Orient Express

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

Datsuns Dice, Duel & Deliver!

Issue 71
May 1997

Orient Express

MAY 1997 **ISSUE 71**

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Zeddie Torial....

"Oh what a boring world we would live in if we were all the same" or so the saying goes. Tucked in with this issue you will find a questionnaire designed to find out "all about you". Please take the time to complete it and send it back. The information in it will be used by the Social Co-ordinator to try and provide a social calendar that caters to all the "different" tastes of club members. Needless to say we won't publish any of it due to the good old Privacy Act and all that.

I was once told that Motorsport was all about personalities. At the time I thought they meant "egos" and I guess there are a few of those in the Motoring scene, but our club is certainly full of personalities. Evidence of this can be found in this issue's report on Z Day. Those people who were home the night the editorial team rang around to get the gossip, provide an insight into the many different highlights and trauma's a race event can bring.

If we didn't hear from you and you have something to add, feel free to drop us a line you know the address.

Many thanks to those people who have contributed to this issue and/or promised us something for next time. Your generosity of time is appreciated and makes our job so much easier.

In this bumper issue Paul openly discusses his "wait problem" and no, there is not a spelling error in this sentence. We give you a brief report on recent changes at the Taupo circuit. Interviewees Kelvin Healy and Simon Huffam talk about themselves and their cars. And much more, read on.

Eddie, Pats & Mr Ed

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Coming Events.....

SOCIAL CALENDAR

DATE	*EVENT*	*LOCATION & DESCRIPTION*
Wednesday 11 June 7:30pm	**Nosh Nog 'n' Natter**	**G P K** Cnr Valley and Dominion Roads Pizza restaurant. Licenced, not BYO. Phone Mark to book on (09) 634-3327.
Wednesday 9 July 7:30pm	**Nosh Nog 'n' Natter**	**Poppadom** 471 Khyber Pass Rd, Newmarket Indian cuisine. Phone Mark to book on (09) 634-3327
Wednesday 13 August 7:30pm	**Nosh Nog 'n' Natter**	**Ramses** 435 Kyber Pass Rd, Newmarket New Zealand cuisine. Licensed. Phone Mark to book on (09) 634-3327

The Z Club dinner - Nosh Nog 'n' Natter is held on the second Wednesday of every month. If you have a favourite restaurant or venue to recommend call the Social Co-ordinator with the details.

WELCOME NEW MEMBERS.....

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

Name	Area	Year	Model	Colour	Reg
Garry Robinson	Auckland	1985	300ZX 2+2	Silver	MT300
Brian Renfree	Auckland	1979	280ZX 2+2	White	OO5241
Stephen Murch	Auckland	1981	Nissan Skyline	Red	NL568
James Allan	Pukekohe	1971	240Z	Orange	SHAMBO
Jamie Denton	Auckland	1980	280ZX 2+2	Silver	NC9287

RACING CALENDAR

DATE		EVENT	TYPE
MAY 1997:			
Sunday	18-05-97	Northern Sports Car Club	**Race Meet** (Puke)
Sunday	25-05-97	Econorun (Patience event!)	**Trial** (Auckland)
Saturday	31-03-97	Taupo Car Club	**Reg Race** (Taupo)
JUNE 1997:			
		Nothing as yet! Have a break, have a re-build...	
JULY 1997:			
Weekend	5/6-05-97	Taupo Car Club	**Nat Race** (Taupo)
AUGUST 1997:			
Week	2 to-5-05-97	International Rally of NZ	**Rally** (Nationwide)
SEPTEMBER 1997:			
Weekend	T.B.A	Porsche Le Mans - Pukekohe	**Relay Race**
Saturday	20-09-97	Classic Motor Racing Club NZ	**Reg Race** (Levels)
Sunday	28-09-97	Northern Sports Car Club	**Reg Race** (Puke)
OCTOBER 1997:			
Weekend	18/19-10-97	TACCOC Classic Race Meeting	**Nat Race** (Taupo)
Saturday	26-10-97	Taupo Car Club	**Nat Race** (Taupo)
Week	28 to 2-11-97	Targa Event - Club Targa Inc	**Rally** (Nationwide)
NOVEMBER 1997:			
Saturday	15-11-97	Taupo Car Club	**Reg Race** (Taupo)
DECEMBER 1997:			
Monday	1-12-97	Northern Sport Car Club	**Reg Race** (Puke)

The Organising Committee of the Datsun Z Club Race Weekend would like to take the opportunity to say a huge

Thank you

to all those club members (and friends and family you dragged along) who helped make the event happen.

The Great Z Club Magazine Official Interview

(Z Club Member profile)

Name: Kelvin Healy **Date:** May 1997

Occupation: Sales Director, Evans Trailers, Tokoroa

1. **Tell us about your Zed.**
   1972 Silver 240Z with a 2.5 litre Reg Cook engine with 45mm Weber Carbs, extractors, Tilton aluminium fly wheel and AP twin-plate clutch, driving through a 280ZX gearbox to a R200 limited slip diff.

2. **History of car?**
   I brought the car in 1984 and was the 8th owner. The car started out life in Christchurch in January 1972.

3. **When did you join the Z Club, how did you hear about us?**
   I joined the Z Club in 1984. As Murray Chapman is my next door neighbour I had taken part in a few Z Club events prior to buying the 240.

4. **Is your car purpose built, street raced, daily transport, business vehicle?**
Has been used for all of the above, but now used as a weekend racer.

5. **Future plans?**
More racing as time permits and maybe a faster engine.

6. **Worst moment in your Zed?**
No such thing.

7. **Best time you have had with your Zed?**
Every time you go for a ride.

8. **What sort of events have you been involved with in your Zed?**
You name it I've done it: grass and sealed gymkhanas, street sprints, drags, circuit, trials, club concours etc.

9. **What car would you buy if you won lotto?**
Ferrari F50 Red.

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Madam Zsa Zsa's Zed Zodiacs'

Taurus *(Apr 21 - May 21)*

Your legendary slowness to anger will be a godsend this month when you will be called on to organise a big event. Unfortunately the God of Technology is in Uranus. You may find yourself going backwards and obstacles may hinder your progress.
Unlucky Colour: Red Unlucky Number: 147

Gemini *(May 22 - Jun 21)*

You will set a new lap record in the 3 cylinder car class. This is because the front half of your crank shaft decided to divorce the back half.
Unlucky colour for other competitors: Oil brown. Unlucky number for other competitors: 3 (you dumped your oil at 3 corners).

Cancer *(Jun 22 - Jul 23)*

You discover that nature has been modifying your car. It has lost weight in both the sills and the chassis rails. The decision to make those 215hp mods is now a no-brainer - a lighter car AND more horsepower!
Lucky: That the Westpac Rescue Helicopter has not been modified...

Z Day '97
The Full Story...

The 13th Annual Z Day started with the best omen yet - it wasn't raining! Unfortunately the editorial team ended up stuck in the (now condemned) timing bus all weekend and sadly for us, it was another year where the timing system tried to throttle the race meeting. With this somewhat limited perspective on the day we decided to let the participants tell the full story.

Quote of the day, overheard in the pits....

"I've never actually raced in the dry at Pukekohe before, have you?"

I had a chance to chat with **Dee Collins** about the origins of Z Day. Dee, to many, is the face we all see at documentation helping make things run smoothly. Our inaugural Z Day was held on the Club Circuit at Pukekohe in 1984. It was a one day race meeting that provided 'Scratch Sprints' and had an action packed program of 28 races - who says we don't follow tradition! There were about 70 entries with a wide range of competitors vehicles which included Scimitar, Sunbeams, Alphas and Morgans. On that day there was close dicing, dramatic mechanical breakdowns and the unlikely scenario of a couple of race cars ending up the in the stables. It's great to see that the enthusiasm in the club has not changed since those early race meetings. It is also interesting to note that in 1990 Nissan celebrated the 21st Birthday for the Fairlady Z. There was a dinner party associated with Z Day and Nissan NZ arranged to have the 'new 300' at the track on display. The whole event was a large and successful celebration which had been dubbed "The Coming of Age Party for Miss Fairlady".

