



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

**Special *Extra-Late* Edition!**



*Issue 68*

*Augustish 1996*





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## AUGUST 1996

## ISSUE 68

### CLUB PATRON :

We are honoured that our club patron is: Steve Millen

### EXECUTIVE COMMITTEE:

PRESIDENT:	David Long	(09) 828-1047
VICE-PRESIDENT:	Anthony Baker	(09) 625-7475
SECRETARY:	Alan Harrison	(09) 479-2277
TREASURER:	Rob Chubb	(09) 443-0822
CLUB CAPTAIN:	Mike Lucas	(09) 267-1519
SOCIAL CO-ORDINATOR:	Mark Thompson	(09) 634-3327

### AREA CO-ORDINATORS:

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WELLINGTON:	Don McLean	(04) 479-6133
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	Greg Gillespie	(09) 410-9689
WELLINGTON:	Don McLean	(04) 479-6133

### MAGAZINE EDITORS:

PATSY	Lisa Wilkie	(09) 479-2277
EDDIE	Jan Long	(09) 828-1047
ALI	Alister Leask	(09) 579-7077

The views expressed in the "Orient Express" are those of the contributors, and do not necessarily reflect the views of the Datsun Z Club Inc., unless stated as a point of policy. The Datsun Z Club Inc. accepts no responsibility for the information or advice given in the "Orient Express" or by club officials or committee. Readers should exercise their own judgment when considering technical matters and modifications affecting their vehicles. It is recommended therefore that if in doubt on any technical matter, owners should consult the official workshop manual for their particular model of car.

# Words From The Editors....

Finally, you say, the Express has arrived! Yes, this is the August issue of our absolutely fabulous magazine, free to all members! So sit back, relax and remind all your family or flatmates that you pay the membership fee and they will have to wait! Which reminds me, umm, Alan, the cheque is in the mail ... Do you feel the need? A few Z's are for sale in this issue, so you can probably find a car to meet your needs, whether it be a fully restored Fairlady 260Z, a 280 or a race prepared 240. Anyone want to buy a "Bus"? Yes the original Bus is for sale, albeit with 5 gears now. It's not that I want to sell it, it's just that, well, I feel like I need something else! Like a 300. Actually if I could manage it, I would have the Bus as well as a 300, but as I regularly fail to win Lotto and none of my relatives are about to pass on enough dinero, the Bus will have to go! There hasn't been much going on competitively since the last issue, but we have some interesting articles: Paul Clemens continues with his Stillen GTZ project. We print the Presidents report, tell you who received all the goodies at the prizegiving, show the final results of last seasons Z Challenge, the first results of the new Challenge and Darren Good opens another Z-File. We introduce the new committee and some of the people who make things happen in the club. Enjoy!

*Pats & Ali.*

## Inside....

- **Official Z Challenge Series Results - Find out who got the prizes!**  
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- **The Presidents Report - Did the club have good year?**  
Page 6
- **Meet the new committee and other club notables (complete with photos & in-depth personal details)**  
Page 17
- **Darren Good goes overseas - and discovers cars in one piece! - part 1 of a two part story**  
Page 22

# Coming Events.....

<b>SOCIAL CALENDAR</b>		
<i>DATE</i>	<i>EVENT</i>	<i>LOCATION &amp; DESCRIPTION</i>
<b>Sunday 29 Sept 10:00am</b>	<b>Z Club Sunday Drive</b>	Heading north this time: Stopping for lunch on the way at Seasons roadhouse (Dome Valley). \$15pp set menu. Meet at Grey Lynn Testing station.
<b>Wednesday 9 October 7:30pm</b>	<b>Nosh, Nog and Natter</b>	<b>Bodrum Café</b> 2 Osbourne St. Newmarket. The Z Club goes Turkish this month! Licensed. Phone Mark to book on (09) 634-3327
<b>Thursday 17 Oct 7:00pm</b>	<b>Go - Karting!!</b>	<b>Central Park Raceway</b> 133 Central Park Drive, Henderson. \$45pp - 200 lap relay or 2 x 100 lap relay event. Phone Mark to book on (09) 634-3327
<b>Wednesday 13 November 7:30pm</b>	<b>Nosh, Nog and Natter</b>	<b>Shahi Café</b> 26 Jerovis Rd Herne Bay. The Z Club goes Indian! B.Y.O. Phone Mark to book on (09) 634-3327
<b>Date &amp; Time TBA: December</b>	<b>Xmas Breakfast</b>	<b>Somewhere!</b> Don't worry you will get a good warning of this!

