



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

## Special Concours Preparation Issue!



*Issue 65*  
*November 1995*



### CLUB PATRON :

We are honoured that our club patron is:

Steve Millen

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# Pats and Eddie Torial....

You could say this has been the longest "off-racing" season in history. A period so dry of racing events as to be compared to a very dry thing!

Just when we thought we had nothing to report we discovered that Z Club members Robert Cuttle and his partner Maria Moutos had not only gone on Targa New Zealand but come third in their division (as did fellow Z driver Grant Johnstone). So we asked Rob and Maria to give us a first hand view of how the Targa went.

We also received two articles on this years Z Club trial, which turned out to be a lot of fun, even though everyone had to dodge their way through a cycle race in the middle of it. Rumour has it that even having a famous rally navigator on board didn't help some people!

As the result as of our exclusive Z Club 'pseudo Heylen phone poll' ie. those of you who were home when we rang, we share the news and views of the people who attended our Taupo Driver Training day as well as the in-depth results.

Last year the Z Club entered the Intermarque Concours D'Elegance with a team of three 300ZXs and a display team consisting of a 240ZX, 260ZX, 280ZX, and a 280ZX(2+2). Who will represent our club this next February? Turn up to our Club Concours - and it may be you. To help you out shine the competition on the day, don't miss our hot tips for getting your car in mint condition.

*Eddie & Pats*

## Inside....

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# Coming Events.....

<b>SOCIAL CALENDAR</b>		
<i>DATE</i>	<i>EVENT</i>	<i>LOCATION &amp; DESCRIPTION</i>
<b>Sunday 10 December 8:00am</b>	<b>Club Xmas Breakfast (Nosh, Eggnog 'n' Natter)</b>	<b>Gantry's at the Centra Hotel, 128 Albert Street, City from 8am to 10.30am. Cost approximately \$20 per head, to be confirmed at a later date. Watch out for more information in a flyer or phone Mark for details.</b>
<b>Friday 29 December 6:00pm</b>	<b>Collins annual Xmas/ New Year Bar-B-Que</b>	<b>Dee's place 49 Athens Rd., Onehunga. BYO meat and drink. Phone Dee to confirm on 636-8711</b>
<b>Date in mid January to be confirmed.</b>	<b>Z Club Annual Concours D'Elegance</b>	<b>Watch out for a flyer when the date and venue have been confirmed.</b>
<b>Date, as above, to be confirmed.</b>	<b>Post concours Bar-B-Que</b>	<b>Dee's place 49 Athens Rd., Onehunga. BYO meat and drink. Details to follow in flyer.</b>
<b>Wednesday 14 February 7:30pm</b>	<b>Nosh, Nog 'n' Natter (Bring your special valentine sweetheart!)</b>	<b>Gasoline Alley, 21 Stanley St., Parnell. Fully licensed. Phone Mark to confirm on (09) 634-3327.</b>
<b>Sunday 3 March</b>	<b>Intermarque Concours D'Elegance</b>	<b>If you are interested in being in the Z Club Team entry this year, please contact your nearest committee member. It would be a good idea to enter in our club concours in January as a dry run. See the article on concours tips in this issue.</b>

## ATTENTION!

Could those Z Club concours trophy holders please return them to your nearest committee member as soon as possible. That is concours trophies only, not the other trophies awarded at the recent prize giving.

## RACING CALENDAR

DATE

EVENT

TYPE

### DECEMBER 1995

**Weekend 09/10-12-95 ICI Autocolour GT Classic Endurance**  
(This event replaces the Nissan Mobil 500 Auckland round).

**Sunday 17-12-95 Nothern Sports Car Club - Pukekohe Clubmans Race**

### FEBRUARY 1996

**Saturday 24-02-96 Capri Car Club - Taupo Sprints**  
(Entries close 06-02-96. Ring the Z Club Secretary for a copy of the entry form).

**Weekend 24/25-02-96 Whenuapai Wings and Wheels Race meeting**  
(TACCOCs annual Classic and Historic race meeting on the airfield circuit. This year the Air Force will be staging an impressive flying display which will include some special Australian Air Force aircraft. Bring your picnic hamper).

### MARCH 1996

**Weekend 24/25-03-96 Jaguar/Lotus/BMW combined Race meeting**

## 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

*Many thanks to those who contributed to this issue.  
Deadline for next issue: 21 January 1996*

## WELCOME NEW MEMBERS.....

We are pleased to say **WELCOME** to the following new members, and we'll be even more pleased to see you all at the up coming events (racing or otherwise). Make sure to check our coming events calendar for details and come and meet all the other strange people who own Zeds.

Name	Area	Year	Model	Colour	Reg
Jason Peters	Mt Wellington	1981	280 2+2 Targa	Blk/Silver	PN 6313
Andy Field	Hamilton	1973	240Z	Red	GS 7127
Ian Pratt	Beachaven	1978	260Z 2+2	Green	NM 9198
Phillip St.George	Waimauku	1972	240Z	Blue	GB 7256

# The Great Z Club Magazine

## Official Interview

(Z Club Member profile)

**Name:** Murray Chapman **Date:** November 1995  
**Occupation:** Quality and Technical Manager for Eagle Technology  
(a computer company in Auckland).

**1. Tell us about your Zed(s).**

I have a red 240Z, registration FV4543, which I've owned for twenty years. I rebuilt the engine in 1989. It's now bored out to 85mm and has an early style Mikuni manifold. I also have a series one 300ZX.

**2. History of car?**

The 240Z was first registered in late December 1971 by a woman in Mt Roskill, it was quite possibly her Christmas present. I bought it in August 1975 with 28,000 miles on the clock. It has now done approximately 150,000 miles.

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

I joined the club in 1982, not long after Graham had been made Club President.

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

I used to use the 240 regularly for club events and race meetings but after an incident at a race day at Ardmore, where I had a major ding, it had to be off the track, striped to bare metal and completely re-built.  
The 300ZX is my daily run around car.

**5. Future plans?**

When I get the time I'll get back into more club events in the 240. I still have a set of triple Webber carbs, in the box, which I have yet to put on.

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

Has to be the ding at Ardmore.

**7. Best time you have had with your Zed?**

So many to choose from! Possibly the last time I ran in the Porsche Le Mans, in 1989. There were four Z Club teams entered that year, our team consisted of myself, Chris Maxwell, Paul DeLautour, and Lisa Batchelor as our reserve. We ended up coming third, after two Porsche teams.

8. **What sort of events have you been involved with in your Zed?**  
Completed in numerous events in the past like Whenuapai, Porsche Le Mans, Z Club events, and not to forget Bay Park raceway. (And of course club Concours Murray. You took home that trophy so many times it thought it lived there!...Edz).
9. **What car would you buy if you won lotto?**  
I'd really have to think about that, I'm pretty happy with what I've got! Maybe a twin turbo 300ZX would do?



## SOCIAL CHIT CHAT ...

*by Marky Mark the Social Butterfly*

My first Nosh, Nog 'n' Natter as Social Co-ordinator was at **Shona's Cafe**. Thanks for the great turn out! Over subscribed I think the term is. Booked for 20, given a table for 15 and had 31 people turn up! I wonder how the committee (*who had all booked and were only late because they had been faithfully stuffing the last magazine into envelopes for you all, you heartless people...Committee*) enjoyed their dinner down the road at the **Tony's Trambarn**? (*It was good thanks, and we used the opportunity to vote on the next social co-ordinator...Committee*).

The turn out at the **Slot Car Racing** was OK considering the very dark, wet night and the location being hard to find, still, more fun for those who did show.

The **Salty Dog Trial** in September had an excellent number of Zeds turn out. There were 37 people lunching at the pub at the end. Everyone who made it to the end,



seemed to have a good time although there was some strong debating over who had the right answers to the questions!

I believe that October's **Nosh, Nog 'n' Natter** was enjoyed by all at the **Bayou Cafe** (excellent Cajun food) in Grey Lynn. I wish I'd been there to hear you all sing happy birthday "live" (quite a coincidence having Nosh, Nog and Natter and my birthday on the same day). Luckily I had stemmed the bleeding by the time you rang at 10:30, whoever said they were safety razors obviously hadn't seen me in action!!

