



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

Special Late Edition!



Issue 66
Februaryish 1996

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We are honoured that our club patron is:

Steve Millen

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Pats and Eddie Torial....

Sorry for the lateness of this issue. I've been attending a part-time night class and Patsy went to Florida for a holiday so an already busy month was further shortened.

This is probably a good time to tell you that Pats and I have decided to take a break from the magazine. Fortunately, the enthusiastic Alister Leask has stepped forward to be counted as an editor. This is not really a job for one though so we are hoping to find some keen new blood to assist Alister with the creation of this "world famous quality publication" (Mike Taylor from the Dallas/Fort Worth Z Club of Texas told us he liked reading it!). The more people interested and involved the easier it will be. Please feel free to ring us for more information.

We are sure you will all continue to support the editors of the mag with articles and other contributions in the future.

For your reading pleasure this issue are a number of interesting little (and not so little) articles, penned by a crazy bunch of Z owners. Of special note are "The Z Files" where mysterious unsolved Z Club projects are uncovered.

Eddie & Pats

Inside....

- **Off-roading, Datsun style - we give you the dirt on the grass gymkhana**

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- **Club concours - how wet can you get!! Results and photos tell all!**

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- **Z-Files, our members close encounters of the restoration kind**

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- **Check out the bargains - parts, cars for sale and other special offers**

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Coming Events.....

SOCIAL CALENDAR		
<i>DATE</i>	<i>EVENT</i>	<i>LOCATION & DESCRIPTION</i>
Saturday 16 March 7:30pm	Chow, Chug 'n' Chatter	Angelo's Pizza Cnr Clyde St & Peachgrove Rd, (opp Mobil Service Station) Hamilton East, unlicensed. Just for something different, we though we'd visit our country bumpkins cousins and anyway, it's a jolly good excuse for a fang drive! Phone Mark to book on (09) 634-3327.
Wednesday 10 April 7:30pm	Chow, Chug 'n' Chatter	Calico's Restaurant 251 Maraetai Drive, Maraetai, BYO. Let's meet half way between Auckland and Hamilton, like Maraetai - OK we know it's really not that far! Phone Mark to book on (09) 634-3327
Wednesday 8 May 7:30pm	Chow, Chug 'n' Chatter	Navajo's Bar & Grill Cnr Valley & Dominion Rds, Mt Eden. Mexican and Southern style cuisine, fully licensed, BYO and in Auckland! Phone Mark to book on (09) 634-3327

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 social). 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
Daniel Thomas	Ranui	1981	280ZX 2+2	Gold	NS711
Nicholas Cooper	Epsom	1987	300ZX 2+2 Targa	Claret	TO2717
Dion Pont	Nelson	1979	280ZX Coupe	Silver	JS1291
" "	Nelson	1981	280ZX 2+2 Targa	Blue/Silver	KI3403
Craig Toner	Ellerslie	1984	200Z 2+2	Champagne	SM1158

RACING CALENDAR		
DATE	EVENT	TYPE
MARCH 1996		
Weekend 24/25-3-96	Jaguar/Lotus/BMW combined	Race meeting
APRIL 1996		
Weekend 6/7-04-96	Taupō Car Club - National Event	Race meeting
Weekend 13/14-4-96	TACCOC Festival of motoring	Race meeting
Saturday 20-04-96	Datsun Z Club - Meremere	Drags
MAY 1996		
Saturday 4/5-5-96	Datsun Z Club - Pukekohe	Race meeting
Sunday 12-05-96	TR Register - Classics in the Park	Hillclimb

WANTED, ARTICLES & EDITORS FOR THIS MAG

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 April 1996*



Datsun Z Race Day Weekend of 4th & 5th May.

Some of you may still be confused about the date of our club race weekend! So were we!

It doesn't help that another car club thought they had both days booked that weekend!

All is now confirmed, but watch out for a flyer with all the details.

Dukes of Hazard - Grass Gymkhana

by Club Captain, Anthony Baker

Sunday the 17th December 1995, the 2nd round of the Z Club Challenge Series was a Grass Gymkhana held at Keith Smith's Farm in Clevedon (south of Auckland).

The day dawned to overcast skies and a forecast of occasional showers. In reality this meant torrential rain and occasional thunder storms. Not to be deterred, we packed raincoats, umbrellas and red bands and headed off.

The normally pleasant half-hour drive to Clevedon consisted of a constant stream of mobile calls from pesky people wanting to know "is it still on" to which "are you a poof?" seemed to answer their questions appropriately!

As one might imagine the field was rather slippery providing great fun for all those who attended.

DATSUN Z CLUB: GYMKHANA RESULTS

Name	Car	Course 1 (best time)	Course 2 (best time)	Course 3 (best time)	Course 4 (best time)	Total
Hugh Pepper	260Z	40.43	52.04	41.02	29.80	163.29
Steven Woodfield	240Z	43.73	58.33	43.45	32.37	177.88
Mike Lucas	260Z	44.68	60.07	46.18	32.66	183.53
Alan Harrison	240Z	45.06	63.20	46.03	29.80	184.09
Alistair Leask	260Z	44.78	62.20	47.45	36.01	190.44
Mark Thompson	Charade	46.02	64.00	48.33	32.74	191.09
Clint Greer	300ZX	48.51	65.00	46.95	30.80	191.26
Julie Pepper	260Z	50.33	48.36	no time	49.05	---
Mark McGuire	280ZX	64.34	not time	no time	no time	---

As you could see from the results, power was something you definitely didn't need with Hugh Pepper in his 260Z doing extremely well in all events due to good traction from very wide brand new tyres. Steven Woodfield had consistent runs all day long but unfortunately was always just off the pace.

Now we get to the exhibitionist amongst us, Alan Harrison locked diff et al as per usual put on a good show, but unfortunately was not in the race. Then there's Mr McGuire - courses 2, 3 & 4 no time recorded! - but didn't he look good while he was still in sight. Definitely a case of too much wellie, but every time I saw him he was having a lot of fun. And a special mention must go to Alister Leask who took off his spoiler simply entering the driveway!

