



*Orient
Express*

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



Issue 62
February 1995

CLUB PATRON :

We are pleased to announce that our club patron is: Steve Millen

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PRESIDENT:	Bruce Robinson	(09) 527-8836
VICE-PRESIDENT:	Dee Collins	(09) 636-5543
SECRETARY:	Alan Harrison	(09) 444-7533
TREASURER:	Rob Chubb	(09) 443-0822
CLUB CAPTAIN:	Dave Long	(09) 828-1047

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QUEENSTOWN:	Mike Garland	(03) 442-1115
WELLINGTON:	Dean Murdoch	(04) 478-0942
	Don McLean	(04) 479-6133
NORTH AUCKLAND:	Eric Knight	(09) 436-0093

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	Greg Gillespie	(09) 410-9689
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Jan Long	(09) 828-1047
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Pats and Eddie Torial....

A lot has happened since our last issue, Christmas has come and gone and here we are two months into 1995, practically half way through the racing year.

The AGM last December, which was fairly well attended, saw Bruce Robinson elected as our new Club President, and Dee Collins elected as Vice President. The other executive positions remained unchanged, but having someone back in the drivers seat (so to speak) has revived the clubs energy and provided the forward momentum and direction necessary since Graham's passing.

It has been pleasing to see the number of new members attending the many social gatherings and events, and also the number of longer standing members coming out of the woodwork.

Our Club Concours was a spectacle to behold this year and the Inter Marque Concours will see the first team of three 300ZX's entered by our club (Graham would have been pleased). The display team of two 240's (Peter Campbell's and Ana Pincivic's) and two 280's (Patsy's and Lindsay Walden's) will also be impressive. Hope to see you there.

Patsy and I hope you will enjoy this issue, I mean heck, we had nothing better to do on Auckland Anniversary weekend anyway! No really, thanks for all the contributions and encouragement, keep them coming.

Pats and Eddie.

Inside.....

- Coverage - Nissan Mobil 500
- A letter so controversial others 'fear to print it'
- Concours D'Elegance - Judgement Day
- Coming Events
- Minutes of the 1994 AGM - Yes it happened!
- Datsun Z Challenge Series Results
- and much, much, more...



"Lifting the Lid" on Concours

Here's To You Mr Robinson.....

For those of you who don't know our new club president, Bruce Robinson, we've done some digging to be able to tell you a little bit about him. Bruce is an Aucklander, born in St Heliers (7.9.37), and educated at St Heliers Primary School and Auckland Grammar. He married his wife Nancy almost 36 years ago and they have 4 daughters, one son (our own Stu "part-time, at the moment, racer" Robinson), and seven grandchildren. Bruce is a cabinet maker by trade and he and Nancy have a business which specialises in the manufacture of custom built commercial furniture. His community interests include 27 years as a Rotarian, many years served on the vestry of his local



church, involvement in the Furniture Manufacturers Federation at both a local and National level, and also the Furniture Industry Training Association.

His personal interests include spending time with all those family members, snow and water skiing, boating and a life long interest in motor cars (although how he has found the time I don't know!). You may remember his class winning 300ZX from last years club concours, which repeated its win this year. Bruce said he is honoured to have been elected as President of the Datsun Z Club and is looking forward to meeting more of you at upcoming events.



The Great Z Club Magazine Official Interview (Z Club Member profile)

Name: Anthony Baker

Date: 17 November 1994

Occupation:

I'm a self employed electrician and appliance repairer.

1. Tell us about your Zed

I own a 1976 260Z coupe. Most parts of my Z have been modified or altered to some degree. Notable items include; 3.0 ltr engine, twin 2" SU carbs (they work and don't use as much petrol as triples), lowered adjustable

suspension, geometry and shocks, large front disc's, 4 pot calipers, and half roll cage.

2. **History of car?**

Registration number ND8786. The car appears to have arrived in NZ (approximately 1983-84) as a private import to a Palmerston North owner, complete with 2.8ltr motor and a few other odd pieces, was used by that owner till 1989 when it was purchased by Mr R Smith of Akl, and then by me 04 December 1990.

3. **When did you join the Zed Club, how did you hear about us?**

I already knew of the Clubs existence through Graham Collins who was a regular visitor at the service station, owned by my neighbour, that I worked at part time after school. I joined the Z Club upon returning from an extended overseas trip (at age 24yrs) when I decided that I could afford to purchase and run one of these "oil companies delights".



4. **Is your car purpose built, street raced, daily transport, business vehicle?**

My car, although not used for daily transport, still see's a lot of highway miles under it's tyres on weekend trips away or when I feel like just going for a spin.

5. **Future Plans?**

More racing and yet more racing. As to future plans they are too numerous to list, but happening at the moment are oil cooler, rev limiter and a gearbox tear down (again).

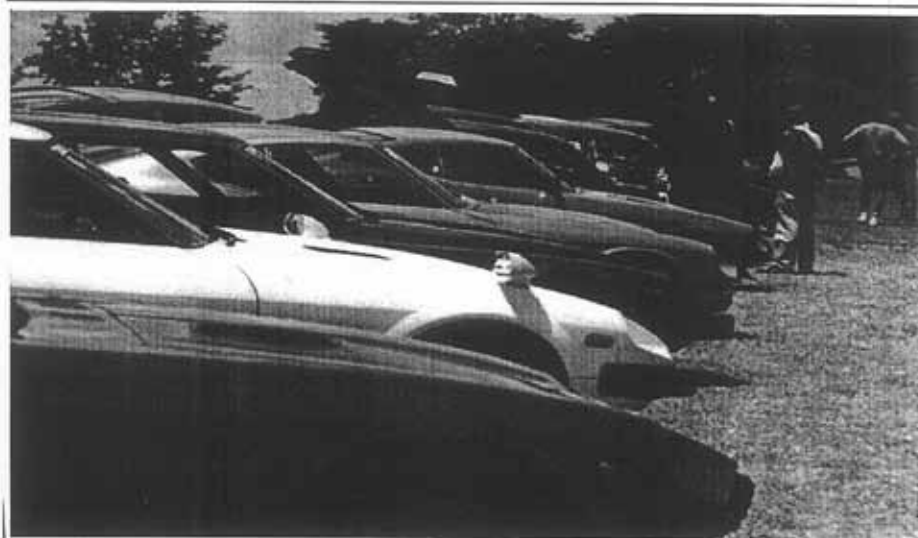
6. **Worst moment in your Zed?**

No moments to date, and I don't mind waiting!

7. **Best time you have had with your Z?**
Datsun Z day at Baypark, great weather, relaxed atmosphere, and a good turn out. Porsche Le Mans (this year we will beat the auto's!!).
8. **What sort of events have you been involved with in your Z?**
Club and national racing events.
9. **What car would you buy if you won lotto?**
Nissan GTR Skyline or a RS4 Audi, but not a 300ZX, a bit slow really. (*Hey living dangerously with that statement... Edz*).

WELCOME NEW MEMBERS.....

Robert Cuttle	Wellington	1974	260Z Coupe	Bronze	IQ9925
Wayne Dawson	Ponsonby	1974	260Z Coupe	Green	GZ6256
Mike Lucas	Weymouth	1977	260Z Coupe	Green	IU7302
Antonio Jugum	Henderson	1989	300ZX Coupe	Silver	SK1126
Grant Mack	Henderson	1977	260Z 2+2	Blue	JS965
Darcy Blackmoore	Glendene	1990	300ZX Coupe	Black	BLACKZ
Philip Dunbar	Dunedin	1972	240Z	Orange	FS5521



Coming Events.....

SOCIAL CALENDAR		
<i>DATE</i>	<i>EVENT</i>	<i>LOCATION & DESCRIPTION</i>
Wednesday 8 February 7:30 PM	Nosh, Nog'n' Natter	Gee Gee's Bar & Brasserie, Manukau Road, Epsom. A bit more upmarket than last month, but heck, why not. Ring Dee on 636-5443 to confirm.
Sunday 19 February	InterMarque Concours	Ellerslie Showgrounds, Greenlane. Come along and support the teams we have entered.
Wednesday 8 March 7:30 PM	Nosh, Nog'n' Natter	Tony's Lorne Street. Always good steaks! Ring Dee on 636-5443 to confirm.
Wednesday 12 April 7:30PM	Nosh, Nog'n' Natter	San Marco's Pizzeria, Western Springs. This time we will order each table's meal seperately. Ring Dee on 636-5443 to confirm.
Wednesday 10 May 7:30PM	Pot Luck Dinner	Greg and Lisa's, 3 Newport Road, Forrest Hill. The quality of the food will be up to you. Ring Lisa on 410-9689 to confirm and find out what course to bring.

