump together, there is a big gap to the next pump, but if they pump at the wrong time they can upset each other. This factor, called overlap, needs careful consideration. Overlap should therefore be a multiple of 180 degrees.

At low revs the heat of the exhaust is sufficient to force air through the motor; however, the sooner you can get the valves bouncing (or "on the cam" as the its commonly known) the better. Some motors can't bounce their valves very early at all, and these motors are best avoided, as they need huge carburettors like 55mm to compensate. On the other hand, I have achieved valve bounce as early as 2000 revs, using lightweight springs, square cams, and 180 degrees overlap. Impressed? Hell, I am! So don't let the so-called "technical experts" bluff you, the proof will come when you triumphantly pull into the pits 5 minutes ahead of the rest.

Good Racing!



# NewZ & ViewZ Worldwide

(more from Dr Ben)

In an earlier "NewZ & ViewZ" column, I mentioned that I would tell you about the First International Z Convention and here 'tis. It was held in the city of Echternach, Luxembourg, during the second week of August, 1985, with a total registration of 99 Z-cars and 150 Zedders. Germany fielded the largest number of cars with 52; Switzerland had 20; Holland had 11; Great Britain (UK)-9; Sweden-4; Luxembourg-2; and there was one entry from Finland. The event was hosted by the Z/ZX Club of Deutschland (Germany). The coverage of this event was featured in a magazine article of the Z Club of the U.K., written by Margaret Bukowska. ;(And my thanks to her for getting me a copy of the article)

Echternach is a small village near the Luxembourg border. The event centred around the Hotel du Commerce located in the town's market square. On Sunday, August 11th, activities started with racing at the Goodyear Circuit. The participants were given a 3 lap slow drive around the track and at final count, there were 97 Zs on the course. During time trials, as many as three Zs could have a go at the circuit. After the event was finished, a ceremony was held; everyone received a plaque and cups were given for fastest times. In her article, Margaret said, ".....(by day's end) everyone had thoroughly enjoyed themselves. I think we all did very well considering it was an unfamiliar circuit and the bends were very tight... At the end of a tiring day, we started off in a convoy for our 30 mile journey back to the hotel. More delight was to follow. The Gendarmerie (local police) turned out in force, not to stop us (doubtful if they could have even if they wanted to) but to make sure we carried on unhindered. At each village we passed, a policeman was on

point duty, stopping the other local traffic so our convoy could pass through uninterrupted. Ninety-seven Zs in convoy at speed on the public roads! The local residents came out of their houses to look and wave at us. Children were tugging at their parents' sleeves and pointing. We obviously had made their day--it made ours! I'm sure the whole of Luxembourg knew about the International Meeting, that's how it seemed. The following week we discovered we had made the French national newspapers!" Much of the excitement for participants was the sightseeing along the way to and from the Convention. The group from the U.K. left home on August 9th and returned on the 22nd! Before and after the Convention, participating Zedders experienced beautiful scenery, wonderful food, local wines, and dancing into the night at nearby discos.

The Z/ZX Club of Germany is to be congratulated from their pioneering effort. I can only imagine what it was like to see 97 Z-cars in that European setting. When the International "set" gets together, language is not a problem-- there's fun, friendship, and a feeling of belonging. I experienced this in Andover, England, at the Second International Meeting hosted by the Classic Z Register. About 1/3 of the participants didn't speak the same language... but it didn't seem to matter, we were all friends by the end. Ein Prosit!

Bumper sticker of the month seen in Kansas City.. "No matter where you go, there you are!"

Ben Millspaugh, International Z .6334 S.  
Jay Way, Littleton, CO 80123

# Madame ZsaZsa

## Star Guide for 1994

I thank Bruce Woolmore (I think)

### Aries

When the freshening breezes of spring turn the iron in your blood into lead in your petrol, a tall imperious brunette will appear in your life. Unfortunately, she will be riding a Yamaha motorbike, and carry a speeding infringement notice in her hand. Opportunities for romance; minimal. Lucky number; Ten (the number of points you are off losing your license).

### Taurus

Your legendary slowness to anger will be a godsend when a Toyota Townace with the entire Otahuhu league team backs into your drivers door. Be sympathetic. Unlucky colour: Beige. Unlucky number: 13 (plus two reserves and a coach).

### Gemini

You will set a new lap record. For 3-cylinder cars, as the front half of your crankshaft decides to split with the rear half. Be circumcised. (Mme Z-Z; That may have been a transcription error, but I'd like to see you trying to read these B.. tea-leaves).

### Cancer

You discover that your Zed's sills and chassis rails have become lighter over winter, and your wheelbase is now 10mm shorter. Undeterred, you push on with your 215hp engine mods anyway. Be parsimonious. Lucky break: clavicle. Lucky fruit: banana.

### Leo

Your Leo courage comes to the fore at Baypark, and you overtake the race leader on the sweeper. You will, however, remember nothing of this feat, but the doctors prognosis will be favourable. Lucky Flag: white. Lucky food: glucose drip.