Finally a big thanks to all those people who leant me their cars. I do believe I gave everyone an awesome display with my lack of car control, but hey, I had fun.

A big thanks must go to Dave Long, Murray Chapman, Rob Chubb and others who stood in the rain all day and timed. Also a big thank you to Keith for letting us plough up his field.

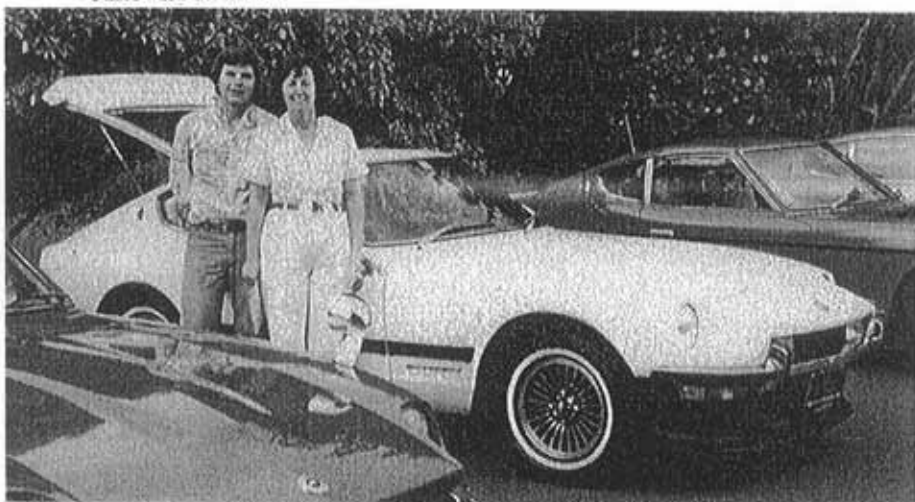
The Great Z Club Magazine Official Interview

(Z Club Member profile)

Name: Dee Collins **Date:** February 1996
Occupation: Company Director - Taximeter Services

1. Tell us about your Zed(s).

1971 240Z Coupe. White and Automatic. 240Z block with a 260Z crankshaft, Datsun 180B pistons and an E88 head. Original "tweaked" 240Z carbs - but otherwise standard!



Dee & Graham and their very tidy 240Z

- 2. History of car?**
Bought in 1979 from a florist.

3. **When did you join the Z Club, how did you hear about us?**
In 1981 my husband Graham answered an add in the paper, becoming member number 3, and so started my involvement.
4. **Is your car purpose built, street raced, daily transport, business vehicle?**
The car was our only transport for 8 years. Driven, raced, rallied and nearly rolled!
5. **Future plans?**
Just enjoy the club.
(Dee's car is an entrant in this years team for Intermarque Concours D'Elegance...Edz).
6. **Worst moment in your Zed?**
1982, while racing at Pukekohe, the car was crunched by another Z.
7. **Best time you have had with your Zed?**
All the years of our lives.
8. **What sort of events have you been involved with in your Zed?**
Racing, trials, gymkhanas, drags, concours, and play and play...
9. **What car would you buy if you won lotto?**
A new model 300ZX.

The Z Club Challenge is now well under way. Check out the results so far:

OFFICAL RESULTS (TO DATE) OF THE DATSUN Z CLUB CHALLENGE SERIES

Name	Car	Event 1: Trial	Event 2: Gymkhana	Event 3: Concours	Total	Place in Series
Steven Woodfield	240Z	74	74	69	217	1
Alan Harrison	240Z	70	72	74	216	2
Mike Lucas	260Z	71	73	71	215	3
H & J Pepper	260Z	73	75	--	148	4
Rex Carswell	240Z	69	--	73	142	5
Simon Huffam	260Z	68	--	72	140	6
Julz Edwards	260Z	67	--	70	137	7
Mark Thompson	280ZX	50	--	75	125	8
M McKinley	240Z	75	--	--	75	9
Anthony Baker	260Z	72	--	--	72	10
Giselle Collins	300Z	--	--	--	--	11

Concours D'Elegance 1996 *by Alister Leask*



"Pristine, polished and very wet!"

Yet again the day had arrived. The day on which all the pride we have in our vehicles was put on the line. It rained. I'm not actually allowed to say that it rained horrifically and many of us got totally saturated, because I have been told that that would be stealing the Edz thunder (Rain. Thunder. Jeez...). I had spent a large number of hours working on the Bus. Well it was large relative to what it normally gets. I had also spent a large amount of money on car-care products to get it that way! The inside was just about as clean as it was the day it left the factory. In fact the dirt that came off the upholstery took a lot of elbow grease to remove from the sink when I washed the rag I used to clean the upholstery with. Did you know that there is actually a PATTERN on the material on the transmission tunnel? The things you learn. I cleaned the tyres and rims - both sides! Anne-Marie cleaned the windows - both sides, but I expected

that. I didn't clean the body - and got damn near full marks for it! After all the time I spent on the interior I only got half marks! It goes to show that the less effort you put in, the better you do!

Was it me, or did anyone else have trouble actually finding the park? I ended up parked on the side of the road about 150 metres from where everyone else was because I couldn't see them! Needless to say I got there eventually.

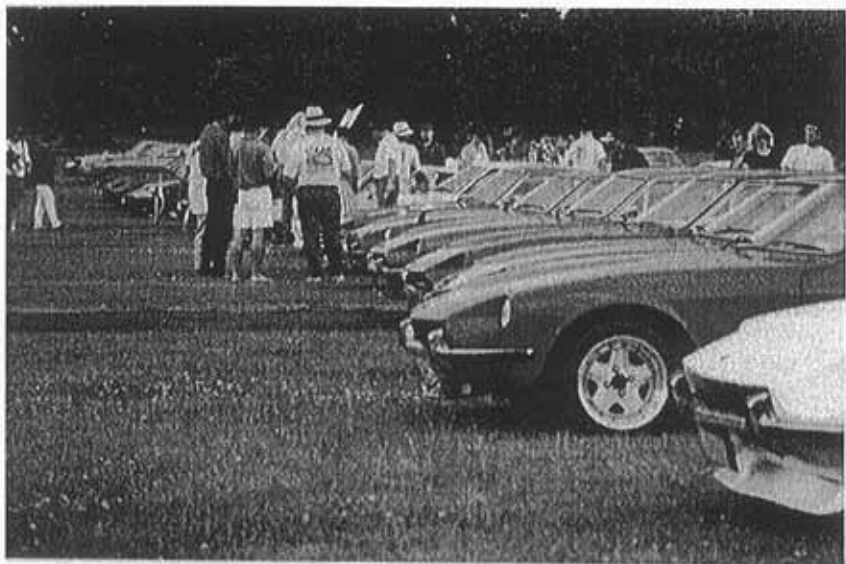


Peter Campbell's wing made a handy picnic table, between rain showers!