November's **Nosh, Nog 'n' Natter** at **Tony's Steak House** in the city, an old favourite (*actually we think Alan Harrison has shares in it...Edz*), had great steaks and the chocolate Gateau that Patsy had for desert had to be seen to be believed (I didn't finish it all you know...Patsy).

In the future I hope to keep moving **Nosh, Nog 'n' Natter** around to give everyone a bit of variety. If you have a favourite feeding spot, give me a call and we'll happily check it out. Thanks for your support. I look forward to meeting more of you at future social events. Roll on Christmas!

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#### **NOTICE TO Z CLUB MEMBERS:**



#### **Datsun Z Race Day will be held sometime.**

Some of you, who read *Bespoke* and *NZ Classic car*, may have noticed that people are still confused about the date of our race weekend!

So are we! We were going to have it on the 4<sup>th</sup> & 5<sup>th</sup> of May but now we find out that the *MANZ AGCM* is on that weekend.

So watch out for yet another flyer and then write the date down.

#### **MEMBERS, ALSO TAKE NOTE:**

Fuelstar New Zealand Ltd is kindly offering a 10% members discount on Fuelstar ULP Converters. See the enclosed green flyer for details. Simply present your Datsun Z Club membership card to take advantage of this offer.

# It Was a Trial All Right!

by Ana (Banana) Pincevic

It was a gorgeous, sunny, blue-sky day, you couldn't have asked for better. Except that is, if you had a cold, then it plays havoc with your head.

The question for me was "Do I not go on the trial because of a cold?" Naa (especially after spending half of Saturday working on my 240Z).

At 9:30am we met in the Liquorland car

drove by.

Drivers and co-drivers were briefed as to the directions, clues and what they were being judged on i.e. time taken, miles taken (kilometres for others) and number of correct answers to questions.

So all left around 10:00am, roughly one minute apart. We ended up mid-pack, leaving after Ali (Brown Bus Co). Lost him 300 metres down the road. Didn't



*"So how do we get out of the car park?"*

park on Wairau Road. There was a good turnout of Zeds, with old and new faces - and cars. The line up of cars was a great sight, especially for the odd passer by who was up early this particular Sunday morning. This included a police officer who gave a very interested glance as he

see him again until the end of the course - Ummm quite late.

So we were off. Lost 0.3 of a mile in the first mile! Mmmmmmm  
Got overtaken (1<sup>st</sup> of many) on Wairua Road hill!! Mmmmmmm

We were off to a goooooood start. The route took us up onto the Upper Harbour Drive, looping Herald Island. Through Kumeu to Helensville, across to Kaukapakapa, then north to Waiwera, Puhoi in a blink (lots of blinks for some) and then Warkworth and finally, Snells Beach after 80 miles. Did a total of 170 miles for the day. Good fun. Blew my cold away!

As you would expect, the journey was not entirely uneventful. The answer to the first question on billboard about a cattery, we went flying past, too busy debating..... something. Stopped at the bottom of the hill, arguing whose fault it

down. Another Zed passed us. And off we went again. About five Zeds had passed us by this time. Not impressed at all.

Thus serious discussion on driving fast enough to keep time and not letting any more Zeds pass us, and driving slower as not to miss any questions/answers raged on. Mmmm. As it turned out (not surprisingly) lots of other drivers and co-drivers were having similar discussions!

At Herald Island, we knew the answer to the questions before we got there - it was on the map. But we still did the loop to keep time. Unlike some others who did a



*"All and Ana swap team trial tactics"*

was, as a Zed passed us. My co-driver didn't want me to do a U-turn (due to mileage), so back up the long hill he ran. Another Zed passed us. Mmmmm. Seconds turned into minutes. I reversed half way up the hill to meet him coming

quarter of the loop, decided it was a waste of time and turned back, then changed their minds and went back to do the loop. Mmmm. Not so good for the mileage and time count!

We discovered the roads were being used

well that day, and not just by Zeds. We passed cyclists racing, got stuck behind old jalopies doing 20 km/h and found massive queues just past Waiwera (road works). At Puhoi, we got crafty, fooling other confused drivers ahead of us looking elsewhere for the clue there (sorry guys!) and in doing so we got the answer to the question, jumped ahead of three cars all in a couple of minutes.

At the end we were expecting quite a few Zeds already there. NOT. There were only about five cars. And no Ali, or Mike Lucas (Green 260Z), or most of the others that had passed us along the way. Turns out Ali took a VERY wrong turn, more to the point he didn't take a certain

turn. Mike had radiator hose trouble and I don't know about the rest. Though I heard one story about a Zed that took a wrong turn - with two other Zeds following him. Whoops.

Zeds filled the car park at Snells Beach. Everyone talking about cars, the route, the many mishaps, the driver/co-driver disagreements and the mud on Ali's car (come on Ali it was tar seal all the way!) We had a meal at the Salty Dog tavern with more talkie talkie and lots of stories. Everyone had a good time, so thank you Mark and all your helpers.

And the sun was still shining as we left to head home, via Orewa and an ice-cream.

#### OFFICIAL RESULTS OF THE Z CLUB TRIAL

<i>Driver, in place order:</i>	<i>Navigator</i>	<i>Time taken</i>	<i>Q's right</i>	<i>Speedo reading</i>	<i>Total % variance</i>
1. Jan Long	Dave Long	2:07	6	129kms	23
2. Mark McKinley	Sterryn Edwards	2:12	6	123kms	26
3. Steve Woodfield	Warwick Brennan	2:16	5	80miles	30
4. Hugh Pepper	Julie Pepper	1:55	6	131kms	34
5. Pat Johansson	Ron Johansson	2:15	4	125kms	36
6. Ana Pincevich	Warren Moore	2:00	5	76miles	37
7. Ronald Ragen	Kathy	1:55	4	129kms	42
8. Anthony Baker	Jennifer	2:21	4	134kms	43
9. Mike Lucas	Aaron Spinley	2:16	3	137kms	46
10. Alister Leask	Anne-Marie Stone	2:12	3	89miles	48
11. Alan Harrison	Lisa Wilkie	2:38	6	88miles	52
12. Ramon Carswell	Sandra Carswell	1:54	2	128kms	53
13. Lindsay Walden	Joyce Walden	2:18	1	140kms	60
14. Unknown	Unknown	2:02	3	97miles	63
15. Simon Huffman	Craig Burnside	2:09	0	159kms	75
16. Julz Edwards	The Invisible Man	2:36	2	109miles	97
17. Grant Lee	Unknown	DNF	DNF	DNF	DNF

<b>Standard Time</b>	2:10
<b>Total number of questions</b>	10
<b>Standard Distance (kms)</b>	128.4
<b>Standard Distance (miles)</b>	79.8

# THE BEGINNERS GUIDE TO PROPER SCRUTINEERING

(or - Everything you should already know but didn't)

*by Neil Stanford*

Since I have been involved in motor racing I have also been involved in the strange pre-race ritual of scrutineering. This is where drivers bring their cars along to the check bays and people with clip boards and check lists, inspect the cars and tell the drivers things they invariably don't agree with. The problem being that some of these people almost know what they are doing and lots have absolutely no idea at all but think they know exactly what they are doing.

In an effort to try and remedy this, MANZ decided to run a series of seminars on correct and proper scrutineering techniques and how to use the information available. These seminars took the form of a one day course with the "chief learned man, and imparter of knowledge" being one Greg Gillespie assisted by Stephen O'Neill from MANZ.

Getting on the course became an interesting exercise. The information I had seen published directed me to contact my club for an application form. I did

this and was told "see Greg, he's running it." All right, so I saw Greg who told me to turn up at the Auckland Car Club on the required day. On the day I duly turned up to find a list of people who were attending without my name on it, seems I was meant to go through my club who were then meant to forward my name to MANZ.

**"...people with clip boards and check lists, inspect the cars and tell the drivers things they invariably don't agree with."**

No problem, I found the place to hide in the corner (does it help to know someone?).

There was an interesting mixture of people from different clubs with different levels of experience (looking back had they been getting it wrong for longer?). Greg's style of teaching is good, it's open and on our level, that is you can actually understand

what he's on about which is the main thing you need on a course. It also promotes (or is that provokes) discussion and comment and there certainly was plenty of both. Many people came along with their own barrows to push. I must admit that on some of these barrows the wheels had fallen off or the bottoms had rusted out as it was a bit hard to

understand what they meant or where they came from. Anyway, the morning consisted of going through some course notes provided in conjunction with the MANZ book. The main things covered were; what is required for the vehicle, what is required by the competitor and, most importantly, what is required by the scrutineer.