NB: Rally New Zealand is happening again 27 - 30 July 1995 (*so why are you telling me this?? I hear you ask*) well with the new FIA Regulations they will need many more volunteers to assist with the running of the rally. There are vacancies for stage, timing and safety marshals, plus many other opportunities. So if you have a thermos, and you like NZ scenery please contact for further information:

Volunteer Liaison Officer, Freepost No.4982, Rally New Zealand, P O Box 62021, Mt Wellington. Phone (09)276-0882 or fax (09)276-0881.

RACING CALENDAR

<i>DATE</i>	<i>EVENT</i>	<i>TYPE</i>	
FEBRUARY 1995			
Sunday	05.02.95	Datsun Z Club Drags @ Mere Mere (part of Datsun Z Challenge Series)	Club Drag
Sunday	12.02.95	Auckland Car Club - Clubmans	Race
Sunday	19.02.95	Northern Sports Car Club - Clubmans	Race
Sunday	19.02.95	Capri Car Club Sprints @ Taupo	Sprint
Saturday	25.02.95	TACCOC Whenuapai	Practice
Sunday	26.02.95	TACCOC Whenuapai	Race
MARCH 1995			
Saturday	04.03.95	ACC/NSCC - National Champs	Practice
Sunday	05.03.95	ACC/NSCC - National Champs	Race
Saturday	11.03.95	Porsche Le Mans	Practice
Sunday	12.03.95	Porsche Le Mans	Race
APRIL 1995			
Sunday	02.04.95	Auckland Car Club - Clubmans	Race
Saturday	08.04.95	TACCOC- Festival of Motoring	Practice
Sunday	08.04.95	TACCOC - Festival of Motoring	Race
Sunday	30.04.95	Auckland Car Club - Clubmans	Race
MAY 1995			
Sunday	14.05.95	Northern Sports Car Club - Clubmans	Race
Sunday	21.05.95	Cooper Car Club Economy Run (part of Datsun Z Challenge Series)	Trial/Econo Run
JUNE 1995			
Monday	05.06.95	MG Car Club Sprints @ Pukekohe	Sprint
Saturday	24.06.95	Taupo Car Club Classic Meeting	Practice
Sunday	25.06.95	Taupo Car Club Classic Meeting	Race

ATTENTION!

Watch out for updates
as further Datsun Z Challenge Series events are confirmed!

Datsun Z Club Announces New Club Patron

We are very happy to announce that Steve Millen has agreed to join the Datsun Z Club as Club Patron. The idea was first suggested to Steve by Graham and Dee at the Hamilton Street race in early 1994. We contacted him again later in the year and he has kindly accepted our invitation.

Steve's involvement in Zeds in both his business and on the race track has done more for the profile of the marque than any other person. The fact that Steve is also a Kiwi makes it even more exciting that he has agreed to accept this position.



Steve's career spans probably longer than he would like to remember. If it has four wheels and a motor then he has most likely raced it. In New Zealand in the late 60s through to the early 80s, Steve Millen raced in everything from the Silcock Jaguar, to formula Fords, to rally cars, speedway, and various top single seaters. We even managed to find a program from the 1975 Heatway International Motor Rally in which Steve Millen was listed, running an 1800cc Escort RS. In 1980 Steve Millen won the New Zealand Grand Prix in a Ralt RT1 at Pukekohe. Two years later he was again the first kiwi home in his Ralt RT4.

Around this time Steve moved to the States to continue his career and took on the Americans in anything that moved. He accomplished the remarkable feat of being the rookie of the year at Pike's Peak and the 24 hours of LeMans in the same twelve month period, showing his great versatility. He won the IMSA GTS Drivers Champions in 1992 and 1994 and has won more IMSA GT races than any other driver in IMSA history, all in his Nissan 300ZX run by the Clayton Cunningham team.

In the season just gone, Steve Millen won the 24 Hours at Daytona, the 12 Hours at Sebring and then took on the 24 Hours at LeMans, here they finished first in class and fifth overall, completing an amazing trifecta. Next year they will be back at LeMans with the knowledge they gained this year, to try for an overall win.



The accolades keep coming in for Steve Millen. In 1986 he was the first foreign-born driver to win the "American Auto Racing Writers and Broadcasters Association" award. This is considered to be the American motorsport equivalent of winning the Oscar and is awarded to only twelve drivers each year from all forms of motorsport. In 1994 he again won this award. This time he shares the honours with Indy 500 winner Al Unser jr, Nascar champion Dale Earnhardt, drag racing star Don Proudhome and stadium truck racing champion and Pike's Peak winner Rod Millen (his brother).

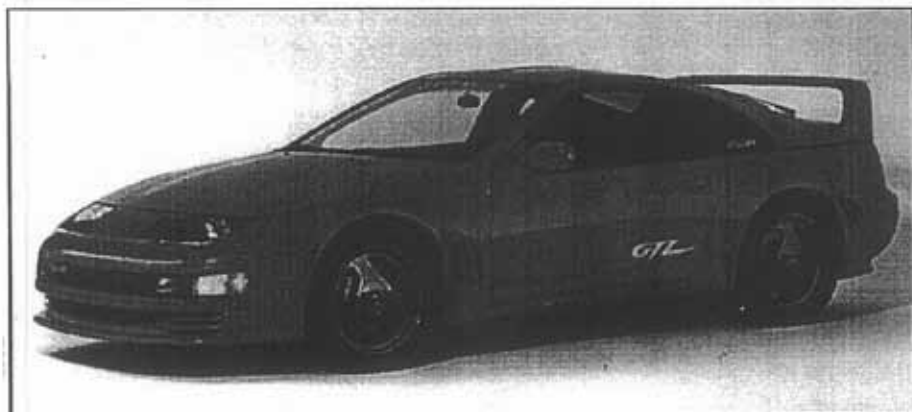
In another first for a Kiwi, Steve has been invited to compete in the International Race Of Champions (IROC) in 1995. This four race "invitation only" series will pit Steve Millen up against such names as Dale Earnhardt, Rusty Wallace, Mark Martin, Al Unser Jr., Emerson Fittipaldi and Bobby Unser. Despite the disadvantage of all four races this year being run on ovals, Steve is looking forward to a great series and a chance to see how the "good ol' boys" do it!

If you look in the front of your MANZ manual, you will find Steve Millen's name amongst the thirteen drivers in the Motorsport Wall of Fame, along with drivers such as Denny Hulme, Bruce McLaren and Rodger Freeth. There is no doubt at all that he deserves to be there.

It is unfortunate that we see so little of the IMSA GT racing here in New Zealand. Steve Millen is a household name in the United States, yet here in New Zealand many people have barely heard of him. We were therefore extremely pleased to see Steve running in the International Transam races at Pukekohe and Manfield over the New Year break. This was a rare opportunity to see him "live in action", and he

didn't let us down. Coming from the back of the grid (due to random marble draws) Steve fought his way through to second and third in the Pukekohe rounds, and looked like he only needed a couple of extra laps to have overtaken the leaders. He went to Manfield leading the series and, despite DNFing in the first race, fought back to win the second race in great style.

When not racing, Steve Millen spends a lot of his time at Costa Mesa California where the 32,000 sq. ft facility of Steve Millen Sports Cars resides. This company has been built up by Steve and his partner, David Schollum, over the last eight or so years to the point where they are the leading provider of aftermarket parts for late model 300ZXs in the States. The STILLLEN brand name (an acronym of STEve MILLEN) is well known amongst those looking for more performance from their 300ZX and is



obviously helped by Steve's success on the track. Steve Millen Sports Cars not only sell the parts for cars, but they also run a full workshop and turn out their own super-performance car known as the STILLLEN 300ZX GTZ. This can include anything from upgraded body and suspension parts, through to huge brakes, upgraded intercoolers and turbos, and nitrous (just to get rid of that turbo-lag!).

The greatest compliment to the STILLLEN 300ZX GTZ has to have come from Nissan themselves. For the 25th birthday of the Zed (which they consider to be 1995) Nissan are contracting Steve Millen Sports Cars to produce a limited edition Nissan 300ZX GTZ. Between 250 and 300 of these vehicles will be built by Steve Millen Sports Cars for the American market. Parts for another 25 to 30 will also be shipped to Nissan in Australia. Unfortunately, Nissan in New Zealand appear to be uninterested in this event and will not be involved in this limited edition run.

Steve Millen's ability in both his racing career and his business are without doubt. It's great to see a Kiwi showing the world how it should be done...especially in a Z!



LETTERS TO THE EDITORS.....