"I can't stand the rain,... against my windows..."
(Quote of the day)



"Club Capt - Anthony Baker fries up a storm to feed the 5000"



"Despite the rain there was a strong turn out of zeds and spectators"

Now, please correct me if I'm wrong, but we all care for our Z's don't we? Every now and then they get a clean and a polish or whatever and when it rains we like to try to keep our cars dry. Right? So why couldn't I get my car under the marquee where everyone was standing! And it wasn't like I didn't try! But no one would get out of the way - I was very distressed! In fact I wish to register a complaint - no cover was provided for my car, and I would like this corrected for next year, thank you very much.



Socialising was compulsory!

Surprisingly, there was a good turnout, (but I can't say why I was surprised...). A few Z's I hadn't seen before, a few I had, and glaringly obvious by their lack of presence were the late model 300's. Now what is it with you late model 300 owners? Are we just not good enough for you or was it that thing which I am not allowed to mention? Either way I'm totally disgusted. And any excuses about not running or dents etc. hold no water

with me at all (*"You said water! Even after we made you promise not to!...Edz"*).

Special mention must go to the chappy whose name I can't remember (*Darren Good - see the Z Files 2 article...Edz*) who brought along 4 wheels (or was it three?), a steering wheel, a front cross member and other miscellaneous bits and doo-dads. Actually anyone would have thought that with so few pieces they would all have been really clean and in prizewinning shape, but maybe the judges were a bit picky about whether the car was driven there or not. Fussy people, judges.

While we mere mortals dodged the elements, the judges made their rounds of the vehicles seemingly untouched by the inclement weather, and after much totting up scores in a van totally isolated from the nervous crowds, they emerged to give us the results. I offer my congratulations to all winners for the work that they put into their Z's, and to every one else who turned up to show off their cars.

All we need is a bribe price list published for next year (*every thing is negotiable...Edz*).

Z-CLUB PRIZE LIST:

Best 240Z	Dee Collins	Best 260Z	Julz Edwards
Best 280ZX	Lisa Wilkie	Best 300ZX	Not contested
Best Panel & Paint	Lindsay Waldren	Best Engine Bay	Lisa Wilkie
Show & Shine	Peter Campbell	Best Race Car	Alan Harrison
Best New Member	Simon Huffam	Members Choice	Peter Campbell
Best Overall	Lisa Wilkie		



"The happy, yet damp, winners and their loot".

Full Judging Results:

Owner & Regn.	Yr	Model	Age Pts.	Engine & Underbody	Paint & Interior	Age Bonus	Total
Lisa Wilkie TY1694	80	280	92	278	237	30	637
Lindsay Walden 28T ZX	81	280	98	260	250	28	636
Dee Collins 240Z	71	240	65	265	249	40	619
Ana Pincevich LT6376	71	240	80	250	235	40	605
Mark Thompson I ZXI	82	280	96	258	223	26	603
Julz Edwards IS4629	76	260	90	210	165	38	503
Steven Woodfield FZ7160	72	240	60	225	167	40	482
Rex Carswell REDZED	70	240	50	205	195	40	480

Race Category Results:

Regn.	Owner	Score	Late?	Total
DATSUN	Alan Harrison	220		220
NK9316	Keith Smith	195		195
GA5974	Greg Gillespie	175		175



"Row, row, row your zed..."

Show & Shine Results:

Regn.	Year	Owner	Score	Age Bonus	Late?	Total
FZ5572	71	Peter Campbell	288	40		328
LOW Z	72	Kevin Sanderson	276	40		316
I ZX I	82	Mark Thompson	287	26		313
DATSUN	72	Alan Harrison	272	40		312
REDZED	70	Rex Carswell	282	40	-10	312
3OOZED	86	Joyce Walden	291	18		309
IU3572	74	Paul Clemens	264	40		304
26 TZ *	74	Simon Huffam	270	40	-10	300
NS711*	81	Daniel Thomas	272	28		300
TD4425*	83	Clint Greer	285	24	-10	299
GS1685	73	Bruce Robinson	261	40	-10	291
00016	70	Mike Lucas	261	40	-10	291
IC5623	72	Rob Chubb	249	40		289
JB9842	74	Alister Leask	233	40		273
MQ9407*	77	Rachel Reid	231	36		267
IS4629	76	Julz Edwards	215	38		253
FZ7160	72	Steven Woodfield	220	40	-10	250
124OZ1*	71	Darren Good	37	40		77
Non-Members..						
TQ2459	73	Andrew Girvan	285	40		325
MY240	71	Roos Hertzke?	286	40	-10	316

*New Members



"Best 280ZX, best engine bay, best overall, girls CAN do everything!"

Letters to the Editors...

Dear Datsun Z Club,

Re - Modified Sports & GT Racing Register

There has been some discussion in classic (as opposed to Historic) racing circles surrounding the creation of a "Category 4" to cater for the large number of cars which have been modified beyond the existing Schedule T & C "Category 1, 2 or 3".

Believing that "Cat 4" is not the solution to our current problems, a group of classic racers recently got together and decided to form a racing register specifically catering for the fastest of the older T&C based Sports & GT cars. The intention of the register is to create and administer a set of regulations in the same fashion as the current SS2000, Pre-65 & RX7 classes. This would then allow the register to offer grids to event promoters which would thus provide members with exciting close racing in a series format at events of all levels, not just classic meetings.

