



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

## Datsun Z Club - Putting the "F" Back into Classic Racing



Issue 67

May 1996



### CLUB PATRON :

We are honoured that our club patron is:

Steve Millen

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# Zeddie Torial....

As we say in the Z Club, "It never rains but it pours" and this quarter was no exception, although for a nice change we weren't just talking about the weather but the amount of racing!

Z Day in particular was "raining races" with at least 95 competitors enjoying over 25 close races based on times. This proved to be a winning formula for "F" as the letters to the Zeditors will show. Some people seemed to think making grids based on time was a novel new idea not realising that Z day has always been run this way, maybe people are just catching up now! The only people not having "F" on the day were in the timing bus and boy were they getting frustrated! At the end of the day though everyone left happy and low on gas and that's what it's all about.

On more technical note, very little information to date about 96 octane fuel and additives for 91 has been helpful to Z owners so we try to bring you some useful advice on what fuel and/or additives to use.

This issue we broke in a new editor and used up over 20 megs of disk space to bring you articles and photos on numerous topics such as Lotus, Jag, BMW Day, the Z Club drags, and the next gripping instalment of Z File 1 "Part Deux" to name but a few.

It really has been great to see so many different Z Club members at the various different events and we hope to see as many of you as possible at the upcoming AGM. The "not to be missed" Z Club social event of the year! Read on...

*Eddie, Pats & Alister.*

## Inside....

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# Coming Events.....

SOCIAL CALENDAR		
<i>DATE</i>	<i>EVENT</i>	<i>LOCATION &amp; DESCRIPTION</i>
Wednesday 12 June 7:30pm	Grub, Grog 'n' Grumble	Tony's Steakhouse (Harry's shareholding) 32 Lorne Street. Auckland Central. <b>LICENSED</b> Phone Mark to book on (09) 634-3327.
Saturday 15 June 7:00pm	Annual Intermarque Awards Dinner	The Carlton Hotel Auckland. Strictly limited numbers. Tickets \$72 per person. Phone Alan Harrison for booking forms on (09) 479-2277.
Thursday 20 June 7:00 pm	Technology Update Evening	"The Pits Tyre Shop" 27 Beach Road City. Informal evening of motorsport videos & chit chat. Coffee provided.
Wednesday 10 July 7:30pm	Grub, Grog 'n' Grumble	The Green Elephant Cafe (Thai) 27 Rutland Street City. <b>LICENSED &amp; BYO</b> Phone Mark to book on (09) 634-3327.
Saturday 27 July 6:30 pm	Z Club A.G.M. & Prizegiving	Venue still to be finalised. Watch out for one of David's fabulous fliers for all the details. There will be a dinner after prizegiving.
Wednesday 14 August 7:30pm	Grub, Grog 'n' Grumble	Bayou Cafe (Cajun Style) 422 Richmond Road. Grey Lynn <b>LICENSED &amp; BYO WINE</b> Phone Mark to book on (09) 634-3327.

## WELCOME NEW MEMBERS.....

We are pleased to say **WELCOME** to the following new members;

Name	Area	Year	Model	Colour	Reg
Stephen Stiles	Wanganui	1973	240Z	Green	MH3193
Les Thomas	Ranui	1986	300ZX	Black/Silver	PM1026

## RACING CALENDAR

DATE

EVENT

TYPE

### JULY 1996

**Weekend 6/7-07-96 Taupo Car Club Race Meeting**  
(Phone enquiries to Warren Tillson Ph/Fax (07) 378-1672 (025) 787-304,  
Mark Ross (President) Ph (07) 378-9912 (025) 427-996,  
Lisa Martin (Race Secretary) Ph/Fax (07) 377-6370).

### AUGUST 1996

**Sunday 18-08-96 MG Car Club Auckland Winter Sprints**  
(For further information phone Nick Wilcox on (09) 478-9575).

## WANTED, ARTICLES & EDITOR FOR THIS MAG

**WRITE TO:** The Editors (aka Eddie, Patsy & Ali)  
Orient Express  
Datsun Z Club Inc  
P O Box 24-176, Royal Oak  
AUCKLAND 1030

*Many thanks to those who contributed to this issue.  
Special thanks to Chris Poland, Simon Huffam and Tony Burt  
for lending us their photographs for this issue.  
Deadline for next issue: 21 July 1996*



*Don't Z's look good in corners?  
(David Taylor at the TR Register - Classics in the Park Hillclimb)*

# The Great Z Club Magazine

## Official Interview

(Z Club Member profile)

Name: Mike Dragicevich (Drag) Date: May 1996

Occupation: Builder

1. **Tell us about your Zed(s).**  
1977 260Z 2+2, Red, 280 motor, warm cam, 240 carbs, lowered with Konis' adjustable front suspension and a REAL gearbox - none of this automatic crap! (*A "Howick and Eastern" Bus!... New\_Ed*)



*Drag and the DragMobile*

2. **History of car?**  
Purchased in '87 when they cost a small fortune as the Jap imports hadn't started coming in. This one was imported from Australia in 1980.
3. **When did you join the Z Club, how did you hear about us?**  
Joined the club in 1990 after just joining the Auckland Car Club - never did make it to any of their events, but I did get hold of a MANZ book and tracked down Mr. Zed - the late Graham Collins.
4. **Is your car purpose built, street raced, daily transport, business vehicle?**  
I bought a 2+2 as it had plenty of performance and room for my two children!! I only intended to do the odd event, however with hardened suspension and an exhaust note that removes the skin from grapefruit it mainly gets used on the track.
5. **Future plans?**  
Triple Webers and a decent head are planned, as is removing the rust.
6. **Worst moment in your Zed?**  
A massive spin down the back straight and up a traffic island in the wet at the Telecom Classic in Hamilton in '94, no damage, but a big drycleaning bill.
7. **Best time you have had with your Zed?**  
Seriously - my old beast isn't very quick, but there's nothing like being in the middle of the pack through Nissan at Pukekohe just after the start of a race - it's great fun.

8. **What sort of events have you been involved with in your Zed?**  
Mainly track events and I did concours once, and social events (Food and Alcohol!!).
9. **What car would you buy if you won lotto?**  
I'd want 2, a nice Renault GTA and a '71 Bathurst Monaro.

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## Preparation For The 1996 Intermarque Concours, Twice!

*by Lindsay Walden*

It all got underway with a phone call from Mighty Mark the Social Butterfly two weeks after the very moist, but extremely enjoyable club concours event in January.