Dear Pats and Eddie,

I purchased a 1981 280ZX back in March of 1993, from a dealer in Auckland. It appeared to be a good one, straight, very little rust, and it seemed to run very well. "Great" I thought, a lovely car to use and I'll join the Z Club and get back into some motor sport. Well one engine later, then another head gasket, various other ailments including reconditioning the brakes, and the discovery of more rust, and I decided it wasn't such a good one after all. I competed in a couple of events, Clubmans and Whittakers and found it wanting. To cut a long story short I decided to buy a 300ZX, which I thought would be more reliable, handle better, have more speed etc.

I bought what I thought was a 1987 300ZX coupe. Even had it checked out by AA, useless bunch. Off I drove into the sunset. I took it to my local garage, Archer & Lupp (great guy, highly recommend them) to have it checked and serviced, oil change etc. Daine phoned me, "Grant are you sitting down!". "Yes" I said, well Daine went on to explain that the chassis number indicated that the car was meant to be a 200ZX turbo 2+2 and on further exploration was actually found to be two cars joined together and the engine was out of a Skyline or something! "Sh*#@#" I said. Another long story, but I took it back to the dealer, Mike Moore Autos in Palmerston North (do not recommend!) who took it back to Turners Auctions, who stuffed us all around for some time, more lost dollars.

Still not put off, I purchased a 300ZX from Grant Johnston Motors (no relation), through Mike Moore Autos in Palmerston North. I went to Palmy to pick up this one, which had been checked out by Car Inspection Services in Auckland (another bunch of idiots). On my way back to Wellington the car spluttered to a halt. I got it started again and although it was running rough, it got me home.

The next morning it started fine and seemed to run really well, but it was only teasing. Over the last six months I've probably been without the car for two and a half of them. One stretch for 5 weeks while Archer & Lupp sorted out the electronics, having to install a new computer. Archer & Lupp have been really great and I would recommend them to any Z owner. I would also like to add that Dave Turner of the Z Club was very helpful. He had to put up with me calling him often, on various matters.

In the first four months there would not have been a week gone by without some problem. Neither Mike Moore Autos or Grant Johnston Motors were of any help and

their attitude left a lot to be desired. The last major problem was the diff, I ended up having to get one from Aussie, off the road for another 10 days.

The above has been the excuse for me not being able to enter and compete in any events. However, I trust the problems have now been sorted out and I'm looking forward to the Whittaker's Classic Motor Race Meeting at Manfield this year.

The car is now going very well, we put it on the dino and got a reading of 220 bph at the wheels, and I hope to be more involved in the New Year. There seems to be a group of us Z owners in Wellington showing some enthusiasm, so hopefully there will be more challenge from the Wellington region in future.

Grant Johnstone
Frustrated Z Enthusiast and Lemon Buyer.

Patsy & Eddie,
Orient Express Editors,

Dear Madams (ooh err) (*Madamoiselles!!!...Edz*)
I hereby tender my entry to your issue 61 caption contest.

The famous racing driver is, of course, the inimitable Spiderman, and he is at the Scott Base Dirt Oval.



I believe the caption should read:

"Aah-kafluurt! - Gashnurz Smuckerinflipinsh".

- Spiderman winces as he realises the full implication of sneezing inside a full-body lycra suit.

Please forward at your soonest opportunity, my Ginsu knife set with imitation vinyl carry pouch complete with the 6 speed under-water musical egg slicer with RS232 interface featuring the full 3 row LCD display and battery saver.

Yours faithfully,

Standish S. Bodswoggle

Standish S. Bodswoggle.
World famous ceiling fan investigator.

Dear Patsy and Eddie,

The following letter was sent to the NZ Classic Car magazine, but not published. Perhaps it was too controversial??..... You be the judge.

Dear Sir

RE: CLASSIC RACE CAR PROJECT

I have read with interest over the last eight or so issues as the "Classic Race Car Project" has unfolded. While this vehicle will undoubtedly be a very well prepared race car at the end of all this, the question remains whether it is a good example of a "Classic Race Car". It appears from the information provided that not only is the car possibly illegal under T&C rules but it is also a poor example for someone looking to get started in "Classic" racing.

Legality

There has been no explicit mention of which class this car will be raced under but, given that it is a post-1974 2-door vehicle with a 2+2 configuration, one must assume that it will either be run as a Group 3 (post 1972) Sports and GT car running under Category III, or a Group 6 (1968 - 1977) Saloon car running under Category II. Unfortunately it appears that the car fails to comply with either of these sets of rules. Examples of areas where it appears to differ from the current regulations are as follows.

Either classification

Regulations

Second kevlar front seat	<i>refer T&C 3.2(H) "Drivers seat may be removed and replaced with a recognised Competition seat and fixed securely". No mention is given of replacement of the passenger seat with a lighter alternative therefore it is illegal.</i>
Dash: new facias & guages	<i>refer T&C 4.1/5.1 "full interior and exterior trim"</i>
Removal of all underseal in order to lighten the car.	<i>refer T&C 4.1/5.1 "full interior and exterior trim"</i>
Spherical bearing @ rear a-frame	<i>not explicitly allowed therefore implicitly illegal.</i>

Category II Saloon

Regulations

50 Profile Tyres	<i>refer T&C 4.2(J) "Aspect ratio is restricted to 60% minimum"</i>
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Category III Sports & GT

Regulations

Modified Brakes: disks, calipers & pedal box & bias adjuster (hydraulic)	<i>refer T&C 5.2(G) for only legal modifications</i>
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Schedule T&C regulations work on the basis that the only modifications allowed from “absolutely standard as per the manufacturer’s specification” are those detailed. This means that if it doesn’t say that you can do something, and yours is different from that supplied on the standard vehicle, then it is illegal! This is unfortunately also an area where the rules are a little silly. For example, they don’t say you can change your steering wheel for an aftermarket one so, technically, you can’t. This rule alone would probably ensure that 80% of cars running would be failed if the letter of the law were to be applied.

An Example for Beginners?

Due to the rules not covering enough common sense areas, people have started to apply their own interpretation to them, and this has resulted in the the fields we see running today. The Alfa discussed in this article is probably completely representative of the cars running in classic fields today, and I’m sure the owner is trying to build the best car possible within his budget. I’m just concerned about some of the “interpretations” of the rules, and what message it sends to the guy (or gal) with an Alfa GTV sitting in the garage thinking about going classic racing. If classic racing is to continue to grow in New Zealand we need to ensure there is a place for the beginners and the standard production cars to go out and have some fun. If they decide that this is really what they want to do with their classic car, then maybe they will build a car as described in this series of articles.

The fact that everything which has been done to this car can probably be found in other cars currently running in classic events does not however make them correct and certainly doesn’t mean that they should be held up as an example of what to do. From what I have seen, the worst possible way to encourage people to bring out their classic cars and come racing is to tell them to strip down the car, rip out the dash, remove all the underseal, install dual circuit brakes and demolish/remove all the street-features of the car. This article describes building a *race-car* based on a classic car, **not** a classic car to be raced under T&C.

Mixed Metaphors

Another area of confusion for a beginner reading this series would be the mixing of Schedule A requirements along with Schedule AA and Classic requirements. The whole discussion of removing steering locks etc is relevant to Schedule A but not really relevant to Schedule AA which T&C events are governed by. The regulation

being referred to is Schedule A (6.3) which reads "Removal of steering column locks is mandatory from vehicles **not registered** for use on public roads". All categories under T&C must be registered so obviously this part of the ruling is not relevant for a classic race car.

What's ahead for classic racing?

The unfortunate thing about all this is that there is great potential within the current rules for New Zealanders to have a lot of fun racing classic cars. There is plenty of scope to take your classic sports car (along with a few minor safety modifications) out on the track and have some fun. What we need to do is to ensure that these Sunday drivers are not mixed up with the dedicated racers. The rules are there to do it currently but they are almost unenforceable. If the letter of the law were to be strictly adhered to at the next scrutineering queue, probably half or more of the contestants would prove ineligible.

I believe the way to solve this is to provide a set of rules which most of the dedicated race cars would fit within, and force all cars not conforming to the current rules to run in that class (separately from the cars running in category I,II and III). If enforced, the rules we have currently would probably provide beginners with a place to go and learn their craft, without being run down by cars with plastic windows, mega-motors and gigantic brakes. There appear to be moves underfoot to provide a place in T&C for the dedicated race cars, as well as the Sunday racers and I think this needs to be encouraged. If classic racing is to avoid becoming "Old Trans-Am Cars" then we need to encourage classic production cars being raced, not classic race cars... that is what "Historics" are there for.

Regards

David Long

To our dear friends,

Through the past two years of Graham's illness, many people were impressed by his positive and courageous attitude. Much of his strength was gained, during that time, from the continuous caring and love shown by all of you. I will always be grateful for the way you never treated him as an invalid and kept up the humour and fun that he always enjoyed.