The basic requirements for vehicles are fairly simple:

The car must have two doors.

For additional information, interested racers should contact one of the following:

Geoff Tribble	021-484603
Richard McCarthy	09-8109711
Bryan Collins	09-6388346
Mike Booth	04-3853260
Ross Calgher	06-7546582

(NOTE: The Editors recommend that you actually **talk** to Greg Gillespie about Category 4 before you rush off to this lot. Category 4 has now been confirmed and will go ahead next year. Greg is willing to answer any questions you may have about your car's eligibility or lack of it. But it would seem a bit silly to assume things aren't going to work for you without checking it out first...Edz).

INTERNET TRIVIA:

Interested in information on a 350Hp Turbocharged L28 240Z?

Then go to:

<http://web2.airmail.net/bworley/zxtraonl>

THE Z FILES

① I feel like I need something else...

I have a 1974 HQ Holden and a 1974 260 2+2 automatic (bus) - but I feel like I need something else!

The solution to this quandary offers all sorts of options:

Like **Plan A:** Watch and listen to the number of endless discussions about how quick you can make a manual 240Z go. In studying this option you really need to be a distant relation of Einstein and have some connection to the pay out system of Lotto or the Sky Tower Casino.

Then there's **Plan B:** Continue with the status quo. Race the ever reliable Brown Bus and constantly amaze yourself that there is absolutely nothing wrong with racing one of these fine classic sports cars - even though others try to tell you it's not short enough.

Or **Plan C:** Sell the HQ Holden, make the Brown Bus a road car and build a Stillen GTZ for racing.

Having watched Dave Long drive a Nissan 300ZX Twin Turbo on Pukekohe and achieve a laptime of 1.11 - I think that my option will

definitely have to be PLAN C.

Plan C - THE RACING STILLEN GTZ
Before making this choice I had to give a lot of thought to the overall cost of such a project. To formulate a budget for any race car is always considered dangerous but given the fact I don't have to convince anyone that racing a Zed is a good idea (well except maybe Inland Revenue, the Bank Manager, and my Accountant) I still felt that it would be important to have some control over how much I spent versus how fast I went. I also needed to realise that I'm not related to Einstein so the more standard the car is the better.

Having listened to Dave (Long) and Greg (Gillespie) talk about the virtues of both the 240 and the 300 I made the decision to look at building my race car for \$30,000 plus the sale of any Brown Bus Race parts. I also wanted to look at having it finished by Z club concours in January 1997, and it's first race meeting being Whenuapai in February 1997. I originally thought that it may be ready for a test run at the Z club race day in May but this may be a forlorn hope - still, I raced the bus in primer once or twice.

So, the task in hand - build a racing 300ZX to Stillen GTZ specifications for \$30,000 - no more, no less. Is this possible? I hear

you ask. Well that's what Pats & Eddy also asked and the answer will slowly be revealed. I intend to be very accurate with how much I spend, so that others may get some idea of when and how I spent the money and what I felt was important to spend the money on.

Chapter 1: "Thanks to Mike".

The time - 8.30 am January 3rd 1995

First day back at work and talking with the receptionist she mentioned that a 1991 Nissan 300ZX Twin Turbo had been rolled in Lake Road, Takapuna just after Christmas. A quick trip to a local panelbeater gave me all the necessary info about the car. Eight weeks went by and the vehicle finally came up for Tender. A quick visit to the assessors yard with Tony Christieson (from Tony's Panel Shop in Hamilton) enabled me to make a decision about the price. You need to know that it's reserve was \$11,000 - over a 1/3 of my budget.

After a great deal of juggling I made my mind up that I would tender the reserve - right up till I checked my bank balances - I was \$2000 short. This meant that I wouldn't get the car, and I would have to look for another

option. All the morning of the last day for tendering I was contemplating that the initial good fortune was not going my way. That is until I finished what was my last meeting before lunch, got back to my desk, looked at the tender document and thought 'what the hell'.

With about 15mins before tenders closed I sent off my offer - every last dollar in my savings account, and prepared to wait for the answer. At 4:03 that same day the phone rang - it was the assessor, the 300ZX was mine - the price my tender of \$9135.00.

Z File 1:

Paul Clemens

1991 Nissan 300ZX Twin Turbo

Building a Stillen GTZ for racing.

This saving would not have been possible if Michael Kent hadn't rolled his shinny black 1991 Nissan Fairlady 300ZX, so thanks Mike! Oh, and did I mention that it was a 2+2 & an automatic.

Since then progress has been slow - no real expenditure, just the time taken to make sure each decision has been made for the right end result. Initially I thought I might rebuild the car for both the road and the track, but with the cost of genuine parts (headlights \$1300 each, windscreen \$3000), I felt I could make better use of my money.

The car is now at Tony's Panel Shop in Hamilton. I have agreed with Tony on a price to make repairs to the body shell and make sure there is a flat and level chassis to build from. Part of the arrangement is for me to be involved as a helper and for this

I'm extremely grateful - not all tradesmen would do this but Tony is keen to see the cars repaired properly and he appreciates that I want to make the best use of the available funds. I also arranged for Tony to talk to Ron McMillian in his capacity as a MANZ Technical Officer. I thought this may help in both our understanding of what type of repair would be acceptable for the track, much in the same way Tony would talk to Land Transport Engineers if the car were to go back on the road. While at Tony's the car has been squared and

measured on the Car-O-Liner system. This has enabled the test fitting of an after-market windscreen, new front guards, and have the doors, bonnet and rear hatch open and shut as they should. It was during this period that David and Jan had their unfortunate car accident and as a result I decided to replace the Targa roof with a one piece skin. (it was also substantially cheaper).

That pretty much sums up the progress over 1995 - the next chapter covers the visit to California to meet two very influential people from Steve Millen Sports Cars.