The course stopped for lunch, this being provided as part of the course. This allowed people to sit and talk about what they had heard in a more informal and relaxed atmosphere. Good for more interesting discussion.

After lunch it was back for another session before "ULP" the Exam. The exam consisted of an open book format with all the answers being found in the course notes and the MANZ manual. The exam papers were collected to be marked at a later date when all the seminars around the country were finished, thus making it easier for MANZ to sort out.

The verdict - was it worth it? Absolutely! I learnt a lot. A few ideas I had were changed, a lot of new ones were introduced. Disappointments - only one. The lack of interest shown by people to what is a real problem in our racing, myself being the only one from the Datsun Z Club to attend and that was more than some clubs fielded. I feel that it was a great chance to get our act together and head towards standardising

our methods and procedures in what we do at meetings, because at the moment we still suffer from the chalk and cheese syndrome.

I feel that everybody who races a car should go (or should have gone) to these seminars even if you don't intend to become a scrutineer (but being one can be a big help), if for no other reason than to better understand what is required by you when building up a car and the equipment required to race it. It would also eliminate a lot of the problems and arguments at race meetings which cost

time and generate ill feeling through lack of knowledge on both parts. It would also take the load off people like Greg who every week fields numerous phone calls from people who ask for answers that are already there if they used what is available.

That is, it's all in the book (well OK, almost all of it).

Again, I believe it was more than worth it and if these training seminars are held again I would recommend that you go to one. You might just learn something and from understanding, enjoy your racing more.

P.S. Coming back from holiday I found an envelope waiting for me with a piece of paper in it stating that I was now an officially licensed MANZ Scrutineer. So in future, if you have any scrutineering problems or questions....RING GREG!

## **“After lunch it was back for another session before, ‘ULP’, the Exam.”**

# The Great Z Club Magazine

## Official Interview

(Z Club Member profile)

**Name:** Robert Cuttle & Maria Moutos     **Date:** November 1995

**Occupation:** Company Directors of "The Fishbowl"  
(A Wellington Café)



**1. Tell us about your Zed.**

The car is a 1974 260Z coupe, bronzy colour. It has a 280 motor, high compression, 260 degree cam, 40mm Dellortos, lowered, Koni's, nolathane bushes, 280ZX calliper's, vented discs, 15x7 minilite copies, + more...

**2. History of car?**

We bought the car one and a half years ago from Bob Charters in Wellington. The car originated from Australia, went through Papa New Guinea, to New Zealand in 1978. I am the ninth owner in New Zealand.

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

Joined about one year ago, after hearing about the club from two other Wellingtonians, Don McLean and Grant Johnstone.

4. **Are your cars purpose built, raced, daily transport or for use as a business vehicle?**  
It's not our daily transport, it's heading more down the race use only road. We still use it for Sunday drives, but would like to race more.
5. **Future plans?**  
48mm carbs, 300 degree + cam, etc... and let's not forget bigger brakes! Avgas, fuel cell. I would like to get a repaint and tidy up the cars appearance, but always get side-tracked, wanting more performance (*more power, auh, auh, auh...Edz*).
6. **Worst moment in your Zed?**  
When we had problems with the fuel pumps at Taupo during the Targa (*see article after this interview...Edz*). Devastating, just 50 yards off the line.
7. **Best time you have had with your Zed?**  
Many, and it keeps getting better.
8. **What sort of events have you been involved in with your Zed?**  
Just finished Targa New Zealand. Our work schedule is such that we work all weekends. I am currently trying to free myself up to be more involved with local Sprint and Hillclimb events, and more racing.
9. **What car would you buy if you won lotto?**  
I'd like to buy more time to use the one I have!, but I'd probably get a 1962/63 Ferrari 250GTO.



## Targa '95, a Z Car's Story...

by Rob Cuttle and Maria Moutos

*One day, while reading a magazine, I noticed an article on a new event called "Targa NZ". At the time, my partner Maria and myself were both looking for a tonic to end winter and "blow out some cobwebs". This seemed to fit the bill.*

**Targa**  
NEW ZEALAND



A phone call to the organisers resulted in us receiving a video tape of the "Targa Tasmania", and we were hooked. Open roads, unlimited speed, six days of pure motorsport indulgence. "Just what the doctor ordered".

Our 1974 Datsun 260Z would require quite some modification. The suspension and brakes were already upgraded and I had half put together the new motor. A visit to Andrew at Sports Car Services (Wellington), gave me a much clearer idea of what was needed. Obviously getting the car ready was going to be the first challenge.

Eight weeks later and a few (thousand) dollars spent - we were ready. The motor was fitted and sort of run in, the brakes further upgraded, the drive train checked, the electrical system checked, roll bar installed, new seats and harnesses fitted, a Terratrip installed, plus anything else that could be checked, checked.

So, on Sunday morning, we left Wellington, cruised up to Auckland, getting to Pukekohe late on Sunday evening.

On Monday we went through documentation and scrutineering with no dramas, and it gave us the opportunity to check out the competition. There were a lot of very fast and well "sorted" cars.

Tuesday afternoon was the "Don Thomson Subaru Prologue" at Pukekohe race track. This track session gave us the opportunity to dial-in the Terratrip and test our newly fitted Bridgestone RE71's (tyres).

#### **DAY ONE - Wednesday, October 25**

The first car left at 9:00am with one minute intervals between each car. We were seeded at number 13 and at 9:13 am on Wednesday October 25th we left Pukekohe Race Track to tour to the first special stage (SS). The Targa NZ had started and there was a lot of nervous excitement in the air, as we cruised the 23.25 km to SS1, a 6.45km run. Being a novice to navigating, Maria found it required full concentration, but it didn't take her long to get the hang of the Terratrip (thank goodness!).

At 9:50am we had our first taste of roads at racing speed as we began SS1. **EXCITING STUFF!!** We were connected by intercom and Maria would call the upcoming turns, hazards, intersections etc, as marked by distance in the road book. We would both be looking for the upcoming arrows posted on the road, 100 metres out and at the turn or hazard. It had been explained to us at the Driver's Briefing the day before that not all the hazards would be cautioned, with fewer cautions as the days progressed. All in all a fairly easy

**"Open roads,  
unlimited speed,  
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'Just what the  
doctor  
ordered'."**

stage, but overcoming my natural instinct to brake at the top of a blind brow, when all the signs indicated the road would be straight ahead was going to take some work.

The morning was fun, with SS3 a long windy 29.95km run just before lunch. By now our confidence had grown, and we went for it - clocking in one of our best times. However, while on a serious high we were brought down to earth quickly when we incurred a small late penalty for not checking into the time control properly. Next time we would leave the tall stories until after completing every instruction in the road book. C'est la vie.

A quick lunch was followed by a great afternoon's driving. We laid down some good times, my driving confidence grew, Maria's navigating skills sharpened, and we came up to SS6, the afternoon's long run at 19.8 km, ready to set a good time. Disaster struck.

The electric fuel pump had been mounted at the front of the 260, and on a hill start we found out they should have been mounted at the back. Fifty yards off the line up a steep hill, the car died.

Five cars passed us while we made frantic phone calls to Wellington, lots of shouting and swearing before the car

fired again. Slowly, it dragged us up the hill and as soon as we reached the flat the motor came on stream, and we set about making up for lost time with vengeance. In hindsight, we got a bit loose on this stage desperately trying to make up for lost time. We finished the stage, recording the slowest time in the overall, but in our minds it was definitely one of the quickest stages we drove.

The day ended in Hamilton with a short (0.7km) and ugly, publicity stage in the "Wings Centre", then into Parc Fermé for the night.

**DAY TWO -**  
Thursday, 26 October  
1995

Thursday was, without a doubt, the best day for us. The scenery was spectacular, the

weather glorious and the stages out of this world. Very fast and windy and suiting the Zed perfectly.

We were well into the driving groove, doing some awesome times and it was seriously just too much fun! The day however had a very frustrating end. The last stage, a 4km "sprint" into Taupo was a disaster. Again it was a hill start, the fuel supply stopped and the car rolled to a halt 50 yards off the line. After a lengthy push by us and some spectators, more shouting and swearing, the car finally fired up on the flat and we finished a 1:43 minute timed run in 17.52 minutes. More late penalties at time

**" ... We laid down  
some good times,  
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Disaster struck."**

control. We vacated the final time control in a big hurry to try and find an Auto Electrician in Taupo, as it was now approx 5:25pm.