There are not enough words to express how I appreciate the love and support shown me since his death, but I hope you will accept my heartfelt thanks, and my dear love.

Dee Collins

Discovering The Joys And Expenses Of Owning And Racing A 280ZX

by newish member - Giselle Collins

I have always wanted a 280ZX. They have a certain style and look about them and frankly, I would rather drive something that isn't quite as "common" as a Ford.

I looked around and after test driving some real s--t buckets I finally saw "the girl" up on a stand in a car yard. The price on this "piece of art" was \$5995 and it appeared to be straight inside and out. Unfortunately it was an automatic but I was sure I could handle lazy driving for a while. Two days later I drove her home!

For the first few days I drove rather like an old lady, as I had gone from a Toyota Sprinter to the 'Z' which was a little heavier but far nicer to drive. Unfortunately being cursed with "Boy Racer" blood, I rushed out and had my windows tinted (*Oops, there goes some points at Concours... Edz*) and replaced the 60 series "truck" tyres with 245/50 sticky black round things. Handling has improved 80%. I also had the injection carbon cleaned and gave it a general tune. The time was up on the water pump so it was replaced as well as a oil change and filter, it now runs on Mobil 1.

A race day was coming up and I got "itchy feet" to do something with her. I sat my Regional Licence at the last minute and got it. Gave the car a complete check adding a second throttle spring and wiring the sump plug etc. Then took it out to Pukekohe - nervous as!

“... three blurs came out of nowhere and overtook me.”

Rob Chubb was a pillar of strength and encouragement on my first race day especially when he strapped me into his black beast (240) and took me for a blat around the track. It's quite a buzz when you're a passenger and don't have to be in control.

I finally got out there on the track, like a typical novice doing about 150 k's along the straight, feeling really confident until three blurs came out of nowhere and over took me. I was informed later that they were "lapping" me. It's a bonus being a novice at times because the only one you're racing is yourself! You only see the other cars when they are lapping you.

I slowly picked up my speeds and found my lines towards the end of the day. Drove home with myself and car intact.

The next race meeting was Datsun Z day, 10/11 September 94, which I took a lot more seriously. My fiance bought me a racing seat and replaced the spark plugs and HT leads for better ones. Metal Kings (brake pads) and extinguisher were installed too.

There were a lot more cars this time, more nerve racking than the first time. I did manage to hold my lines really well, pity I didn't hold my position!!! I spun on a practice run, at the hairpin of all places, doing a very graceful 360° spin (luckily no one else was there at the time so no damage) *(and no photos!...Edz)*.

All in all I had a great weekend and learnt heaps, bringing my times down by about 9 seconds. The worst damage I did was removing my race numbers from a slack paint job and taking half the paint off the door. A new paint job became necessary a lot sooner than I had anticipated!

I am now experiencing the car owners blues of an always empty bank account and IOU's everywhere! After looking through numerous car colour books and finding everything too common, I finally decided on the 1994 Falcon Cobalt Blue. I know it's a Ford colour but I am known to have lapses of taste at times!

On the 7th of November we started the panel work by de-bogging and removing the import mirrors. The holes were welded and bogged, then coated with yellow (yuk!) primer. I've always wanted a car that had been sprayed with

grey primer, that's a "typical westie" for you but I'm told the yellow is better. There's only a few more hours panelling in the car and that will be finished over the next week or so.



Judge decides Giselle has been a "Bad Boy".

Over the 10th and 11th of November, the automatic was pulled out and a very tidy 5 speed manual put in it's place. What a great difference to the performance. When my bank account is a little healthier I will move on to the motor etc.

As far as the "Z" club goes I want to thank everyone for their encouragement and support and for accepting me into the club even though I am a blonde! (Referring to the "blonde" moment I had when I was asked by Rob Chubb at a race day how my "new shoes" were. I replied, looking down at my new hiking boots, "about two weeks old" and was told that he didn't care about my footwear, he actually wanted to know about my brakes! Typical!!). Once again thanks to everyone in the club for making me feel welcome.



Z Club Concours-Judgement Day

Another sunny day in paradise, or so they led us to believe. Subtle comments murmured "blah blah.. have you polished the inside of your distributor cap....blah blah... ran out of drive power liquid and cotton buds.

Why do we do this to ourselves every year you may ask?, because we love spending so much time with our cars of course!

It was a record turnout with close to 35 entrants.

While judging the spit and polish competition (Top Polisher Trophy) I noticed a few cleaning/detailing things that everyone seemed to miss on their cars. These may be of interest for next year...

- ⇒ make sure you clean the top of your sunvisors, ugh.
- ⇒ clean door jams and hinge areas.
- ⇒ clean wheel arch areas thoroughly.
- ⇒ don't rely on too much silicon, this can be very messy.
- ⇒ Vacuum thoroughly, especially down the sides of your seats/tunnel area.
- ⇒ Clean/polish the *insides* of your wheels.
- ⇒ Apply a good coat of wax to your bodywork.
- ⇒ Remember: Anything that could shine, should shine!

Our standards are fairly high, as with all clubs we strive for perfection. Don't take the scoring on your car too personally, the judges all seem to have their quirks. Just keep in mind it's how you feel about the effort you put into presenting your car at its best and having pride in showing off your Zed. See you next year!

by Lisa Wilkie

And the Winners were.....

Best 300ZX

Bruce Robinson

Best 280ZX

Lindsay Walden

Best 260Z

Mike Lucas

Best 240Z

Dee Collins

Best Panel & Paint

Bruce Robinson

Best Presented Engine

Dee Collins

Best Presented Race Car

Peter Campbell

Top Polisher

Peter Campbell

Members Choice

Peter Campbell

Nissan Concours D'Elegance Trophy:

Bruce Robinson

Of Fun, Fines and a Yellow Flag Taupo Race Meeting 30/10/94

by Ron Ragen

As we travelled in a two vehicle convoy I could not help but wish that the trip to Taupo did not take quite as long, but then again by following Paul and Keith in the ute with their trailer, I was avoiding all risk of speeding.

As we came through Tokoroa, I noticed that I needed some more fuel. I pulled in to a service station, thinking "this should not take long and then I will catch up to the others".

Off again and with the road appearing to be totally clear, the speedo climbed 'slightly' above the limit. After some road works I followed a Chevy van doing what seems a reasonable speed when I notice flashing lights far to the rear, which turned out to be..... a mufti car chasing ME!!!

"No Officer I did not realise the speed I was doing and I promise not to do it again". So, much chastened and clutching my \$280 fine I headed on for the last few miles to Taupo.

With the sun shining, despondency soon disappeared, so I got everything out of the car and went for some practice laps to find out how well these new "sticky" Hancock tyres perform.

**"I was avoiding
all risk of
speeding".**

After practice a little man introduced himself as a senior scrutineer and said that "if we let him do part of the scrutineering now, it will save us all time in the morning". After that we were off to check in to the motor camp where Paul had us booked. What a small cabin for four of us!! Oh well, there is nothing like a new experience. Judging from the comments on my snoring, maybe the cabin was not the best of ideas but since they are all still talking to me, it could have been worse.

Saturday dawned bright and sunny and we headed out to the track in a leisurely fashion after breakfast, only to find that our scrutineering from the previous day was totally unofficial and would we please hurry and get our vehicles through before practice starts. Considering the number of entries (well over 200), the officials at Taupo must be congratulated for getting everyone through in a timely manner.

Rob, who drove down in the early hours, joined us and the days official practices passed pleasantly and uneventfully. Then to round the day off, a couple of G & T's in the spa at the motor camp followed by take-aways.

Sunday morning and a mixed forecast. We headed out to the track with anticipation. As it turns out the rain never comes. Keith in his 280Z, running in Clubmans A and Classics (which includes the V8s), drives in his normal ebullient style and chews out tyres just to prove it.

Rob and I were running in Clubmans B with a mixed field of 20+ vehicles. The flag dropped on our first race and despite a few close calls, it was without incident.

Our second race was a reverse grid start. The flag dropped and I was off in hot pursuit of Rob who must have bribed the grid marshall for his favourable position. As we hit the front straight for the third time a gap opened up and I dived through past Rob and past a green flag. Where was the Yellow??? Paul's advice on how to "hog" the hairpin comes into its own for holding out other cars.



Ron "Hogging the hairpin"

As we drove back to Auckland that evening, pondering on the events of the weekend, it was easy to see why Taupo race circuit events have such appeal to so many drivers. Even if the drive to Taupo was an expensive one!



WHITTAKERS/MG MANFIELD CLASSIC

12-13 NOVEMBER 1994

By Stuart Robinson

It had been a while since the old girl had been fired up, let alone raced. I dragged her out from behind piles of furniture, blew the dust off and proceeded to check her over ready for the big day. The plan was to head down on the Wednesday night to have two solid days of practice.