Thinking that we could all sit back and relax after many hours of preparation to the cars over Christmas for the club event, Mark asked if we would be interested in entering the upcoming Intermarque concours at Ellerslie on March 3rd.

"Two cars?!" I asked, "Yes two!" replied Mark, the 280 in the Teams event and the 300 in the display.

After a few moments of thought, and a quick referral with my wife Joyce, we thought OK, we'll give it a go.

With just three weeks to work in, we both decided to concentrate on the 280 as the 300 is our daily use car.

Out came Orient Express #65 with tips on presenting your car to concours

standard.

The area we both agreed on was to improve the presentation of the engine bay, so we started our plan of attack.

Stage 1. Over the period of Week One, we scrubbed, cleaned and polished that engine bay until it was gleaming (thanks for the tips Patsy!).

Stage 2. The 280 was jacked up, blocked then the wheels were removed. The complete underbody washed, though I couldn't find much dirt! Inner guards were cleaned and the exhaust came up like new. The Cragars were totally cleaned and came up like new, then put back on the car.



Stage 3. In the Third and Final Week of preparation, the cars' interior was scrubbed, cleaned, vacuumed and armourall applied to the vinyl areas. Then the car was given a wash and wax and had the tyres blackened.



Only 5 days till concours!

Then the shit really hit the fan! (*What's that word mean...?...New\_Ed.*)

1. Manoeuvring the 280 into position in the garage I clipped a rubbish bin damaging the front spoiler.

2. Spent from 5pm that afternoon to midnight removing the spoiler, repairing the damage and repainting it.

3. The next day I remounted the spoiler on the car and then off to the Waitakere Testing station for a WOF. The car created so much interest from the station mechanics with its immaculate presentation that I had to explain about the "Z" club and the concours. Finally I got away with a 100% pass.

4. Next evening I went indoor carting in Henderson with 10 guys from work. Never being the fastest of petrol heads, 8th out of 10, but the 4th fastest lap time, I crashed on the final lap badly bruising my ribs and straining my ankle. Two days recuperation, heaps of Panadol and 2 days before concours.

5. Friday evening March 1st, we start on the 300, and by Saturday afternoon she was ready, thanks to my wife Joyce. Saturday night, rain rain and more bloody rain! Not January's weather all over again!?! That night I hardly sleep, my baby daughter Jessica screamed half the night, I ached all over, so at 1am I checked on the "Z's".

6. One thing bugged me - I remembered Phil Thompson, the 280s' previous owner telling me "Always show the car as original as possible". You guessed it, I

jacked up the 280 and replaced the Cragars with the original rims! Back to bed at 3am. I wake at 7am with my cousin Stephen banging on the front door ready to drive the 300 to Ellerslie. After a quick breakfast we prepare to drive out at 8am.(Low and behold - no rain!)

7. Just as we are ready to leave Stephen noticed a light spot on the top of the 300s' front guard. I apply a little bit of rubbing compound and you guessed it, off came the lacquer coating in an area as large as your fist, just like tissue paper, leaving a whole mess of paint. It was the quickest paint touch up in history - 5 minutes! I remember driving down to Ellerslie that morning totally stressed!



8. We arrive at Ellerslie, finding Peter Campbells' 240 and Marks' 280 already there. Within 5 minutes Dee had arrived in her 240. Thanks Alister for the attention you gave the 300 when we arrived.

So, in all the rain was gone, the display of the five cars was tremendous, Dees' stunning 240, Peters' eye-catching 240 and Marks' sparkling 280 were all at their very best. It was great to see so many members on the day - now we are ready for a well deserved rest.



# LOTUS, JAG, BMW RACE MEETING

by Murray Fish

Well I thought I'd give it a go again after the last time when LJB denied my car's old paint job - a bit over the top. Out to scrutineering, by the time I'd got the car off the trailer and lined up, the ladies on documentation were ready for me "very impressive" I thought. It seems people

don't forget the Kosmik Z Car. The funny thing is that at documentation like this one they say they loved your funny painted Z, yeah I reply it's your husbands who don't. After finishing a

quick conversation on fashion my car was on the trailer after having to complete a quick flag check.

What do you do if you see a green flag he asked. Panic I replied, that's not a safe thing to do he said. What do you mean - that's the Lybian flag, if they have got to Pukekohe race track where else are they. It seems MANZ stewards don't have a funny bone.

Race day arrives and it's "put the wets away again" as it's a great day. Practice was a waste of time as far as times were concerned anyway. The computer spat the dummy, so they looked at the fields and guessed, apart from a flying Escort they got it right.

The second race was great! Greg and I providing a "Zed sandwich" to a couple

of Porsches and an Escort. That was the end of racing, "what do you mean you wanted more that two races?" yeap. Apart from the lack of racing the LJB was a well run event even the beer and bangers were hot and cold.



*"Fast Fish out of frame...?"*

Not to be critical of LJB, as most Classic racing over the past three seasons has been plagued by low numbers of entrants, there are the cars out there (Manfield and Whenuapai are testimony to that)

it's just a matter of getting bums in seats in cars and grandstands. We live in a society where the entertainment dollar has high priority, that's were Motorsport is falling behind. It's a Catch-22 situation to get bigger fields you need to attract owners to race their car more than once a year, and to keep them there with the prospect of close racing with big grids. To get spectators to come and watch you have to give them entertainment. Just go along to Western Springs or Waikaraka Park and see it can be done they get 10,000+ spectators each week for four months.

To convince drivers and spectators is the tricky bit, there's only one way to stop the cycle and that's to bite the bullet and change. Datsun Z Race Day could become one of the best classic events on

the calendar, it's all ready making a start with lots of mailers, time group racing, one race for a race series, entries up until race day and still making on the program, mags promoting our up coming events. Red tape other clubs can't get past and even lap times posted out within the week. Here's a few suggestions for making classic racing even better:

Firstly pick a better time of year, while the weather was good it was the end of the season. November or February would be better as the season has started and the cars and owners are still ready and willing.

Next, promote it well, get a Car Magazine on board they do the work .

**Be Bold** tell the competitors what they'll get. 4 to 5 close races, no red tape. Tell the public the same, racing and entertainment.

Next convince the different clubs running series to get them to run at our meeting (Porsche, Clubman, RX7, TACCOC, Muscle Car) why? because they can provide a lot of cars.

This has to be done now as most organisers are getting their series together now. Once again with these type of series on board they'll do the advertising for us.