Chapter 1 - Balance Sheet:

		Budget	\$30,000
Tender Price	\$9135		
Windscreen	\$ 500		
Nissan Suspension parts	\$ 780		
Nissan Panel Parts	\$2100		
Tony's Panel Shop (labour)	\$2400	Total	\$14,915
Balance Yet to spend			\$15,085



Orient Express

Paul - The proud owner of a brand new wreck.

Chapter 2: A visit to the candy store.

The time - 11.00pm December 6th

First time in a Boeing 747 for about a year. Flight QF101 Auckland to Los Angeles courtesy of my Frequent Flier miles. Why the need to fly across the Pacific? Well, I talked to Dave Long. He suggested that given what we know about the 300ZX and it's associated problems, it would be a good idea to see if we could find out about the things we don't know from those that do.

My decision to build a Stillen GTZ version of the 300ZX had developed after months of careful consideration and thought. It mainly centres on the classification and category of regulations that would allow a car like the 300ZX to race. Namely Schedule T&C category 3 which simply indicates the car has to be standard or Schedule T&C Category 4 which we have heard lots about, but haven't seen anything in print. We all know of cars that are currently racing that do not meet the current rules laid down in the bible, I don't want to be one of them! So the decision to build a Stillen GTZ has been made with an eye to the future - category 3 if the car has to be standard or category 4 if and when they finalise what that is. (If you have any queries about this category check with Greg Gillespie who is on the Historic & Marque Commission and he will be able to indicate to you the direction this new category will

take).

Talking with Dave, he pointed out the various stages of modification that Stillen can produce and he suggested the first gremlin to solve was the lack of brakes, then handling, then horsepower. The horsepower wasn't an issue - he had already proven that for about \$1800 you could take the standard 298hp to about 396hp (Stillen GTZ Stage 3). The brake issue was equally as easy, the GTZ runs an upgrade package to Stage 5 which incorporates Brembo rotors and calipers and all the necessary hardware to simply bolt them on. If that's not enough stage 6 replaces the rear rotors with a Brembo replacement. This all sounds expensive, and it is. The handling is also simply achieved - buy this package and bolt it on and away you go. All these thoughts are racing through my mind as I belt up and prepare for a 13 hour flight, in fact according to my travel agent I get there before I leave, (where is Einstein when you need him).

Yes I leave Wednesday the 6th December at 11.00pm and arrive Wednesday the 6th at 3.30pm, then catch another plane for the short ride to Orange County and Costa Mesa where the home of Stillen can be seen from the airport terminal. I'm finally there, ready for my appointment with Hank Seibel at 9.00am on Thursday.

One thing I must remind you is that so far this trip has cost me departure tax and a taxi ride. Not putting a big dent in the budget! Another taxi ride got me outside the Stillen offices. When I left New Zealand I couldn't help but wonder what this organisation called Stillen would be like. For the uninformed Stillen stands for Steve

Millen Sportsparts. Steve Millen being the one and only Patron of the club and all round rice burner pilot whom through victory after victory has earned a new title that may remain intact for decades to come - "The all time winningest driver in IMSA GTO-GTS history". Did I write that? No, it's a quote from the front page of their 1996 catalogue.

This 52 page catalogue sets out to inform you that if it involves Nissan they have an upgrade for it. They also look at performance upgrades for other imports such as Honda, Mazda, Mitsubishi and Toyota. There is also an associate company, Steve Millen Design, who are responsible for the 25th Anniversary project Z known as the SMZ. (I want one but they wouldn't take my cheque).

So for a company with all this responsibility how big is it. Well, Stillen employs about 100 people in what I would describe as absolute 'luxury'. The facility can't be put into words, but is pictured in their latest catalogue. From reception, which houses the original car that has done all the development and magazine tests, through to the sales department and showroom, to the workshop facility that houses the original No 75 turbo car that won 24hrs at Daytona and the class win at Le Mans - this facility is very impressive. The photo's only give you some idea of the size of the operation.

That's enough of an ad - now for the nitty gritty. Hank was one of 7 salesman on the sports-car team, another 12 looked after sports-trucks. He was very professional in going about answering all my questions (I could tell you the answers, but then I'd have to kill you).

In the 3 hours I was with him I purchased the Brembo Brake kit, some suspension parts and a Autoline controller for the gearbox.

The next person I met was a very enthusiastic person by the name of Sam. Sam was a mechanic in the workshop who proceeded to answer some of the trickier questions I had. He was very much a Hot Rodder (where is Peter Campbell when you need him) who had all sorts of ideas about what to do to get these cars to go like rockets. It was during this conversation that I was introduced to the workshop foreman, a Derek McKesson.

"...Stillen employs about 100 people in what I would describe as absolute luxury".

Derek has been with Stillen for sometime. He races a Datsun 1600 and holds a current Racing Driver Instructors license. (that'll do me - jimmy). Derek proved to be a fountain of knowledge and took over where Hank and Sam left off. He was however extremely busy and I suggested that I come back the next day to spend more time with him. This was not a problem, so most of Friday afternoon was spent asking all sorts of questions about how I should prepare the 300ZX. I got the distinct impression that all the team at Stillen would be keen to help anyone, especially those who intend to race

these cars on a track.

On Friday I also met David Schollum, Steve's long time friend and business partner. I'm sure David must have been very suspicious when we were first introduced because I was in the engine building room with Sam who was showing me how I could use the engine block as part of a front strut brace, something he had been wanting to do for sometime - but "the Boss didn't like the idea". David was very interested when he heard that I had taken the time to travel to their neck of the woods to get information first hand. He has been with Steve since the early days and owned the Atlantic car which formed the catalyst to the movie Smash Palace - the same car in which Steve had a major accident at Pukekohe, and one that Steve has bought back to add to his increasing collection. A photo of this car in Chardon champagne colours hangs in Derek office. Now I seem to remember the media launch for that team way back in ???, when they floated the car on blocks of polystyrene in the pool at the White Heron in Parnell (I hope my memory is correct).