## RACING CALENDAR

*DATE*

*EVENT*

*TYPE*

### **OCTOBER 1996**

Sunday 13-10-96

TACCOC Taupo

Race meeting

Monday 28-10-96

Datsun Z Club Taupo Weekend

Racing/Training

### **NOVEMBER 1996**

Weekend 17/18-11-96

Mobil Super Series

Race meeting



Thanks Bruce!

It's been a good year!

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## **HELP WANTED! FOR THIS MAG**

**WRITE TO:** The Editors (aka Eddie, Patsy and 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.  
Deadline for next issue: 22 November 1996*

# THE PRESIDENT'S ANNUAL REPORT

27 July 1996

I am pleased to report on the various Club activities that have taken place since our last AGM.

1. Following the election at last year's AGM, the Executive Committee met and appointed the following persons to the Executive.

Mark Thompson	as Social Convener
Murray Chapman	as the Datsun Z Club challenge series
organiser, and	
Greg Gillespie	as Technical Liaison Officer.
Lisa Wilkie	and
Jan Long	kindly agreed to continue to apply their
	experience and expertise to the Orient
	Express, and
Alister Leask	has since joined the team

Your Executive Committee have met on a monthly basis since their election in June 1995 with the only exception being January with the intervention of annual holidays.

2. Again this year it was the Committee's objective to provide a balance of activities that would appeal to the wider membership.
3. The Datsun Z Challenge Series kicked off with a trialing event on the 10th of September.



4. October saw a return to Taupo for a day of training on the track and an enjoyable weekend for all who went to Taupo.
5. In December a grass gymkhana was enjoyed by a group of people who wiped their car's bottoms on the grass and are still getting the last remnants of cow manure from underneath their cars. Many thanks to Keith and Lisa Smith for the use of their land.
6. The Club's Concours D'Elegance in January was noteworthy for a really good turnout of numbers and the rain that seemed to fall for most of the time.
7. The Intermarque Concours D'Elegance was again strongly contested but unfortunately it was not our turn to get into the ring this year.
8. The April day at the drags was, as usual, a lot of fun for the more than 25 Zeds that competed. A wet track early on saw one 300Z tackling the strip sideways but it wasn't long before a dry track saw the racing all occur in a straight line.
9. The Datsun Z Race Weekend Pukekohe 4-5 May. Well, it was planned as a weekend where contestants would be gridded by their performance times and that at the end of the event people would say 'I've run so many races I'm raced out'! The last race in the TACCOC series was run on Saturday, then it was all on and proved to be an incident free racing weekend with an enormous amount of close racing being enjoyed. Highlight of the event was the "drive around the track" put on by competitors for the flag marshalls and helpers at the end of the racing on Sunday afternoon. A special note of thanks has to go to all helpers and organisers of the event, particularly Vice President Dave Long who, as chief organiser, spent a lot of time working like a one armed paper hanger and Mike Lucas

who stepped into the breach when, on Sunday morning, the chief times result producer was at the last minute unable to be at the track. The final confirmation of the popularity of the event was the number of entrants - 90 plus - and the letters of congratulations received by the club after the event.

10. Go-Karting late May proved popular and I would expect to see this event repeated again.
11. The monthly Nosh, Noggin and Natter evenings have continued to be enjoyed by a varying number of members.
12. Thanks again to Jan Long and Lisa Wilkie for the wonderful contribution they have made to the Club through their production of the Orient Express. Alister Leask has recently joined the editorial team and his assistance has been much appreciated.
13. On behalf of the Club and myself I would like to thank all the members of the Executive for they effort they have put in during this year in their various areas of responsibility to ensure a successful season.
14. In conclusion, I would like to thank the Club for the opportunity you gave me to be your President, for the friendships I have enjoyed and the support I have received and I extend to the incoming Executive best wishes for every success in the coming year.

