

Ori *E*nt Express



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

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We are honoured that our club patron is:

Steve Millen

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Building momentum – Editorial

It's been 4 months since the last Orient Express and so much has happened! Meremere, Taupo, the Targa, the club concours, 4 Clubnites, Christmas and New Years too. But don't sit down yet, we're just getting started.

This quarters issue covers the events since October last year. For me personally it's been a hell of a lot of fun. I even managed to get my old yellow bird back on the road after more than 2 years convalescence. She passed her warrant first attempt, woohoo! I've had the chance to work in the tower at Meremere, hardly glamorous but rewarding none-the-less. I got to see several million dollars worth of racecars in action at the Targa (in the rain!) and had the great honour of meeting our club patron Steve Millen who was here driving an insane Ford GT.

Add to that the clubnites and the Taupo track day and you've got yourself one hell of a time! I hope you've all enjoyed it as much as I have.

Thanks to our very own energiser bunny Kelvin, 2007 is looking like a cracker year too with most of the events laid out already, although I'm sure we'll find a way to squeeze in even more cruises, dinners and more.

It's worth mentioning that the mag is being given a huge help along by my good friends at KMG (Love you guys!) as well as all the other advertisers who've helped make this possible. Please support these guys by making them your first call.

Lastly, I'm attempting to build a complete collection of club magazines to be published on the website, you may have seen the ones I've already posted. I'm still missing a few, mostly right at the start (issues 1-8) and the end (issues 69 onwards) and a few in between. If you have a stash and think you might be able to help me out, please call, email, or message me.

Enjoy 2007!

Luke Pascoe (Pest), Editor.



Coming events

For full event details please visit the website or contact a committee member.

Z Club ClubNite

When: 7:30pm Thursday 1st March 2007

Where: South Auckland Car Club clubrooms.

This is the monthly club gathering. Enjoy the company of your fellow club members.

If you like, you can join in the committee meeting beforehand, beginning at 7pm.

Mini club grass gymkhana

When: Sunday 11th March 2007

Where: Paerata

Meet at BP service centre between Papakura & Drury @ 8am. Your car will need to be up to WOF standard and running on road tyres, no rally tyres or slicks.

You must pre-enter for this event, see the website for details.

Z Cruise to Sheep World (Baaaaaa - Ed.)

When: 10am Sunday 25th March 2007

Where: Meet at the *Northern* Motorway BP Quickstop, 6kms past Oteha Valley Road offramp (if you get to silverdale you've gone too far)

Around \$25 per person (Price depends on numbers) Details on the website.

Z Club ClubNite

When: 7:30pm Thursday 5th April 2007

Where: South Auckland Car Club clubrooms.

This is the monthly club gathering. Enjoy the company of your fellow club members.

If you like, you can join in the committee meeting beforehand, beginning at 7pm.

Grasskhana in Clevedon

When: Sunday 8th April 2007

Where: Somewhere in Clevedon

This is the clubs annual grass gymkhana.

Details are not yet available, as usual keep an eye on the website.

Z Club ClubNite

When: 7:30pm Thursday 3rd May 2007

Where: South Auckland Car Club clubrooms.

This is the monthly club gathering. Enjoy the company of your fellow club members.

If you like, you can join in the committee meeting beforehand, beginning at 7pm.

Skid car training

When: Saturday 19th May 2007

Where: Ardmore airfield, Papkura

Details are not yet available, as usual keep an eye on the website.

Welcome New Members

The club would like to extend a warm welcome to the following new members:

<i>Name:</i>	<i>Area:</i>	<i>Year:</i>	<i>Model:</i>	<i>Colour:</i>
Martin Blackburn		1990	300zx	Black
Iain Cox	Wattle Cove	1972	240z	Blue
Beernie & Jeanette Kant	Auckland	1977	260z 2+2	Orange
Chris Maxwell	Auckland	1990	300zx	Silver
Matthew Reeves	Auckland	1991	300zx	Black
Mark Russell				

Braking news

After a driver training day some time ago, I became pretty disillusioned with the brakes on the old '240'. Lots of smell from frying pads and very little stopping power. After stirring the brain cells for a while, I remembered an article in an old Orient Express from way back, on a brake modification using Toyota Hilux four pot callipers and early 300z vented disks.