Friday was a very rewarding day - I picked up my box of goodies, pages of techo information, and prepared to go back to the hotel. Then the final surprise, they offered to give me a lift. "Thanks that would be great" - now here's me thinking that a normal American car would drive me back - no chance, it was a Chevy Suburban - something like the Tony Robert's

wagon. Its modifications included Supercharged V8, Brembo Brakes, huge after-market Mags and Tyres, and a completely refurbished Leather Interior including swivel bucket seats, TV and Video for the rear seat passengers, wood-grain trimmings etc etc. Stillen buys these vans brand new from "the General" (GM) and specialises in customising them to specific customer order (not a bad way to travel and it would make the ideal tow car...hang on, remember the budget!).

That's my visit to Stillen. Saturday was spent taking a look a local shopping centre and a number of hardware stores given my job with Mitre 10. Sunday was taken up getting back to the Los Angeles airport and getting the 8.30pm Flight QF100 back to Auckland arriving on Tuesday at 6.30am (where is Einstein when you need him) and back at Mitre 10 by 8.45am for a so called normal days work.

Since then I have been continuing to gather both parts and information to get the body shell finished.

After travelling all the way to California to visit STILLEN, where was "the Boss" himself? Steve was actually back in Auckland visiting Nissan talking about an upgraded Maxima for the NZ market.

(Will he meet his deadline? Will he stay within budget? Check out the balance sheet on the next page and tune in next issue for the next exciting instalment of The Z Files, where Paul shares his experiences as a panelbeaters helper and his project draws ever nearer completion....Edz).

Chapter 2 - Balance Sheet:

			Budget	\$15,085
Sale of 260Z Race parts namely	Suspension	\$2000		
	Wheels & Tyres	\$1500		
	Carbs & Head	\$1500		\$20,085
Stillen visit - Brembo brakes	\$3600			
Suspension & Auto controller	\$1400			
Hotel and associated travel cost	\$ 450			
Balance Yet to spend				\$14,635

Northern Sports Car Club - Sunday 17th December 1995

by Meryn Davies AKA "Buzz Lightyear - Space Ranger".

It's 6:00am Sunday morning, I'm lying in bed listening to the rain falling outside. Scrutineering starts at 8:00am do I really need to go? It's now 7:30am and I'm still in bed. "Come on", I said. "Don't be a blouse, the Pajero is already packed so it's just a matter of running the zed onto the trailer and going!". By 8:30 I'm on the motorway heading for Pukekohe and it's still raining (*someone invited the Z Club, what can we say?... Edz*). By 9:15 I'm there but so are about 150 other cars, lined up from the new scrutineering "brick house" up to the top of the hill where the old tote building is!

I unload the car at the pits and proceed to drive across and join the tail end of the queue, hey there's Keith Smith in the 2+2. By 11:45 I'm about

12 cars from the building when over the P.A. comes "All cars in the 2000 and overs, please line up for practice". Yeah! yeah! Finally at 12:30 I'm through so I head over to the pits, jack the car up and change over to the good old Potenza RE71R's tyres. A call for anyone who has not practiced comes over, so out I go to do my 3 or 4 laps. Great stuff, wet track, love it!

Back in the pits I park alongside Keith and we start comparing notes and checking out the opposition, Falcon Coupes, Mustang etc, etc. We watch a couple of races, the under 2000cc and the Porsche Series, always interesting, then we get called up.

The rain is persisting down as we take our places on the grid. I'm behind Keith, with the Mustang and then the Falcon ahead of him, and about 12 other cars behind us. The lights go green, my car bogs down as usual at the start, oops here we go 3300RPM and

we're away. Into second, trailing at Nissan corner, into the esses around Castrol corner and down the back straight. Can't see a bloody thing which means everyone is in front of me! Foot to the floor, the hairpin's got to be here somewhere? Suddenly brakelights right in front show the way around the hairpin. There's the Mustang, Falcon Coupe and Smithy, keep the foot down, around Mobil on the outside because there's a car on the inside can't see who, never mind. Flat out down pit straight, that was the Mustang on Mobil corner so Keith is next. The red coupe got the 2+2 under brakes into the esses, around Castrol and blast, back down the straight somewhere is the Falcon, there right in front of me is a set of brake lights...wait a little longer...yes, hit the brakes, down shift around the hairpin and I'm away, what a buzz!

Second race, grid positions are much the same except Keith was behind and to the left of me. Green light, I bog down as usual, the white 2+2 goes streaking through, oh well, "drive like hell again!"

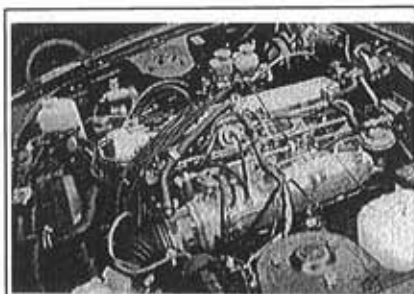
On about the 4th or 5th lap the red Falcon Coupe, Keith, and the black Fastback Mustang are all dragging down the front straight and I'm tailgating. Approaching Nissan corner, Keith pulls into line with the other two due to lack of visibility, this is my chance. Leave the foot down...go around the outside of the 3 on the inside line into the left of the esses. Hey, I'm in front again and that's how we finished.

Back at the pits a very concerned Keith gets out of his car and with a worried look asks "How the hell could you see where you were going around Nissan corner? You must have GPS (*global positioning system...Edz*) in that car!!" "No problem", I reply.

The truth is I couldn't see a thing either! I was hoping that the steering wheel was turning right and that nothing was in front. But was a buzz the adrenalin was 100% proof.

Unfortunately in the Porsche race 3 cars were badly damaged (as happens in the wet) to the tune of some \$30,000 each, that's about 6 zeds worth. So further racing was called off.

I really enjoyed the competition, the rain certainly puts everyone on equal terms. Big horse power is definitely not an advantage in those conditions. Apart from the start the automatic was great and full credit to the Potenza RE71R tyres. I'm looking forward to the next meeting.



"Yes, it's an engine bay, shiny isn't it? We thought you'd really enjoy looking at this and it fits in here so well!"

I'm Dreaming of a Zed Christmas

"Twas the night before Christmas and all through the lot,
All the Nissans sat gleaming, waiting to be bought.