This is where the event camaraderie came into play. While I was busy badgering an Auto Electrician to work late that day, Maria returned with two other teams who came to offer their help. Looking under the car was a sight to behold. Our brand new (2 weeks old) custom-made exhaust was almost worn through in three places. It took even pleading to persuade the

### DAY THREE - Friday, October 27th

This was the day it all happened. The entire days stages were very windy, rough and challenging. Cars were falling off everywhere. The day before we'd noticed the throttle linkage had bent, and now the carbs were out of balance. A closer inspection revealed a broken engine mount and the problems just got worse throughout the day.

We had our closest call, destroying both front tyres when we locked-up completely coming out of a right-hander



*"On the road again, I just wanna be on the road again..."*

auto electrical to weld skid plates along the exhaust. The fuel pump was moved to the back and a new fault became evident. The fuel tank was quite dented, and we reasoned that we had cracked a fuel line and hence the car had been sucking air. From then on we drove with a full tank everywhere.

going straight into a 90 degree left with a cliff ahead. People were in awe of our skid marks, right to the very base of the cliff. (*Need a lesson from the "Queen of Pulse braking"?...Edz*). Later that afternoon our front end "washed out", this time just clipping a bank. Still, we clocked in good times all day. On the whole a great day, with just a couple of small scary moments.

#### **DAY FOUR - Saturday, October 28th**

During the previous night we'd changed the front tyres to our spares, got the throttle sort of repaired and balanced the carbs. However, for some reason we no longer had any bottom-end and it was very frustrating to drive with the motor bogging out of corners and just not sounding clean. This was probably just as well because although the stages were excellent, it was very wet and slippery and only dried out towards the end of the day. We were a little bit slower today, however we still had a great day. Overnight was in Tauranga.

long straights. The day led us through picturesque country and great roads.

Thinking possibly, that our lack of low-down power was due to the carbs running rich, we had taken the air filters off. There was no improvement in power other than at the top end.

Challenging, but reasonably short stages all the way back to Pukekohe. We repeated the "Prologue" (from day one) and then got down to some serious tyre-kicking and lie-telling with the other competitors. We had finished all stages under our own power, but not completely without incident.



*Rob and Maria, having completed what they set out to do.*

#### **DAY FIVE - Sunday, October 29th**

The day began at Tauranga with a "Publicity Stage" on the new motorway. A large crowd of people gathered to check it out. It was probably the fastest stage of the race containing two hairpins and three chicanes joined together by

It was excellent to cross the finish line with a great sense of achievement at having completed what we set out to do. When reality kicked in and we had to drive home the next day, we wished it was still day number five and we were still racing.

## THE AFTERMATH

The car came through remarkably well. The race was much harder on our machinery than we had envisaged before the start. Next time I would like to have more time to thoroughly test the car in all circumstances, (including hill starts), and I would involve a service crew.

My driving got better and better throughout the event. Taking blind brows flat out, when you only "sort of know" the road is straight, takes quite some confidence in your own ability, your machinery, and your navigator.

We came through well, finishing 3rd in our class and still possessing a dent free car (which is good), but certainly we had our share of scary moments. IT WAS EXCELLENT!!!

Small mechanical problems compounded into bigger things losing us a fair bit of time, but the final words must be that the "Targa was all and more than I ever imagined. Six days of just pure fun". We will be back next year, maybe with a bit more horsepower, definitely a bit more brakes. Hopefully, Targa '96 will be as much pleasure as Targa '95. Definitely a very worthwhile use of our time and resources.

Our thanks to:

Andrew and crew at Sports Car Services, Grant (Johnstone) and John in the 300, Steve and John in the Stratos, David and Dennis in the Mark VII Jag, the officials and organisers and anyone else who made crossing the finish line more possible.

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# New Member Gone Mad!

*By Mad Mike Lucas*

It didn't take long before I was well and truly bitten by the Z bug. In November 1994 I purchased my first Z (see article "New Member, Old Car" Issue 63). After a nine month gestation period I am now the proud owner of a sweet 240Z.

The new Z in my life is a 1969 240Z, chassis number HS30-000016. She's currently very rough and in need of a complete rebuild, and a rebuild she will get, even if it takes years. With the chassis number 16 there is only one way to rebuild the Z and that is back to original concours condition.

The car requires two new rear guards as it currently wears a set of flares (*they may be back in fashion but we still don't like them...Edz*). When these flares were installed they were not welded properly and this left gaps between the outer skin and the inner skin (and we all know what this causes), therefore the new rear guards will remedy those ugly flares and the cancer they carry.

Another panel area that needs attention is the roof. Someone who didn't care that the

chassis number was 16 has installed a glass pop-up sunroof. One good thing about this sunroof though is that it doesn't leak (well, not yet anyway).

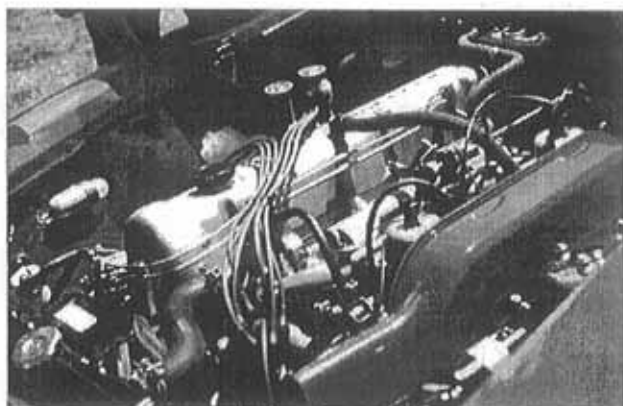
There are some pluses about the car apart from the chassis number. For one, the original seats are still in place (even if they have been covered in red cloth and vinyl), as with the original steering wheel (no holes in the spokes). Most of the pluses are under the hood. The original carbs are still fitted, unfortunately to a 260 motor, the original rocker cover is there along with the plug leads (with a 1970 date stamp) and many other small bits and pieces.

Parts I am still looking for include a 240Z grill (any condition considered), an original 240Z radio and electric aerial (going or not). I will also be looking for some original 1969/70 240Z hubcaps. If any members can assist me in locating these parts, it would be greatly appreciated. Any technical assistance re-authenticity would also be greatly appreciated (*as would some free counselling...Edz*).

## Getting ready for Concours.....

*by Lisa Wilkie*

**Come mid January, it will be time again to give your undivided attention, focus your every waking moment, eat, sleep and breath with your car. That's right, it's our club's annual concours, our once a year opportunity to display the best our club has to offer.**



*Hot "cotton" tips for under the hood.*

Dating back to the late 1800's, the Concours D'Elegance is an event in which owners of restored and highly maintained vehicles compete to see which entry is the cleanest and most original.

This year, to ensure these coveted trophies are within everyone's reach I've done some research, gathered advice from Zed owners, and even got some hot tips from a professional valet. So no more excuses - let's get to work!

On our club day you will have the choice of entering one (or more) of the following categories:

1) **FULL CONCOURS:**

This is the big one, for those of you who really treasure your car. The cars will be examined in great detail in search of the perfect Zed. They will be judged on *everything*: Panel and paint, interior, engine bay, underbody and of course authenticity (originality). The age of your car will also gain you additional points.

2) **SHOW AND SHINE:**

Similar to the full concours, this is a great test of 'elbow grease'. Your car may not look original but it should dazzle the judges with its cleanliness. The bonnets and toolboxes are closed for this category so the attention is focused on panel, paint, glass, exterior trim, wheels and interior.

3) **RACE CAR CATEGORY**

This is a very popular category for many members who race on a regular basis and who like to keep their cars looking sharp. To be eligible you need to have competed in your car twice in the last 12 months. Things to have in ship-shape condition are: interior, engine bay, underbody, glass, panel and paint. Only in this category, are graphics and/or logos (sponsorship etc) taken into account for the overall impression of a racing zed.

There is a trophy available for **Members Choice**, which encompasses all three categories together - you will have the opportunity to vote on the day for the car you like the look of the best.