I got serious about giving this venture a go and started searching through "Pick-a-part" yards looking for wrecked hilux's, to no avail. There were quite a few advertised for parts in the trade and exchange. I got in touch with a guy wrecking a late model Surf. The callipers and pads looked nearly new and we settled on \$85 for the pair, which I was pretty happy with.

There weren't any 300z disks available so after strolling around "Pick-a-part" with my trusty tape measure eye-balling and measuring most of the front disks in creation, I settled on Mitsubishi Diamante vented disks, which were on a low mileage car and didn't appear to be at all worn. I stripped them off the car and got them for \$25 each.

I got my booty home, stripped the old calliper off one side of the car and slid the Hilux calliper in place. Oh Joy, the darned thing fits. Then it's a

matter of some careful measuring and machining up a steel spacer on the lathe, drill a few holes to mount the disk to the hub, bolt it all up and we are back in business. Then the same for the other side. Do up all the pipes, check things are all tight and running true and then test it out.

What a difference. I gave the brakes a pretty good work out on a trip Sheryl and I did over to Pauanui. On the bendy bits over the hills they were getting pretty hot but still worked well. I'm pretty happy with the results and at not much over \$150 it's good value.

Motorsport Auto have a kit for this modification with vented rotors, Four pot calipers, spacers etc. for around US\$800

Whilst this modification isn't strictly necessary for street use, I'm a bit of a tinkerer I guess and it's something I wanted to try and it worked well. I can return the front brakes to stock in a couple of hours if wanted.

Now that the Z stops well, maybe it needs to be made a bit quicker. Another story.

My thanks to whoever submitted the original article on the club mag. This sort of information is absorbed and often put to good use. At the last warrant check, on the rolling road brake testing device the gauges showed over 200 for each front wheel. Not sure what that means but the guy said they don't come much better.

Cheers, Brian.

Meremere Drags

This was pinched from Bronzee's post on the forum, hope you don't mind! - Ed

Wow I think the drags went off with a bang!! Thankfully not literally, although Mungyz gave us a lil scare when the tail end got happy!!! Good turnout, 33 cars ended up racing. We had people descending on the strip from all over the place; Mt/Tauranga, Hamilton, Rubber 300zx Club from up north taking pics and all the crew from up North.

Ended up being a pretty good day weather wise, slightly overcast but sunny apart from the biting wind all day. No closing of the track for heavy rain, just a tiny bit of drizzle for a lil while, but didn't have any bearing.

Anyway, some very impressive runs, and that was just the zeds, most types,

240, 260, 280, 300's. I think I'm correct in saying MikeC had the best time for the zeds (mind you kind of hoped you would with 500rwkws). The fastest cars there unfortunately weren't zeds. Even some of the NA's were doing good times. Most people were having a fair bit of trouble getting traction other than the NXR, (*A Tiny Nissan NXR with an SR20DET under the hood - Ed*) straight as a dye every time.



A rather infamous RZ Supra did a flat 12 from what I hear, with his boost turned down (thankfully) as was having a few boost problems. Not sure what times the other RZ was doing, but both very experienced drag racers. And the rapid lil NXR was very consistantly burning down the track trap speed about 196kms.

Awesome to see some of the others flavours of cars there too to make up the numbers, BMW, Skylines, the Mighty SteveC Micra and the odd other car, Mustang, MR2, Prelude.

An award should surely go to Mungyz for yet again putting on a burnout display as only the yellow Peril will do, oh and then being on fire the full length of the trip, smoke billowing out the back. Hehe, partially toasted right rear mud flap. Stacks of rubber picked out sitting on the ground afterwards.

What a difference for those that changed over from their road tyres to drags slicks, much better looking launches including Mungyz, both Supras, NXR and a few others . I understand there is some good footage of Mungyz zed

on the Hoosiers, tyres wrinkling taking the pressure.