Amongst the newer members helping on this Z Day was **Ricky Cooper**. Ricky has been involved in lots of other events, including Wellington Street race normally acting as pit crew and being an irritation to officials! He found it rather strange being on the other side of the fence or on the track crossing in this case and was subjected to a fair amount of abuse himself from the general public. A highlight for him over the weekend was watching Peter Campbell go past on

the grass. "I thought someone would do it". Ricky did abandon his post at one stage of the event, but that was only to take evasive action from an airborne and recently liberated gudgeon pin courtesy of Neil Fraser's exploding engine. He even got to watch a piece of piston melt into the track. All in all, he enjoyed himself and thought the day was well organised.

A recent recruit to our club is none other than **John Arkley**. Not new to the motoring scene (John has a past...) we can reveal that he has done some Rallying, Gymkhanas and hillclimbs and that he was in fact Club Captain of the MG Car Club for too many years (yes, he admitted this). After a twelve year absence from the circuit, John is really enjoying his Z and the company of the club members. A highlight of the weekend for John was doing scores of laps in the perfect weather that was laid on for the Z Club. He found the relaxed atmosphere made for enjoyable racing and apart from a couple of spins had a very trouble free day. John will certainly be back next year and is looking forward to "more of the same" racing and is also endeavouring to have a well prepared and presented race car. A certain snitch has informed us of a recent moment in John's life where he managed to modify his garage while tuning his car by inadvertently having his car in gear while attempting to 'hot-wire' the engine from the relative safety of the engine bay. How's the head John?

"The bullshit stops when the flag drops..."

Z Times of the Day

Keith Smith	70.19
Anthony Baker	70.96
Meryn Davies	71.08
Neil Stanford	71.57
Peter Campbell	73.16
Lisa Smith	73.98
Graeme Smith	74.59
David Long	75.2
Michael Lucas	75.58
Hugh Pepper	76.07
John Arkley	76.34
Mike Dragicevich	77.17
Julie Pepper	78.49
Steve Newenham	81.57
Kevin Harrison	81.79

Another new member helping on Z Day was **Amanda Harrison**. Amanda was one of fourteen essential personal in the timing bus over the weekend and this had her in a prime position to keep an eye out for her husband Kevin as a novice racer on the track. Although she found it a little challenging at first it was a great place to learn the workings of a race meeting. "I'd hate to be the driver in one of the front grids if they stalled, especially with everyone jockeying for position". The highlight of the weekend was getting her husband home with no injuries and with his pride intact. As a newcomer I was glad there were no major incidents - everyone was very safety conscious and well mannered. Amanda is keen to come back next year "otherwise I won't get to see my husband for two days!".

New club member **Steve Chong** has recently moved to Auckland from

Wellington. This was Steve's first experience of a race meeting and he really enjoyed it (from the relative safety of the Timing Bus). "There was a good atmosphere and people seemed to be having fun (outside the bus!)". Steve enjoyed checking out the vehicles and appreciates the effort that has gone into some of the cars. "As an overall impression there seemed to be a bit of tension in the organisation, I would have liked to spend more time looking - but you had to concentrate".
Steve will be back next year, not to race but he's happy to be involved and help out.

Mike Lucas overtakes Graeme Smith??

One of the 'quick boys' of the club at the moment is **Anthony Baker**. This was his first time on the track with the 'fast traffic' and he found it much less intimidating (or dangerous) than mixing it with the slower timed group. When asked for a highlight of the weekend he had a list which included; having the car stay in one piece; finishing the event; achieving a personal best lap time of one minute ten (seconds) despite the sceptics, and racing amongst the cars I thought were previously out of reach. I believe Anthony had a few 'near moments' *(Just ask Chris Poland...Edz)* which climaxed around a high speed exit from the circuit at the Hairpin which enabled him to find out what really exists beyond the ploughed dirt (sand-trap) and creek. He and several other competitors had a synchronised departure from the track at the hairpin after a close encounter with an exploding Mustang. He'll be back next year and is hoping to break the sub 1 minute 10 second lap time and "race against Grand dad (Greg)".

New competitor **Julie Pepper** had a point to prove and a bet to win. Our spies inform us Julie had received some not overly constructive verbal predictions on her performance on the track from her loving husband, Hugh, during the lead up to Z Day. Some would call it encouragement, others throwing down the gauntlet. Julie was fairly wound up because it was her first circuit event. "I was nervous about the start - not wanting to be in the middle". Apart from experiencing brake fade at the hairpin - two feet on the brake pedal doesn't make for smooth gear changes, she had a great time and was surprised at the results. I gather that Hugh lost the bet and has had to 'hang up his helmet'

and support Julie (who I hear did some blistering times at the Northern event last weekend). When asked what her future goals were Julie replied "to do better times than my husband". *(No pressure Hugh...Edz).*

Graeme Smith (Farmer Smith's brother of North Rd fame) had a great time on this one of many Z Days he has attended. He was surprised by the different capabilities of the drivers and enjoyed "some very close racing especially when four of you are aiming for the same corner". There were no singular moments that were of special note, rather the concept of the whole weekend "driving to the track, having 5 races and then driving home!" The word is that Graeme was supposed to put a 'for sale' sign on the car during race weekend, but didn't quite manage it. *(Mrs Smith, please note he has in fact put an ad in our classifieds section..Edz)*

Newish members, fastish times!

Of significance was the surprise appearance of **Lisa Smith** (wife of Farmer Smith) after a long absence from the track. She had a valid excuse - the arrival of daughter Olivia. To most people the concept of getting back on the track after so long would be nerve wracking, although I do feel that daily driving, in the form of time trials on North Road, would give her an advantage over most of us. Within a few laps Lisa set a cracking lap time of 1:13 unfortunately the cracking coincided with the head gasket of the 280 letting go! It is to be noted for the record that the transition from combustion engine to water pumping device occurred "while Keith was racing". Lisa found it great to be "back into it" but will have to see how things pan out over the next few months.

Peter Campbell. A statement in itself really. Hasn't done too much racing since last Z day and has suggested that the highlights for the weekend were "surviving it" followed by "Beating GT in his Porsche" (you weren't the only one....Edz). But even more important than that, Peter enjoys the close racing that is synonymous with Z Day. When asked if he had any near moments he responded by saying "about 14 a lap!" His biggest problem was figuring out how to straighten Castrol, and wondering if Mike Drag was going to be there when he rejoined. Peter expected people to think that his decision to 'go for the grass' was a near one *(sounds like house-training your pooch...Edz)* but "I was in control of that - I chose to go there". Pete did discover,

along with Anthony Baker, that newly acquired front airdams aren't particularly resilient against a ripple strips, specifically when a unique cornering stance has been adopted. The aerodynamics of the car appear to suffer greatly also.

Another helper on Z Day was the infamous **Darren Good**. Having waved the flag as it were at previous events he commented that there was perhaps a little less variety of cars on this day. He enjoyed the weekend nevertheless. Darren had a blast "doing a couple of laps with Keith Smith" at the end of Saturday. He seemed to somehow enjoy digging a Monaro out of the hairpin after a mishap and was surprised at the number of engine blow-ups and oil dumped on the track (not as surprised as some of the competitors coming into the braking zones!). He'll be back next year.

Peter going for grass, not gas...

It was the second time on the track for **Mike Lucas**. The previous event he competed in was an Auckland Car Club event where he was the only Zed amongst some big V8s. His highlight of the weekend was "the racing" and during the course of a race "having David Long *(his boss)* behind me". Mike had a close shave with fellow club member Mike Drag when they ended up "with three coats of paint gap" while going for a corner. Like most racers like is aiming for faster lap times and more racing as time and other commitments permit.

Steve Newenham is a casual racer who competed at last year's Z Day. He calls himself "a specialist who comes out once a year!". As well as some excellent racing Steve was pleased that he had turned in a lap time that was three seconds better than his previous best. The structure of the day allowed Steve to have 5 races, all 8-lap which is the most he's ever done. When asked if there were any near moments he said "not really, it was very civilised". (Anyone have a cheese-cutter cap out there!!) Steve will be back next year and endeavours to reduce his lap times even further.

Hugh 'No-Shoes' Pepper has competed in several sprint events but is fairly new to circuit racing. By all accounts he appeared to have a great time apart from a small brake set back i.e. no brakes. Enjoyed the dicing but did find some competitors a bit serious and unyielding in the corners (yes, he's talking about you Mike Drag!!). Hugh was wrapped with "Julie's win and his second to last" and was glad to start and finish the weekend with the car in one piece. A suggestion was made that there should be an perhaps an after match function that will allow people to "tell tall stories".