Of special note is a new prize the "**Waldren Trophy for Best New Member**", which will be given to the winner of the best car entered by a first-time concours competitor.

***Where do I start? What do I clean first?***

OK, so you've chosen a category and now it's time to get to work on your Zed. I've managed to gather some useful information to save you time and effort in getting your car ready for our annual day out.

A practical place to start is the engine bay and underbody. Having access to a water-blaster can be very useful at this stage. An easier option can be taking a trip to your local "Washworld". Go prepared - take a jack, stands and a wheel brace as the best results are obtained by taking the wheels off to really clean wheel arches and suspension thoroughly. Don't forget to give some attention to the transmission, drive train and tunnel - great dirt collection areas.

## **What cleaners and chemicals are effective and safe to use?**

The foaming engine degreaser available at 'Washworld' does a good job in the engine bay if things aren't too dirty. Many people have suggested various alternatives: Kerosene, Mobilsol, Simple Green and other non-abrasive detergents. All these products if "worked in" with a paint brush, (trim the bristles an inch to give you a firmer brush) will successfully remove most built-up or ingrained dirt from those difficult areas in your engine bay and underbody. More than one application can often give better results. Remember to rinse thoroughly. Don't forget to protect the paint on your guards while cleaning the engine bay with old bath towels.

## **How do I get my wheels looking really sharp?**

Let's face it, there are many mag wheel cleaning products on the market, most containing acids and bleaches, which, if used incorrectly, could permanently damage the finish of your wheels. One of the most recommended and effective all-purpose products that you can use safely is "Simple Green".

Past experience has shown that a bucket of suds, a selection of brushes (including a toothbrush) and a hose is the only way to get wheels really clean. Tedious, but true! Don't forget to clean the inside of your mags and give the tyre rubber a good scrub. Some people use a nylon pot-scrub on their aluminium mags to assist in the removal of dirt. All wheels are different so test a small area before getting too carried away.

"Autosol" is a good product for polishing the wheels once they are cleaned. A carefully applied coating of wax on wheels can give added protection from brake-dust deposits. Use a "dressing" on the tyre-rubber such as Armor All and work into the grooves with a soft brush or cloth. Avoid spraying on - it can make a big mess!

## **Any pointers on cleaning the interior?**

Start off with a really thorough vacuum. Pay attention to those hard to reach (but not hard to see) places like down the sides of your seats.

Most of the vinyl (and plastic) in your interior should be cleaned with a solution of mild detergent and water. If it's really grubby try using "Multi" (general purpose foam cleanser) - Note: keep this stuff off your paintwork. After cleaning, apply a vinyl conditioner. There are many products available, most people use Armor All. There is some controversy surrounding the use of this product on interior surfaces as it has a white spirit base which is absorbed into the vinyl and can make it brittle.

An upholsterer I talked to suggested the use of Silicon (XL brand, NZ product) applied with a cloth for dash, upholstery and plastic surfaces. Excessive shine can be a problem and can be minimised with buffing.

### **TIP:**

**Scrubbing your mags with used dish-brush will prevent you from knocking all the skin off your knuckles (ouch!).**



Velour upholstery, if it's looking a bit grubby, can be cleaned successfully by spraying with Multi and massaging the product in with a fine nail brush if necessary. Use a damp chamois to wipe off/sponge out the dirt and residue detergent.

### **What Wax or Polish should I use on the bodywork?**

There are two ways of dealing with paintwork, you can either "seal" it by using a glaze or "nourish it" and let it breathe with a wax. If you use wax you will need to re-apply every three months depending on conditions. Like most things in life, you get what you pay for - good quality waxes can be expensive, but are worth it for the protection it can provide. Cannuba wax (smells like coconut oil) is supposed to be the best there is, so if you use any product containing this, you're on the right track.

#### **TIP:**

***A small soft paint brush is a handy tool to assist in removing dust from crevices while you vaccum.***

"3M Hand Glaze" is a useful product for reducing swirl marks and scratches in your paint. Remember to apply these products in the shade, or when the body panels are cold, or you may stain the paint work.

It may be of interest that in your regular cleaning schedule, wash your car in the shade or again, when the panels are cool (spray water on them for a few minutes if you must wash in the sun). Use a natural sponge, available from the Body Shop, not a carwash brush as they all scratch your paint. Turtle Wax "Wash and Wax" is a good product for regular use. Chamois the car dry, using a back-and-forth motion (i.e. not circular!).

### **So what's left?**

**Glass:** The secret to clean, streak-free glass is to use two (lint free) cloths. The first one cleans and the second is used to polish the glass.

**Chrome:** Autosol" metal polish or "Silvo" works well (this can be followed by a coating of wax to protect if you wish). Make sure badges don't have a build up of wax on them - clean with a soft toothbrush

**Brightwork:** Aluminium kick strips on 240/260Z can be cleaned successfully using "Jif" and a stiff scrubbing brush. The result will be semi matt, but very bright.

There is a lot to be gained by giving your car this once-a-year going over. Besides making your car look awesome it's an ideal time to check for any fluid leaks and (dare I say it) underbody rust. Happy cleaning!



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# Taupo Z Club Driver Training... How did it go?

*(We asked the people who were home when we rang!)*

## **Rob Chubb - Auckland:**

"Damn fine, but cold. I had lots of fun even though the power steering and ABS in the 200SX made going around cones more of a neat three point turn than a grunty fang. I had to stop playing later in the day when Peter Campbell pointed out that my brakes were starting to glow like 'little neon cherries', a sad but true story. I also enjoyed the night out at the restaurant on Friday night, for those of us who went down the night before. All in all I had a great weekend and those that weren't there should be sorry about it!"

## **Steve Newenham - Auckland:**

"It was an enjoyable day and I really had fun. It was an eventful day too as it was the first time I'd ever experienced 'terminal brake fade' and ended up in a sand trap! You could say it was a bit of a learning experience! Taupo's a bit further to go than Bay Park was, but I drove down at the crack of dawn on the Saturday and stayed that night at a Backpackers so it didn't cost a lot. I'll certainly be in next year for sure."

## **Blair Cole - Wellington:**

"I thought the day went really well. Having it in Taupo meant I actually went! From Wellington it's not too far to go. I'd been on the circuit once, a long time ago, on a bike but this was the first time in my Z. For novices, having the gymkhana events in the morning was a

really good way of finding out about how your car and tyres handle the track (or not!) before the practice laps. If I went again next year I think I'd ask for more 'tuition'. I mean I went around the track in Alan Harrison's car (while he drove) a few times and that was really useful."



*Blair Cole mistaking the slalom for an Autocross event.*

## **Grant Lee - Rotorua/Auckland:**

"I had other plans for the weekend so I only popped in for a short time on Saturday. I used to be more involved in racing events in the past and am in the process of getting the car back on the race track. I quite enjoyed the few times I went around the track in the afternoon but it only took that amount to find enough problems with the car to encourage me to stop. A driver training day at Taupo is certainly a cheap event to do and I'm looking forward to more events in future."

**Anthony Baker - Auckland:**

"I think the day went off pretty well, everyone seemed to be having a good time. Days like that are a big help if you're thinking of getting into racing, well worth making the effort of going. It's certainly not as daunting as a practice day at Pukekohe and there are always some experienced people there if people want to ask any questions."

**Roger Jones - Rotorua:**

"Jolly good fun really. I had been preparing my race car for Manfield so I threw an old race motor into a street car (which I hadn't had on the track before) with a 4.4 locked diff, Jap tyres and standard suspension. That combination all turned out to be a bit of a handful around the cones. I seemed to be doing more 720 degree spins than 360's. At one point during the "right way wrong way" event, the car seemed to always want to be where Keith Smith was standing! Came



*"Keith Smith - the human cone"*

**Ramon Carswell - Auckland:**

"Overall I had a good day, even though the car ended up on a transporter with a possible broken bearing. It was my first time on the Taupo track and I found it an interesting circuit. Compared to Pukekohe, which is so big and open, the smaller Taupo circuit gives you a bit more work to do, making it a bit more challenging. I would recommend it to other beginners as a good replacement to the Z Club Bay Park driver training weekend."

a wee bit close at one point!"

**Julz Edwards - Warkworth:**

"I really enjoyed the day and learnt a lot, not the least of which was not to do 360's with a hangover! I felt a bit better in the afternoon and went out on the track by myself and then with Paul Clemens. I found out a lot about better ways of taking the corners. A day like that really gives you more confidence in your driving. I probably ruined my tyres but my new brakes really hung in there."