D. Bruce Robinson  
President

# The Annual Prizegiving and Awards Ceremony for 1996

**OUTSTANDING CLUB SUPPORT:**  
Mike Lucas

**CLUBMAN OF THE YEAR:**  
Mark Thompson

**BOOB-BOOB OF THE YEAR AWARD**  
Murray Fish

**MEADOWS PERFORMANCE AWARD**  
Greg Gillespie

**BEST COMPETITOR**  
Meryn Davies

**DATSUN Z CLUB CHALLENGE:**  
**SERIES WINNER**  
Hugh and Julie Pepper

**DATSUN Z CLUB CHALLENGE:**  
**1ST RUNNER-UP**  
Mike Lucas

**DATSUN Z CLUB CHALLENGE:**  
**2ND RUNNER-UP**  
Simon Huffam

**CARL SIEVERS MEMORIAL TROPHY**  
Anthony Baker

**TRIALS CHAMPION**  
David and Jan Long

**MOTORKHANA CHAMPION**  
Steven Woodfield

**THE BENT ROD**  
Ron Reagan

# Trials and Tribulations

By Jan Long

Anyone who has ever held a map while occupying the passenger seat of a car, will know why they call this event a **trial!** It can be very taxing on both parties, unless of course it happens to be the Cooper Car Club Econorun trial.

The most stressful part of this event is deciding which car to take! Knowing that speed was not a criteria we decided on taking David's work car (a Ford Falcon). Why? Well, with a safe top speed of 4KPH and the suspension and handling of a well oiled waterbed, it was most suitable for the driving conditions. Not to mention the fact that our 300ZX is still off the road.

Members of the Cooper Car Club are so laid back they're practically lying down. They don't seem to mind that over the last few years we've invaded their event in ever increasing numbers. More so since it became part of the Z Challenge series. We've even taken a few of the prizes off their hands but certainly not for economy! In the past a Z has regularly taken away the prize for the "most fuel used" category although these days Harry has a bit more competition (from other Zs) for it.

This years trial saw a gaggle of Z drivers and their trusty navigators set off from Kapa Road, fuelled to overflowing and full of enthusiasm. Some people had set goals. Alister for example wanted to better his "number of mini's overtaken" record. While Patsy wanted to extend her lead in the "most miles driven to any given destination" category (she first navigated Harry to this record in the Salty Dog Trial last year). Neither were to be disappointed in their record breaking attempts.



*The Huffam Express makes its way up the driveway*

An unprecedented change this year saw the clue signs written on biodegradable cardboard, the only two drawbacks being - firstly some had almost degraded before we saw them and secondly those that didn't will probably still be there next year, won't that be confusing!

Trials are not without their dangers, but as no self respecting Z would go below 100km on the motorway and there was no cycle race to negotiate through, this one was without incident. I should say major incident because certain things of note did happen not the least of which is some people did economise (but not on fuel).

Hugh and Julie Pepper economised on clues. When they reached the way-bridge the



*An M&M? No, just Mike and Mark*

official chappy said "Oh you haven't got many clues yet" to which Hugh replied, "Clues? We have to get clues?". Patsy, true to navigator form, economised on giving (or was it following) directions, and so her record stands. Our near moment came while reading the directions. Out of the corner of my eye I thought I saw a

sign on a fence. As we were not going slowly at the time I whirled around in my seat to look back out the rear passenger window only to discover it was not a clue. I turned back to find David also peering out the same window. When we looked at each other it didn't take long to figure out that neither of us was now watching the road! A short discussion followed and it was unanimously decided that the person holding the steering wheel should probably do that.

I was not the only one paying this much attention to detail, two other navigators (including our own Mike Lucas) also saw and correctly recorded all the clues. Of the three navigators with all the correct clues I was awarded the navigators prize on the basis that the level of difficult was increased by having less time in which to see them! Which just goes to prove that David must have exceeded that safe top speed of 4KPH!

Anyway if you're looking for a low stress day and some munchies at the end you could do worse than to turn up next time the Cooper Car Club have an Econorun trial. It just might be one of the only chances you'll get to tell your partner where to go all day and get thanked for it!