The Two Views of Racing

From Issue 18, October 1984

Official: Why does scrutineering have to start so early? I really don't feel well working before bedtime on Saturday...
Competitor: Where the hell are the scrutineers? I've been waiting here for hours...
O: Let's get the preliminaries done - check the WOF, fire extinguishers and so on.
C: I wish they'd get things moving, my warrant will expire soon!
O: Where do you put the jack under this silly looking thing?
C: If he bends my car with that jack this year I'm gonna flatten him!
O: Hope the other wheel bearing is quieter than this one otherwise I might have to fail him.
C: Glad he picked the good one first - might soften the blow when he hears the other one.
O: Nice paint job.
C: Another bloody fingerprint to clean off!
O: "See ya tomorrow mate!"
C: Not if I see you first "Sure, hope it stays fine".

C: Oh no - that twit's helping today as well.
O: There's that shiny bloody rust bucket. Shows finger prints something awful.
C: Blue flag means passing, red flag means stop, boooring!
O: Bet they can't remember all these flags - but at least they seem interested.
C: Japanese national flag! What next!?
O: I bet they think this flag is pretty clever!
C: Get on with it - I'll have forgotten what I came here for soon.
O: This is going quicker than I thought - excellent!
C: We're all lined up for practice - what's the hold up?
O: "OK everyone, line up over here for practice..."

O: Nothing to it. Start them, count the laps, stop them. Easy as pie - nothing can go wrong really.
C: Didn't eight Lotuses start in that one?
O: Where's number 45 Fraser?
C: Pretty brown - do you know you're soaking in it?
O: "Did anyone bring a shovel..? For the concrete."
C: Another brilliant days racing gone. Might offer to help next year. It looks easy.
O: Being a driver must be more fun!
C: "Great fun - you've worked hard today."
O: "Been busy yourself by the looks of it."
C: I'm off home to bed.
O: I'm knackered...

THE Z FILES

❶ A weighty dicussion on waiting...

Having just spent the second year in a row standing at the Pit Crossing watching other racers enjoy the club's race weekend, I'm starting to think that the waiting game I'm playing with the 300ZX project is wearing a little thin.
(Having a wait problem Paul?..Edz)

Seeing Z's racing is one thing, but to see them race faster and faster is making me feel very left out. So in this edition of the Z Files I've started to think about waiting and I've definitely started to think about going faster.
(All this thinking must put a weight on the mind!..Edz)

Ever since purchasing the rollover wreck, various club members have been suggesting that I look very carefully at making the car as light as possible and in doing so, making it as fast as possible.
(Less weighting around?..Edz)

The 300ZX TT weighs in at 3414 lbs (I'm using lbs because I like big numbers...) - but wait! Mine is a 2 + 2 which hits the scales at 3495 lbs. But wait there's more! My car is an automatic which raises the total weight to 3516 lbs - and that's without me!
(Heavy, man! "What's the flight speed of a laden 300ZX?" "Is that African or European?"...Edz)

This means that my car is now on the Jenny Craig weight reducing plan so it will be in trim shape for next summer.
This includes:
Computers... the car had 7, now it has 4.
Sound absorbing material... we've taken out three bucket loads.
(What did you say...? Never mind!..Edz)
Targa roof... replaced with a one-piece steel panel.
Drivers seat... as standard this has every option to raise, lower, push or pull you into the best driving position. This has been replaced by the ever faithful Autosport.

But weight! There's still more...

In looking for other potential diets I looked to the large rear hatch. I discovered upon removing the trim that a rubber mounted metal block is held in place next to the wiper motor. As the glass is being replaced with a light Lexan type material, and the wiper is being thrown away, so that leaves this metal block (something to do with taking out the vibration). It weighs about as much as a 1.5 litre bottle of Coke - so what's a rattle or two when it

comes to losing weight?
Then I noticed the 2 exterior mirrors on the car, and realised that they have little motors that turn, tilt, raise and lower each piece of reflective glass. I need the mirror but I don't really need more motors than the main one up front, so I've stripped the mirrors and saved about the weight of a packet of Hudson's Toffee Pop biscuits.

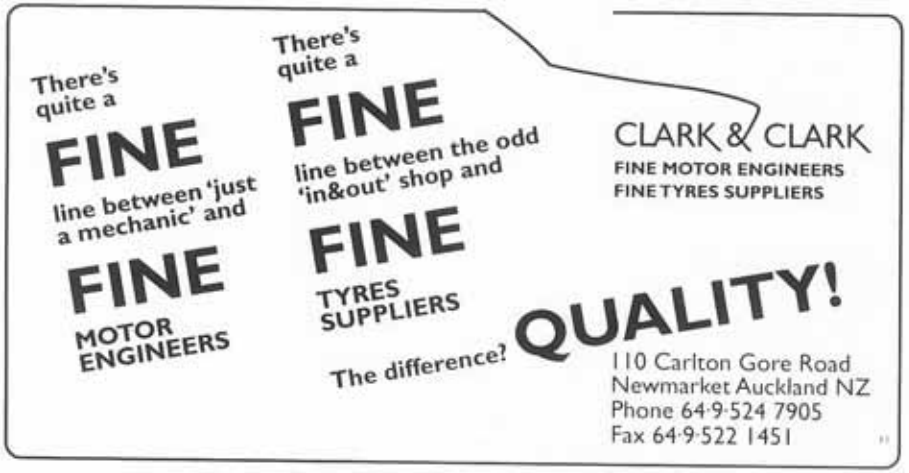
So the Jenny Craig plan is now starting to work. It's been about 2 years since we started this project and I'm starting to think that that the car is showing some signs of progress. It's certainly easier to push around the workshop.
(Mr Ed thinks that Paul obviously works on this project with a Coke in one hand and a biscuit in the other. With no hands available for tools, maybe that's why it's taken 2 years so far... #3 Editor runs for cover... Eddie would like to know how you know the exact weight of a packet of Hudson's Toffee Pops, and does this have anything to do with you selling your rowing machine?... Patsy just can't weight to see what happens in the rest of the article...Edz)

We still have lot's more to do and no stone will be left unturned in our quest for losing unnecessary wait (or weight for that matter). I have yet to total up the exact savings, but I will keep you posted.

A couple of points...
According to the Weights and Measures Book of Specifications, the Nissan 300ZX Turbo is listed at:

3414 lbs for the two seater manual,
3495 lbs for the 2+2 manual,
3516 lbs for the 2+2 auto...

That means the auto is 21 lbs heavier than the manual - **NOW THERE'S FOOD FOR THOUGHT!** *(Did someone say food?..Edz)*
Next Issue - Weight (Wait?) and See!



Letters to the Editors...

Dear Sirs... or should that be Yakuzas?

I'm writing to complain about the recent race meeting that your club ran at Pukekohe. In the barrage of mailouts which descended on my mailbox you made a number of promises aimed to boost numbers and persuade the 'decision challenged' to attend your race event as opposed to the picnic in the park... or was it hoon up the hill?

Quite frankly, your promises were unfounded... that racing would continue until we ran out of gas... clearly a misrepresentation... when I ran out of gas I found a very obliging young man (of the Z persuasion...thanks Peter!) who had a spare 20 litres of 100 octane Saki which the trusty Porka supped with a passion, obviously this Z-phile had not had enough racing... although he was observed during the day with the bonnet raised hoping the engine would absorb some more power. My tyres and brakes were still in fine shape... it was the synchros and driver that were showing signs of wear.
You also promised lots of close racing... well close is a relative term! Is 6 inches close?? Some may think so... others may think it doesn't quite hit the spot! Actually I was asked by a certain Zedographer (Mr Poland) if my front tow hook was in fact attached to the RX 7.
I must add at this point that it wasn't actually attached but I had been given an incentive by some Porshephiles in the pits that went something like... "If you let that turboed egg-beater win again you are going to be thrown out of the club!"

I have also long thought that spectator viewing was the downfall at Pukekohe, a view obviously shared by yet another Z-man who decided to angle-park at Railway to get a closer look at the cars that had been following. As I popped out from behind the red RX 7 and found the Zed in my path I think I shared two common thoughts with the Z-man (Neil)... one was definitely "I wish I wasn't here"... the other as I slid towards him was "My what big eyes you have!!" I'd like to claim that my rapier like driver reaction saved the day, but I suspect that a fair dollop of luck stepped in.
My lotto numbers for Saturday will be
2 40 - 4 - 1 - 9 11

Also observed in the pits... yet another Z-man accepting a friendly push as he had become somewhat bogged in the mud beside the dummy grid. Obviously keen not to have to call for assistance from the pusher next time he wanted to go out to race he used the built in gardening features of the 240Z to clear away the mud, the pushee being equally considerate, carefully shielding any parked cars from the flying mud by the classic body block... such team work and consideration is seldom witnessed at race tracks.