Now we are half way there a sponsor could then be aquired with the promise of big fields and spectators.

To race day: If scrutineering could be done on Friday night then it leaves more

time for racing which is the whole idea. The time group racing is what we want, but to spice it up a bit give all clubs a chance to compete in a "Classic Car Team Race" by getting clubs to put together three car teams not doing sub 1:10s laps to give everybody a chance "that's why Le Mans doesn't work any more". Most clubs, like Escort, Clubmans, Porsche, Lotus, Alfa, TR, Jaguar, MG V8, Holden have cars capable of these times and by inviting these clubs you are using their magazine to promote our event. I'm sure Classic Car Magazine would like to do the trophy bit, again giving more publicity to our event. As for entertainment. If anybody went to the first Truck Race meeting, like me you would still remember some of the other activities they did that day, a Towies race which involved a tow truck driving around the track picking up a car and racing to the finish line or the Courier race to pick up parcels at different places and show a lack of driving skills. These are just suggestions but they did work and keep spectators amused and once again, with these groups involved you get them to organise it.

By now you're probably thinking it's too much like hard work but the results could be of benefit for all Classic racing if Clubs say "let's do it like the Z Club they did it really well". Food for thought.

PS. Yes, I would help to do this.  
PPS. Paul Clemens, Paul Hansen and myself are still waiting to erect the tent.  
*(Finally we have it writing...Edz)*



# Letters to the Editors...

To: The Organisers Datsun Z Weekend 4-5 May 1996

Just a brief note to convey my appreciation of a well run meeting.

The concept of placing a complete mix of cars but with similar lap times into various race categories made for a most enjoyable day.

Unfortunately on the Sunday afternoon the clutch on my car expired, so I was therefore unable to fully participate.

Once again, thanks for a well run meeting and all the best for the future.

Yours Faithfully

John Rhodes  
Competitor No. 38

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re: **Datsun Z Club Race Day 95/96**

To The Datsun Z Club Race Committee

I just thought I'd take time out between getting Spiel out to write a few words to the organisers of the weekend race meeting. Those of you who get a chance to read Spiel will no doubt know that I'm not averse to sticking my neck out and voicing an opinion, and as such have fired a few shots over the years at the way meetings have been run, huge delays, few races and small grids of mismatched cars which rapidly spread out doesn't really enhance the sport.

Having just bought a new (to me anyway) race car, I hung up my flaggies hat, put my editors pen away (I wish), dusted off the crash helmet and overalls, (has anyone else noticed that they shrink if not used regularly!!!), loaded up the trailer (hey this is getting serious) and headed to Puke for my racing return.

**What a ripper weekend !!!**

Yes.... I was on my own personal high at finally getting back into it, but I can't compliment all those involved in the organisation enough for having the guts to try

something different. Minimal delays (I note the first one was caused by a broken Porsche !!) and grids designed to make close racing (boy was it busy at the hairpin) made for a great weekend.

My one regret was that there was not a small prize giving / presentation at the end of the meeting as I felt this would have been the ideal time for all the drivers to voice their appreciation, to the organisers, of a well run meeting that was above all else just good clean fun... isn't that what it is supposed to be.

Thanks guys.... give yourselves a pat on the back.

Glynn Taylor ..... 'GT'

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Datsun Z Club  
Race Committee  
Dear David and Greg

Hey, that's not a dumb idea (*timed grids...Edz*). On the contrary it's great to see such efforts being made to get people and cars there for some F'ing good racing. You said it!! I will be there but not the car. Unfortunately it has not yet recovered from engine problems suffered at Whenuapai. Please keep me on the mailing list as I hope to do this meeting next time around.

If I ever have the chance to own two Lotus cars, no doubt I will then know the plural! In the meantime I can't help you. See you at the weekend.

Regards Tony Rolley

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Datsun Z Club Race Committee

Dear Sirs

Just a quick note to say thanks for your entry form for your classic meeting 4/5 May. Regrettably I will not be able to attend due to MANZ AGM in Christchurch (How inconsiderate of them!) the same weekend.

What really prompted me to write was your follow up note, and I trust and hope you do not receive any entry forms with 'This Is A Dumb Idea' written across them. I am a firm believer and supporter (if not competing then spectating) of classic racing, a form which is going from strength to strength at present.

All the best for your weekend. I hope it is successful for both competitor and organisers.

Kind Regards

Mark Ross  
President Taupo Car Club

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Attn: Bruce Robinson

Hi Bruce,

Just a quick note to let you know that the "Lighting Direct Team" thoroughly enjoyed the last Datsun meeting. It was well organised, no hassles, lots of racing and a pleasant atmosphere prevailed throughout the day.

We look forward to competing again next year.

Regards

Bill Fulford.

The Datsun Z Club Race Meeting Sub Committee  
(David Long, Greg Gillespie and Alan Harrison)  
Would like to say a big

**“Thank You”**

to those willing helpers who volunteered their time  
to help run the day.

Z Day was a success because you made it happen!

See you next year...

# Datsun Z Club Drags

by Mike Lucas



*"A quiet, stress free, timing team..."*

It was the morning of the Datsun Drag day and the weather was over cast. The thought of another cancelled drag meeting was not far from my mind. The time was about 9:15am when I heard the sound of a Z in my drive. Mark had arrived in his 280ZX.

When we arrived at Champion Drag raceway the weather was still over cast. Graeme (the caretaker) informed us that the weather was fine and that the grey was smoke from the peat fires that are common for the time of year.

A quick tour of the timing system and all was ready for a day of fun. It was good to see some new faces out there having fun. A total of 23 entered with 19 Z's. I must also thank everyone that helped on the day.

The strip was still a little wet for the first few runs, that saw a few Z's break loose.

Due to the Z being in bits throughout the house the crowd was not entertained by the "porpoising" of my car this year.

From the timing shed it was very spectacular to watch the Black Twin Turbo 300ZX of Darcy Blackmoore loose grip as another gear is selected.

Once the track dried out there were some impressive times posted as the day went



*"No burn outs, Harry wasn't there..."*

by. The quickest time of the day was also the last run of the day, Greg Gillespie in his 240Z with an ET of 13.283 and a trap of 104.65 MPH. The quickest trap was the 300ZX of Darcy Blackmoore at 105 MPH.