The Z Club Challenge for 1995-1996 has finished!. These are the final results:

### RESULTS OF THE DATSUN Z CLUB CHALLENGE SERIES (1995-1996)

Name	Car	Trial	Gymkhana	Concours	Drags	Econo Run	Total	Place in Series
A. Baker	260Z	72			72	70	214	7
R. Carswell	240Z	69		73			142	9
G. Collins	300ZX							
J. Edwards	260Z 2+2	67		70	71		208	8
A. Harrison	240Z	70	72	74			216	6
S. Huffam	260Z 2+2	68		72	74	72	286	3
M. Lucas	260Z	71	73	71		75	290	2
M. McKinley	240Z V8	75					75	10
H. Pepper	260Z 2+2	73	75		73	71	292	1
M. Thompson	280ZX	50		75	75	75	275	4
S. Woodfield	240Z	74	74	69			217	5

The Z Club Challenge for 1996-1997 has Started!.  
These are the results after the first event:

### MG CAR CLUB SPRINT MEETING AT PUKEKOHE RACE TRACK.

### RESULTS OF THE DATSUN Z CLUB CHALLENGE SERIES (1996-1997)

NAME	CAR	1000m SPRINT	800M SPRINT	POINTS
A. Harrison	240Z	49.46	37.41	75
P. Campbell	240Z	50.97	41.35	74
R. Chubb	240Z	49.87	43.75	73
S. Newenhan	260Z	53.25	40.23	72
H & J Pepper	260Z	52.65	42.19	71
S. Huffam	260Z	56.72	45.44	70
M. Lucas	260Z	58.75	45.85	69
M. Thompson	280ZX	60.06	46.75	68
M. Dragicevic	260Z2+2	71.00	48.56	67

# The Great Z Club Magazine

## Official Interview

(Z Club Member profile)

**Name:** Julz Edwards **Date:**  
August 1996

**Occupation:** Self Employed in the 'Rag Trade'

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

My Zed is a 1976 Burgundy 260Z (2+2) Manual Bus with European specifications. It still have the original motor and is very standard with no fancy bits.

**2. History of car?**

I bought my Zed in February '94 from a young guy in Auckland and I am the 5th owner. It had 114,800 miles on the clock and has now just clicked over 140,000 miles. The car has previously been registered in England and Australia and was first registered in New Zealand in 1978.

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

I heard about the Zed Club when I rang about one for sale and was told of the next club event. That was concours January 1994. I purchased my Zed and joined the club not long after.



*Julz Z at Club Concours*

4. **Is your car purpose built, street raced, daily transport, business vehicle?**  
My Zed is my only means of transport and is used almost daily. Its been around race tracks, up mountains to ski fields and down the back of the farm (Well... I did need a tow back up the hill that day so I stick to the flat paddocks now!)
5. **Future plans?**  
Future plans are to remove the dents, kill some rust and make it go faster.
6. **Worst moment in your Zed?**  
Nothing too serious. Going into a ditch and hitting a bank when trying to avoid the neighbor wasn't good. And I know to watch out for big blue Holdens in reverse.
7. **Best time you have had with your Zed?**  
Well, I enjoy my Zed every time I drive it. Probably the first time I had my Zed on the track which was at Bay Park in one weekend



I'll always remember. Hooning on the grass airstrip at home gets pretty exciting too.

8. **What sort of events have you been involved with in your Zed?**  
Lots. I like to try all the different events. I've been to two club driver training weekends at Baypark and Taupo. MG Sprint Day at Pukekohe, Drags, Gymkhanas, Trial days, concours and Mini Cooper Econorun.
9. **What car would you buy if you won lotto?**  
Another Zed. I'd really like to have a 240Z. One that's more suited to the race track. And I'd probably go and buy myself another Motorcycle as well. One that's big, red, expensive and Italian made.
- 



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# Meet The Crew!

## A Brief Introduction To Some of The Z Club People

Just in case you're new to the club, or you just don't know who is who, we've prepared a visual introduction for you. Below are photos of some of the people in the club who hold official positions. If some of these people look like they are from magazines, put it down to artistic license - and because they are famous...



**Name:** David Long  
**Nickname:** Dickle  
**Zed:** 300ZX  
**Position:** Incoming President

Founder of the 'Brown Bus Company'. Loves his racing, red wine and red meat. Can always be seen at the track on practice days (i.e. not at work!!!)  
*(A good car salesman - Ali)*



**Name:** Anthony Baker  
**Nickname:** Hyper Boy  
**Zed:** 260Z  
**Position:** Vice President

Became famous for the "so-fast-he's-on-fire" racing incident. Often quoted as saying "never take your foot out ". Into any high risk activity especially vertical skiing.