## RESULTS FROM TAUPO DRIVER TRAINING WEEKEND

### ACTIVITY ONE: "CONE SLALOM VARIATION...."

<i>Driver</i>	<i>Registration</i>	<i>Best time (sec)</i>	<i>No. of attempts</i>
Paul Hansen	TD 5981	13.86	3
Blair Cole	KU 9372	14.06	5
Steve Woodfield	ND 8676	14.31	3
Ron Ragen	TD 5981	14.43	3
Anthony Baker	ND 8676	14.44	2
Steven Woodfield	FZ 7160	14.48	3
Steve Newenham	IQ 9815	14.53	5
Ramon Carswell	ALLBOG	14.57	3
Alan Harrison	DATSUN	14.65	1
Greg Gillespie	GA 5974	14.80	3
Mike Lucas	0016	14.88	2
Lisa Wilkie	GA 5974	14.94	2
Stuart Robinson	GH 2069	15.16	1
Rex Carswell	REDZED	15.37	3
Simon Huffam	26TZ	15.38	2
Mark Thompson	I ZX I	15.44	4
Julz Edwards	IS 4629	16.43	2
Roger Jones	NF 9701	16.74	4



*Our own "Baby-faced assassin", fanging it with the boys.*

**ACTIVITY TWO: "RIGHT WAY, WRONG WAY" (HAIRPIN)**

<i>Driver</i>	<i>Registration</i>	<i>Best time (sec)</i>	<i>No. of attempts</i>
Anthony Baker	ND 8676	25.17	1
Steven Woodfield	FZ 7160	26.61	2
Rex Carswell	REDZED	26.80	4
Blair Cole	KU 9372	27.01	6
Steve Newenham	IQ 9815	27.07	5
Stuart Robinson	GH 2069	27.29	2
Paul Hansen	TD 5981	27.31	3
Warrick Brenan	FZ 7176	27.69	2
Mike Lucas	0016	27.80	2
Mark Thompson	I ZX I	27.98	4
Lisa Wilkie	GA 5974	28.45	2
Simon Huffam	26TZ	28.66	2
Ramon Carswell	ALLBOG	29.04	4
Rob Chubb	RG 8854	29.31	4
Julz Edwards	IS 4629	29.93	2
Ron Ragen	TD 5981	29.97	3
Alan Harrison	DATSUN	30.96	1
Greg Gillespie	GA 5974	31.83	1
Roger Jones	NF 9701	33.08	3

**ACTIVITY THREE:  
"THE BACKSTRAIGHT FROM HELL..."**

<i>Driver</i>	<i>Regn</i>	<i>Best time</i>	<i>No. of runs</i>
Anthony Baker	ND 8676	18.47	2
Greg Gillespie	GA 5974	18.91	1
Lisa Wilkie	GA 5974	19.65	2
Warrick Brenan	FZ 7176	19.93	2
Steven Woodfield	FZ 7160	20.12	4
Ron Ragen	TD 5981	20.32	3
Ramon Carswell	ALLBOG	20.41	3
Mike Lucas	0016	20.94	2
Stuart Robinson	GH 2069	20.98	1
Roger Jones	NF 9701	21.32	6
Steve Newenham	IQ 9815	21.36	4
Alan Harrison	DATSUN	21.38	1
Rob Chubb	RG 8854	21.39	3
Mark Thompson	I ZX I	21.54	3
Simon Huffam	26TZ	21.59	2
Blair Cole	KU 9372	21.83	4
Paul Hansen	TD 5981	21.88	1
Rex Carswell	REDZED	22.68	4
Julz Edwards	IS 4629	23.02	2



*"Gosh it's cold out here!"*

*And of course, a HUGE vote of thanks must go to the various people that turned up, without their cars, to help with marshalling and the other jobs that let everyone have such a good time. Thanks particularly to Keith Smith, Meryn Davies, Peter Campbell and Rob Chubb (even if Rob only stopped playing due to brake-glow!). That is what the Datsun Z Club is all about and we really appreciate you all coming down and helping out. (Thanks from the Dis-Organisers of the Event).*

## You win some, you lose some.

by Julz Edwards

*(Current holder of the Z Club Trials Trophy).*

9:30am on a Sunday morning was a little early to be feeling wide awake and alert as I lined up for the trials event.

Having no navigator meant I was bound to miss a few clues here and there. I drove off with a good number of zeds already in front of me. It was a lovely day as we all headed out Greenhithe way and whoops, well I missed the first question.

The instruction sheets looked a little confusing a first, all just a matter of watching how many miles (or kms) you were ticking over. I couldn't see any nice hitchhikers to pick up to navigate so I continued on my way and took a few wrong turns around Herald Island. It was a bit hard to tell, with so many zeds around and by now I

figured my odometer ready was just a little bit out. Some small calculations were needed to plot the next turns.



*The man in the CIA issue shades brought a rally navigator, to no avail.*

I found my way out west and stayed on course through Helensville and headed North. Still no hitchhikers, or answers to the next few questions as I turned off highway 16 and headed back to main road.

I guess driving, reading instructions, looking for clues and trying to write just blew my concentration a little and my eyesight somehow faded as I approached the Silverdale - East

Coast Bays intersection. I just didn't seem to notice the arrow pointing North and oblivious to my mistake took a right hand turn. I continued on for 10 point something miles and things got a little bit

suspect when I couldn't make a left hand turn... Well, I hadn't seen any other Zeds for a while, so another study of the map (with my eyes open) made me realise my mistake. Back tracking at high speeds I was soon back on course again.

All those extra miles meant, hell I now needed a calculator to work things out. Luckily being on familiar roads meant the clues were getting easier and I knew

was where I was going. One more study of the map was all I needed and I headed for the 'Salty Dog'.

The car park was crowded with Zeds already there and I know I'd done more miles than most. Mind you I did notice a red 240 try and sneak in even after me, and rumour has it there was an experienced navigator on board, so I didn't do too bad. With only two correct



*Two Ron's didn't make a right.*

where to find stables and a library. The Puhoi Pub and how I would have loved to stop for a beer. I still haven't answered any more questions as I headed north once again and finally saw another Zed. A red one, going in the opposite direction just to confuse matters even more. We both waved, not knowing who had it right. I knew I was getting very close to home and if I'd botched up that

answers and far too many miles I did end up coming last. It doesn't look like the trials championship trophy will have my name on it two years running. Never mind.

It was another fun day topped off with a beer and a feed. The Brandy snaps were beautiful and for once I didn't have far to drive home.

# The Agony Column...

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## One Hot Zed.....

**I have replaced the thermostat, and yet my zed continues to overheat. What should I do now?**

*Overheating is best described as a steady climb up the temperature that doesn't slow down when the thermostat opens. Changing the thermostat was a good starting point, but often the radiator is the culprit. In a perfect world, the coolant is circulated by the water pump through the radiator tubes and the heat is dissipated into the atmosphere.*

*You might want to check the radiator tubes (core) for blockage. If these tubes become plugged, the ability of the radiator to transfer heat to the atmosphere will be reduced in direct proportion to the percentage of blockage. Blockage is caused by corrosion when lead, steel and aluminium come into direct contact with depleted anti-freeze. The best way to tell if your radiator is blocked is to remove it from the car and have a radiator shop inspect it. As a general rule of thumb, you can expect at least 50% blockage if the radiator is more than eight years old and the coolant has not been changed at regular intervals.*

*If you're sure the other components of the cooling system are operating properly, the most cost-effective way to deal with a plugged radiator is to replace it. Rodding is another option, however, I've found that this places so much more stress on the radiator, that if you're looking for a reliable, long-term fix - this method is more often than not, unsatisfactory.*

*The best way to maintain your cooling system is to replace the coolant according to the manufacturer's procedures. Modern anti-*

*freeze already contains all of the additives your car needs - so save your money on the extras. (It is also important to identify when your zed overheats ie. is it only when stopped in traffic or when you've just finished a 3 hour race? It is not always the radiator/thermostat at fault!! For instance, budding racers who replace the original thermo-fan with an electric one quite often find that while the electric one is fine on the race track and in normal traffic, it is not up to an hour of rush hour! On a similar vein, incorrect tuning can be responsible for overheating, but you should eliminate all the obvious things first. - Auntie Zee)*

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## Squeeeeeek!