*"Darcy gets the news"*

The results of the day are on the next page:

Entry Name	Car type	Car Reg	MPH	Run Time
GREG GILLESPIE	240Z		104.65	13.283
ANTHONY BAKER	260Z	NO8786	99.78	14.303
RICHARD BAKER	SUBARU	TK5758	93.75	14.352
D BLACKMOORE	300ZX	BLACKZ	104.17	14.414
STU ROBINSON	240Z		92.78	14.778
PETER CAMPBELL	240Z	FZ5572	91.85	15.073
ALISTER LEASK	260Z 2+2	JB9824	94.74	15.364
KEITH SMITH	280ZX 2+2	NK9316	94	15.47
LISA WILKIE	COMMODORE	SY3995	90	15.575
HUGH PEPPER	240Z	ON3750	88.58	15.68
HOWARD BATH	260Z 2+2	MY4498	80.94	15.738
ROB CHUBB	NISSAN 200SX		87.04	16.144
MARK THOMPSON	280Z 2+2	I ZX I	78.67	16.31
JULZ EDWARDS	260Z 2+2	IS4629	78.13	16.383
LINDSAY WALDEN	300ZX 2+2	3OOZED	86.71	16.619
SIMON HUFFAM	260Z 2+2	26TZ	85.23	16.654
STEVE NEWENHAM	260Z		81.23	16.732
PAUL CLEMENS	260Z 2+2		79.51	16.859
BRUCE ROBINSON	240Z		80.36	17.165
CONRAD	280ZX 2+2	MR5492	73.65	18.899
CLINTON GREER	300ZX 2+2	TD4425	65.12	21.821



*"Why wasn't this at the Drags? Bye Bye Red Z. Sorry Tony."*



# TARGA BAMBINA

By Paul Hansen

Date: 20-21 April 1996  
Location: Waikato District  
Driver: Keith Smith  
Navigator: Paul Hansen

In preparation for the Targa (Bambina) we did all the usual strip-downs and spanner-checks. One variation on this comprised of stripping out the glove box to allow the fitment of the "Halda" Meter. Apparently we would need this flash thing to tell us how long before the next chance of crashing.

Tyre choice was easy - the biggest, blackest things that money could buy. Must have been the first time I have ever seen Smithies 280ZX with four new sticky tyres. After only a very short drive down the road we only had three new sticky tyres - but that's another story and I can already see the tears forming in Keith's eyes. So down the silage stack (rotting heap of grass for all you townies) to find another big, fat black thing (replacement tyre).

In our great preparation for the upcoming event I had to figure out how I was supposed to tell Keith, while we were racing, that the Halda thingy says next corner. An internal intercom was required so off to Dick Smith Electronics (no relation of Smithy's). After numerous sore ears and heaps of flat-out runs up and down Clevedon back roads, we decided the car was too noisy for voice activated mic's, we decided that we would just yell at one another.

By now it was Saturday morning and we headed off via the Z Club Drags. We had persuaded (suckered) Ron Ragen into driving the ute as our "support vehicle". Saw some old faces at the drags - one of them Howard from Te Kuiti. Weather's shit in Te Kuiti but no problems in Hamilton was the good news. After a couple of blistering runs down the ¼ mile, couple of low 10's I recall Keith telling me (*in your (wet) dreams...Edz*), we left the rest of the club to fight out the minor placings while we headed to Hamilton for scrutineering.

No problems there so we headed for the 1<sup>st</sup> and only special stage on Saturday, a sprint around the old Te Rapa Airforce Base. Having arrived with plenty of spare time it gave us a chance to walk the circuit, and yes it was raining.

One of the (eligibility) requirements to do the Targa Bambina was to have a Warranted and Road-Registered car, due mainly to the touring stages between special stages. Well look who's here - Owen Evans and the un-registerable left hand drive Porka. It was on a dealer plate with a current WOF. Pity I couldn't read who had issued it.

Our first run through was hassle free as were the other 60-odd entrants. On the second run we had the rear end of the car lift up off the ground under braking. After the run we found a large dip in the road on one side - we changed our line for the 3<sup>rd</sup> run.

Accommodation and food were supplied for two from the entry fee of \$295. Smithy and I had a room but what of Ron? "Sorry Bro" was the word - no rooms left but we can offer you Marae style sleeping. This translated to a mattress on the floor of the lounge unit sharing with twenty others. Ron was off to Motel heaven. And yes it was still raining!

After the usual personal cleaning it was off to the bar. Luckily we had all brought thousands of dollars to spend on booze - suppose it was one way to ensure you didn't get drunk. Dinner was next - well that was it so off to Pizza Hut for some real food. Oh, if I haven't reminded you it was still raining.

It really pissed down that night, so just so we wouldn't miss too much of the rain we got up at 5am to clean the body and eat again. Breakfast was over in a jiffy so we sat and watched the rain.

My super hot navigating, nothing to do with Keith's fine wet weather driving, had put us about 16<sup>th</sup> overall after day one. We toured into Cambridge and awaited the start of the special stage through Cambridge town. Road works and rain was all part of it with plenty of sideways. Hertsy was there with the Suzuki Cappuccino going great guns. After this stage we turned off into the boondocks for the next stage. Passing "Gerkhin" a 1970 Valiant 2-door coupe from the Budapest Pickle team, on the side of the road. We found out later they had broken a bottom ball joint - no problem, find a kind farmer with an Arc Welder and all fixed. By this time the

rain was really starting to piss everyone off. Ron caught up with us for a few minutes and then we were off again. The car felt really good even on the big 225/50/16" tyres. We were on the pace - but coming over blind brows we let caution play a part.

Throughout the latter part of this afternoon there were a few crashes. Notable ones being the Collett MG Midget flying off a sharp corner and taking a heavy long flight down a 30-40 metre bank straight into a boggy field. Next was the "Gherkin" again - How do you fit 22 feet of your car sideways across a narrow bridge? Answer - you can't. Power-sliding onto a narrow bridge and getting the front left-hand guard and right-hand rear bumper jammed. A quick inspection, full opposite lock and heaps of valiant power, saw the car tear off the front guard and rear bumper.

We all queued up for the last 6½ km closed stage for the day. A crowd had gathered at the start line as everyone was giving it heaps off the line. Not to be outdone Keith left the line with plenty of smoke and sideways - apparently a bad move as we had really upset the clutch. On the first major down-shift into second, things didn't sound good, power on and into 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> sweet as. Next down-shift found a box full of neutrals, we coasted to a halt, what next? Put out our triangle and hold out the OK sticker. Our race was over. We were probably 1km from the finish but shit happens. We were leading our class at this stage but as we found out you only get one chance at every corner.