Just on the off chance that you are a bit slower on the uptake than your Japo fliers are down the back straight, this letter is really just to say thanks for another great weekend... I'll be back next year.

GT
(Glynn Taylor)

Dear Mister/Miss/Mrs Editor,

Have you seen my dad? I am worried as it appears that there has been another incident of body-snatching within the club. Remember the aliens who infected the Club Captain a few years back resulting in loss of memory, bouts of extreme expenditure and a desire to race a manual car? Well they're back and now it seems they've infected my dad.

Whenever I go into the garage recently he's always under the car "fixing" the gearbox. If he never runs it, then what's to fix?

I believe that the truth of the matter is that under the car is really where he communicates with the mother ship (possibly to "the Giant Head"?) and that is the real reason for him spending so much time under there.

What do you think? I look forward to a prompt reply as we are running out of fly-spray and can't keep him at bay much longer.

Regards,
A. Beginner (Jnr)

Dear Pats and Eddie
(What am I? Swiss Cheese? Mr Ed)

I am a concerned parent of two (though that's not what I'm concerned about) who frequents racetracks for want of anything better to do with my time. Recently I have been at several race meetings where Z Club members have raced, and am most concerned at the example they set to young children, latent psychopaths and others who might be silly enough to take them seriously. As someone who may just get to racing before I shuffle off this mortal coil (if altzheimers doesn't get me first and have me forgetting where I left my car) I wonder why Z drivers in particular seem to behave differently to all others.

Now take Anthony Baker for example. If he really wants to race, why does he spend so much time driving around the paddocks down by the hairpin, hiding from other cars and springing out again after the race is over? I suspect (and this is the psychologist in me) that he is secretly playing in the sand and dirt because he had a repressed childhood and never had a sandpit. Graeme Smith is a worry too. He seems to be actually enjoying himself doing something which is clearly inherently dangerous. He actually enjoyed himself more when brother Keith (that's Smith, not to be confused with Gillespie, who is the father of Greg as opposed to his brother... just thought I'd clear that up in case anyone read the error in last months NZCC... What do you mean you didn't read my article? What do you mean you don't even buy the magazine? Why am I wasting my time with you..? Sorry... got away from me for a moment there!) Anyway he enjoyed things more when Keith had to withdraw from racing. Clear case of sibling rivalry!! Now Keith is another problem. How selfish does someone have to be to deliberately rupture the head gasket on their car so that their wife can't drive it? I really think that this control freak thing has gone too far. Mike Drag was another who deliberately drew attention to himself by changing into first gear doing 6500 revs... this self-destructive urge is overwhelming you Mike... keep taking your tablets! Meryn Davies also seems to be doing his share of martyrdom. Destroy your engine big time at one meeting, spend considerable amounts of time - not to mention money (I told you

NOT to mention money!!) on rebuilding it and BOOM!!! It does it all over again. Meryn is one of the few who has a genuine reason for feeling persecuted. It's not his fault. Mind you, if he keeps on doing it he'll go blind!

Surrogate fathers and mothers are fine - but surrogate drivers?!?! Why does Greg (Gillespie not Smith... I thought I'd keep that clear) have Neil Stanford (actually an abbreviation for STANDinginFORanotherDriver) driving his car for him and yet stand there like a father at childbirth with sweaty brow making vrrrrmmmm, vrrrrmmmm noises, pumping his feet and waving his hands around for invisible gear levers and steering wheels. This is clearly an advanced case of sympathetic race driving trauma. Neil, on the other hand, has a clear persecution complex like so many Z drivers and periodically turns the car around during the race to see if he is being followed. Alternatively, he allows other cars to pass him so that he can keep a closer eye on them. Subtlety is clearly not his strong suit either. Why announce in the race programme for all to see, that you drive a 240Z G-Spot?? I do not wish to know about your sex life!! You're a very sick puppy Stanford... just feel your nose! Steve Newenham has clearly taken up racing as a displacement activity. When I was teaching at the school Steve attended he was in fact a very fast runner. Old age is such a sad thing (take my word for it) that he finds himself slowing down and can't accept it gracefully. In years to come, a motorised wheelchair with a 454 Chev on it or a turbo boosted walking frame look likely.

I spent ages thinking that Hugh and Julie Pepper were "Poms" and had nostalgically labelled their car with H.P. Racing after the revolting sauce they add to everything up there. So where's the J for Julie eh? You and Keith (the one who's a farmer of sorts) should get together and discuss how to keep the little woman in her place. Having her wear a pinny over her flamecrushers was quite unnecessary.

I barely know John Arkely and Mike Lucas, but I am already worried that they have been influenced by others into bad habits. Asking where I am going to be taking photos from is asking for trouble. It's the kiss of death. You might get away with being aware of my presence there, but when you start doing handbrake turns in front of me, playing games like ducking down so that I think the car has no driver and going past backwards so that you're on the right side for a good shot, with your helmet off, waving with both hands, I suspect exhibitionism is a big word in your life. David Long is clearly schizophrenic. One moment he's in the Bus organising things with one set of clothes on and talking into the microphone so that everyone knows he's in the Bus, the next he's driving past in the other Bus smiling and waving in a race suit and helmet just begging for people to say... "how does he do that? He's really David Copperfield the illusionist isn't he? It's all done with mirrors!"

Finally and definitely least is the clubs voyeur. He's there furtively watching others drive, looking into the darkest recesses of their cars, fiddling with their private parts and all the time you know he's got his own car hidden away at home and really just gets his jollies from handling other peoples most intimate possessions. I wonder what the real business is behind the front of Eastwhatever Forklift Tyres? I reckon that Paul Hansen actually brings Asian Massage Parlour workers into the country disguised as tyres. You heard it here first.

So you can see just why I'm concerned about the sort of company some of you are keeping. You know me, I'm not paranoid or anything... What was that noise..? There it is again..! Look, I have to go, I think there's someone trying to steal my priceless collection of used lashpads and old NGK sparkplugs. Shhh... you'll warn them! I'll catch up with you later... don't mix with any of that Z crowd... right!

C. J. Poland
Concerned parent of two.

Dear Editor-San,

On behalf of the Mitsubishi Chariot owners club I wish to register my extreme disapproval of your running a race day in competition with our hill climb. I think that it is hard enough to get Japanese cars accepted into Classic competition without you guys running your annual race day on the same day as our hill climb.
As it was, we did prevail with a Chariot, carefully disguised as a Lancer Evolution, winning the event outright. We were most please to have the Classic fraternity finally concede that the Chariot Evolution is simply a copy of the 1904 all-wheel-drive Vellocette - Bugatti "Chain-Drive Special" and hence perfectly eligible for Classic competition.

In future, please refrain from competing with our competition.

Yours Sincerely, Olaf The Bedpost

P.S.
Who was that obnoxious person screaming over the PA system at your race day? What was his problem? Why couldn't he just let the day drag along like competitors are used to?

Dear Sir,

My husband Dennis and myself would like to extend our thanks to your Committee and everyone who was involved in making your Race Day a very memorable one for us.
This was only the second circuit race I have raced in. Dennis and I have a long history of Drag Racing. We campaigned a Top Alcohol Dragster for 5 years. With myself as Driver, we held the National Open Record for 4 years, running the 1/4 mile in 6.625 seconds at 205 mph.
As you will realise, going around corners at Pukekohe is a pretty daunting experience. I was lucky enough to have some tuition from Racing Ray Williams, he assured me I would absolutely love it. My first practice day on the track, I definitely didn't believe him, but after only two competition days, I am hooked! I lowered my time by 10 seconds from Saturday to Sunday threw a 360 at Castrol Corner, no harm done, so I'm raring to go for the next meeting.
Without the dedicated time and effort from your Committee and helpers, we realise that we could not have had so much fun, so once again, Dennis and I say a huge THANK YOU to everyone involved.
Hope to be a competitor at your next Race Day.

Regards
Faye Grant

Dear Sir

I would just like to thank you very much for a well organised and run race

meeting on the weekend of 3rd and 4th of May. I thoroughly enjoyed the racing and certainly the number of races we had was fantastic. I look forward to being at your day next year.