**The brakes on my Zed squeal every time I use them. Is there anything I can do to cure this embarrassing problem?**

*Brake squeal, contrary to popular belief, is not caused by "glazed" pads or rotors. When the brake pad presses against the turning brake rotor, it sticks to the metal surface for an instant, then slides, then sticks again. This is like a rubber eraser being dragged along a table top.*

*The stick/slide action causes a high frequency vibration in the brake system. Sometimes one of the brake system components can vibrate hard enough to cause an annoying squeal/squeak under all operating conditions, especially on a performance car whose brakes must operate under a wide range of conditions. There are several things you should check to minimise brake noise:*

1. *Be sure wheel bearings are in good condition and properly adjusted.*



2. Brake rotors must meet all factory specifications.
3. Replace pads when there is less than 30% material remaining.
4. Use only high quality brake components. Nissan pads are excellent.
5. Install or replace brake hardware as required.

If the above methods fail to give satisfactory results, try these stern measures:

1. Apply a thin coat of anti-seize lubricant to both sides of the anti-squeal shims.
2. For '84-'89 300ZX non-turbo or '84-'86 300ZX turbo, try the improved front brake hardware kit (Nissan part number 41080-03P25). The kit includes rubber coated anti-squeal shims with slots that capture and hold the special grease that comes with the kit.
3. Finally, if all else fails - try using a file to add chamfer to the leading and trailing edges of the friction material of all four brake pads.

(If you are using race pads, try installing a set of street pads as they are typically softer and less prone to squealing - Aunty Zee)

## Technical Tip:

If your 280ZX is hard to start or idles poorly, one often overlooked fix is to check the condition of the air intake boot. The weak link in the Z/ZX air intake system is the rubber boot between the air flow meter and the throttle chamber.

Because the boot connects two components, one mounted on the inner guard and the other mounted on the engine, it is subject to cracking caused by an almost constant movement. These cracks allow un-metered air to enter the intake system down stream of the air flow meter. If you're into preventative maintenance, it's a good idea to replace the boot on both sides of the air flow meter every 60-75,000 miles. (This does not appear to be a problem in this country, maybe the air in America is harder on rubber than the air here!! - Aunty Zee).

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The above technical advice is a reproduction of information previously published in "Z Car Magazine" (USA), with comments added by our Aunty Zee.

We feel this type of technical discussion or sharing of views would be valuable to many members of our club. Therefore we have enlisted the help of our own tech-noguru, Aunty Zee, who will endeavour to come up with the answer to your most stubborn car problems (problems that may also have been plaguing others). She will also share those hundred and one useful technical tips that you may find helpful.

If you have been agonising over any technical issues and would like some advice or assistance, please forward your questions to:

Aunty Zee, Agony Column  
c/o Datsun Z Club,  
P O Box 24-176,  
Royal Oak,  
Auckland 1030

Please include your name in case we need to ring you, but all questions printed in this column will be anonymous.



# A Rock and Roll Event...

by Alan Harryman

So there they are, lined up on the start. Anthony, Rob, Mark and Jennifer all on the front row. Alan and Dave look on while doing "flag-marshalling duties".

The starter signals them away and they roar round the first corner like traction is only a long word. Reaching speeds of 20-25kph down the short straight they tear into the closing sweeper virtually neck and neck. Rob's car rolls. This was to become an all too familiar site that evening.

Every time Dave got behind the controller of the black car he would put it on it's roof. Anthony won the prize for getting a car as far away from the track as possible (an event that we've all seen him practising for) by putting the red car over the lip and almost into the hand basin at the end of the room.

By now you should have guessed that this is not at Pukekohe. It was in Sunnyvale, somewhere out by Henderson. The slot car track is run by Mike Jolley and Dave Young and the Z club had booked the venue for the evening. Possibly due to the sh..ty weather or Mark's feeble instructions on how to find the place only a handful of members turned up. All of which meant that those of us who did turn up got lots of goes, we practically raced until our fingers hurt.

Mike & Co. organised various "events" starting with a little free-form practise (includes car control, speed sensing,

finding out where not to stand ...) moving through match racing where you all get to change lanes so that no-one is penalised (theory only - Rob was able to roll his car in all four available lanes), through scratch racing (just like the real thing, except that Rob was able to roll his car) and even a teams race (where one driver completes a certain number of laps then "rushes" (well, you've seen us) around to the next driver who then does his/her laps and so on. The evening finished with a free-for-all session where we witnessed Anthony trying to break the lap record. Fat chance, he got down to 7.47 and the record stands at 4.05 ...

Dave Young is currently the world champion, and took the chance to deflate us all by running some mid to low 4 second display laps. He has painted the car bright fluorescent green so he can tell where it is. Trust me, there's no way you'd see where it went if it matched the colour of the track. This guy even puts VHT style tyre stick on the tyres and does a burn out to heat them up before he gets going. Needless to say he did not roll his car (Rob could learn a thing or two from this guy).

All in all an excellent evening, and we'll be re-visiting this one for sure. Maybe in the summer though so that we can have a bar-b-que out the back or something. Sounds interesting? Keep your ears on.

Placings:

Match Race: First Alan, second Anthony.

Scratch Races: First equal Alan &

Anthony, second Dave, third Mark,  
fourth Jennifer, then Rob.

Teams : First Alan & Mark, second Dave  
& Jennifer, third Anthony & RøH Rob.

Fastest Lap : Anthony 7.47 seconds.

phone Mike Jolley on 836-5464 or Dave  
Young on 836-1382. You have to be over  
18, so you'll have to wait a couple of  
years Ana (as if we believe all that).



For information about joining the  
Henderson Miniature Motor Racing Club

## LETTERS TO THE EDITORS.....

To: The Datsun Z Club Inc.

P.O. Box 24-176

Royal Oak

Auckland

Dear Sir/Madam,

Watt'chu talkin' about Willis?

(Y'Know, from 'Different Strokes'. I think his name was Arnold. Little black guy).

There I was, innocently perusing the fine quad-annual publication known to us as the 'Orient Express', when what should I notice, hiding in the bollocks about club people on page three which nobody ever reads (but do glance at in case there is a page three girl)?

[Polite cough, dons monocle...] "Ahh", and I quote:

### AREA CO-ORDINATORS:

BLAHVILLE Joe Bloggs (025) 222-blah

BLAHDOM Joe Bloggs (04) 222-blah

HAMILTON Tony Burt (07) 8566502

Whoooooo? Now hang on just a cotton-pickin' minute. I know that guy. He lives at my place, sleeps in my bed (oh-err...Edz), drives my Zed (yeah?..Edz), hell, he even answers to my name because, in case some pleb in outer Mongolia has not worked out, he is in fact myself in the very *person*.

[Significant pause for impact as the speaker surveys his audience. The computer returns the baleful stare].

[Billy Connolly voice over...] "I'M A @#\* WHAT ?!"

Ohhhh, I hear you say, did we forget to tell you?

[Yes, you forgot to tell me]

But I thought that Bob told you.

[Nope, Bob didn't tell me]

So ah, say, Fred (I can call you Fred can't I?) I have some questions for you.

1. *Whut the heil* does an Area Co-ordinator have to do?
2. How does one go about becoming an Area Co-ordinator?
3. How many meetings have I missed?
4. Have I been fired already?
5. Were you going to tell me that?

Now that I've gotten that out of my system, I'd like to take this moment to say a few things...

I'd be honoured and pleased to be an 'Area Co-ordinator'. Sounds pretty flash - will look good on the CV. The Zed club is something that I'm proud to be a part of, and to a bigger part of is great news. I haven't been up to meet you guys again - not through lack of wanting to however..... bit of an oops, you could say. Bloody idiots who put fibreglass air-dams on 280's!

Of course now that I have paid for that, it's warrant time again. Guess what? The guy who owned the 280 before me liked driving over trees in a lowered Zed - \$300 to weld new chassis rails in. The car may be 1978 - but was introduced into New Zealand after '79 so they want impact seat-belts in the front and three-point belts in the back. (*Not true ... See footnote - Aunty Zee*) Not cheap. And when is the insurance due? AND the rego. Bastard Murphy again.

"And you're a full-time student?" they cry.

Yep - tell me about it.

