

Orient Express



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

Issue 74, April 2009

"QUALITY, PERFORMANCE, RELIABILITY"

Visit our new shop!

We have moved to:

**Unit 5/ 4 Clemow Drive,
Mt Wellington, Auckland**



The World's most winning
supplier of hoses and fittings.



Silicone Performance Hoses
for Coolant and Charge Air
Applications



High Performance Swaged
Stainless Steel Brake
Line Systems



Oil Coolers for Performance
and Motorsport

ALERT
MOTORSPORT

Ph: 09 970 9560
www.alertmotorsport.com

10/04/09

Issue 74

Club Patron:

We are honoured that our club patron is:

Steve Millen

Committee:

President:	Dee Collins	09 636 5443
Vice President:	Dale Maxwell	09 634 3338
Secretary:	Murray Chapman	09 535 7279
Treasurer:	Judith Horne	09 488 0336
Club Captain:	Kelvin Healy	09 534 7045
Events Coordinators:	Brian Schou	09 266 5132
	Sheryl Schou	09 266 5132
	Imogen Hewlett	027 289 8440
	Andy Mygind	027 475 7744
	Bernie Kant	027 508 6675
Wellington Coordinator:	Mike Cartmer	027 442 5750
Membership Coordinator:	Stuart Horne	09 488 0336
Website Admins:	Luke Pascoe	09 272 2439
	Mike Lucas	09 427 5534
Technical Advisor:	Dave Turner	021 266 9671

Magazine Editor:

Luke Pascoe 09 272 2439
027 426 6649

luke@pascoe.net.nz

5a Bard Place

Golflands

Auckland

<http://www.zclub.org.nz>

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

Contents

Committee.....	1
Contents.....	2
Into our stride.....	3
Coming events.....	3
Zmas in the Park.....	5
Galaxy of Cars & Z Club Concours d' Elegance.....	6
In a Corner.....	8
Galaxy of cars 09 and Z club Concours.....	10
The 36th Concours Fun Run & Concours d' Elegance.....	11
Tackling Targa.....	13
First Timer at a Z Meeting.....	17
Grass Gymkhana.....	19
View from the new.....	21
Caption Competition.....	23
CARFILE – YELLOW PERIL.....	24

Into our stride

Just a brief one from me this time around. I think as a club we're getting into our stride. Certainly the monthly committee has settled into a casual ritual, far removed from the heated debates that highlighted the first year of our renewed existence.

Most of the controversial topics have been hammered out and the committee members have formed a good working relationship. I have to agree with comments made at the Taupo track day, the club is in good hands.

In short, thanks to all those who have put their shoulder to the grindstone and breathed life back into the Z Club. You have my thanks and appreciation.

Long live the Zeds! Long live the Z Club!

Pest

Coming events

The Tunnel Run

When: 11am Sunday 12th April 2009

Where: BP Silverdale on the motorway, 6kms north of Oteha Valley Road offramp.

What to bring: tank of gas, money for lunch & toll road/Tunnel, rest of the details tba.

Wellington Workshop/Collection Visit Run

When: Friday 10 April 2009

Where: Repco in Kapiti Road

Keep an eye out for Mike's light blue late shape Nissan Stagea as the 240Z isn't quite running yet.

EVENT ORGANISER: Mike - 027 4425 750 (if you get lost or have questions)

Have a look at the old_datto_fan collection then leave Paraparaumu at about midday to visit Tim's workshop (address TBA).

Then lunch and a chat about what sort of events we are interested in.

Please register on the website or contact Mike, so we can judge numbers.

40th Anniversary of the Z – Lunch

When: Sunday 3rd May 2009

Time: 11am Sharp

Where: The Brigham, 164 Brigham Creek Road, Hobsonville, Auckland.

Costs: \$22.00 Per head, Includes Entry and BBQ Lunch, Kids menu available at \$11.00 Per Head

A cash bar is available.

Why: To celebrate the 40th Anniversary of the Z Car, the 20th Anniversary of the Z32 300ZX and the Birth of the 370Z

The Club has booked The Brigham Cafe and Convention Centre www.thebrigham.co.nz to Celebrate the Birth of our favourite mark of car.

Steve Millen our Club Patron along with our friends from Nissan will be in attendance.

Program for the day:

11.00 am Sharp Arrive, If the weather allows The Brigham will allow us to park on the grass to allow some awesome photo opportunities, and a chance to mix and mingle and check out each others cars. If the ground is wet, the carpark in front is available for the photo's.

12.00 pm Welcome and introduction of our Guests followed by Lunch.

This event is a low key relaxed day to enjoy the fellowship of our club and the cars we love.