Things never go to plan and due to business commitments everything was left to the last minute, include buying four new tyres. No one I phoned had what I wanted (205 60 A008RS Yokohamas). So I reluctantly started looking for some RE 610S soft. The only person that could come close to what I wanted was Leon Marshall. He had 4 x 215 RE610s soft. He believed that I should be running that size anyway. After a bit of panel beating we managed to get them to turn in without hitting the guards and I was off.

Arrived at the Matador motel about 10pm on Thursday night. Friday dawned a great day so the stage was set for a good day of 'unofficial' practice. Plenty of cars turned up, it looked like 200 or more cars would be competing over the weekend. The Lighting Direct boys (*and their toys...Edz*) were there in force with one of their two new RSR racers. The second of which was still on a plane from Germany but would arrive the next day in time for official practice.

The 240 got through scrutineering without a problem as did the rest of the Zeds, Don McLean (260Z), Ron Reagan (240Z), Clive Newman (260Z), Roger Jones (240Z) and Grant Johnstone (300ZX). It was a good days practice. That night Ron and I had a few beers at the Quality Inn happy hour before I had to go to the airport to pick up Cinnamon (*party on dudes...Edz*).



Practice/Raceday (Saturday) was also a great day. I qualified with a time of 1:26:50 which put me on the second row of the grid for my first race. I was up against a Fiat and British Racing cars and of course, more Zeds. I finished third behind a very quick Harley Norager in a MG V8 and Philip Mules' Austin Healy, with the Zeds of Ron and Roger not far behind.

Next race I didn't stand much of a chance up against the likes of the Porsche RSR, Tuscan and some quick Cobras, but it was a good race all the same. Don finished 9th, I finished 15th, Ron and Roger 18th and 19th

respectively and Grant 23rd out of 30 cars.

I had two more races on Sunday but again when you're up against the German machinery that we were, it's hard to come in with a top placing but we all had great battles further back in the field.

Race day finished with all the zeds in one piece and everyone having had a great weekend. Once again I was impressed with the size and especially the organisation of the meeting. Congratulations to the organisers, I will certainly be there again next year.

**WHITTAKERS/MG WELLINGTON MANFIELD CLASSIC
TIMES/RESULTS**

<i>Driver</i>	<i>Model</i>	<i>Best lap time</i>
Don McLean	260Z	1:21:67
Stuart Robinson	240Z	1:24:82
Ron Ragen	240Z	1:28:14
Roger Jones	240Z	1:28:96
Clive Newman	260Z	1:30:25
Grant Johnstone	300ZX	1:30:91

P.S. I am now sold on RE610s

Stu Robinson, Part-time (at the moment) racer.



**WANTED!
CONTRIBUTIONS FOR THIS MAGAZINE**

WRITE TO:

The Editors (aka Eddie and Patsy)
Orient Express
Datsun Z Club Inc
P O Box 24-176
Royal Oak
AUCKLAND 1030

Deadline for next issue: 22 April 1995

Absolutely Positively Wellington?

Early December 1994: the Wellington round of the Nissan Mobil. The race car was finally in Wellington and still in one piece despite too many late nights, several counts of verbal and physical abuse and (keep this under your hat) a 180 degree car-and-trailer spin on SH1.

Scrutineering was a lark even for those whose cars didn't meet the regs. By the time it was over our team was more or less assembled: drivers Greg Gillespie and Neil Stanford, manager Peter Campbell, mechanics Soichi Tate and Mal Campbell, timer Lisa Wilkie, photographer Jan Long, and various cheerleaders.

We stewed around waiting for our practice - the first chance to check out the infamous street circuit, try out the car, practice our driver change, and settle into the groove. In the meantime a quick search of downtown Wellington revealed nowhere to buy more than a hotdog - not even beside a crowded racetrack on a working day could shop owners find it in their hearts to stay open past 3pm and cream lots of cash off us. Absolutely positively provincial.

Practice time: Mini 7's and HQ Holdens went out and bounced off the concrete. Touring cars flew over the chicane and into bits of armco. FIA people stood at corners shaking their heads and stroking their chins. The GT practice was put off

twice, then, when our drivers were buckled into their cars and doing their deep breathing, was cancelled altogether. It's not often you can see rage on the face of someone wearing a balaclava and full-face helmet. A spectacular and bizarre confrontation followed and in the end the drivers were told they'd have to use the short Saturday session for both drivers to suss out the track, dial in the car and qualify.

After Saturday's practice session the hardier team members changed the diff while the rest went off to collapse. Sunday morning and everything was ready. Before an open-mouthed audience

Soichi fine-tuned the car, and the rest of us loaded everything we might need into the van and took it up to our race pit. The cars went out on the warm-up lap. We took up our positions, fresh-faced and eager, only to stand fidgeting for 10 minutes while the cars and drivers were left to overheat on the starting grid. You get that sometimes.

A flying start from Greg and he was underway, the new diff ratio quickly bringing his times down to match his qualifying sprint from the day before. We were rapt. If something went wrong with each of the cars in front of us we'd win this thing! Something went wrong all too soon. Greg's car touched a Wellington curb, destroying a tyre and

“Absolutely Positively Provincial”

stuffing one of Lisa's beautiful alloy wheels. Greg was dead meat. Wrong. *We* were. We, the team, left Greg fizzing in the race car while we tried to attach a new set of front wheels and tyres using the wrong wheel nuts. (Ever tried to do one of those shape-through-the-hole games in a life-and-death situation? You get the picture.) Greg's frantic gestures were met with answering waves and smiles of reassurance.

Then the scrutineer wouldn't let us rejoin because oil had leaked while the car was jacked up. Then we couldn't get the condom off the petrol spout. Then Neil, who'd swapped with Greg, had to come in after his first lap so the scrutineer could check there was no oil leak. Then Neil did a 360 degree spin without



"Feel the force Luke", says Soichi.

touching the sides. Then he was horribly close to the green Zed car when it slammed into the wall. Finally he vanished altogether, returning near the end of the race once he'd reattached the distributor lead and we'd each lost 10lbs from worry.

Not even a raucous dinner at an unsuspecting Thai restaurant could cover the fact that we were all fairly stuffed

and fairly disappointed. We'd paid a fortune to enter a two-bit event. We hadn't done enough laps to be listed as finishers. We'd been called children. Someone had moved our race car during the night. Someone had stolen our team flag. Would we do it all again? Hmmm.



The next weekend: the Pukekohe round of the Nissan Mobil series. In a totally spontaneous and unexpected move Owen Evans and Keilners finished first in the one-hour GT endurance race. The crowd cheered at the end of a good race. The recipe? Take a healthy-sized grid of cars, throw in a range of horsepower and driver power, add a pit-stop and driver change for extra spice; then not even a winning margin of over a minute can ruin the cake.

The Lighting Direct team deserves our congratulations regardless of our private opinion of Boys with a Big Big Budget. These guys are generally friendly, smart, sporting, and bloody good drivers too, dammit. (Owen said Hi to me after his win. It's good to see that in spite of what

in this country amounts to megastardom - a special guest appearance on Sale of the Century - he remembers his classic racing friends.)

Practice went well for Greg and Neil. The track was so hot that everyone's times were up a bit. Our times weren't helped by the nagging worry of plummeting oil pressure so it was home to Greg's for a quick engine swap, then shut the garage doors at 10pm and escape to relax at San Marcos Pizzeria at Western Springs, the only place I know of where the maitre'd will help you play with your food.



Race day was hot but cloudy enough to bring lap times down a bit on the day before. It was also hot and cloudy enough to make everyone ratty; in fact between you and me there's the remains of a foolish team member hidden in the infield. Fortunately the effects of the humid weather and the mental toll of a long campaign were tempered by the more relaxed atmosphere - this was the home track, there wasn't the extra pressure you get from racing down

concrete canyons, and it wasn't live on TV.

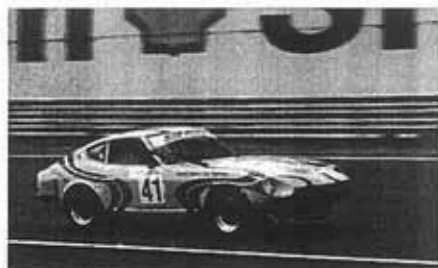
Perhaps because it was a little more relaxed things went more smoothly than they had at Wellington. Well, for most of us - on the warm-up lap the Murphy Buses Toyota came into the pits with a smashed windscreen and a lovely series of dents in the bonnet. Fortunately for the crew it was the driver who hadn't put the bonnet pins in their little holes. (For want of a nail...?)