As a sponsor of a new Leisuretime Classic Series for the next season I know the time and effort that you people put into organising these days.

Regards

Geoff Bonham
MGBGT BRG Car No.40

WANTED, ARTICLES FOR THIS MAG

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

Many thanks to those who contributed to this issue.
Deadline for next issue: 21 August 1997

The day was wet and stormy...
Whenuapai 1997

The Great Z Club Magazine Official Interview

(Z Club Member profile)

Name: Simon Huffam **Date: May** 1997

Occupation: Maintenance Engineer

1. **Tell us about your Zed(s).**
Toy - 1974 260Z 2+2. Modified 2600cc engine. Triple Dellorto carbs, R3 grind Cam. 5 Speed manual, Konis, adjustable platforms, uprated springs, urethane bushes plus a heap of small and not so small refinements.
Daily - 1984 Fairlady Z 2.0L Turbo, T-Tops. Champagne and Brown colour.

2. **History of car?**
I bought the car from a guy in Papakura in July 1994. He'd had a bare metal respray done which changed it from its original dark green to its current two tone gun metal gray and silver back in 1989. He also freshened up the engine as the original owner and importer of the car had left it sitting around in pieces for a while. The car was imported from Singapore in 1979.

3. **When did you join the Z Club, how did you hear about us?**
I joined the club in June 1995. I'd heard through the grapevine about a bunch of madcap people who had a Z Club going, so I just looked it up, and as they say, "the rest is history."

4. **Is your car purpose built, street raced, daily transport, business vehicle?**
Purpose built, just to use as a fun, fast, good looking car for all occasions.

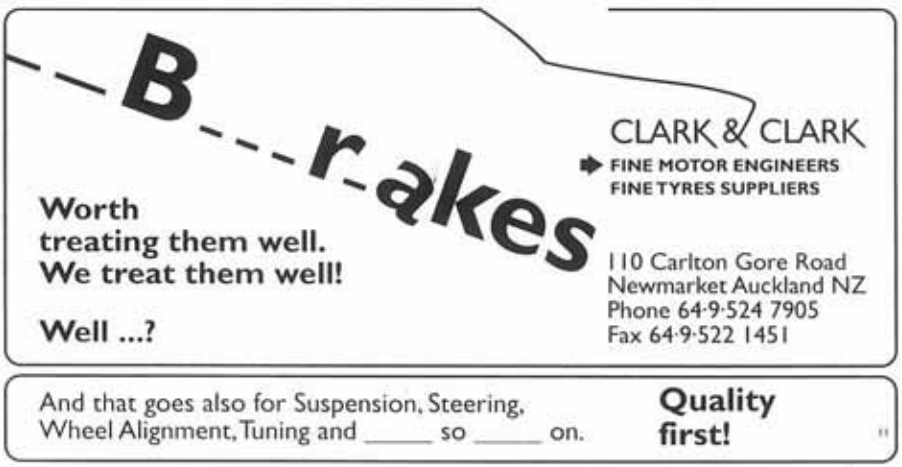
5. **Future plans?**
Roll cage, L28 engine (in progress). More Sex Appeal. Some major track time (cheaper than the speeding tickets I'm collecting!)

6. **Worst moment in your Zed?**
Snotting the rear end of a Subaru Legacy Turbo 4WD while street racing late one night.

7. **Best time you have had with your Zed?**
Taking it through the Awakino Gorge at full noise one Saturday afternoon on route to New Plymouth. It must be one of the best stretches of road around (13 Km long) for a low flying Z. Any other suggestion are welcome. *(We suggest a practice day at Pukekohe, and bring a helmet...Edz)*

8. **What sort of events have you been involved with in your Zed?**
Drags, trials, Concours', Taupo weekends, Sprints, so-called econo-runs (not likely in a triple carbed Z), Sunday drives and scaring my passengers shitless on occasion.

9. **What car would you buy if you won lotto?**
I'd build myself a big block powered GT40.



The Bus Is Back!

Hard on the throttle down the front straight, a quick dab on the brakes then balance the car around the sweeper, back on the brakes again and down to second, nail the throttle for a short burst into Castrol, back onto the brakes at the outside ripple strip and then back onto the throttle feeding onto the back straight. Boy .... does this feel familiar! Hang on.... It probably should. It's Pukekohe Park Raceway, it's an automatic 260Z 2+2 and it is brown!

"Now just a minute.... didn't you sell the Brown Bus about three years ago??" I hear you ask (highly perceptive of you).... Well yeeeesss... but.....it's amazing what happens sometimes. I must say in my defence that I am not the first person in the Zed Club to ever buy their old car back again. Keith Gillespie did this at least once with his white 240Z and Anne Gillespie has currently had a replacement for her 280ZX for about 3 months yet somehow hasn't managed to get around to advertising it! It is amazing how attached we get to them really.

Anyway, the end result was me, back in the old Brown Bus, with it's original automatic gearbox (which had been to Alister, Meryn and Greg in the interim) blasting around Pukekohe again with a really big silly grin on my face. Now some heartless/uncharitable souls might venture the theory that I always have a big silly grin on my face, however, I have to say that the grin I get from my mid-field motor racing is bigger and sillier than the usual one!

After a few tentative test days to get my sea legs back, I ventured out to my first race day back in the bus. The venue turned out to be TACCOC's recent one day meeting and I had a ball! It was hard to believe that this was actually a TACCOC day as they abandoned their normal class/category based racing and just split the field into three grids; fastest half, slowest half and Historics.
Given that there were only 60 or so entrants to the day, this meant that I had practice and 5 races in a single day! Even better, I had people to race with the entire time! As an introduction back into racing the brown bus this was just what I needed. I spent most of the day harassing and being harassed by Jim Chrystal in his Wolsley and Clive Taylor in his MG. What a lot of fun! I hope this is a sign of things to come with TACCOC race days because, if so, they will get more than 60 people to their meeting next time. All they need to do is make sure that people know in advance that this is how the event will be run and I am sure that they will get enough support to make it economical again. At 60 people you lose money on a race day and no club will keep doing that for long.

Anyway, I had a great day and was looking forward to doing the same thing on Z day. Greg Gillespie had kindly taken pity on me and had agreed to run

the weekend so that I could go out and play in the traffic. Along with our regular support team of Bill Ritchie, Dale Maxwell, Murray Chapman, Neil Stanford, Roger Burkill, Ron Johanssen, Jan Long, Mike Lucas, Alister Leask, Anne Marie Stone, Mark Thompson, Steven Woodfield, Paul Clemens and many others, Greg leapt into the meeting with his normal gusto.
Unfortunately, I was not able to exhibit my normal level of reliability to show him how much I appreciated not having to run the meeting myself. In my third race, I ran into a slight technical hitch.

Now... I usually run with the slight disadvantage of only having three gears against everyone else's four or five. However, when I got down to only two gears (1st and 3rd!) I decided that I was really starting to hold people up a bit! The only really interesting thing about the exercise was the number of cars that still couldn't get past me! I annoyed them for a few laps but decided that discretion was the better part of valour and that the guy in the TVR M was likely to deck me at the end of the race if I kept getting in his way out of the slower corners! Alas, a DNF was entered in the big race log in the sky against the Brown Bus for the first time in memory (or at least my selective version of it).

Despite this obviously traumatic event, the mighty Brown Bus managed to get me home under its own steam and was parked in the corner till I could decide what to do next. It will indeed live to fight another day as I have had my dose of motoring mayhem again and am addicted to it's bite. I have a funny feeling however that I might not be alone in this . Z Day proved a success for a number of members. Julie Pepper did wonderfully well and managed to win a race at her first ever race meeting. As the weekend went on, she just got better and better. I'm not sure that Hugh will ever get a chance to get back in the car again though, as there was only one driver in the car at the recent Northern Sports Car day, and it wasn't him! Kevin Harrison and Steve Newenham both excelled during the weekend by improving on their personal bests. Big grins all around.
So... yes.... I may be hooked again on the drug we call motor racing, but at least I am in good company and I'm certainly not alone!

Long Live The Brown Bus!

Dave remembers the route, even if the timetable is wrong!

Blast From the Past: 15 Years Ago Today

This club has some interesting history and a cast of extremely colourful characters. We thought re-printing excerpts from past Orient Express ramblings, for all those new members, would make an entertaining addition to the current mag. Interesting to note that some arguments and issues haven't changed in all this time!