So dust off the Z and come along, The more Z cars the better.

Please post on the website as we will need to confirm numbers for the Restaurant. Lunches needs to be pre-paid before the event. Please post a check to "Z Club" PO Box 101589, NSMC, AKL or direct credit to the Club account BNZ 02-0208- 0171001-00.

For both payment methods please include your Name and if possible your membership number and must be received by 30 April.

Zmas in the Park

The gorgeous Cornwall Park being our venue for our Z Christmas in the Park, no fireworks required. I cruised in at 10am, and the carpark was busy as you'd expect for this time of the year when the weather is glorious. Finding a carpark wasn't too demanding thankfully and I started a line. Seemingly other visitors to the park sensed that more Zeds were going to arrive, and we provided onlookers with an impromptu carshow. The MacGregor's and Greg having come all the way up from the Waikato to join in the days events.

There were a few newbies who'd registered to come along to the event, so we were all excited at the prospect of seeing a few new Zeds. Anyway, a hatted and moustached one arrives, me wondering whom this might be, maybe one of the newbies, only to realise it was our Neil Mac & Betty and Neil hadn't yet shed his Movember mo. I don't think I'll live that one down for a while, he was in incognito after all.

It quickly became evident that the local MP whom has a penchant for yellow jackets was gathering a large crowd for a bbq, this ought to be entertaining. So we jumped into to get our spot to use the communal bbq's before we lost the chance. Now knowing that normally Kiwi guys love the opportunity to bbq (you know a bbq is only a kitchen in disguise), thought it would be a restful time for me. Hehe, how wrong I was, so I ended up wielding the bbq tools and the bottle of European beer to marinate the meat in whilst Nathan, Wai-Yan and a few others



watched on, breaking the traditional Kiwi picture. I guess going to all these Z Club events the testosterone must be rubbing off, "Insert Tui ad here", Yeah right, hehe.

After a lovely afternoon mooching around under the very large shady Morton Bay Fig we decided that it must be time to go in quest of a coffee. No really we didn't have any coffee-holic's in our group, honest. So into our worthy Zed steeds we head off and end up on the southern side of the park at a coffee shop beside a Scottish shop, with everything including bag pipes and kilts. Well this in it's self isn't so unusual, but Wai-Yan one of our resident Scotsman had decided not to come along for the coffee, so a bit of ribbing via text must be expected.

Coffee's consumed, we thought we'd better go find a nice spot in Cornwall Park for some of those gratuitous Zed photos we do so well. After a tiki tour around most of the park searching for the perfect spot, we settled in one of the parking strips with the top of One (None) Tree Hill overlooking us which made for some spectacular shots. We couldn't have asked for a better way to end our day with the rest of the Zeddites.

Cheers, *Imogen*

Galaxy of Cars & Z Club Concours d' Elegance

Sunday 01st February 2009

This was the 3rd year in a row of Galaxy of Cars for me & the bronze Zed, so I'd organised our bronze and black 350 convoy to roll in the gates at the Motions Road entrance of Motat just as they open at 7.30am. My cunning plan being, we just cruise in and no dealing with queues, and also hopefully avoid any big American beasts nudging the Zeds as happened to Kelvin's 240z last year. We cruised in past the Mini Club waiting for their multitudes of Mini's to arrive in the outside carpark before they arrive on mass to set up their display.



Bronzee had some competition this year, the 350Z well represented

It's quite amusing being the very first to arrive in the paddock, with the event officials scurrying around trying to decipher the layout when no one else is there to gauge the distances against. Once the officials' had slotted us into our odd angle, everyone else started to arrive, so we all industriously set about erecting the two tents, displays, banner and optimising the staggered angle to best advantage.

One of the most enjoyable parts of the day is playing voyeur and roving around the massive variety of cars, anything and everything from a Jaguar, Mustang, to American Mopar. Not to mention our Zeds looking stunning loaded down with

wax and detailing products in readiness for our Club Concours late that morning.

The winning results as follows:

Overall Concours: Brian & Sheryl = 240z
Best Panel & Paint: Brian & Sheryl = 240z
Best New Member: No new paid up members present.
Best Show & Shine: Mike M = 240z
Best Presented Engine: Brian & Sheryl = 240z
Best Race Car: No race cars present.
Best 240z: Brian & Sheryl – 240z
Best 260z: Bernie – 260z
Best 280zx: No 280z/x present.
Best 300zx: David L = 300zx Z32
Best 350z: Imogen = 350z
Best Interior: Brian & Sheryl – 240z
Members Choice: Mike M & Bernie

Given Brian was unfortunately in hospital the day of Galaxy of Cars/ Club Concours and had gone to all the trouble to organise Grant to drive his 240z to Galaxy, so all his previous weeks of effort detailing the 240 didn't go to waste, it was so fantastic to see the red 240z take away the Overall Concours trophy.