Both Keith and I are now of the opinion that we enjoy the close racing of the circuit rather than the singular racing against the clock - but hey it was good for a change and at the cost was well worth it - give it a go.

1. The XU1 Torana, whilst powering off the line at the last stage managed to do a 180 and hit the bank - straight road and all.

2. It was still bloody raining!!

Forgot to mention two more things;



# The Great Z Club Magazine

## Official Interview

(Z Club Member profile)

**Name:** Paul DeLautour

**Date:** May 1996

**Occupation:** Customer Services Manager

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

It is a Red '72 240Z. It has a modified 20 motor done by Reg Cook, with Triple 48mm Webers, LD28 crank, forged 90mm pistons and 11:1 compression. Capacity is now 3.2 litres. Top speed is 260Kph with standard diff. It has 16x9 Arrowheads with 225x45x16 RE71's.



*"Paul, not doing 260Kph, at Baypark"*

**2. History of car?**

It was purchased new from Newmarket Nissan in 1972. Registration plate was FZ7086, now SAMURI. It was bought from the original owner by ex club member Dave Lovelock at 18,000 miles. I am the third owner and bought this car at 75,000 miles in 1985.

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

Before I bought this car I had contacted Graham Collins who was very helpful with information about Zeds and what to look for. After I bought the car I joined the club in 1985.

4. **Is your car purpose built, street raced, daily transport, business vehicle?**  
At the moment the car is sitting in the garage and not doing very much. I take out in the weekend every now and then. I haven't raced it for quite a while mainly due to other commitments.
5. **Future plans?**  
Future plans will probably include restoring it and at some stage racing it again every now and then.
6. **Worst moment in your Zed?**  
The worst moment in the 240 would have been in 1987 at the Z Club Baypark weekend. I was trying to catch Alan Harrison in the sweeper (Alan had the fastest Z in those days), came out of the sweeper too fast, put the rear wheel over the curb at the exit which swung the back around and resulted in driving up the bank on the inside of the track.
7. **Best time you have had with your Zed?**  
Best time I would have had in the 240 would have been racing in the Productions Super Car Series in 1988-91. There was plenty of close racing with a wide range of cars, including Chris Maxwell in his 240. The other best time would have been overtaking Tony Nigro in his Ferrari 308 on the Desert Road on the way to the Wellington Street Race one year. Not a good idea to mention speeds, but Tony wasn't going for a Sunday drive.
8. **What sort of events have you been involved with in your Zed?**  
I have done most events in the 240, including Trials, Concours, Gymkhanas, Hill climbs, ¼ Mile, racing with the Auckland Car Club, Northern and SCCNZ and raced at Manfield, Baypark and Whenuapai.
9. **What car would you buy if you won lotto?**  
I might buy a Nissan GTR.



*"Insider knowledge of Whenuapai not helping Warren Bryant catch a Fish."*

# THE Z FILES

## ① Part Deux...

Having bought a damaged vehicle with the intention of re-building it has given me an unusual insight in what makes a car tick.

As reported in part one, the car was taken to Tony's Panel Shop in Hamilton for Tony Christieson to work his magic to 'Jack' and 'Square' the car using his Car-O-Liner measuring system.

I was eager to see this process as the car (when it flipped) landed first on its nose, then its roof - so it wasn't a pretty sight. However with Tony's patience he has completed this task within all the exacting tolerances. With the car 'straight' it meant that we could rip into the body work. I mentioned in part one that I wanted to "do what I could" to be part of fixing the car and Tony was happy to let me do some of the preparation work.

To help me understand what had to be done Tony outlined some of the major work to be looked at.

This covered:

1. Panel finish front slam panel
2. Rough out left and right headlight panels
3. Right rear guard
4. Right hand sill

5. Right hand door
6. Left front door shell
7. Left hand sill
8. Cut and weld left rear inner guard panels, pillar and guard.
9. Rear hatch
10. Rear panel
11. Weld one piece roof skin to make old roof line to follow from glass roof to the pillar.

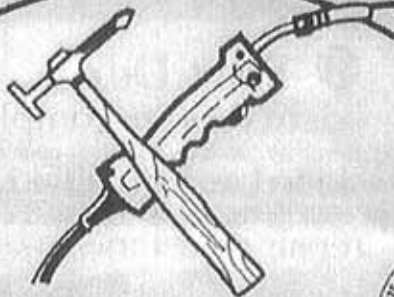
In addition to this work, Tony had made it quite clear that if I wanted a good looking car at the end, then I would need to look for new or second hand front guards and a bonnet.

So - to work.

I spend a couple of very enjoyable weekends ripping into my damaged 300ZX. Tony instructed me on using a special drill bit for the removal of spot welds, a very fancy plasma cutter to remove the old Targa roof, and the delicate art of swinging a hammer.

One day I will never forget. I had to remove the left rear inner panel. I recall starting at about 9:30am thinking an hour would be plenty of time. Around 5:00pm that afternoon I had two pieces of metal in my badly scratched and cut hands.

# TONY'S PANEL SHOP



**I-CAR**



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**



*This is definitely a before photo! Tony makes a start on David Long's 300ZX*

The roof was a different story. I had made the decision to replace the Targa with a one piece skin - this meant the removal of the outer or top of the existing roof so the new piece could be fixed to the car. Here Tony was quite explicit - use the Plasma Cutter, it's a brand new piece of equipment and I haven't had it long. He then proceeded to show me how it worked - look out "Tim the Toolman", here comes "Luke Skywalker" about to attack "Darth Vader". This was a nice piece of equipment. The roof was off in about thirty minutes. Only one problem - I broke the Plasma Cutter. (D'oooh.....Edz) I didn't realise this until my next visit and Tony just gave me a small hammer and chisel.

Tony assures me afterwards that it was under warranty but the only things I've been able (allowed) to use since with any form of electricity involved are water, milk, coffee, sugar, mug and a jug - my apprenticeship was over.

Still progress was being made, the car was now at its worst and was ready to start to go back together. With new guards and new roof it was taking shape. It was about at this time that I was introduced to a new staff member - Warren.

Warren proceeded to get stuck into the remaining repairs and in what only seemed a couple of weeks had the car

just about finished. I only knew this because Tony left me a message at work saying it was time for my car to 'go back to Auckland'.