Letter to the Editor:
Extract from Issue Number 2

Dear Sir,

While any reasonable person would readily agree that the 260Z is a vastly superior car to the 240Z, perhaps a few quotable quotes from the few reputable motoring publications will convince even the most pig-headed 240Z owner that he has been take for a rough ride. (I won't mention the primitive prototype Z - the old Fairlady - because I intended this to be a serious comparison of the class vehicles - I guess Datsun had to start somewhere!).

I would have to concede that owing to an almost complete lack of suspension, 240Z's do tend to corner faster (and spin faster too!). But what a large price to pay for owning an oversized, under-developed, covered Go Kart!

I will start by quoting from the Collectors Edition of the 'Consumer Guide' report on Z cars, which, after waffling on about the intro of the 240Z finally gets to the nitty gritty by stating: "...the 260Z was billed as an improved 240Z...". It then mentions the larger capacity engine (read more power) and finishes the paragraph with: "....the 260Z was a step toward the Z of today, a true Grand Tourer with luxurious fittings".

Read this anyway you like and it is saying that the old 240Z just didn't do it, or even look like it had it. We 260Z, 280Z and 280ZX drivers know from experience just how big the 'step' referred to was. Like man's first step on to the moon, it represented a quantum leap into smooth sophistication and almost unbelievable surges of cosmic power (regrettably not available with 2+2 models) and left the 240Z looking small (and Gumby Green) in its slip-stream. It completely outshone the 240Z and eclipsed other similarly underdeveloped so called 'Super Cars'.

Reference now to 'Sports Car Road Tests' comparing the Datsun 260Z 2+2 Automatic (obviously carrying the grandstand in handicaps) with the Ford Falcon GT, which is a 5.75 litre grunta. On their way to the conclusion that the 260Z is superior, it mentions stuff like "...the 260Z test car had vastly improved steering over the 240Z's we drove previously...".

While many 240Z owners may go to extremes to tart up their old bangers by covering rust with fancy paint jobs and bolt on louvres and things like that, (rumour has it that some even spend hundreds of dollars on fancy new 'Wildcat' mags and extra wide steel belts in a desperate, futile attempt to cover up for the cars intrinsic stone age deficiencies), they're not really fooling anyone, are they?

I would also point out that owing to the increased displacement, the 260Z is more economical than the 240Z. How do you figure that? It's all to do with the increased torque. You can hold on to overdrive and higher gear ratios longer, less chopping and changing and hence, lower engine revs.

Also now an informal quote from one of the salesmen at 'Noel Favas Sports Car World' when asked by a then rather uninformed 120Y owner about the difference between the 240Z and the 260Z. He said "...same basic shape but the 260Z would be a smoother car to drive..." The last sentence really encapsulates many astonishing driver pleasure differences between the 240Z and the 260Z. The 260Z is 'smoother'. The greater basic raw power (gutsy 162 Hp versus a puny 151 Hp for the 240Z) only serves to emphasise how out-classed the 240Z was by the 260Z.

In conclusion, and as the owner of the 40th 260Z ever produced (not that I'd let that influence my article), I would like to consider this one final quote from the 'Z Consumer Guide' "...the early 260Z's sold in Europe were among the fastest Sports Cars around...".

I rest my case

by "Blue Floyd"

The following response letter appeared in the next issue:

Dear Blue,

I realise that I'm taking a bit of a liberty writing to my own newsletter, but I feel that I have to tell you something. I personally sent at least nine 260Z owners copies of the last newsletter containing your "comparison" of the 240Z and 260Z.

As we go to print I see that none of them seem to agree with your views enough to back you up. It's lonely at the bottom isn't it Blue.

Signed Slix.

OBITUARY:
Extract from Issue number 8

The Club was deeply saddened to learn of the recent death of one of our most loved and valued members - Someone Else, RIP.

Someone's passing creates a vacancy that will be most difficult to fill. Else has been with the Club since its beginning some 1½ years ago. He did far more than a normal persons share of the work. Whenever there was a job to do - a Club project, an event to organise or a flag to be waved - one name was on everybody's lips, "let Someone Else do it".

It was common knowledge that Someone Else was the single largest

contributor of his time and effort to the Club. Whenever there was a need for volunteers, everyone just assumed that Someone Else would volunteer!
Someone Else was a wonderful person - sometimes appearing superhuman but a person can only do so much. Were the truth known, everyone expected too much of Someone Else.

Now, Someone Else has gone! We wonder what we are going to do. Someone Else left a wonderful example to follow, but who is going to do the things Someone Else did? When you are asked to help, remember - we can't depend on Someone Else any more!!!

10 Years Ago Today

ALFA ROMEO TROLLEY DERBY:
Extract from Issue 31

Cloud and drizzle didn't prevent 15 or so trolleys turning out for the Alpha Romeo Club's annual Sprint de Chelsea. We had two entries one being the works (i.e. Z Club) Lleryt minus a pair of wheels, driven alternatively by Graham and Lisa, and the Mitchells fronted up with another. It's just as well they did, because the trusty Z club engineering came to the fore - a wheel fell off while Graham was at the helm. Knowing that bigger goolies would help at Baypark was of little consolation to Graham, as his got a whack on the steering column as he went head over turkey upon exiting into the scenery. Fortunately, he was protected by the state-of-the-art impact-absorbing construction, as the trolley disintegrated in a controlled fashion - in fact bits were still falling off it when we arrived at the scene to disentangle certain portions of Graham's anatomy from the steering column. How he was going to explain all the sticking plaster on his bum to Dee was the source of much speculation.

Later on, the missile-shaped entry of the Jaguar club proved true to its design, launching from a haybale to describe a perfect arc though the sky as it disappeared over the edge of a cliff. Fortunately the driver was about 3ft from the nose, or point of impact and walked away unscathed. Another entry lost control during some dicing for favourite lines through the same corner and went off the edge after a series of wild swerves - unfortunately the driver broke his leg on the way down - obviously these trolley derbies are not kids stuff!
Eventual winner after a series of great runs was the dragster-shaped Sunbeam Club entry, followed by the low-slung Alfa Romeo trolley, and the solid looking Mercedes entry. Much discussion about our entry for next year (main criteria being the ability to stay intact), make sure you come along and find out its final shape.

DATSUN Z CLUB - Yokohama Tyres Race Meeting:
Extract from issue 33

Ok so it rained. Wot did yer expect in September, sunstroke? Anyway, we would not otherwise have been able to witness Maureen's impression of a drowned rat - totally convincing. Our new "OFFICIAL" jerkins looked the part, though - just as well we didn't give Obersturmbahnfurer Palmer a couple of SS divisions, or Poland would have been in real trouble, I tell you.

A good field entered, with Porsches beetling about everywhere, and the dummy grid was literally awash with Chevrons - must only be a matter of time before some lunatic assembles one around a Chevy 454; just as long as I'm not around when they light the fuse.

The racing was, well; DAMP! Chris had a ball, as usual, Greg blew his clutch (today ze clutch, tomorrow ze bearings?). Good to see Pete Wackildene up from Taupo, and showing good form. Excellent to see Ann Gillespie having a go, to keep Lisa and Glenys honest, and truly we couldn't even see where the thumbscrews had been, could we, Greg and Keith?

The turnout of helpers was excellent, thanks to Murray V, Gerhard, Andy and innumerable nameless others who braved the elements. As the club coffers will show, it was well worth the effort for the viability of the club. Next year, we will get all get burnt to a crisp under that hot September sun, shaded only by squadrons of porcine aerobats.

MAIDEN JAPAN:
Extract from issue 30

(The gripping story of a young woman's brutal awakening to the savage realities of life i.e. racing).

(Eat yer heart out, Barbara Carthorse).

I was only a young girl of a mere ?? years , dear reader, when....

(Sorry, Lisa but you're going to have to tell this story in your own words, I'm getting too caught up in the drama of it all)

...."Whenuapai is not the kind of track I like to drive other peoples cars around on, let alone my own.

Being my first race event in my own car, I didn't want to find myself amongst door-handle combat with other Z's. So I thought a way out had found me when the entry form said "GT cars up to December 1970" (mine being the only Z likely to be entered into this field)...

Imagine my disgust having chuckled my way to scrutineering only to find all the door-handlers in my events! OK, so I accepted the fact that I will encounter braking duels at some stage in my driving career, but I still couldn't convince myself that I needed to on my maiden race day. What the hell, if I'm gonna fly off the track I may as well be at an airstrip.