Sheryl Schou and son Grant with their bounty

A very enjoyable day as usual and hopefully next year there will be a 280z/zx, a racecar and a new financial member present to challenge for those trophies. I'm looking forward to next year already....

Cheers

Imogen

In a Corner

Reprinted from Orient Express, Issue 15, April 1984 (25 years this month)

As a Z owner you obviously don't consider going to the local shops & back or family picnics as your ultimate passtime. You own a sports car so that you can feel the smog in your face (with the window open) and "get wasps up your nostrils" (close window, open vent, switch on fan). You want to eat up the miles of stretching, twisting bitumen - you want to hear your expensive steel belt tyres shriek on the paint of the centre lines, you want to drown out the radio with the crackling rasp of your straight through exhaust.

Basically you're a nut, like the rest of us.

But how can you blast the dirt into your eyes if you have to slow down for those forsaken corners? The trick is, don't! If you learn to corner your Z as he's meant to be cornered, you can pick wasps on the tightest of twists, and shriek on the nastiest of turns.

What is the best method for me?, you ask. On your behalf I have been observing the personal cornering techniques of the most enthusiastic cornerers in the Z club. They are, as it happens, the members who turn out to most of the race-oriented events we attend. They are basically nuts, like you.

Their methods seem to be :-

Graham Collins - No brakes into the corner, full throttle into and through, applying handbrake now and again.

Dave Lovelock - First locks the front wheels, mounts any kerbs etc. that are handy, then ploughs straight across the infield.

Alan Harrison - Applies full opposite lock first, applies brakes and full correct lock, hammers throttle and exits with opposite lock and heaps of smoke.

Mike Cvitanovich - Applies brakes from 120 mph at 20ft marker, sedately corners in first gear, then stands car on rear wheels upon exiting.

Dale Maxwell - Dale, poor soul, owns a 280 ZX.

Derek Meadows - Applies brakes heavily 10ft after corner, and doesn't seem to get around many, maybe he prefers grass track work?

Paul Barrett - Pauls car stands 1/2" off the ground and is fitted with 50 profile tyres, Paul therefore does what he bloody likes around corners.

Jim Gardener - Keeps full throttle applied at all times, starts turning 300 ft before the corner and ploughs through the tarmac. Must be seen.

All the above techniques are good / wholesome / economical / exciting / recommended (delete all) and should be studied in detail, filed alphabetically, and burnt.

Don't let anyone tell you that your Z is incapable of nimble cornering - modern sports car manufacturers (and some British car manufacturers) are still trying to copy it's system.

With the above information under your belt you can confidently tell your MG / Lotus / Morgan / Porsche / (Never could spell Volkswagen properly) / etc. owning neighbour to go and get cornered!

Editors Note: ZX owners are advised to ignore the last instruction.

Galaxy of cars 09 and Z club Concours

We are a funny lot us Z people, We come in all shapes and sizes, We all love cars, We all work on our cars be it, mechanical, panel, or just cleaning, oh yes some of us have done the odd bit of sewing as well. But one of the not to miss days on my calendar is Galaxy of Cars and Z Club day Concours. Our chance to show off a little. There is nothing better than watching others admire your pride and joy. Then added to that the chance to win a trophy or two as well.

Yes we all washed, polished, cleaned, and vacuumed our Z's and took them to Galaxy of cars 2009 at Motat II. Was a great day, the weather was good to us, the crowds came in large numbers and we all thoroughly enjoyed it.

We had a nice line up of Z's, with 240's all the way to 350's, fingers crossed on a 370 next year, maybe we can talk Nissan into loaning us one. Although we did miss a 280 and no one bought their race car along, easy trophies for either model had they been there.



My hat comes off to Brian yet again, his 240 came away with a swag of trophies including best car, Brian has managed to stay on top for many years. Well done Brian.

So why not consider bringing your car next year. Or just come along, introduce yourself and chat. No problems in what to talk about. Enjoy the day, take a wonder around and look at all those impressive classics with all their history. From the wonder why you bother car, to the classic of my dreams car, all on display at the one time for you to enjoy and admire. So see you there next year.

Bernie Kant

The 36th Concours Fun Run & Concours d'Elegance

Another summer has been and gone and, with it, that busy time for car fanatics. As usual, the best event was the Ellerslie Concours d'Elegance, with over 75 car clubs displaying everything from Alfa to Zephyr.