**Name:** Alan Harrison  
**Nickname:** Harry  
**Zed:** 240Z auto  
**Position:** Club Secretary

One of the founding Members of the Z Club in NZ. Has a major weakness for Cobras, Hot Rods, Drag racing, V8s and Mustangs. Creator of the Z Club "Bake-off" competition at Meremere



*Name:* Rob Chubb  
*Nickname:* Bob (of trippery-slack fame)  
*Zed:* 240Z, 200ZX  
*Position:* Club Treasurer

Treasurer extraordinaire. Enjoys his Zeds but can be seen cruising around on a Sunday in his Mustang also. Famous for his Lotus position driving tactics over Mobil Mountain



*Name:* Mike Lucas  
*Nickname:* Mikey (Like Mucas)  
*Zed:* 260Z  
*Position:* Club Captain

Must be the only member not to have become notorious for anything.....yet! Although he did purchase a certain 240Z without telling his fiancé about it....oops!



*Name:* Mark Thompson  
*Nickname:* Markie Mark  
*Zed:* 280ZX  
*Position:* Social Co-ordinator

Must have an awesome social life, because he can always find somewhere to take us. Quotable quotes...."aww jeez....that's unbelievable.....it's unreal!!!"



*Name:* Jan Long and Lisa Wilkie  
*Nickname:* Eddie and Patsy  
*Zed:* 300ZX/280ZX  
*Position:* Magazine Editors

Absolutely Fabulous - what more can we say except "champagne anyone?"



*Name:* Alister Leask  
*Nickname:* Ali "Broom Broom" Leask  
*Zed:* 260Z  
*Position:* Magazine Editor

Famous for purchasing the racing brown bus and not racing it!! Closet petrol head - just won't come out of the closet!

To sell or not to sell....that is the question....

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Do you think You should be here? Would You like to have your photo displayed for the World to see? Do you have a photo of something strange, wonderful or really funny to do with cars, racing or a club member?

Send it in and we will put it on display in the Orient Express!

This month we have a truly strange vehicle:



*Believe it or not this "thing" is a Miller Golden Submarine.*

# Speed Kills!

*Taken From the August edition  
of Australian Aviation Magazine.*

Do you know about the Darwin Awards? - It's an honour given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. Last year's winner was the fellow who was killed by a Coke machine which toppled over on top of him as he was attempting to tip a free can of drink out of it. This year's Darwin Award nominee is...

The Arizona highway Patrol came upon a pile of smoldering metal embedded into the side of a cliff riding above the road at the apex of a curve. The wreckage resembles the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened. It seems that a guy has somehow gotten hold of a JATO unit (Jet Assisted Take Off - actually a solid fuel rocket) that used to be used to give heavy military transports and fighters an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO! The facts as best as

could be determined are that the operator of the 1967 Impala hit JATO ignition at a distance of approximately 1.8km from the crash site. This was established by the prominent scorch and melted asphalt at the location. The JATO, operating properly, would have reached maximum thrust within five seconds, causing the relatively lightweight Chevy to reach speeds well in excess of 500km/h and continuing at full power for an additional 20 to 25 seconds. The driver, soon to be pilot, most likely would have experienced G forces usually reserved for dogfighting F/A-18 pilots, basically causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight highway for about 4km (15 to 20 seconds) before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 2.2km and impacting the cliff face at a height of 38m, leaving a blackened crater one meter deep in the rock! Most of the driver's remains were not recoverable. Only goes to show... speeding never killed anybody - stopping did.

# LMB

## Lucas Metal Blasters

Lucas Metal Blasters T/A Heritage Metal Blasters Limited is offering Datsun Z Club members a 15% discount on blasting work. Please contact Daniel Lucas on (09) 826 1686 for further information.

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Unit C Veronica Park  
5-7 Veronica Street, New Lynn  
Auckland  
P.O Box 15-767 New Lynn  
Phone (09) 826 1686  
Fax (09) 267 1951

# JOURNEY TO MECCA

## PART ONE

*by Darren Good*

The Goodwood Festival of Speed was the highlight event of my recent trip to the UK, and I was not disappointed.

Held over three days this year and set amongst the rolling hills of West Sussex in the grounds of the Earl of March's stately home, the main event is a 1.16 mile hill climb. The course is designed to capture the atmosphere of motor racing in the 'pre-Armco/catch

a runaway car then the string tied between one inch square wooden posts certainly would.