Some good battles at the end of the day with elimination style races. Very impressed with some of the older zeds, 240, 260 & 280's taking the abuse, oops I meant pounding, hehe, down the strip. Not much to write here, as no one did anything funny or silly I saw. Interesting to see Ricky doing similar times in his zed and his falcon.



Only one car needed to be tow trucked home, Fome Dome 300zx club, we hope your zed will be okay again soon. Not a nice sounding engine rattle.

All in all, thank you to everyone to coming along and participating, whether racing or spectating, it all helps to make the day and makes it worth while when we know as organisers that everyone has enjoyed themselves!!!

Most of all thanks to the committee for agreeing to hold this event and to the others for helping organise everything!!! 240z for coming up with the idea of the drags and 240z & Submax for organising all the paperwork etc, Pest being stuck up in the tower all day, NZeder & Steve diligently handing out time slips all day, Submax for being the bbq king, Zfetsh being our man on the line all day did an awesome job.

Bronzee



TAUP 2007



25th Anniversary trial

Another stolen web post, thank goodness Bronzee loves to post! - ed

I'd just like to say a huge thank you to Dave our trial master and his family for organising the trial today.

The weather cleared up to be very hot and sunny by the time everyone arrived at the BP, and everyone was chomping at the bit to zoom off. For some reason the line up of zeds stirred the natives a little. Great to see at least at the 6 zeds there, few of us left our zeds at home.

Headed off on our little trial, zoomed off up the motorway North, towards Waiwera and then inland, where the gravel roads were to provide more than a little fun. Great to see our hard earned dollars going somewhere with all the motorway piles going into place, for the link to Puhoi. It was heaps and heaps of fun, especially the gravel, well that was just evil fun, glad I wasn't in my car, 350 wouldn't have had the ground clearance on most of those roads.

Oh and the big truck on our side of the road on the blind corner, haha Pussycat came across that same truck too. The ditch is your friend.

We had a scheduled break at Puhoi Cheese Factory, for everyone to gather their bits of flax flowers, gorse, straw, toilet paper (yes, toilet paper), shell, toi toi stem for those of us who hadn't already gathered necessary bits along the way.

Zoomed through the Kaipara flats area and into the back of Warkworth and then through lots of questions on the way, towards Matakana to our lunch venue.

47 questions and Stuart & Judith had 45 correct, well done you two!!! Oh, and well done to 350z & Bev for winning the flashy stunning yellow dice!! They just set the BMer of beautifully!!!

Awesome, perfect weather, heaps of fun and a great bunch of zed heads and a very well organised event!!!

Bronzee

Taupo Track Day

Taupo track day is the big event of the Z Club calendar, and this year marked the start of a busy few weeks for the Z Club. Taupo one week, MOTAT “Galaxy of Cars” the next week, and Ellerslie Intermarque Concours D’Elegance the following week.



But while the latter two events are (predominantly) “stationary”, the Taupo track day was anything but!

Starting with driver training, Jason was my “expert passenger” to guide me through 2.2 kilometres of intricacies of Taupo’s “Number 2” track. Not the full track used for the A1GP the week earlier, but full enough to load my memory banks

with information on which corners to turn in late, which corners to run out wide, and how far to barrel down the back straight before hitting the brakes and praying for friction to run its course.

A few solo laps to warm up the tyres, then a pit-stop while Kelvin’s multi-purpose 4X4 (aka “the workhorse”, “the ambulance”, “the tow-truck”...) was out on the track to expertly place some cones on various sections for a few Gymkhana laps.

Prior to that day, I’d only ever watched Gymkhana events, and thought the drivers looked like they were suffering withdrawals at a drug re-hab centre – sweaty faces, frantic steering, grabbing for the handbrake, on and off the throttle like an Auckland cab driver... But I’m far more educated. I now realise Gymkhana events are all about inducing concussion – as you weave your way between the cones as fast as you can



and your brain slops around inside your skull, occasionally hitting the hard bits.



No time for recovery. Straight into heat racing. Three passes of pit lane at maximum velocity, then retire to the pits to lift the bonnet – hopefully just to cool the engine.