The organised run on Saturday was a beaut, and the weather was perfect. Although, the start instructions (head south on the motorway to Penrose, then double back north-bound) immediately split our run in two. Those of us that followed the instructions dawdled as long as we could to let the others catch up,

not knowing that they were in fact miles ahead, having jumped onto the north-bound motorway at Greenlane.

Albany, Silverdale, then west to Helensville and further on to Matua Valley Vineyard for a picturesque park-up amongst the trees.

Sunday was the serious stuff, and the Z Club was certainly moving up in the world – having traded its old acreage next door to the Triumph Stag Club, to move across the road into the stately buildings (and bathrooms) of the upper car park entrance.

Us early-birds immediately set about renovating our new home, building out an awning that would have made a lovely sunroom, until TARGAZ arrived and parked smack in the middle of it. But that proved to be the best move, as the sight of a Targa-ready 240Z certainly attracted the crowds. Once the bonnet was opened, there was no holding them back. Things only got worse when I suggested Alan starts up TARGAZ every hour on the

hour.

After a stroll around the neighbourhood, it was clear we had the best house in the best street. Sure, the Ferrari Club had more land – but we had a kitchenette, sunroom-cum-Targa pit stop, and 5 car garaging.

One of the events that always blows my mind is the Motorkhana. Nobody ever told me that a late 1990's Jaguar XJR was now cheap enough that you could buy one and then run it into the ground in a small car park dotted with safety cones. Looking like a lumbering giant with a bad back, there were at least 2 XJR's doing battle with the infinitely more successful MG Midgets and Minis. The Yank Tanks also did well, although probably from all that practice out West on any given Friday night.

The “most improved display” award (if they have one) must surely have gone to the Cobra Club, tucked in between the Motorkhana car park and the Aston Martin Gardens. Dozens of Cobras were thoughtfully arranged around a big circle, showing off their finest attributes (including the drivers' third-degree burns from functioning side exhausts).



But the main attraction this year was the Porsche Club, which must have undertaken a massive inbreeding program over the past year, to grow its population from 10 to over 100. Early 356s (the Carrera was especially beautiful), 911s from throughout the ages, and a few token Boxsters. Inside was a 959 and a Carrera GT, but I'm not convinced they were the pick of the bunch.

Pick of the bunch?

If I won Lotto (and it'd have to be First Division), I'd buy the \$545,000 Aston Martin DBS on display from Giltrap Prestige (or maybe wait until the first owner has lost \$200k in depreciation). There's something about an Aston that pleases the eye, and something about a V12 that pleases the ear.

But in these times of recession, either of the immaculately restored Fiat 500's is more likely to fit the bill.

Tackling Targa

(Or Targa for less than \$2000 a day)

This was our first full Targa having run in Targa Rotorua and our (motley) crew left the mayhem of the Auckland motorway system for the comparative safety of the closed roads of the North Island.

Although our attempt would be considered more Keystone Cops than WRC the outcome was a credit to the Zed and its reliability. Instead of writing a daily diary the following is a list of highlights and do's and don'ts.

Prologue at Manukau was a great event, a lil confusing and the corners came too fast for the navigator using conventional notes and we may have been better off with a course diagram. This driver should also have checked tyre pressures before leaving as we ran around with pressures at 32psi or thereabouts with serious under-steer and tyres screaming. Lucky the prologue was not part of the event as we were also mis-timed on our second, faster run. What a blast to start off the event, got to know some of our category adversaries and get the inside running on their horsepower and preparation. These demo stages are the future of the event for sponsor dependent competitors like us.

First days run to New Plymouth was a long day with 193km of competition stages. Navigator was still shaking off the "I'm sitting in an office" mode and we ended doing a left at a tee when a straight through was required, probably the most exciting part of the event for the marshall who pointed us in the right direction as the zed careered toward him, thanks brother, trust the marks washed out? We passed our first two cars on the longest stage which gave us some heart. Navigator had an early touch of a cold that was exacerbated by a leaking exhaust and fumes in the cabin. I had swapped exhausts before the event in an attempt to get better high end out of the car and clear the way for a gearbox change if needed, the headers where fine and we had replaced the rest of the system where we thought it



was weak. Unfortunately first time the pipe hit the road it developed 2 or 3 pinholes and we arrived at day end with screaming head aches and very red eyes. Our editor and yours truly replaced the system under lights and got back to the motel around 11.00pm. If there had to be a late night probably good to get it out of the way whilst under the shelter of a parking building in New Plymouth. The up side was that a gearbox change was not required and the \$50 box that Ricky Cooper found us on Trademe turned out to be a little honey with synchros still as good as new at the end of the event.