Spread out on the grounds near the course were a large assortment of trade stands and stalls selling everything from widgets for an Austin 7 to million-dollar exotic cars. There were also book, motoring art, car club displays, automobilia, models, car restorers, car manufacturers,



*Three examples of the awesome Ford GT40*

fencing/gravel trap era'. The only spectator protection being (large) straw bales, and if they don't stop

upmarket clothing and accessories and even second hand Formula One car parts!



There was a Brooks auction selling fine motor vehicles, vintage aircraft and Ferrari and Porsche spares. As I recall a Porsche 917 engine sold for around £29000(!) and a Ferrari engine (I can't remember what type) went for about £47000!

In keeping with the friendly atmosphere the pits are always open to everybody - no passes required - so it's possible to get amongst about 200 fabulous cars. I was even lucky enough to see some very famous drivers from days gone by including John Surtees, Stirling Moss, Paul Frère, Froilan Gonzales, Sir Jack Brabham, Frank Gardner, Jonathon Palmer and Michelle Mouton to name a few.

Nick Mason (drummer of Pink Floyd) arrived with no fewer than seven cars from his collection including; Bugatti T35B, BRM V16, Ferrari 250 GTO (drool!), Ferrari 512S (Le Man Sports Racer), Maserati Birdcage, Aston

Martin Ulster and a Frazer Nash Le Mans Replica.

The quality of the cars was stunning, no BMC 'porridge' no replicas - every car was genuinely interesting, most had a race record.

Practice and racing were set in the same format: oldest car first. This was in fact an 1896 Panhard et Levassor which was a horseless carriage in every sense of the term. Perched precariously on top of this contraption was a driver and mechanic both looking very odd wearing modern full face lids!



*One View of a Voisan C6 Laboratoire*

The cars were divided into categories depending on type of cars racing in which they were involved.

In the 1920's Grand Prix and Speedway cars category were Voisan C6 Laboratoire - a most bizarre looking device which I cannot possibly describe in words.

Now don't think that this even is just a jaunt up the hill for the "Hooray Henry" types - just ask the chap who backed a Lamborghini Diablo Race car into the straw bales! - these guys were really driving their cars, wheelspin, four wheel drifts, it was all there.



*More of the Voisan C6 Laboratoire*

Class 3, GP cars 1930-1939 contained a mouthwatering selection of twin cam straight-8 supercharged Alfa Romeos, thundering off the line in a cloud of tyre spoke and Castrol R - surely this substance must be illegal!



*An Alfa*

An interesting car in this group was a Type 45 Bugatti powered

by a V-16 which is basically two in-line 8 cyl. Engines (1500cc each) side by side on a common crankcase with the crankshafts geared together.

The star of the category would have to be the 1937 Mercedes W125 Silver Arrow driven by John Surtees. The 5.66 litre

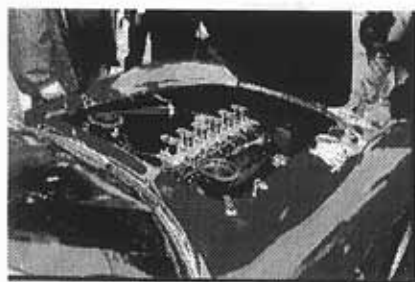
engine developed 646 bhp - a power output (in GP racing) that remained a record until the turbocharging era in the '80s.

Formula 1 and Formula Libre cars 1945-1954 category contained the legendary (for all the wrong reasons) and fearsome BRM V16's. Picture this: 1500cc, 16 cylinders, 4 cams, 2 stage centrifugal supercharging, 525 bhp, 12000 rpm, 300 decibels, narrow tyres, drum brakes.....

'The worst car I have ever driven' said Stirling Moss. The best sounding V16 on the day belonged to Nick Mason who also gave the crowd at the startline a very memorable experience.

The engine screaming down the exhausts drowned out every other noise as the tyres lit up. The car moving faster as the tyres lit up. The car moving faster as the tyres lit up. The car moving faster as it gradually caught up to the speed of its rear wheels, which had probably already covered 1.16 miles before the car even left the line. It really was an awesome sight and sound, and the inconvenience and discomfort of having to re-install ones eardrums afterwards was a small price to pay for such a memorable experience.