Apparently the starting flag dropped. I *think* car 47 and the Brown Bus started well. I couldn't tell from the pits. TV

coverage shows Greg getting a brilliant start and picking up several places, to be completely overshadowed by Dave Longs' equally rapid move from 28th down to last, guaranteeing him several minutes of prime TV exposure and lively discussion about Brown Buses. There's a lesson in there somewhere.

As at Wellington the green Zed came into the pits, went out, came back. A wheel bearing had seized. Well spin my

diodes and call me Frank. It wasn't the one with the armco-shaped dent was it guys? Time to call a strategic withdrawal - but no! The green machine objected to having a jack rammed into its soft underbelly and refused to leave the pits. It sulked there for most of the race until the boys underneath it had done their penance and freed up the handbrake cable. Meanwhile Murray Fish's 240Z - that pretty, pretty thing - circulated happily until it stopped going.



"...that pretty, pretty, thing..."

Seeing as the pits we'd claimed for car 47 and car 14 were side by side we'd carefully staggered our two teams' driver changes so as not to have both cars in the pits at the same time. Clever, eh? Didn't work. By some trick of speed differential and slow traffic the two cars followed each other in like friendly dogs. Not a problem! As later seen on Ali-Cam, the teamwork was slick all round - Dave and Greg out of the cars, Paul and Neil into the right cars, and with a splash of gas, some professional-looking tyre-feeling and a hearty Hi-ho Silver they were away.

Greg and Neil's times were a little off because - to Soichi's disgust - they were using Old Faithful instead of his hi-tech no-oil pressure engine. By now we'd lost track of who was coming where in

the race - from the pits all you can see is the top fraction of a car as it comes over the hill. You have to get your race information from the sound of the crowd going Ooooooh and by watching the way their heads turn.

Eventually the punters on the hill signalled that the race was over by standing up and shaking their blankets at us. Back at base camp a dripping Neil Stanford exploded from the car like a boat flare, the same pretty red colour. We put him in the shade to cool down while we chucked everything in the car to escape before the next event. It's not just that we were all completely tired to the bone; at that moment another touring car "shoot-out" could have ruined motorsport for us for ever. And besides, there was no more Diet Coke on the infield.

Great day, really. The relative experience of the entrants showed in that the speed differential didn't cause the usual problems - except for the Boyz in the Brown Bus. Apparently Dave Long had his right hand pointing out the window so often the commentator confused him with John Travolta. Show us your medallion, Dave.

I can't speak for the Brown Bus team, but under the direction of car 47's team manager (the exquisite Peter Campbell) our crew performed sweetly, thus overwriting our awkward memories of Wellington. Thanks guys. (It helped that at Pukekohe there were no curbs for Greg to hit and no parts of the track dangerous enough to tempt Neil into

doing 360's at race speed.)

Aside: Seems that unless you're in the top three cars the only way you can get any TV exposure is to audition for the next Havoc video. It would be nice if there'd been a bit TV time for cars other than those with wally drivers. (No apologies Ray Williams.) But thanks to Wayne Munroe for his commentary on the day giving all entrants fair mention.

Perhaps our finishing place of 14th was a couple back from where we were aiming for; but the 17th place (up from 28th) for the Brown Bus was a pleasant surprise. Both cars ran consistently, finished well, and didn't damage anything in the process. More importantly the drivers staggered out of their cars saying words like "Grouse" and "Faarck" which is what matters in the end.



PUBLIC NOTICE

Minutes of The Annual General Meeting of The Datsun Z Club

14 December 1994, at 49 Athens Ave, Onehunga

Time:

7:25pm

Present:

Tony Goodwin, Neil Stanford, Paul Clemens, Jules Edwards, Peter Campbell, Gary Palmer, Lynda Palmer, Andy Parsons, Rob Chubb, Dee Collins, Murray Chapman, Stuart Robinson, Murray Fish, Jan Long, Lisa Wilkie, Paul Hansen, Anthony Baker, Dave Turner, Mike Lucas, Dale Maxwell, Alan Harrison, Dave Long, Rex Carswell, Rawyn Carswell, Ramon Carswell (& partner), Bruce Robinson, Ron Ragen, Kathy Harvey.

Item 1. Minutes of previous meeting.

The minutes of the previous meeting were read, and accepted as being a true account.

Item 2. Matters arising.

None.

Item 3. President's Report.

Dee gave a verbal president's report on behalf of Graham, thanking the Club for their support during Graham's illness and on his passing. She also said that

change in the club was inevitable and necessary and that she would continue to give her support to the Club in the future. She felt that Graham would be pleased to know that the Club was going to continue and thrive.

Item 4. Election of Executive Committee.

- Item 4.1 Election of *President*.

Bruce Robinson was nominated by *Dee Collins*, and seconded by *Dave Long*. There were no other nominations.

- Item 4.2 Election of *Club Captain*.

Dave Long was nominated by *Rob Chubb*, and seconded by *Paul Hansen*. There were no other nominations.

- Item 4.3 Election of *Secretary*.

Alan Harrison was nominated by *Dave Long*, and seconded by *Paul Clemens*. There were no other nominations.

- Item 4.4 Election of *Treasurer*.

Rob Chubb was nominated by *Dee Collins*, and seconded by *Dave Long*. There were no other nominations.

- Item 4.5 Election of *Vice President*.

Murray Chapman was nominated by *Dave Long*, and seconded by *Paul Clemens*.

Dee Collins was nominated by *Lisa Wilkie*, and seconded by *Murray Fish*.

A vote was taken using a "show of hands", and *Dee Collins* was elected Vice President.

Item 5. Presentation of the Club's Balance Statement.

Rob Chubb distributed copies of the club's accounts and balance statement, and gave a verbal report in which he stated that we had \$26,323.86 (in net assets) and recommended that the club attempts to stay "liquid" (i.e. put in on term deposit and not spend it) owing to the uncertainty of the Pukekohe race track.

Dave Long moved to adopt the accounts, seconded by *Dee Collins*.

Item 6. Appointment of Auditor.

Rob Chubb moved that we retain *T.V. Gerrard Beeson* as the club's auditors.

This was accepted unanimously.

Item 7. General Business.

- Item 7.1 Club Transporter.

Some discussion took place about what the transporter is and what it requires, after which *Andy Parsons* moved that we sell the unit(s). This was seconded by *Dave Long*, and a show of hands showed this to be the unanimous decision of all present.

Paul Clemens suggested that the new executive committee be given the power to

sell the unit(s) for "whatever they can get for them". This was also accepted unanimously.

- **Item 7.2 Club Patron.**

Dave Long told the members that he had written to Steve Millen (in the USA) with regards him becoming our club patron. This was originally Graham Collins' idea, and Graham had spoken to Steve about this topic at the Hamilton street races last year where Steve had indicated his keen interest. We have not yet had a reply to Dave's letter.

The members present were asked if they agreed with the idea, and they indicated that they did.

- **Item 7.3 Rule Changes.**

Alan Harrison distributed draught copies of the club's constitution and rules which have been changed slightly in accordance with the Inland Revenue dept, with regards to rules 12, 13 and 14 covering disposition of funds in the eventuality of the club being wound up.

The opportunity has also been taken to make some "cosmetic" changes in wording throughout the document.

The members present were happy with the changes and agreed to adopt the new rules.

- **Item 7.4 Use of "Transporter Funds".**

Paul Hansen moved that the club buy a tent or marquee to erect at race days to be a focal gathering point for club members. *Rex Carswell* suggested using some of the funds gathered from the sale of the transporter to buy such a tent or marquee.

Some discussion followed, and a vote was called for. After some more discussion an amended motion was voted on and carried, that the club should buy a tent or marquee using up to \$1500 of the moneys got from the sale of the transporter.

- **Item 7.5 Duration of Committee Postings.**

Dave Long suggested that there should be a limit to how long a person can be on the executive committee of the club. After discussion it was agreed that the new committee will recommend this at the next AGM as it would involve constitutional changes.

- **Item 7.6 South Island Branch.**

It was decided to investigate the possibility of resurrecting the South Island branch by getting Peter Campbell (as he is "down there" often) to find someone to appoint to the position of South Island Area Co-ordinator.

Bruce Robinson wrapped up the meeting, and commented that he saw the Club having great potential and moving forward with a team effort in the future. He also mentioned that as the Club was currently catering well to the racing enthusiasts that he would like to see the Club move more toward social and other activities in the

future (such as driver training, and the promotion of safer driving on and off the track etc) thus fulfilling all of the Clubs objectives.

The meeting closed at 8:20pm.

Nissan Mobil Wellington A "Natural's" Perspective.....??

"I'm Paul Radish-Patch" I thought to myself as both of the left side wheels finally thudded back into contact with the ground. "The car's stayed nice and straight, the new LSD and the rev-limiter have done their job, I've made good ground on the guys in front (again) by taking that tight line through the chicane, this is easy" I told myself, "you're a natural....".