I quickly organised to borrow Stu Robinson's Patrol and trailer and head off to Hamilton. I must say thanks to Stu because his set up has to be one of the most comfortable ways of towing a very heavy car back to Auckland - The patrol just didn't know what was behind it.

On arriving in Hamilton there, ready to go, was the completed 300ZX - admittedly in patches of primer, but certainly straight and looking in excellent shape. This bought a certain sense of satisfaction and completely reinforced that I had made the right decision to buy a wreck and rebuild it. All credit must go to Tony and his team of Shone, "Uncle" Alan and Warren.

Also thanks to Trudy for the many times she has made us lunch over the last twelve months or so.

As for my budget - Well I allowed \$4-5,000 for the panel repairs and I must say I have spent more than that.... But Tony is very confident the car will be able to be road certified and that is good news because as much as I like Stu's Patrol, I don't have the \$30-35,000 to buy one.

Next issue - part three, "Suspenders".



# Datsun Z Day - Putting the "F" Back into Classic Racing



Surely he can't have meant Falcons?  
Nah, there were only two anyway.  
Maybe Fang? Everyone was doing that.  
Nah. Fanatic maybe? or Fantastic? Fast?  
Fender? Fervent? Fiat? Fibreglass?  
Fiery? Finale? Fire-engine? Fire-  
extinguisher? Fishwife? Flag? Flash?  
Flattie? Fleeting? Flog? Ford? Formula?  
Four-stroke? Fraser? Free-for-all?  
Frenzy? Frostplug? Fuel? Full-tilt? Fun?

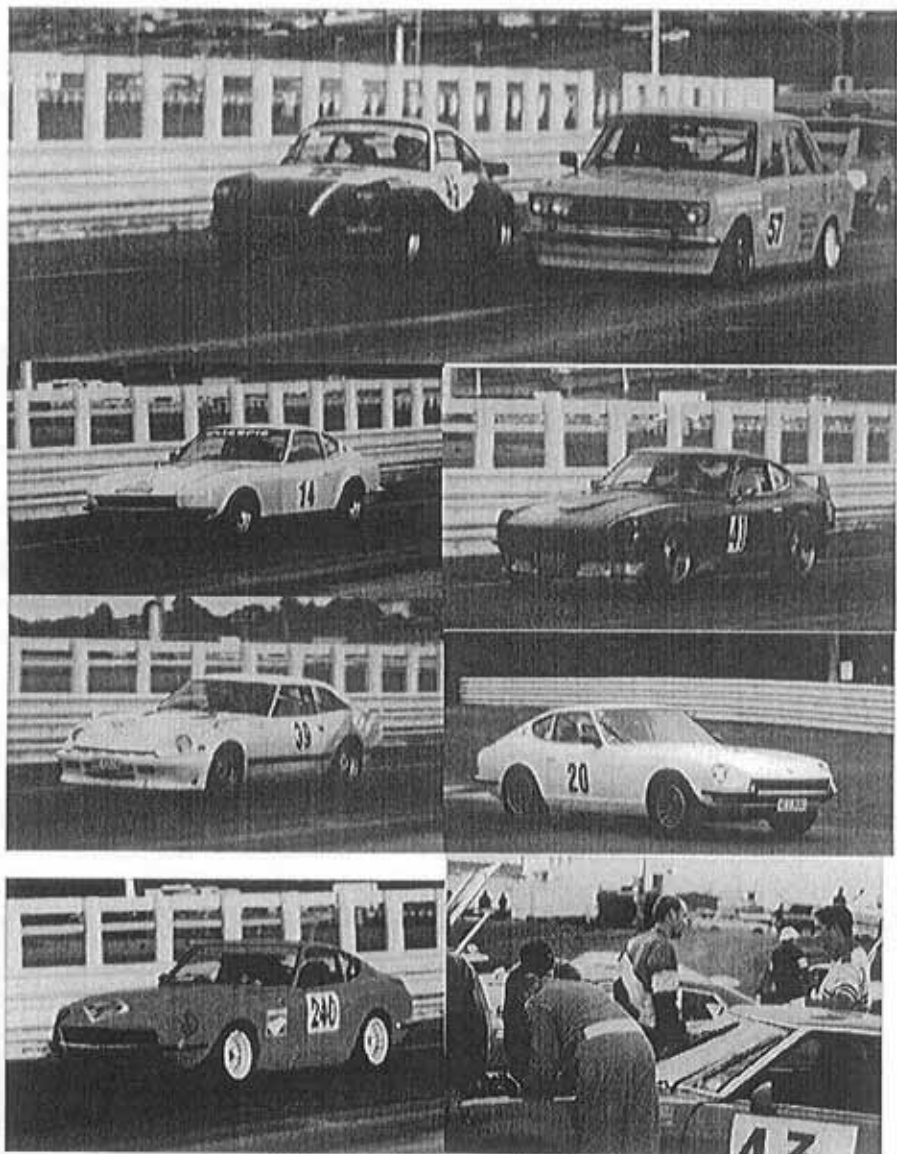
Oh, Fun. I get it, that's what Dave meant.

Well we certainly did. Put the "F" back into classic racing I mean. This year I was unfortunately forced to spectate so it wasn't near as much "F" as in previous years, but along with the 23 other people there to be the crowd, I reckon I got my money's worth.

We (the Z Club) have always tried to be a little different. How many of you can remember the original "Z Days" on the club circuit? We held our race day on the club circuit because no other classic club did that. There were some good battles too, Tony Nigro in his Ferrari Boxer fending off Ian Knight's Corvette or Ray Williams' Porsche.

Unfortunately the club circuit passed away and we were forced to hold our event on the GP circuit like everyone else. Not good enough, we needed to be different. We needed to find a unique angle, something that would set our day apart from the other clubs' meetings. "F", of course, was the answer.





*Clockwise from Top Left: No the 1600 isn't passing the Porsche in the sweeper. Peter Campbell and his 240Z, Ramon Carswell and his 240Z, chit chat in the pits between races, Stu Robinson (240Z), Keith Smith (280ZX) and Greg Gillespie (240Z) all doing their thing on Z Day. And you just try and make these photos on one page!*

We found that by spending more than half an hour planning the event we were able to squeeze in more races than was the accepted norm. Several times as many in fact. This year was no exception with 25 or so 6 lap races being fought out during the weekend.

And for only the same entry fee as the other clubs charge ....

And without "resorting to sponsorship". Someone stop me before I have too much "F" and get myself in trouble.