Another treat for me as seeing not one, but two Ferrari 250 GTO's which were very obviously inspired by the legendary Datsun 240Z - a car so exclusive that none were available to race at Goodwood.



*That looks like whats under my bonnet!  
- Ali,*

Jaguars however were everywhere - C types, D types, E types, XK120s, XKSSs even the 'rebuilt after its crash in testing' the only XJ13.

The Le Mans Legends line up provided great interest for any Kiwi with a sense of history, namely the three Ford GTOs that finished 1-2-3 at Le Mans in 1966. The winning car was



*"Guess My Name!"*

driven by Bruce McLaren/Chris Amon, second was Ken Miles/Denny Hulme and third Ronnie Bucknum/Dick Hutcherson.

A British chassis, American engine, a French race and three Kiwi drivers! Also featuring were two other GT40s one of which won at Le Mans in 1968 and 1969.

I will end part one here, so try and contain any excitement and uncontrollable drooling (mainly from me than anyone else, I suspect) and watch this space in the next mag for the rest of Goodwood, The Donington Grand Prix collection and the Brooklands Museum.....



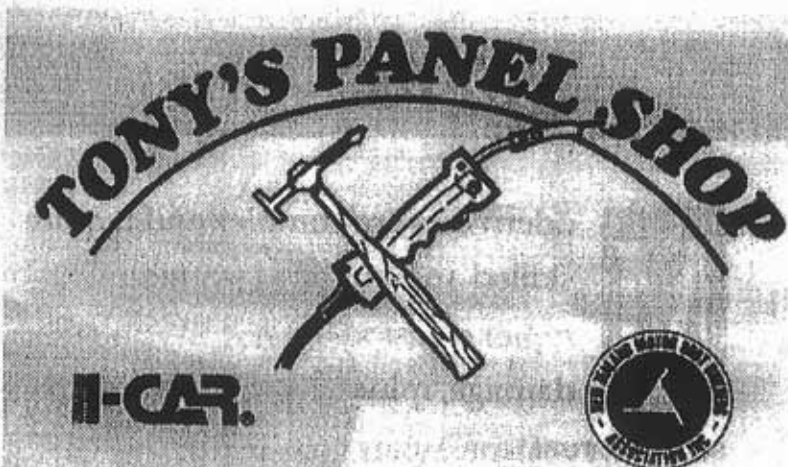
*The absolutely luscious XK13!*

## Z - Words Solutions (or should that be "F - Words" ...)

**Across:** 1 Obfuscate, 4 Leaf, 8 Fast, 9 Ferrari, 10 Fi, 13 Ossify, 14 Finnish, 15 Aft, 17 Fee, 18 Fans, 20 Fear, 21 Faster, 24 Coffee, 26 Ford, 28 Ff, 29 Traffic, 31 Prefer, 32 Facity.

**Down:** 1 Offal, 2 Fishwife, 3 Caffeine, 5 Ef, 6 Fairy, 7 Frasers, 11 Finale, 12 Shafts, 16 Tariff, 17 Falcon, 19 Muffler, 21 Fender, 22 Ef, 23 Roof, 25 Ff, 27 Drift, 30 Aft.





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

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

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

**Before : (Oops!)**



**After : Concours Class Winner 1995**



# PARTS FOR SALE

## 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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# PARTS WANTED

## FRONT WINDSCREEN 280

Front windscreen required for a 280Z

Kevin Thickett Ph (04) 567-1073 hm

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# CARS FOR SALE

## 1981 DATSUN FAIRLADY 2+2 TARGA

Engine and interior immaculate. Needs some body work hence \$2,500 ono. Reluctant sale.

Jason Peters Ph (09) 525-3761

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## 1974 DATSUN 260Z 2+2

The original 'Brown bus' is for sale (See BIG Picture!). Reluctant sale, will exchange for late model 300TT!! \$8,500 ono.

Alister Leask, Ph (021) 636-440

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## 1972 DATSUN 240Z

Red. Registration MY240Z. New in NZ. Manual trans with 2.4 litre engine. Runs well. Needs 'cosmetic' body work. Mag wheels. \$9,000 ono.

Terrence Quinlivan Ph (09) 870-8070

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## 1972 DATSUN 240Z 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... \$11,000 ono.