### Virgo

You will purchase a 280ZX 2+2 with the objective of attracting hordes of rapacious young women. You may have a bright future as a comedian. The closest you will come to fast women is when they lap you in the Porsche LeMans race. Unlucky number: 1.

### Libra

Avoid emotional entanglements, particularly on the Panmure roundabout at 5:15pm. Your love of speed will not be matched by your enthusiasm for engine maintenance, and you will spend much of the season on a tow-rope. Be philosophical. Lucky fish: Orange Roughy.

## Scorpio

Tyres will be important to your success this year, particularly the ones at the end of the Pukekohe front straight. You will start to feel a lot closer to your colleagues, so make sure you bleed those damn brakes after practice. Be aggressive. Lucky bodyfiller: Epiglass.

## Sagittarius

You may find your efforts undermined by less scrupulous individuals who will stop at nothing to win. Welcome to motorsport, sucker! Jupiter is aligned with Mars in the second week, so check those seat-belt mounts. Lucky blood-type: O Positive.

## Pisces

Keep your ambitions realistic this month. There is no way that a Zed will do 1:15's around Pukekohe on 145/90 crossplies. Be thorough with paperwork (particularly that headed: Next of Kin). Your urge to explore will find you venturing into regions hitherto untouched by civilisation (though a few Jaguar drivers may have passed through). Lucky barrier: Armaco.

## Aquarius

Your water-bearing instincts come to the fore this month when your radiator core collapses. Avoid the tendency to be impetuous, particularly with radiator caps, as you may find yourself in hot water. Lucky food: Fettuccini (well not really, I just wanted to prove that I could spell Fetucinni). (I believe the spelling is in fact 'Feticinne' - /)

## Capricorn

You will feel a surge of energy later on this month. Next time, disconnect the battery leads before you take the starter motor out. Financial ventures really start to take off soon. Unfortunately, this is on a downward slide. Lucky pet: Angora Goat.

# Singing The Blues...

Dear Sir,

I write to share with your readers a little-known tip for improving the performance of their cars.

Just prior to a recent race meeting we installed a cheapie (absolutely standard, trust me!) import engine into my race car. Prior to installation we gave the it a full "Epiglass recondition" in "Almost Nissan Blue" (A.N.B. for short).

To my delight the engine not only ran on Super (it doesn't need the nitro-methanol blend) but it also produced faster lap times than the (much modified) "race" engine.



The engine had noticeably improved cooling and reduced drag, both caused by the paint. I was also impressed with the reduced maintenance and hence the increased time between re-paints.

I put all of these good results down to the A.N.B. shade of paint and would fully recommend that anyone contemplating modifying their engine should first try a coat of it. Put off that port-job, delay the cam-grind, cancel the order for forged pistons the real racers edge is Epiglass A.N.B. paint, and it's VERY cost effective!

Warmest regards,

G. Gillespie

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## Wanted Wanted

**THE PERSON** who borrowed my suspension-spring compressors. Offering a reward to the member who tracks them down for me, or, an even bigger reward for the one that brings me his *things* on the end of a pointed stick!

**ANOTHER PERSON** (or was it the same person?) who borrowed the Z-Club's copy of the video tape "Classic Cars", the documentary on the 1983 Porsche LeMans.

**AND ANOTHER PERSON AGAIN** (?) who borrowed the Z-Club's brake drum puller ?

Phone Graham Collins - (09) 636-5443 (Hm or Bus)

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## For Sale For Sale

**DATSUN 280ZX 1981** 5 Speed manual, current Z-Club CONCOURS D'ELEGANCE 280Z trophy holder (twice overall winner). 99% factory standard, royal blue, gen. 80,000 km., ex Singapore, 1 NZ owner 6 yrs, \$12,000 ono.

Phone Phil or Mary Thomson - (09) 837-3856 (Hm)

**DATSUN 240Z INTERIOR PANELS**, the left and right side black plastic panels for the rear compartment of your 240/260Z - \$112.50 each. Other interior panels will be produced if demand is sufficient, just call and ask.

Phone David Turner - (09) 276-7376 (Hm & Bus)

**SKIRTS**. Side-skirts for a 280ZX 2-seater - \$100.00

Phone Gary Meeson - (09) 524-5315 (Hm)

**NISSAN 300ZX** ex NZ Motor Show 1986, Black over Gold, only two owners, 213,000kms, near-new tyres, stainless exhaust. Generally thoroughly and carefully maintained - \$12,000

Phone Noel - (04) 298-2574 (Hm)

**FLAMECRUSHER RACING OVERALLS**, multi-layer, 2 pair, (MANZ/FIA 1A & 1B 80) 1. Blue/White SM, as new. 2. Red/White XL, as new - \$300 each.

**RACING HELMETS**, two, both full faced, FFM.NZS 1884, as new, sizes 56 & 60 - \$90 each.

Phone Phil or Mary Thomson - (09) 837-3856 (Hm)

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**NISSAN 280ZX T-TOP 2+2**, 1980 NZ, left front damage - OFFERS?