The price tags were hung in the windows with care,
In hopes that a customer soon would be there.

The sales people were home, all snug in their beds,
While dreams of commissions danced in their heads.

The mechanics had all put down their wrenches,
Closed up the doors and locked all the fences.

I was all that was there as I strolled by the place,
When a wondrous sound greeted my face.

I ran to the curb and peered up in the blue,
You'd never believe what came into view!

A fat little man in an odd little sleigh,
On the side of his craft it said SCCA!

It was full to the top with new tires and toys,
For all the young races girls and boys.

His sleigh was pulled by eight turbo-Z Cars,
He sped so swiftly to all the houses and bars.

I could hear him downshift as he roared up the street,
Melting a path in the snow and the sleet.

He took off his helmet and gave me a wink,
And said, "What you need is new tires, I think."

With a flick of his wrist, the sleigh was in gear,
And he waved good-bye, to return next year.

With a stab to the throttle, he leapt into the night,
And I heard him exclaim as he roared out of sight:

"I put all my reindeer out to pasture,
I found that the Nissans are quite a bit faster!""

*Stolen from the New Mexico Z Car Club.
Written in 1981 by John Forsman, President.*

THE Z FILES

② A "Yellow Peril" Saga....

I can't say for sure when I first became enthused over a zed but after unsuccessfully trying to push start Brad Gould's 240Z in the Air NZ staff car park late one night, somehow I knew I had to have one of my own.

After much contemplation I arrived at the conclusion that any car I bought would require some level of repair or restoration (if only I knew!)

Chapter 1: Why did I get out of bed?

Friday March 5th 1993 was a day that was to drastically change my life, unfortunately I overlooked some very ominous signs such as:

- it was a lemon coloured car
- I was becoming the 13th owner
- there was a rumour about it being in a "wee prang"
- it was the cheapest of four Zeds for sale at the time
- it had a personalised plate "CANARY" (yes I bought it!).

The dodgy sounding car in question is a 1971 240Z which was imported from Australia and first registered in Christchurch in October 1972 as

GF4987 (with the chassis number HS30-01042). After purchase I replaced the "CANARY" plates (yeech!) with "1 240 1" which seemed a bit less conspicuous.

Six months and 3000 miles later it was very clear that something was wrong with the car, in fact at least 23 things wrong with it and that was when it was road worthy!

After some investigation and failing a WOF due to cracked chassis rails, it was decided that a full restoration would have to be carried out.

Chapter 2: The more you look, the more you find.

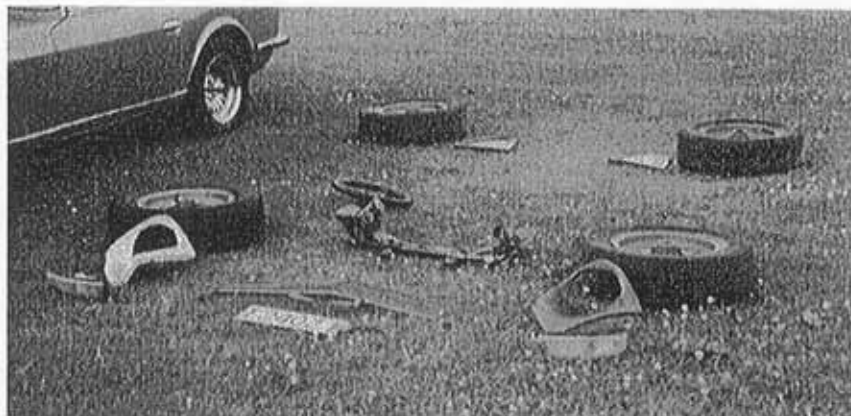
I began by removing the front guards and interior trim panels "just to have a look" and as most zed owners probably know, the more you look - the more you find. I did however find more than most and soon realised I would need a notebook to record the horrors (a 15 volume set!) or suffer a breakdown in sensory overload.

Stripping the body down to the bare shell took a leisurely 7 or 8 months. All parts were catalogued according to their location and all fasteners were bagged and attached to the relevant component.

The car remained mobile for ease of transport to Auto Body Services in New Lynn. Once there the suspension, brake and fuel lines and the doors were removed from the body. If anyone knows how to remove the early one-piece plastic fuel filler tube without cutting it or the car, I'd love to know!

sanded off again!) I set to work measuring and recording seat mount positions and then attacked the floor with a spot weld drill. With much gnashing of teeth (and trying to sharpen the drill so it would actually work!) the floorpans and transmission tunnel were removed as a single unit.

As the firewall was buckled, rusty and cracked, the engine bay (inner guards etc) had to first be removed and disassembled



"The 'Canary Project' entry to Z Club Concours"

The body and all painted exterior panels went along to Kraftwork for plastic media blasting. With all the paint and most of the bog removed the rumours about the "wee prang" proved grossly understated. The right hand inner guard, both chassis rails and the firewall were all very badly damaged, sort of straightened and bogged over. Every panel except the bonnet and left door had patches welded on - some better than others. Then there was the rust, not as much as I expected but enough to absorb plenty of cash.

After a coat of etch primer (hideously expensive paint - most of which gets

into separate panel parts, most of which needed replacing. We were then able to gain access to the firewall for removal.

The door sills (inner and outer) were initially to be repaired but after discovering rust inside them (surprise, surprise) it was decided to replace the entire sections. When the left sill was cut through the load bang indicated that the body had just twisted out of alignment.

When the new outer door sill sections arrived from the States and new inner sections were made, they were tack welded in place while the body was squared up using a hydraulic ram. Once squared, the sills were then spot welded in place and the

firewall was repaired and welded in, giving the body more strength.

That is where the body is currently at, the next step being to replace the floorpans and repair the prop shaft marks on the transmission tunnel. Then the front end panels will be repaired or replaced and assembled to the car. I can't wait to have an engine bay again!

The doors have been trial fitted and the gaps are all spot on which was encouraging news.