Practice was quite uneventful, being solo circuits. I could tell that my car and I would be no competition, due to the fact that it was only pulling 6,000 rpm in third down all the straights, would only just reach 100mph and I'd have to start slowing for the corners. I could see that the speed was not going to cause any problems to cornering ability but I may as well enter the corners correctly. So I decided to bed my brake pads in - even

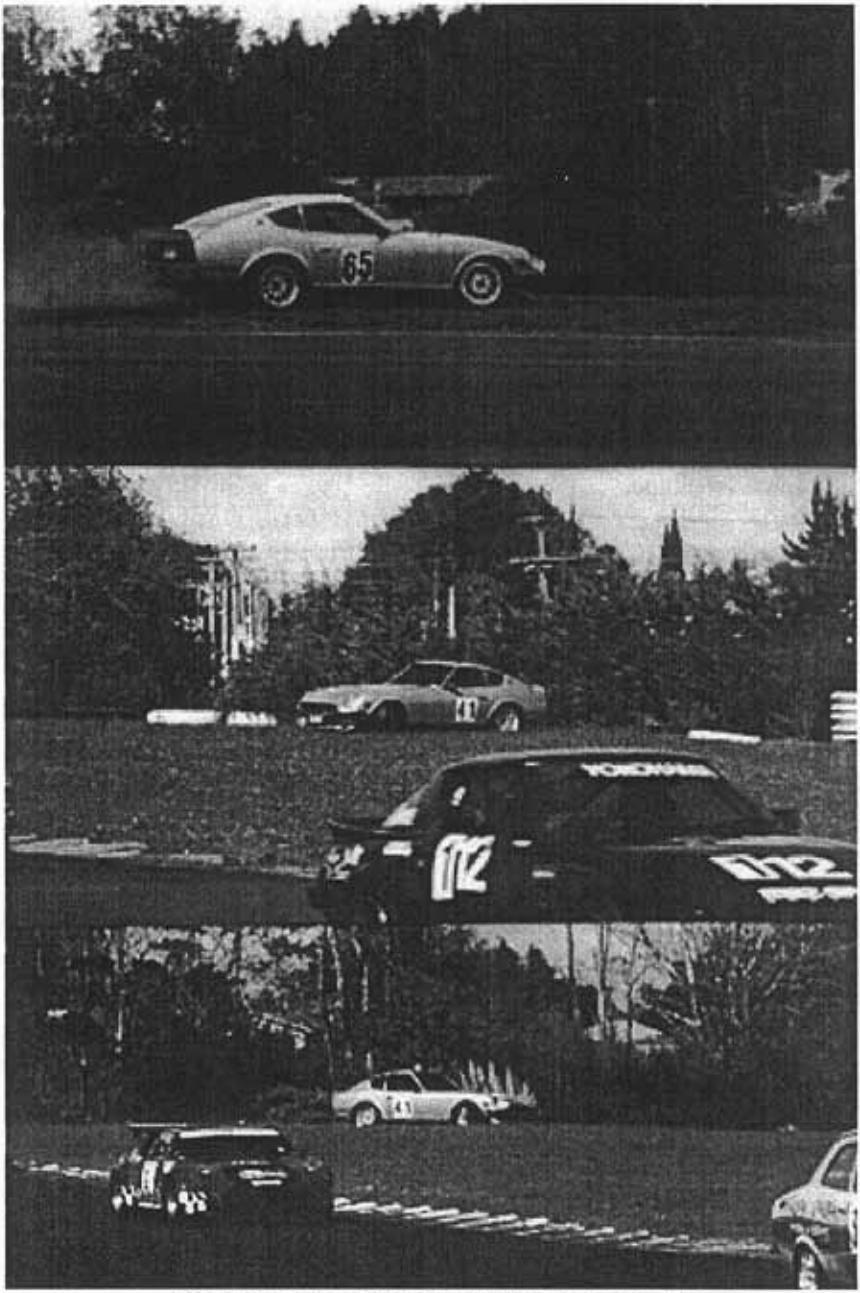
if I was no threat to anyone, I did want to stay on the track!

Raceday (my brakes have stopped smoking by now).

My engine is warm, my helmet is on, I'm all belted up, engines are revving, I think to myself "deep breath", my heart is pumping so fast I can't feel it AARGH! Goddam Collins wishes me good luck through the window. That's OK, its only the dummy grid, I get another chance to wind up in a few minutes. I can't believe how people can arrange cars on a grid so that the slowest are at the front, the fastest at the back and the inexperienced (me) in the middle.

On the grid proper I'm so nervous I wouldn't feel someone blow my doorhandle off, let alone duel with it. Why is it you need to "GO" at the most in-opportune moments? So I'm sitting there wishing for a miracle and the flag drops, I can't hear my car, I can't feel my car, it is still running, and the car next to me hasn't left my view - phew, I didn't stall. In fact I had a very good start, if I had a little more grunt, I'd have been up front with all the other Zeds. I did not disgrace the club, and I did manage to keep all the Fiats behind me. I was probably thought of as the "bastard" hogging the corners and then streaking away on the straights. I did not involve myself in doorhandle duels, but I do enjoy cat-and-mouse games.

Kittyhawk
(aka Lisa Batchelor, the club tough girl)
(actually the club pussycat, but she doesn't think anybody has seen through her).



Right way, wrong way but where are the cones?

Ch Ch Ch Changes

Whether as a spectator or a competitor, over the years most people in the club have at some time ended up at the Taupo circuit. In those rare moments, when your teeth have stopped chattering and you can see out from the breath fogged interior of a Zed, it has become increasingly obvious that things are-a-changing.

With this in mind we sent our roving phone reporter Leslie Queenin on the trail to get the low-down on the toughest little track near the "Trout fishing capital" of Taupo.

The upgrades and improvements to the circuit so far have been focused on safety. Even the new club room building with its tailor-made scrutineering bay, comes complete with a first aid room. Out on the track, there are a lot more run off areas full of "kitty litter", safety catch fences and tyre walls. Gone are the days of finding your car embedded in a pinus radiata, now you have a much greater chance of finding David Long's first front spoiler in a sand pit.

So what has led to these changes? We asked Mark Ross, Club President of the Taupo Car Club (TCC) who own the lease on the circuit, if the closure of the Bay Park Raceway in Tauranga was in any way instrumental in providing the impetus for change? He thought that perhaps the only spin off had been an increase in private hireage of the track. Maurice McLeod, Media and Publicity Officer for the TCC, added that he thought Taupo would have gone ahead regardless. With the central island location in its favour it has been drawing more and more people from all over the North Island.

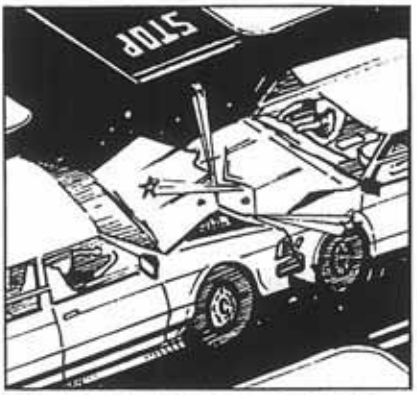
According to Mark, most competitors have reacted positively to the changes. Our own club member Meryn Davies agrees. As a competitor he loves to go to Taupo because not only is it a great track, but the new facilities are excellent. As Maurice commented, everyone sees Taupo as getting better and better and have been very supportive of their efforts.

In terms of future development these guys aren't done yet! Apart from resealing the track, they will concentrate on developing a more workable pit lane. There'll be better signage and some spectator stands. *(One of those coin operated hot chocolate machines would make a real killing guys!..Edz)*

Maurice sees the Taupo Car Club circuit and its "friendly club members" as an asset to Taupo. He would like to see even more usage of the track and hopes that they can really put Taupo on the "Motorsport map".

With all that effort going into the circuit on behalf of competitors and spectators, you can't help believing that it will be a hugh success. Keep up the great work guys. See you at the t t t track, brrrh is it cold or what?

IF and when



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300ZX PARTS: MISCELLANEOUS
Race Turbo Kit 3lt V6. Large Turbo - Air Research. Waste Gate. Intercooler, Oil Cooler and most plumbing. $1200.
Springs and suspension parts. Front cross member. Air-cond and heater. Dash (grey). Right-hand front guard. Doors (damaged) complete with electric windows. Door trims and switches. Wiring. Mouldings and Air Ducts. Tail lights. Make an offer.