Although I did see some with tools in hand. From as early as 8.30am, when the Silvia boys had their socket sets “clacking” away, to the afternoon when Grant was fussing under the bonnet of his supercharged MX-5 (did you see this thing? If not you probably heard it humming down the back straight).

There were also some drags in there somewhere, and lunch of course (which was excellent). I thought entering the drags was a sure-fire way to burn out a clutch, mash some gears, chew out some splines, snap a driveshaft... you get the picture. As I later found out, the best way to destroy part of your car (in my case, the diff) was to go hard in the heat races!

On a personal note

I really had no idea what a crap driver I was until I hit the track, for a few laps of humility.

Breaking the odd speed limit on the open road, ignoring the “recommended cornering speed” signs, and dragging off some punter that thinks his Honda Civic SiR can beat my 240Z is one thing. But all that only require spurts of speed to be “competitive”.



Track driving is completely different... and completely better. I highly recommend it.

To be fast on the track you need clean lines, consistent momentum, and tyres that are so sticky you may pull into the pit with a spectator stuck to one of them.

My pride in sticking to the established racing lines was evidently misplaced. Why bother if nobody else did?

I had a few near-death moments when some pretty hairy manoeuvres were executed right in front of me. Although I would imagine the driver of the 350Z that ended up facing backwards into oncoming traffic on corner no.1



would have had a nearer-to-death experience than me.

I found myself wondering if I loved my car more than anyone else out there. Or perhaps I was the only one that realised none of us had insurance cover while we were on the track? I concluded I was just getting old.

My 240Z lived to tell the tale – although, while I recount the tales in an excited voice, my 240Z just whines about it (from the diff).

Mike Moyes/ZEDHOT

Taupo 2007

Some gathered for the thrills. Others for entertainment. A few gathered for the food. One thing was for certain, the crowd were there for the exciting club day that validates owning a Z. The Z, be it an s series, Z31, Z32 or Z33, is as much at home on the race track as it is on the road.



From 1971 to 2005, Zs of all ages were there. Taupo race track provided the perfect venue for Taupo2007, the combined effort of the 300ZX Owners Club of New Zealand and the Z Club to give Z owners the full race track experience. In addition to a great condition track, which hosted the A1 Grand Prix just a week before, the

organisers bought along the sun to top it all off.

Overalls and helmets were donned, engines started, eyeballs focused and knuckles going white, the day started. Driver training was more difficult than some had anticipated, but was over in a flash ending with short gymkhana sprints. After a hearty lunch and a frenzy of ‘I punched the gas and...’ style talking it was time for the drags.

Carl stood at the start line with Kelvin and with a drop of a flag cars went off in pairs to a recklessly picked finish line. Roughly 200 metres to the finish any car could have taken it. No times were taken, and it was good enough to eyeball for the winner. Smaller cars still had a good chance, but in the end Mike Thompson won out with his 300ZX TT. His comments were “I had to be careful of the Nissan March, that was hard to beat.”



Following this was circuit racing for the rest of the day. All the driver

training, and maybe some on road training, paid off for this. Z owners found out first hand what under and over steer were. Brake fade was not just a topic of conversation anymore and many wondered where the extra body roll came from. Cars were raced in lots of 8, set off in pairs 10 seconds apart. Races were timed, and many were after first place. Lap times varied from 1m19sec to over 2min. With a race prepped 240Z and a days practice under his belt, Kelvin Healy managed to take the fastest lap time against the turbos.

The day finished all too quickly. There were smiles for miles. Drivers and spectators were tired but happy. After a cleanup and a quick assessment it was evident the day had gone well, and faint murmurings were heard of making this an annual event.

A huge array of prizes, something like \$2000 worth, was given out at the prizegiving function, and a few stories were told. It made me happy to have been involved in organising this colossal event. The smiles, the gathering, and the opportunity to have the whole range of Zs on the race track made it all worth it. Special thanks to the organising committee; Kelvin, Imogen, Richard, Attila, Murray, Luke, Matt and Dale. Also thanks to Glenn, Rowan and Carl. Without all of you this wouldn't have happened, and it was my pleasure to have you as part of the team.

Jason Dear - Taupo2007 Chairman

Matt to control. I need you to flag Mad Mike off the track.