The place was Nissan Mobil Wellington Street Race, the time was around 4:00pm. I'm told that we had been running as high as 13th overall at the instant when the above thoughts flitted through what I loosely refer to as my mind. "A natural"????? Yeah, right!!! A natural pillock would be about right.

You see just after that little "moment" the world kind of collapsed around me. First, I noticed that the car seemed to understeer through the hairpin a bit,"

It was about this time that I noticed a slight change in the cars handling: it completely refused to turn right, a slight disadvantage bearing in mind that Wellington is mainly right turns!!"

Eight minutes after the "Radish-Patch" thought, when I finally climbed out of the car in the pits I wasn't feeling quite so jubilant.



"the natural's"

Over the preceding weeks Neil and I had spent both arms and both legs and what felt like a whole life time getting the car ready. The list of "improvements" was so substantial that we should have been fast enough to finish the race before we even started!! Once at

Wellington, despite a few minor altercations with the authorities, we had qualified well and I had managed a blinding start, taking several cars off the line.

But back to the story. While in the pits a little gremlin struck that I should have seen coming a mile away, you see although we had three sets of wheels and tyres (well three and a half actually, plus some tyres that could be mounted to rims if needed....) each of the wheel sets required a different type of wheel nut. It was, in hind sight, possibly a little unreasonable to expect a group of racing enthusiasts to magically turn into a well-oiled wheel changing machine who would intuitively know which of the three sets of nuts went with which wheels. 'The boys' knew that a change of nuts was required and (yes, you guessed it) the wrong ones went on. This caused a slight delay during which both driver and engine got rather hot & flustered.



It takes four of "the boys" to gas up??!

Then to cap it all, one of the scruneers decided that we were leaking oil. Now, there was a small amount on the ground, but an engine that didn't get shut down until the temperature guage passed the 240 deg F mark tends to be a little "weepy" at best. The green coolant that it had dumped probably didn't help matters. After some quick negotiations with the officials we were allowed to continue, but they insisted that we do a

single lap and came in again so they could inspect the leak.

I decided that if anyone continued it should be Neil as the time had passed the half way point and a second driver change would be a waste of time. So Neil climbed into the car and did the required lap. The checks revealed no additional problems so we were allowed to continue. Neil bravely sped out into the fight.....

A full 10 minuters later Neil came around for the first time. The last 5 of those 10 minutes was filled with running around looking for officials who might know of an accident and staring at the live TV coverage, hoping to catch a glimpse of what had happened.

Once Neil did appear again, he continued at normal pace to finish the race which absolutely astounded us. "What the \$#@*!@! has he been doing? The car looks straight, sounds fine and lap times are as expected".

At the end of the race all was revealed. Neil had been on his first flying lap when the engine died completely. It took some time before the officials could get him off the track so he could have a look at it. A quick look under the bonnet revealed that the coil lead had come off the distributor., probably as a result of my high-flying antics. Neil reconnected the lead, fired the car into life and continued on his merry way.

In the end we didn't do enough laps to be qualified as finishers. You must

complete 80% of the race winners distance to be qualified as a finisher, we did 19 laps to the winners 33 equating to 58%.

Would we do it again, **YOU BETTER BELIEVE IT!!!** The experience was absolutely brilliant, and most of the preparation for the car was done for this event. As such the Pukekohe round on the next weekend only cost us the entry fee plus petrol.

What would I advise someone who is contemplating this race next year? To paraphrase Nike, **JUST DO IT!** The only problem you will have is one of nerves, otherwise it's just another race. It is not necessary to go beserk modifying the car like we did, if anything that will detract from your enjoyment of the event.

We attempted to be professional and to prepare for the unexpected; we had every spare you could think of, including engine, gearbox, diffs (*he never goes anywhere without at least two or three of these babies...Edz*), shafts, struts, arms, clutch, several kitchen sinks etc. Our problem was that a driver error caused a chain reaction that wasted a lot of time. Others were not so lucky. Over the weekend there were several people scurrying around borrowing bits (diffs, gearboxes, valves, radiators). We had enough parts and people that the task of keeping the car running was achievable. If we run next year we will still take down a lot of spares because Neil and I own enough parts between us to do this. We did not

borrow or buy any parts to take down as spares. I guess what I'm trying to say is if you have a spare fan-belt, waterpump, set of plugs or whatever, in the cupboard and you have room in the car, then take it with you, although this really applies to all of the racing we do.

In summary, it was fun. The eight laps that I had were a close battle between a Suzuki Swift, a Turbo charged four wheel drive Pulsar (both on slick tyres) and myself. When I clipped the curb (*yeh clipped, apparently TV3 is wondering if you've finished with their curb camera lense yet...Edz*) I was leading the other two. "Oh well I'll get them next year....."

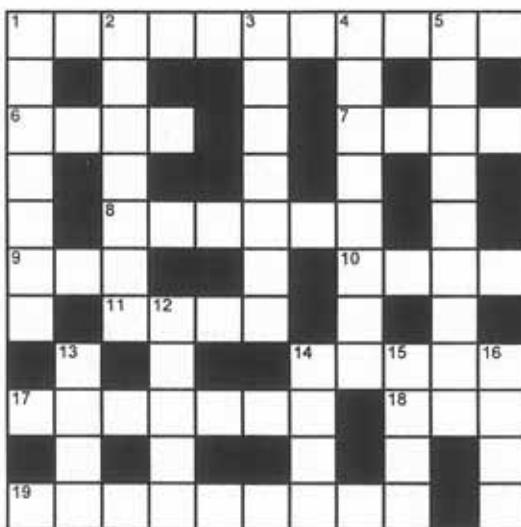


P.S.

Some weeks later Peter Campbell was talking to friends of his who had watched the race from the 6th floor of one of the buildings above the chicane. Seems that the view from there was only of the tops of cars as they went through the chicane. These people related how they could clearly read the number on the side of my car while it was on two wheels, beat that Radish-Patch!!!



Zedwords



Across

- 1 That piston induced pressure.(11)
- 6 The only thing in a Zed which never sleeps! (4)
- 7 A large white flower.(4)
- 8 The season in which the annual Baypark weekend normally occurs.(6)
- 9 A fast walk.(3)
- 10 Big wooden shoes which should not be worn while driving a Z.(4)
- 11 What most Z Club members seem to act when they get together.(4)
- 14 The things which Dick Johnstone found at Bathurst a few years ago.(5)
- 17 What runs down behind the fence at the back straight at Pukekohe.(7)
- 18 An ideal state for the track or road to be in when racing or driving.(3)
- 19 The part of the phone you pick up.(9)

Down

- 1 The flash version of the 911 Porsche.(7)
- 2 A horsey american classic.(7)
- 3 A tired device for letting the fumes out.(7)
- 4 Another name for a muffler.(8)
- 5 A device for keeping the oil temperature down.(9)
- 12 A useful lubricated state for most engine parts.(5)
- 13 The name of the girl from Wheel of Fortune. (Well wheel is kind of a car related word!) (4)
- 14 All that's between you and the road.(4)
- 15 Most Z drivers seem to drive on this.(4)
- 16 What your gears should be in when changing gear.(4)

Porsche LeMans

11/12 March 1995

Do You Want To Be There?

We have just received the entry form from the Porsche Club for the 1995 Porsche LeMans Relay Race. They want entries in by the 10th of February so if you want to be part of a team, call either Alan Harrison or David Long **NOW!** Any entries not received before the 9th of February (and accompanied by a \$120 cheque) will be ignored. The Automatic Team will be there to defend their title of "Fastest Zed Team", so if there are any fast manuals out there, form a team and be in.

Can You Help?

This event will not happen without helpers. The official helpers required for each team are:

- One Plombeur
- Two Flag Marshalls
- One Lap Scorer

Each team also needs :

- Team Manager
- Mechanic
- Two People for the Pit Wall

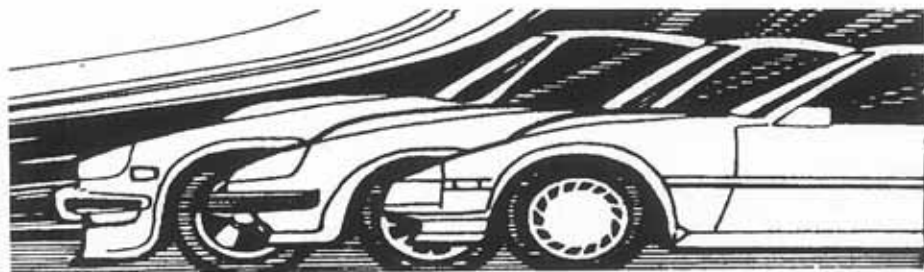
What To Do...