Blair Cole, Ph (04) 498-4225 wk (04) 479-4667 hm or (025) 423-3478

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## 1979 DATSUN 280ZX 2+2

White. 2.8 litre engine. Top condition throughout, very straight and original. \$7,900 ono.

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## 1972 DATSUN 240Z RACECAR

Excellent condition, extensive roll cage. Developed 2.8 litre engine, close-ratio 5-speed gearbox. Very competitive car. Call for details and specifications. \$12,000 ono.

Ramon Carswell, Ph (09) 473-0501 hm

## 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 David Long ph (09) 828-1047.

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### 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

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# ALPHA KARTS

## KARTING SALES AND SERVICE

**HELMETS ⊗ GLOVES ⊗ BOOTS ⊗ NECK BRACES  
RACE APPAREL ⊗ STOPWATCHES ⊗ DUCT TAPE  
TIE DOWNS ⊗ TYRE GAUGES ⊗ FUEL CONTAINERS**

### STOCKISTS OF:

**Bell, HJC, FFM, Arai, Shoei,  
Chicane, Turbo Trader, Flamecrusher, & Casio**

PHONE US FOR A PRICE BEFORE  
YOU BUY ANYWHERE ELSE!

22/D Moselle Ave, Henderson, Auckland, Phone/Fax: (09) 836-3612

Hours: 10am - 6pm Weekdays, 9am - 12 noon Saturday



*One of the advantages of being an editor is the advertising...*



# 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 Motorkhannas, Trials Hill-climbs or Sprints, provided these aren't interclub competitions.

Members interested in more serious competition will need to go through a few formalities in order to participate. This is just a brief explanation of what it all means.

### Regional Licence:

This licence is the minimum requirement for all "Regional" M.A.N.Z. permitted competitions, as well as being required for all closed-club Racing or Rallying. This Licence is issued by the M.A.N.Z. The cost is \$28.13.

### National Competition Licence:

This Licence is required for "National" status non-racing competitions. The cost is \$56.25, includes the N.Z. Motorsport Manual, plus your inclusion on the Motorsport News mailing list.

### National Racing Licence:

We recommend to those who wish to participate in RACING that you obtain a National Competition Licence in the

first place, study-up on the Rules, then have it up-graded by an Approved Examiner. This involves calling on an examiner listed in the front of the MANZ book, passing a test on your knowledge of the racing flags and other rules, whereupon your licence will be endorsed "Racing".

## POCKET PATCHES

The Z-Club has embroidered Pocket Patches available to members at \$7.50 (inc. Post & G.S.T.). Send payment to our postbox.

## TRIALING BOOK

If you're one of those Trials Enthusiasts, our reproduced Trialing Book will be of great interest and value. Order through our postbox at \$4.00 - Trust me, it will help!

## THE POSTCARD

When you first joined the Z-Club, included with your New Member's Pack were some of those printed-blue postcards. We know - you filed them, didn't you? These cards are our main membership-drive tool, and they work real well when they're used. The system works like this; you write your membership number on the top-right corner of the card (no, not in the space for the stamp!), go out and find a 'Z' and place the card under its wiper blade. A club-points system for an annual prize is calculated on the cards returned. If each member was to do this just once a week, our membership would double in a year.

## FLAG MARSHAL'S CLUB

Many of our members who are sports car enthusiasts, though not keen on racing their own cars, find much pleasure and enjoyment in getting involved in the Sport as Flag Marshals. Very few people would be aware of the fact the every motoracing event employs as many helpers as there are

drivers out enjoying. You could well be one of those helpers, and you may find it to be great fun.

A stint on the flags is also highly recommended for those of you intending to take out Competition Licences.

Ring Maureen or Geoff Rolfe-Smith, (09) 483-9878 for further information.

## INTERNATIONAL

Planning an overseas trip? This Club keeps contact with dozens of Z-Clubs throughout the world, therefore we are able to supply any member tripping off to anywhere (apart from Outer-Mongolia!) with a list of contact names & addresses. Visiting with these Clubs often proves to be the very best way of seeing another country, as well as letting you see first-hand how it's done (Z-wise) elsewhere.

## SPECIAL EVENTS

The Committee are charged with organising most of the events promoted by the Club. This does not mean that you are precluded from setting something up for the rest to enjoy.

If planning an event your way looks like a fun-thing to do, start setting it up, and talk to the Vice-Prez about 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..