What's the matter? He's running a perfect race.

I, uh, blocked the committee lav, I need someone with no fear to sort it.

WTF? OK I'll black flag him.

Black Flag is right. The blow flies're gathering fast. Matt out..



Galaxy of Cars

Every year MOTAT plays host to its flagship event, the Galaxy of Cars. An event which sees plenty of rare and coveted cars venture out to be admired, as well as families and clubs simply spending a great day together.

There must have been around 40 Clubs in attendance resulting in approximately 600 cars on display!

Amongst them the Z Club had a great line up including Pest and Bernjean's 260 2+2's, No less than four 240z's, Dave's 1st gen. 300zx, three 2nd gen. 300zx and Bronzee's 350z.



Our best line-up in years

The day started off with a proclamation from Kelvin, that his 240z received a bumper kiss from the biggest piece of Americana (a Ford Fairlane) consequently adorning a heavy chrome bumper the size of a bulldozer blade. Thankfully, just a tap that seemed forgivable?

Much of the day was well spent socializing, turning pink (cheap sunscreen) and doing the camera happy Japanese tourist style thing.

The show also proved perfect to hold the annual Z Club Concourse de Elegance, an opportunity revelled by Bronzee – claiming a 10hour cleaning/grooming stint the day prior.

Unlikely to be an exaggeration as [BRONZEE] certainly reflected such efforts.

In fact, efforts were apparent with all the club Zeds, being ultra shiny and holding a proud stance, arrayed nicely across the field.

Heck, to reinforce that - I had to check the odometer on Davids Dark blue 300zx, His 17year old car looked as mint as it did that many years ago.

Judging results from the impartial 'minimad' saw Brian and Sheryls 240z come out trumps yet again? Bah, I forgot to clean behind my wheels...

Well, with all these major show / events happening early in the year, I certainly hope the soul nourishing, auto culture infusion continues at this pace throughout 2007.

I would also like to add my thanks for my welcome into the club at this event, and for the camaraderie that instantly followed.

Nathan / ZILVER

Welcome to the club ZILVER! We look forward to seeing you at many club events in future. - Ed.

Intermarque concours d'Elegance Weekend

The start to the whole Concours weekend was the Saturday Classic Fun Run. It was a perfect day for the trial, hot and sunny with a huge array of gorgeous cars at the start point at Ellerslie. There were 6 different trials, 40 cars per trial. Truth be known it was more a follow the leader with 40 cars all being let go one after the other, following the same route, although that being said, when we reached the Cooks Landing Winery there were a few that seemed to take at least another 45 minutes to arrive, I wonder why, hehe. The trial route covered some fabulous roads that are used for Targa Tour stages and are meant to be driven on.



We had a high proportion of MG's on our run and lots of other beautifully restored cars. It was great to see Brian & Sheryl's 240, Kelvin's 240 on the run and Allan's 300 having driven all the way up from Tauranga for the day couldn't get into run 6, so ended up in a different run.

Reaching the end and everyone seemed to dive for the wonderful shady trees, and boy were they much appreciated, given a rather hot day!! It was a perfect place for everyone to sit back and relax and enjoy the afternoon overlooking the cars sitting below in the valley.

Sunday, day 2, was the "Intermarque Concours d'Elegance" and was an early start to be there to groom ones Zed again in quest of the almost perfect shine. We watched many absolutely stunning cars arrive. Jag's, Lotus, Ferrari's, Porsche, GT40, Maserati, Aston Martin DB9, Mini's, MG's, Mustang's, Hulme, an extremely old beautifully restored Bugatti, all just wow, wow!!! Amazing club stands, the Mini's with their impressive display, Mustang's sheer brute force of numbers, MG's, beautiful old Jag's.

Then the Masters Class and the Winners Circle. These cars were just jaw droppingly spectacular, to see the work that had been put in!!! Not even a speck of dust.

We had special visitors to our stand Handel and Anne Williams from the Z Club in the UK. It was fabulous to meet them and see the cool UK Zed magazines and calendars and other goodies.

Next year is certainly going to be something worth looking forward to!!!!

Bronzee