If you wish to compete or are available to help, ring either :

Alan Harrison	Ph. 444-7533
or	
David Long	Ph. 828-1047

before the **9th of February.**

If you are entering a car then please try and organise someone to help. Any club members who want a trackside view of the action should also give us a call.



Tekinogikal Tork

Newsflash.... for all those of you who own a 280ZX, do yourselves a favour: don't believe any mechanic who claims that the computer in your car is faulty, EVER! I am constantly hearing of "experts" who, in a last-ditch attempt to appear intelligent, are blaming the computers in the 280ZX for various ailments such as mis-firing, back-firing, high idle speed etc. These pillocks never prove their theory as the poor owner tends to balk at the thought of a few thousand bucks of computer, and in most cases simply lives with the symptoms!!!!

The computers in the 280ZX are absolutely bullet proof, I have not seen a faulty unit yet. I have seen faulty sensors and actuators, but these tend to be reasonably easy to fix. To give you some idea of just how tough these things are, unlike the more modern units, these computers do not mind jump starting other cars, they don't mind if you use an electric welder on the body/exhaust/driver etc, they don't care if you disconnect the odd spark-plug lead and they don't seem to mind if you start them before you remember to re-connect all the sensors (it wasn't me, nobody saw me do it, you can't prove a thing). On the other end of the scale, some modern cars require you to physically remove the computer from the car when welding to prevent damage, imagine the technical

ability of your local exhaust fitter in relation to the task of removing and reinstalling the computer from your car.....

Exhausts

Speaking of exhausts, I've noticed a recent spate of members, particularly newer ones, investing in extractor/free flow systems. This subject is definitely an emotive one and you will probably find a different opinion for every person you talk to. However, I'm writing this thing so I reckon that means you're gonna have to read what I think (arrgh... no.... not again).

**“The computers
in the 280ZX
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bullet proof”**

In my experience Nissan L series engines will not show any measurable benefit from exhaust headers until you have performed substantial modifications to it such as increasing the compression, fitting a performance cam and balancing it so it's safe to rev a little bit higher. If you have a stock engine, or one with a mild street cam but no other mods then a set of headers will be a very poor investment as they die quicker than the standard manifold and won't make the car go any better.

If you must spend money on the exhaust, then one "mod" that will show some improvement, although not huge amounts is to replace the "pea-shooter"

standard exhaust with a 2" or 2½" system. This should set you back around \$250 - \$400 depending on what bits you choose (such as that 6" diameter "Cambellini Special" tail pipe) and the typical exhaust note is quite pleasant at most road speeds.

My opinions are based upon experiences with my own 280ZX. When I purchased it, the car had "nismo extractors" connected to the stock exhaust system. I fitted a 2.5" system and couldn't feel any improvement in performance, but it definitely sounded better. After a few seasons racing the extractors died and I reverted to the original manifold but retained the rest of the exhaust system.

At the time the car was running regularly in classic meetings and the lap times did not change at all!!

TIP:

The nissan cast iron exhaust manifold is a damn tough unit, the most common failing being when early 240 & 260 ones shear off the M8 studs which hold the exhaust pipe to the manifold. At this point, you can spend lots of money repairing the old manifold, or for around \$20-\$50 you can buy one from a 280ZX import engine. They are not only newer, but Nissan fixed the breaking bolt problem by using larger M10 studs in the later manifolds.

Zedword Answers



Across:

- 1 Compression,
- 6 Rust,
- 7 Lily,
- 8 Autumn,
- 9 Run,
- 10 Clog,
- 11 Goat,
- 14 Trees,
- 17 Railway,
- 18 Dry,
- 19 Handpiece.

Down:

- 1 Carrera,
- 2 Mustang,
- 3 Exhaust,
- 4 Silencer,
- 5 Oilcooler,
- 12 Oiled,
- 13 Lana,
- 14 Tyre,
- 15 Edge,
- 16 Sync.

CARS FOR SALE

Datsun 260Z Coupe, 1973

5-speed, 2.8l motor, triple dellortos and headers, Kelford No.5 cam, adjustable Konis, all round imported lowered suspension, reconditioned diff and gear box. Set up for racing, needs a roll bar and some TLC (body). \$8,000 ono

Dave Turner Ph 276-7376 (home)

Datsun 280ZX, 1979

Beacon Red, 1993 best panel and paint winner, immaculate condition
S.P.O.A.

Dave Turner, Ph (09) 276-7376 (home)

Datsun 240Z, 1972 Race Car

Features and improvements (the list is endless).....

2818cc high compression race engine, 3/4 race cam, balanced, triple 40mm Solex carbs, extractors, turbo oil pump. Lowered suspension, bilstein shocks, racing brake pads and shoes, 2 sets 14 x7 mags. Auto trans with external cooler, large custom radiator and oil cooler. Extensive roll cage, racing seat, 4-point harness, all mods MOT and MANZ certified. Straight body recently repainted (white). Reg & WOF.

Built two seasons ago, seen little racing since, very fast and extremely reliable. We are prepared to split the package to suit your budget. Full package \$12,000 but we can fit standard engine, manual trans etc as required.

Phone Keith Gillespie (09) 479-8070 home
or Greg Gillespie (09) 410-9689 home evngs.

Nissan 280ZX, 1980

Red. All rust removed. Reconditioned motor. 170,000 km.
Offers around \$6000

Ron Ragen Ph (09) 630-1910 home (021) 920-896

PARTS FOR SALE

NEW Z PARTS

1 x Distributor cap (240Z to 1973) \$5, 7 x Rotor (240Z 1970-73) \$2.50 each

1 x Condenser (240Z 1970 -) \$1, 6 x Oil filters (240/260Z) \$5 each, 1x Air filter \$5.

Ph Geoff Rawson (07) 829-8796 home, (07) 829-8518 work

RACING OVERALLS: Double layer, "Flamecrusher" brand, colour natural, good condition. Size Medium (fits 5' 9" male) \$250 ono

RACING SHOES: "Flamecrusher" brand, Size 8, blue, new \$75

BALACLAVA: Cream coloured with eye gap \$10.

Phone Andre Gill (09)537-3456 home evgs.

200Z/Fairlady

Badges, grill, computer, throttle box, wiring loom (engine to computer), injection fuel line purge tank, standard disc pads.

240Z

Std exhaust incl rear muffler, 3 x round 'Ramflo' air cleaners (suit Sus), 2 x transaxles, new bilsteins, front overriders, 240z jack original suit concours, hatch louvers (coupe), sway bar 16mm bushes etc etc etc

260Z

Driver seat and runners, arm rest, rear bumper, original steering wheel, brake drums, DS11s, 2x Mallory distributor lead sets, fan belt, wheel spacers, bumper tow eyes etc etc etc.

280ZX

Electronic Distributor, 2x Alternators, 2x starters, polished alloy front cover incl water pump, 2x bottom hoses, L & R front suspension complete, instrument panel, alloy radiator, race plugs, mid pump sump, electric fan and shroud, original jack etc etc

ALSO...

Racing Overalls "Spacetime" brand, colour red plus Balaclava.

Books, "How to Hotrod and Race your Datsun (offers), Datsun 240Z and 260Z

Haynes Manuals (offers). Selection of overseas performance parts catalogues free to a good home.

Phone Stirling Mayo (09) 536-5995 home



Mike Lucas
"Best 260Z"



Peter Campbell
"Members Choice"



Dee Collins
"Best 240Z"

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 \$28.13.

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 up-graded by an Approved Examiner. This involves calling on an examiner listed in the front of the MANZ book, 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 its 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..



DATSUN Z CHALLENGE SERIES RESULTS AS AT JANUARY 31 1995

Entrant	Datsun Z Race Day	MG Car		Z Club		Z Club		Cooper Car		Sealed Gymkhana	Points To Date.
		Club	Sprints	Concours	Drags	Grass Gymkhana	Club	EconoRun			
Anthony Baker	50	-	-	67							117
Peter Campbell	50	-	-	75							125
Robert Chubb	50	71	69								190
Paul Clemens	50	74	74								198
Giselle Collins	50	-	71								121
Meryn Davies	50	-	-								50
Jules Edwards	50	72	72								194
Alan Harrison	50	75	70								195
Pat Johansson	50	-	-								50
David Long	50	73	-								123
Ron Ragen	50	-	-								50
Stu Robinson	50	-	73								123
Grame Smith	50	-	-								50
Keith Smith	50	-	-								50
Steven Woodfield	50	50	68								168

NB. There is plenty of room for late entrants in the series... Only \$10 to join! Call Anthony Baker on 480-6541 or Rob Chubb on 443-0822 for more information.

The end???



**We can rebuild it, we
have the technology!!!**