Phone David Turner - (09) 276-7376 (Hm & Bus)

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**CAR-COVER**. Snug-cover, all weather, custom made for Datsun 240Z (260Z Coupe). Best quality, best fit - discounted price for stock sample.

Phone Elizabeth McDonald - (09) 534-8133 (Bus)

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**RADIATOR**, 240/260Z five-core. Near new and freshly cleaned - \$200.00

Phone Paul Hansen - (09) 292-8055 (Hm)

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**DATSUN 260Z V8 2-SEATER**, 1974, blue, 15" Enkies, A008s, kevlar seat, harness, JFZ calipers and vented discs, brake bias valve, 5-speed Celica box, and THAT motor - 350 Chev with 4 bolt mains, gear drive roller cam, roller rockers, steel crank, steel rods, fuel inj. heads - and more! and spares! No dreamers, ring and discuss price.

Phone Jim Gardener - (09) 828-5046 (Hm & Bus)

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**FRONT UNDER PANEL** (valance) for 240/260Z. **HATCH LOUVERS** for 2-seater 240/260Z. **260C DISTRIBUTOR**. **FRONT SWAY BAY**, standard 18mm.

Phone Graeme Smith - (09) 528-5392 (Hm)

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**FAIRLADY 2-LITRE** (260Z shape), G-nose, 2-seater, manual, new brakes, needs painting - \$5,500 ono

Phone Hugh - (07) 348-4367 (Hm)

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**DUCKHAMS OIL**, Hypergrade 15W/50 SG/CD or QXR 10W/40/API SG/CD synthetic, HALF PRICE - \$15 per 4-litres. A few left for members only.

Phone Graham Collins - (09) 636-5443 (Hm or Bus)

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**280ZX STICK-PINS**, If any members interested we will import these (approx. 25cm long) cast-metal pins from Holland. 240/260Z may still be in stock, though only 500 of each to be made. Colours red, orange, yellow, green or black - \$8.50 ea.

Phone Graham Collins - (09) 636-5443 (Hm or Bus)

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**BOOKS BOOKS BOOKS!** Millspaugh's Z-Car Enthusiasts Guide, Haynes '79 to '82 280Z/ZX Service Manual, Hutton's The Z-Series Datsuns, Brookland's 280Z & ZX '75 - '83. All in A1 condition. Prices less than 75% cost.

Phone Gary Meeson - (09) 524-5315 (Hm)

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**For Sale Continued Over** 

# For Sale Continued

## STIRLZ PARTZ:

**200Z/FAIRLADY** - grill, 2 plus 2 badge, complete set Fairlady badges, complete 1977 model computer, throttle box + wiring loom (engine to computer), Nissan Hitachi/SU carbs on manifold including chrome air-cleaner box and heat shield, original injection fuel line purge tank.

**240Z** - standard exhaust (manifold to tailpipe) inc. rear muffler, 4.1:1 differential in excellent condition, 3 x round Ramflo air cleaners to suit SUs, 2 x transaxles (?) in excellent condition, 240Z pressure plate, assorted used master cylinders, new full set Bilstein shocks (Suit performance car), Pair front overriders (1 damaged but repairable), slightly twisted tailgate, front LH guard with rear 1/2 useable, hatch louvres for coupe.

**260Z** - driver's seat runners, driver's door armrest, 5 x standard rims with bald tyres, spare wheel hold-down cap, 2 x interior high hand grips, rear bumper with damaged LH corner plus new LH corner piece, pair perspex headlamp bezel covers with chrome strip fittings, LH tail lamp lenses, globes, wiring and surround (minor damage) suitable parts.

**280ZX** - new Cook RR5 performance cam, complete short-block reasonably good, low compression head in good order suit turbo or late 280ZX, 2 x injection manifolds suit parts, electronic dizzy suit all Zeds, set of piston rings, manual flywheel, clutch plate, pressure plate, turbo H/D pressure plate, 2 x oil pumps, 2 x alternators, 2 x starters, water pump suit exchange reco, alloy front cover including water pump highly polished suit show car, thermostat housing, 2 x bottom hose outlets, 2 good bottom hoses, original turbo engine oil heat exchanger, auto torque converter, LH & RH front suspension struts including springs and brake discs, instrument panel, alloy radiator in excellent condition suit racing, oil temp gauge kit, untidy but cheap panel type oil heat exchanger 26"x4"x2", assortment of new and used race spark plugs, assortment of new and used DS11 racing brake pads, turbo with SU carb and manifolds etc. (Many of above parts suit all models.)

**DATSUN 240Z:** Presently "in primer" ready for your choice of colour. Everything in sound order. With or without race motor. OFFERS?

Phone Stirling Mayo - (09) 536-5955 (Hm)

## Word Answers

### ISSUE 58

Disclaimer: Any complaints as to the contrived nature of these answers will be totally ignored. Any suggested improvements will likewise be treated with the contempt they deserve.

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