But OK, what happened *this* year? I hear you ask.

Well basically lots of people raced round and round and round and had lots of "F".

- Phil Schubert was having such a good "F" that he pumped all the oil from his dry sump into his catch tanks.

Others used the weekend as a kind of proving ground:

- The Lighting Direct Porsche team proved that you can start them off the back of the grid and they still achieve a podium finish. All of the F'ing things.

- Dean Perkins proved that he only had

to run out of brakes once and launch himself off the hairpin to scare all the "F" out of a flag marshal.

- Murray Fish proved that his car will only complete one event per season. (Alas, this was not to be that event).

- Richard Beresford proved that you can come over Mobil at full pace and yet manage to come to a complete halt before the track crossing. The manoeuvre requires judicious use of the trackside grass and ends with a little Armo intervention, but it can be done. Once.

- Last but not least, Greg Gillespie proved that you can attend the MANZ conference, shirk all of your duties then fly back to Auckland and pedal a shopping basket around Pukekohe in 1:09's.

By the way, the plural of "Lotus" is "Cortinas".

See you all next year,

Felicity—Ferret. Bob. "Is this coffee bottomless, or is it just me?"



*"The Marshalls appreciated a quick spin at the end of the day. Dean Perkins brake fade added a touch more realism than required!"*



*"Patsy & Safety? Now there's two words you don't normally put together!"*

you chose your **car** on **performance & reliability**

choose a **car groomer**  
the same way

*Street*

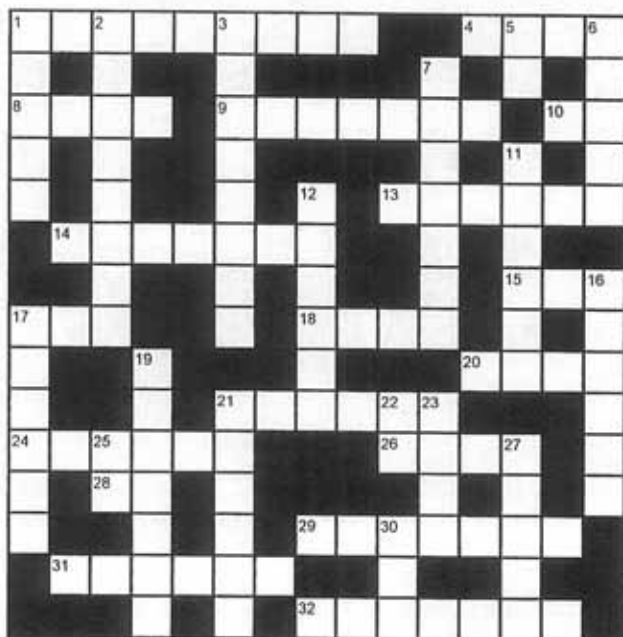
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Many classic car owners consider Neil Arnold at Street Smart Car Grooming Ltd part of their Concours preparation strategy! Even if you're not someone who enters Concours events, Neil can make your car look like a winner every time!

# "F" Words - Crossword



## Across

- 1 To bewilder, confuse and stupefy.(9)
- 4 The type of springs in the back 'of an XD Falcon.(4)
- 8 What MGs aren't and Porsches are.(4)
- 9 An Italian nag.(7)
- 10 Fuel Injected.(2)
- 13 To mummify and stagnate (like you do at some race days) (6)
- 14 The nationality of various famous rally drivers whose names all sound like chuck-it-in.(7)
- 15 Get in behind.(3)
- 17 The tariff to do it.(3)
- 18 People who like things and air movement devices.(4)
- 20 That feeling you get when you are facing the armco.(4)
- 21 How we all want to go.(6)
- 24 A form of 3 down.(6)
- 26 Found on road dead.(4)
- 28 A model of Jensen.(2)
- 29 What you get stuck in on the way to the track.(7)
- 31 I'd really rather.(6)

- 32 The sponsors of the big red machine.(7)

## Down

- 1 Animals innards when they are outers.(5)
- 2 The wife of a fisherman.(8)
- 3 A substance required to keep you up.(8)
- 5 A model of Holden.(2)
- 6 What you have to be to drive an MG (unless your name is Mandy!).(5)
- 7 Locally produced Lotus 7 look-alikes.(7)
- 11 The last race of the day.(6)
- 12 Twin over head cam... (not fox tails) (6)
- 16 The fee to do it.(6)
- 17 A bird of prey and a Ford.(6)
- 19 Things which those over 95dB don't have.(7)
- 21 An american term for a wing which is an english term for a guard.(6)
- 22 5 Down (2)
- 23 Keep off this when driving (trust me).(4)
- 25 28 Across (2)
- 27 The continental version of this is slower than the way you do it around the sweeper.(5)
- 30 Behind the front.(3)  
(We'll give you a clue, every word has an F in it. Answers published next issue).

# I'll lead, you follow.....

Six months after the introduction of 96 Unleaded, the heated debate over our fuel resources is still carrying on. It is difficult to know who to trust and/or be guided by over this much discussed (and commonly misunderstood) topic.

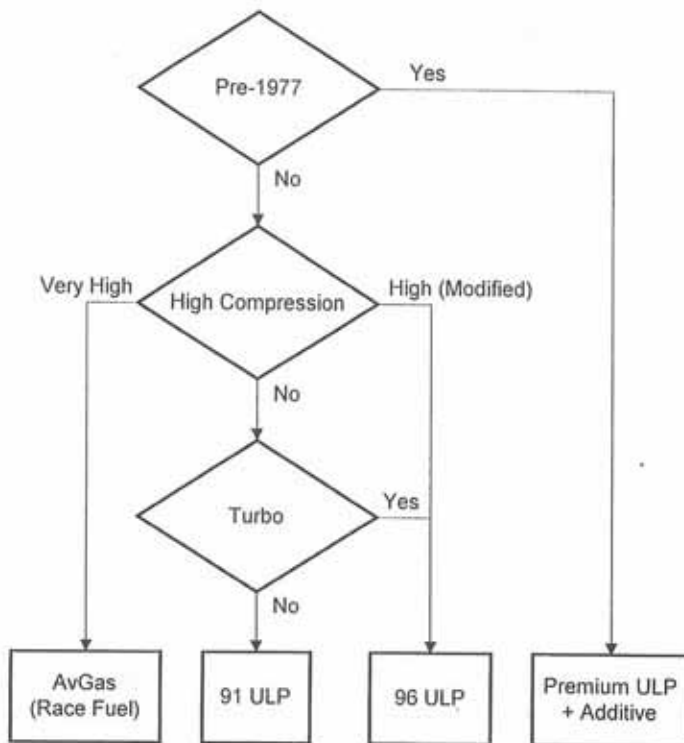
The main issues that are concerning most of us are:

- The creation of a carcinogenic by-product known as Benzene by the high quantity of aromatics (hydrocarbons, specifically Toluene and Xylene) that have been added to fuel. These aromatics have been added to boost the octane of the fuel in place of lead.
- Damage to some of our engines through lack of a suitable lubrication for valve seats. I can understand the world-wide trend of removing lead from all industry applications, and yes, leaded fuel should be encompassed in this programme of phasing out lead - but why can't a suitable lubricant to protect engines against valve seat wear be incorporated into the new replacement fuel?
- Potential damage to fuel lines caused by the high level of aromatics in Premium Unleaded fuel mixture. Have you ever tried cleaning/degreasing rubber engine components using a solvent-based cleaner? The rubber will commonly swell and break down, losing its strength and shape. You can expect a similar reaction in your fuel system with the current level of aromatics. Keep in mind that most fuel systems in older cars (i.e. pre 1986) were designed to tolerate Toluene levels of 16.1% (by volume) and not the 48% that we are currently receiving in our Premium Unleaded.
- True octane rating - are we really getting 96 octane at the pump? There have been many reports of engines losing power and pinking/pinging/detonating when under load. Have they in effect lowered the octane by lowering the level of aromatics?

## So how does this effect my Zed?

The attached flow chart should give you some indication of what fuel you should be using in your zed. Of special note are the following:

- Any engine modification from original, particularly any increase in compression ratio.
- Early 240/260Z are most at risk and will need an additive for lubrication.
- Any Turbo or Super charged engines.



## Solutions, Alternatives and Additives

The answer is.... there is no answer, at least, no universal answer. A simple recommendation for Zed owners would be: "if in doubt use 96 ULP for octane plus an additive for lubrication".

Additives are available at gas stations and are typically squirted directly into your tank when you fill up. There are several brands, with Valvemaster being commonly accepted as a good one. Their main role is to act as a lubricant, a secondary function is to keep carburettor and injection systems clean.

No matter what fuel you choose, don't forget to listen to your engine as you are driving. Any strange noises should be diagnosed ASAP, and not all engine pinking/pinging/detonation is caused by the fuel quality.

### Important Note:

Don't forget that Avgas or Racing Fuel is not legal for road use. You may only use it in engines which are used off-road i.e. at the race track.

# PARTS FOR SALE

## PERSONALISED PLATE:

"RED Z", \$1000 ono

Tony Burt, Ph (07) 847-2502, or (07) 856-7111

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## Z-PARTS: 240Z (MISCELLANEOUS)

Badges, interior panels (black), seats (no rips)

Brake Discs, only travelled 500 km complete with a box of DS-11 pads (used)

Fuel pump, Starter Motor. Front and rear standard brake callipers. Engine parts. R200 diff 3.9 etc.

Murray Fish, Ph (09) 419-0201

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## 260Z ORIGINAL MAG WHEELS

14 x 6 alloy mag wheels, 4 spoke star shape (gold/silver). \$300 or offers.

Anthony Baker Ph (09) 6257475, (025) 976-951

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## Z-PARTS: (MISCELLANEOUS)

280ZX intake manifold c/w injectors

240Z alternator

240Z starter competition (high pressure/volume) oil pump

L28 head (NB this is a carburettor head, not injected - good 240Z big-valve head)

260C crank & block, as is

260C camshaft, std (suit regrind)

240Z crank & block, rods & pistons

240Z "A" type box minus primary shaft

240Z mechanical fuel pump

240Z head, (E88)

260Z head (E88) needs valve grind

260Z block & crank, 180B flat-top pistons (2.7 litre), reconditioned

240Z lowered/stiffened springs (assorted)

Bruce Woolmore Ph 576-3273

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## 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) 479-2277

# CARS FOR SALE

## 1981 DATSUN 280Z, 2+2

Silver. Very original, 102,000 km, excellent condition (only two owners), stainless steel exhaust, new Monroe gas shocks, new hoses and battery. \$7,500 ono.

Ph (09) 833-7140

## 1982 DATSUN 280ZX TARGA

Red. New Zealand spec car, Targa roof. 125,000 km. \$9,300 ono.

Darrell, Ph (09) 480-5700, (025) 732-387

## 1975 DATSUN 280Z

British Racing Green. 327 Chev engine (98,000 mls) 300 HP plus! 5-speed. Lowered suspension. 16 inch Japanese racing wheels. Totally reconditioned brakes (including new drums). Immaculate interior (re-upholstered and carpeted). Alpine stereo. MOT certified with WOF and registration.

Ed Leenders, Ph (04) 528-8566, (025) 463-782

## 1971 DATSUN 240Z

Early 1971 body shell. Compete with all new panels. Engine etc also available. \$5000 firm.

Andrew Marshall (025) 977-235



*This years "pig pen" award has to go to Neil Stanford, in Greg Gillespie's car, for his novel approach to the hairpin. Talk about opposite lock!  
(Taken at the ICI Autocolour GT Classic Endurance race last December)*



# RESULTS OF THE DATSUN Z CLUB CHALLENGE SERIES TO DATE

NAME	CAR	TRIAL	GYMKHANA	CONCOURS	DRAGS	TOTAL	PLACE IN SERIES
H Pepper	260Z	73	75		73	221	1ST
S Woodfield	240Z	74	74	69		217	2
A Harrison	240Z	70	72	74		216	3
M Lucas	260Z	71	73	71		215	4
S Huffam	260Z	68		72	74	214	5
J Edwards	260Z	67		70	71	208	6
M Thompson	280ZX	50		75	75	200	7
A Baker	260Z	72			72	144	8
R Carswell	240Z	69		73		142	9
M Mc Kinley	240Z V8	75				75	10
G Collins	300ZX						11

The Drag meeting points for the Z Club Challenge Series were determined from the "Dial Your Time , Face Off"

J Edwards	16.5	15.525	(Break Out	+0.975	71
A Baker	15.4	15.923	(Break Out)	0.523	72
H Pepper	15.8	16.763		0.963	73
M Thompson	17.3	17.651		0.351	75
S Huffam	17.6	18.144		0.544	74

# 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 motorracing 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..