Steve Hildred Ph (06) 758-8914 wk
(025) 871-144 mobile

PERSONALISED PLATE
'RED Z' $500 firm. Surely somebody must want this eye-catching accessory at such a cheap price!

Tony Burt Ph (07) 847-2502 hm
(07) 856-7111 wk

HOTWIRE MAGS
One set of 14 x 7 Hotwire Mags with 205 x 60 Bridgestone Potenza RE71R tyres. $900 ono.
DIFFERENTIAL
3.5 Locked diff - offers around $200 or so.
PAIR OF SEATS
Highback buckets seats out of 280ZX coupe. Black upholstery. Offers.

Meryn Davies Ph (09) 576-3701

CARS FOR SALE

1971 DATSUN 240Z
90% back to bare metal rebuild. Silver blue paint. New Falkens and brakes rebuilt. 2.8 litre engine. $8,000.

Tony Dixon Ph (04) 567-7342 a/h (04) 472-5762 wk

1972 DATSUN 240Z
Fully body restoration. 280ZX running gear. Reg Cook motor. 15 x 8 racing mags with A008 Yokohama tyres. $18,000.

Kevin Sanderson Ph (09) 445-4562

1986 NISSAN 300ZX TURBO - SERIES I

Metallic dark navy blue. Automatic with overdrive, air-conditioning, power steering, remote alarm. Genuine 33,000 km. Excellent condition. $12,995 ono. In addition the personalised plate "300ZED" cost negotiable with purchase of car.

Lindsay Walden Ph (09) 838-5018 or (025) 785-945

1976 DATSUN 260Z COUPE

Rover 3.5 litre V8, 5-speed (rover box). New: clutch pressure plate, R200 diff (3.7), electronic ignition, exhaust, KYB shocks all round and king springs. Also includes race seats, WOF, registration and MOT certification.$7500 ono.

Mark McGuire Ph (09) 238-8876 ah (09) 573-055 wk

1978 DATSUN 260Z (2+2)

Manual, Datsun Red (orange). In good condition, complete with CD player and alarm. Price negotiable.

Chris Benton Ph (0942) 40805 wk (0942) 42478 ah

1985 NISSAN 300ZX TURBO

Red Targa 2+2. New Zealand new, manual, 135,000km, excellent condition. $8,500.

Keith Smith Ph (09) 292-8007

1972 DATSUN 260Z COUPE

2 Pack paint, 2.8 litre engine, triple carbs, 1/2 cage, harness etc. (ex Brian Tasker). Price neg.

Warren Brown Ph (09) 443-0204

1979 DATSUN 280ZX

Red, automatic. 63,000 miles, last owner 12 years. Price neg.

Bev Gesto Ph (09) 372-5658

1981 DATSUN 280ZX COUPE

Colour: BMW Black (Glasurit). Black interior with quad speaker stereo and 8040E Alpine Alarm system, air conditioning, cruise control. Fully developed engine: bored out, head work, cam mods. Complete with Lynx engine management system, K&N intake system, headers and custom 2 1/2 inch exhaust system. Manual transmission. All receipts available. This is an immaculate car worth $20,000 although price is negotiable at $7,000. Also number plate available (can be sold separately) 'BAD Z'.

Phil & Rachel Neighbour Ph (09) 267-8700 ah (025) 220-8953 wk

1978 DATSUN 260Z COUPE (sort of for sale)

White. Spec'd for Schedule T&C, 2.8 litre motor, HD Suspension, roll bar, racing seat, 4.1 diff. Very reliable car that is ideal for those who are not mechanically inclined. Has WOF and reg and has been garaged for the past 6 years. Promised my wife a quick sale i.e. before next millenium. Priced around $11,000.

Graeme Smith Ph (09) 528-5392 ah (09) 302-4723 wk

1972 DATSUN 240Z COUPE

Black. Road/Race. MOT certified complete with three sets of wheels (14 x 6, 14 x 6.5 and 14 x 7). Homologated roll cage. Lowered, Rose-jointed suspension with Koni adjustable shocks. 2.8 litre engine with modified cam grind, modified winged sump, oil cooler and high volume oil pump, trans cooler, high stall, triple carbs, race seat and harness. Spare engine and suspension. New Reg and WOF. $9,800 ono.

Mike Lucas Ph (09) 267-1519 or (021) 665-004

1974 DATSUN 260Z 2+2
Dark green with tan interior. 2.8 litre engine with 240Z SU carburettors. 5-speed. 14 x 7 mags and near new rubber. Last owner 9 years, reluctant sale as owner overseas. $7,500 ono.

Doug Ph (06) 753-4567

1982 NISSAN 280ZX 2+2
New paint - red. 4 owners. New registration and WOF. $2,800 ono

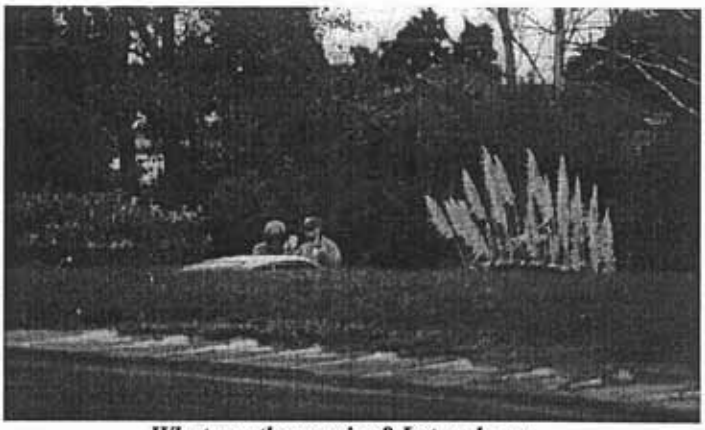
Verloesem Ph (09) 267-7962

SPECIAL OFFERS TO 'Z' CLUB MEMBERS

STEVE MILLEN'S CHAMPIONSHIP LINE
A limited number of new 1997 colour catalogues are still available!
An extensive and stylish line of special apparel honouring Nissan's legendary Z, as well as Steve Millen's championship winning accomplishments. For more information or a brochure please contact Dave Long Ph (09) 828-1047.

RALLY NEW ZEALAND - VIDEO LIBRARY
The Rally of New Zealand organisation is giving car clubs the ability borrow international and local Rally footage on video for a period of two weeks at a time. The tapes cover most events from 1993 to 1997 inclusive. The club is allowed one video at a time and there is an extensive list to choose from. For further information or if there is any interest please contact Paul Clemens (09) 828-1047.

Caption Contest....



What are they saying? Let us know...

DATSUN Z CLUB 1996-1997 CHALLENGE SERIES RESULTS TO DATE				
Member	**Drag Meeting**	**Concourse**	**Gymkhana**	**Total Points**
Anthony Baker	-	68	-	68
Howard Bath	65			65
Rod Brown	75		-	75
Peter Campbell	68	65	-	133
Murray Chapman	-	75	71	146
Rob Chubb	65			65
Clint Greer	63			63
Kevin Harrison	-	58	73	131
Simon Huffan	72	71	-	143
Arran Jessan	71	70	-	141
Mike Lucas	-	55	70	125
M McGure	-	-	74	74
Stephen Newenham	67	68	-	135
Hugh Pepper	66	59	75	200
Julie Pepper	70	62	72	204
Leslie Queenin	69	69	-	138
E.Smith/P St George	-	61	-	61
Richard Stanaway	-	66	-	66
David Taylor	-	65	-	65
Mark Thompson	73	74	-	147
Craig Toner	-	60	-	60
Lindsay Walden	-	72	-	72
Miles Wilson	-	63	-	63
Steven Woodfield	74	56	-	130

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 it's wiper blade. A club-points system for an annual prize is calculated on the cards returned. If each member was to do this just once a week, our membership would double in a year.

FLAG MARSHAL'S CLUB
Many of our members who are sports car enthusiasts, though not keen on racing their own cars, find much pleasure and enjoyment in getting involved in the Sport as Flag Marshals. Very few people would be aware of the fact the every motoracing event employs as many helpers as there are drivers out enjoying. You could well be one of those helpers, and you may find it to be great fun. A stint on the flags is also highly recommended for those of you intending to take out Competition Licences.

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

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

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

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

ADDRESS CHANGES
Keeping up with the Gipsy characteristics of a couple-of-hundred Club-Members can be quite a battle. If you're planning to move your caravan, why not let us know? It surely makes things a lot easier. Please check that we have your current address, post-code, and phone number..