While the bodywork is being attended to I have been busy rebuilding all the mechanical bits. This was where I discovered that the accident damage was not limited to the bodywork alone!

The collapsible steering column tube has collapsed slightly, the "pedal box" steering column support structure is bent slightly and one of its brackets has broken a spot weld.

I have found an almost incalculable number of things wrong with the car such as; steering rack and pinion worn and pitted, rear coil springs gas axed by 1.5 inches, bent bonnet hinges, bitsa gearbox, crossmember 15mm too short, engine mounts bent, and to top it all off the windscreen cracked when I removed it!

The most difficult part of the mechanical side of things would have

to be removing the spindle pins that hold the rear wheel hubs to the wishbones. I had to hacksaw one of the pins to remove the hub from the wishbone so I could take it to work and put it in the BIG press. After soaking the hub and pin in WD40 for a week and applying 16 Tons in the press, it still wouldn't move until I put a heat gun onto it! Needless to say I won't be using those pins again.

I am installing new seals, bearings, bushes and brake pads and any other bit that is prone to wear, as I don't believe in restoring a car and six months later pulling it half to bits to rebuild the brakes or replace the clutch.

Z File 2: Darren Good 1971 240Z Restoration.

The intention is to build a basically standard car with a few sensible mods such as urethane suspension bushes, cleaning up the cylinder head and fitting some better brake pads. I really don't

want to build a museum quality show car that I'm too scared to drive in case it gets dirty - coz where's the fun in that?

Some basic pointers on restoration:

1. Start with a good car - it will cost less time and money.
2. Maintain a sense of humour no matter what!
3. You need at least a double garage sized area.
4. Make notes about everything.
5. Take plenty of photos or videotape if you're a gadget-weeny.
6. If you can do the work yourself you will save money, maybe lots.
7. Don't add up all the receipts unless you really like hospital food!
8. If you're hesitant about the idea of restoration, don't start.

PARTS FOR SALE

TRIPLE 40MM WEBER

Carbs complete with linkages/manifold (ex 240Z) \$1200.

TWIN HITACHI

Carbs (originally 240Z carbs) with manifold \$300.

TRIPLE 35MM SOLEX

Carbs, determined enthusiast, needs linkages, manifold needs fitting \$300.

Roger Jones, Ph (07) 348-3850

FLAMECRUSHERS Racing overalls, 3-layer, size medium, as new \$450 ono.

OIL COOLER Aluminium, suitable for up to V8 application, never used \$150 ono.

ENGINE, L28 complete (in parts) Offers.

Tony Goodwin, Ph (025) 753-918

WHEELS

14 x 7 "5-slot" and 14 x 6 "hot-wire" style alloy wheels. Open to offers.

TYRES

Hoosier Autocrosse (slicks) 225/50/16 - 4 x unused, 4 x 1/2 worn. Open to offers.

Greg Gillespie, Ph (09) 410-9689

TYRES

2 x Yokohama A509 205/60/14 \$300 ono (pair)

Steven Woodfield, Ph (09) 846-8202

ELECTRIC WINDOW MOTOR

Out of a 280ZX but may fit other ZXs. \$70.00

Ph Phillip after 5pm (09) 480-2396

WHEELS & TYRES

4 x 14 x 7 rims with 215 x 60 Bridgestone Potenza RE71R tyres only 15% worn, "muscle car beaters". \$1000

TYRES Yokohama A008R 205 x 60 x 15. 2 new, 4 50%. \$900.

Meryn Davies, Ph (09) 576-3701

CARS FOR SALE

1972 DATSUN 260Z COUPE

Metallic green, NZ new, very tidy original condition inside and out. Near new tyres and 5-speed gearbox, big-bore exhaust system, Blaupunkt stereo etc. Open to reasonable offers.

Blair Cole, Ph (04) 479-4667 hm or (04) 498-4225 wk

1972 DATSUN 240Z COUPE

Black, Automatic. Roll cage, Autosport seat, modified suspension, race-tuned 2.8 litre engine. WOF and Regn. \$12,000 neg.

Rob Chubb (09) 443-0822 hm

1980 DATSUN 280ZX COUPE

Fully restored, straight, original and rust free. Z Club Concours winner 1996. Metallic green. Driven and maintained by careful lady owner! \$15,500 neg.

Lisa Wilkie (09) 410-9689 hm

1983 NISSAN 300ZX

LINC engine management system, produces 230 bhp at the wheels. Bolt in/out roll cage. A little scruffy. Needs rings and valve guides. Drives well. Owner moving overseas. \$7,500 neg

Grant Johnstone (04) 477-4217

1974 DATSUN 260 2+2 (BROWN BUS No.2)

Back in street trim. Used to be driven only on Sundays! \$14,635 neg (I need the money for "Plan C"...see Z Files 1 article...Edz). OK, so I'll take \$6,500 cash.....

Paul Clemens (09) 828-1047

1991 NISSAN 300ZX 2+2

Non turbo, targa top, air cond., 35,000 km, automatic, one owner. \$55,000

Mr Blenkarne (09) 522-2192

1981 DATSUN FAIRLADY 2+2

2.0 litre. Silver on Black, Targa top. \$5,000 neg. For more information...

Jason Peters (09) 525-3761

SPECIAL OFFERS TO 'Z' CLUB MEMBERS

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.

CARBONFLO

Carbonflo is a unique tin alloy compound that replaces lead in petrol and enables all fuels to burn more efficiently in the combustion chamber. When placed in the fuel line, Carbonflo releases small amounts of tin compound molecules that stabilise the fuel and continuously lubricate the upper cylinder area of the engine in much the same way as lead.

AMSOIL SERIES 2000 SYNTHETIC RACING OIL

This product could prove very beneficial in the running of racecars.

For prices and further information on the above two products, contact Phil Jones at Auto France Ltd, Papatoetoe. Phone (09) 278-4301

MANUALS

Anyone interest in a buy/sell or exchange program for Nissan and Prince vehicle Service Manuals or parts for the above vehicles please make contact with Mike Fordyce (Fielding) Phone (06) 323-5929

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 seeing 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 its 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.