Regards,

Tony Burt

HAMILTON AREA CO-ORDINATOR

*(Tony, As I understand it, the land transport regulations require the fitting of inertia-reel belts in the front seats and three point seat belts in the rear seats of all vehicles first registered ANYWHERE after "some month or other" in 1979. In order to gain the advantage of NOT having to fit these wonderful devices to your recently imported car you will need to establish the original date of first registration using something*

*like the original registration papers for the car, or possible model & chassis numbers. Just imagine the challenge and excitement if you had to fit inertia-reel belts into the front of all cars, just because they had only recently been imported! Could be interesting for importers of historic cars!! - Aunty Zee).*

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To: The Hamilton Area Co-ordinator  
3/44 Graham Street  
HAMILTON

Dear Tony,

We just threw that "AREA CO-ORDINATOR" title to check if anyone reads that page....hey it worked! Ahh but seriously now, we wouldn't let you off that easily.

It was decided that due to your obvious display of enthusiasm (who else would drive all the way from Hamilton to Auckland to eat takeaways and play mini golf in the middle of winter with other Z owners at a Nosh, Nog 'n' Natter!? Or spend their bursary on a toll call to Auckland to ask if there were other Z owners near you?) that you were the most, if not the only, suitable candidate for the newly created position of Hamilton Area Co-ordinator.

Ok, ok, so we forgot to tell you....minor point, you were right Bob was on holiday.

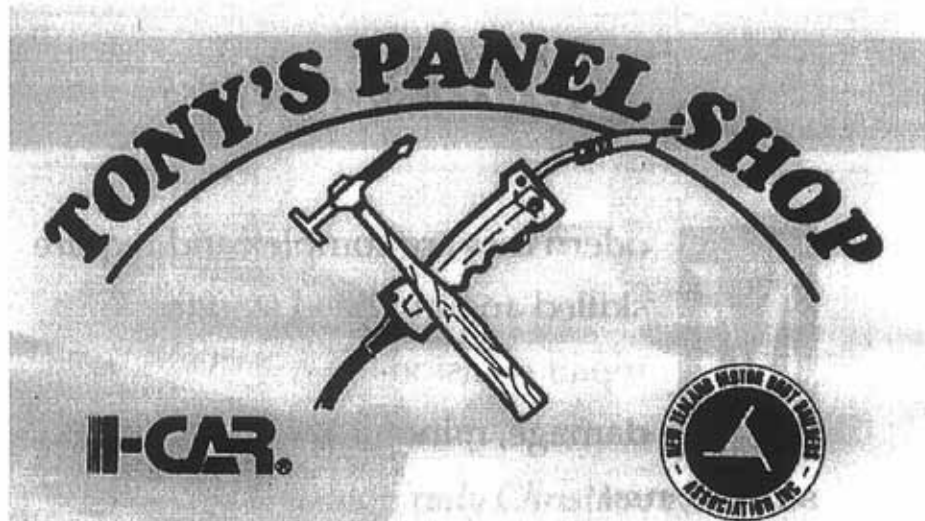
So in answer to your questions:

1. From what we can gather, the area co-ordinators are there to field local enquires to do with Z Club activities (i.e. pass out lots of little blue cards and then wait by the phone), and maybe to arrange for the eating of takeaways and the playing of mini golf at places a little closer to home occasionally.
2. We print your name on that page no one reads. It wasn't hard was it.
3. None, but anytime you want to pop up for a Nosh, feel free.
4. No.
5. We would give you as much warning as when we hired you.

We just knew you'd take on the roll with enthusiasm and gusto. So, all the best and do keep in touch.

Regards,

Fred.



Tony Christieson, based in Hamilton, is the owner/operator of this high quality and fully equipped panel shop. Several club members have engaged Tony's services to rebuild their Zeds after incurring major damage - the results have been nothing short of amazing. If you are contemplating repairing, rebuilding or restoring your car, Tony provides excellent workmanship and value for money.

**54 Sunshine Avenue  
Te Rapa (Hamilton North)**

**(07) 849-1459 work  
(025) 742-305 mobile**

**Before : (Oops!)**



**After : Concours Class Winner 1995**



# PARTS FOR SALE

**OIL FILTERS**, Genuine Nissan (ex Japan) \$25 each.  
240/260/280Z engine reco parts (ex stock), phone for list/availability.

Greg Gillespie, Ph (09) 410-9689

## Z-PARTS MISCELLANEOUS:

Parts available for a 1976, 260Z (Fairlady). Included are: suspension components, glass, interior/exterior panels, instruments, motor and gearbox etc.

Paul Baxter, Rotorua, Ph (07) 347-7289

## Auto Parts Unlimited

1106 Opal Ave #A, Redondo Beach, CA 90277 (California)

# Looking for a part for your Zed?

We have "everything" for your Datsun/Nissan  
240,260, 280,300Z & ZX.

Try us for all your Interior, Exterior and Mechanical requirements.

We have a wide range of rust free body parts, and  
also carry good condition, used performance tyres (15 & 16 inch).

Will ship to you by Sea or Air.

Phone or Fax Yasha Pulin on (001) (310) 543-0498

# CARS FOR SALE

## 1979 DATSUN 280ZX FAIRLADY

2.0 litre, tidy condition. \$3,500 ono.

Keith, Ph (09) 238-4331 or (025) 721-179

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## 1983 DATSUN 280ZX

Two-tone silver (dark over light). Automatic. Targa top. Black and grey interior. Very tidy. 110,000 km. \$7,500 ono.

Tracy (09) 415-7696 after 6pm

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## CLASSIC CARS FROM AMERICA

For location and delivery of classic automobiles, automobile parts and manuals to all parts of the world phone or fax Ed Thompson in California on:

Phone (818) 353-7539 or Fax (818) 353-7539

## SPECIAL OFFERS TO 'Z' CLUB MEMBERS

### Z CLUB APPAREL

Anthony Baker, our Club Captain is currently gathering information and pricing, for putting together a range of clothing (Tees, Sweats, Caps and possibly Jackets) that will carry the Z Club logo in either a screen printed or embroidered form.

### *WE NEED YOUR INPUT!*

Before getting too involved in this project we need to hear from YOU, the club members to see if there is enough interest to proceed. Call Anthony with your interest and enthusiasm.

Phone 625-7475 or (025) 976-951

*P.S. If any of you out there have friends or colleagues who are in the trade (apparel, screen printing, embroidery) that can provide us with a competitive quote and a quality product please advise Anthony ASAP.*

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### STEVE MILLEN'S CHAMPIONSHIP LINE

An extensive and stylish line of special apparel honouring Nissan's legendary Z, as well as Steve Millen's championship winning accomplishments. A limited number of colour catalogues are available from Alan Harrison ph (09) 444-7533.

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### TOUR BOOK FOR ANTIQUE CAR BUFFS

This book is now available (revised and updated). If you've ever thought of touring the US or Canada this book will give you information on car museums, displays, salvage yards etc. Cost \$25. To order (or for more information) write to: Mr Garth Moore, Kiwi Pins, P O Box 6159, Christchurch.



.....FOR SALE.....FOR SALE.....FOR SALE.....FOR SALE.....FOR SALE.....

# DATSUN 240Z

(1972)

**Colour, Black. Automatic. Coupe. Many extras including:**

- **Roll Cage**
- **Autosport seat with 5-point harness**
- **Lowered, rose-jointed suspension with adjustable Koni shocks**
- **2.8 litre engine (L28) with triple Carbs and extractors**
- **Turbo oil pump, customised sump, oil and transmission coolers**
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**A COMPLETE AND RELIABLE RACING PACKAGE,  
OR AN ATTRACTIVE , FUN ROAD CAR**

**Phone: Rob Chubb  
(09) 443-0822 hm**

.....FOR SALE.....FOR SALE.....FOR SALE.....FOR SALE.....FOR SALE.....

# The Fine Print Page

## MEMBERSHIP DISCOUNTS

Members of this Club are able to avail themselves of discounts on quite a number of products and services. The list is ever-changing and at times complex, making it difficult to publish here. The best way is to ask someone of the Committee before you buy.

Genuine Nissan Spares can be purchased on indent through our Purchasing Officer, Greg Gillespie, Phone (09) 410-9689

Some parts, including air and oil filters are stocked by Greg.

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

## COMPETITION LICENCES

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..