It was clear from our first day of competition that although we were 5th in category, we hadn't drawn nearly enough noughts on the cheque book and we would depend on attrition to get close to our third place at Rotorua. Nick Coopers Charger is a sight to behold in full flight and powerful enough to shake your fillings out when it launches. It'd be a pretty safe bet to say that his V8 is a little bit "special". I'm picking the XU1 also in our category had long since solved the leg out of bed problem and understeer that Holden sixes and Toranas suffered from when they were pushed in



their early days, as it seemed to rev out and look pretty steady on the road as well. So day two was a fun day, managed to shake an earth strap off which stopped the car dead on a touring stage and our new battery decided to drop a cell between stage 11 and 12, thanks Alan for the loan of the fancy battery, almost doubled the value of

the engine compartment! The Whangamomona stages were where I learnt that power steering under the bonnet was an essential mod for the next attempt. Must have lost a coupla kilo sawing away at the wheel over the tighter parts of the 2 stages, I was drenched in sweat and it cost us a lot of time toward the end of both stages. Mind you the kilos were returned thanks to the size of the meal lavished on drivers and crew by the town folk at Whangamomona and by the look of the number of ankle biters checking the cars out they'll have a school population capable of sustaining full Government subsidy soon, keep up the good work guys and girls!

Navigator Abbie and I joined Z Club member Mike Cartmer and some of the Narva Tour guys spectating at the end of Whangamomona 2, the last stage of day 2 and in around 30 minutes saw carnage when an E30 BMW had a water table excursion after stage end and a Honda Civic car 885 pursued by a faster car smacked a concrete strainer off at ground level and broke every strand in a eight wire fence around 50 metres from the finish. This car looked kaput but was apparently repaired and ran the next day, amazing the drive to finish and what people will do to get the value out of their commitment to the event.

Next three days were relatively uneventful but the Zed was down on power and felt almost asthmatic, just couldn't get her to rev out despite having gained horsepower from re-jetting, retiming etc before the event. Next time up to the start line we'll replace and flow the head and trick up the cam as well. Navigator was holding up well despite the cold worsening and I feel that even if we'd had our spare navigator with us she would have had to have been levered out of the seat.

The last day in Wellington dawned with torrential rain and high winds threatening. The stages through Admiral hill and the Akatarawas took their toll on driver and car. Power steering is essential on the Akatarawas and we had used all the race gas and car was now running on 98 octane, we were oiling up plugs if we idled for any length of time and the old girl was taking 2 or 3 kms to clear her throat after the start. Last stage of the day at Shelly Bay was cancelled as waves were breaking over the stage, the cancellation was a godsend as the Zed had had enough of the water and wind and both ignition and charging system were screaming enough. We reverse roll started to commence the Makara stage and determined to complete the

event we ran through the stage on between 3 and 5 cylinders and were passed by 5 or 6 other cars. Car limped back to Taranaki Wharf mission accomplished, our hands shaken by organisers Peter and Sue (also on their first full Targa) and medals draped around our necks by two very brave and obviously cold Tui promo girls.



The rules of Targa Preparation we learnt that are not vehicle specific are:

1. Work out how much horsepower you need and then double it
2. If it ain't broke, check it cause it probably will be soon
3. If you can't win make sure car looks good and you have a great time coming second

This event is a must do if you have an ounce of driver in you, so if you have an overseas holiday planned tuck the money back in a bank account or start making time payment on next years Targa or Narva Entry. Despite our performance, we finished exactly half way up the Classic field, the driving thrill, the crew and community experience is worth every cent. I'm guessing the more you spend the better it gets, so we'll be coming back.

So thanks to the crew, sponsors McCullough Ltd, Auto Movements, thanks to Z Club members nationwide for advice, encouragement and parts and lastly thanks to those guys in the late 60's that decided that a hairy chested six in a nimble good looking little coupe was a bloody good idea.

Car 203 Driver	Andy Mygind
Navigator	Abbie Mygind
Support Team	Luke Pascoe Kate Mygind Marlene Sorby



First Timer at a Z Meeting

Z Club Taupo Track Day February 2009

I was looking forward to taking my 350Z to Taupo for a variety of reasons. Driving the car up there, on the track, meeting with other 350Z owners, finding out what mods they had done and getting to meet people in the club.

Waking up on Saturday to a dry day put me in a good mood to start. When I got to the track I was welcomed by Kelvin who briefed me on the registration and auditing process. As a first timer to a Z Club event I was put immediately at ease even although I didn't know anyone apart from Don Mclean and Imogen via a few emails. Next thing I knew Steve Christiansen suggested I have a look at his Supercharged 350Z. Naturally I did and came back to find the auditors finishing off checking my abandoned car.



Paperwork done and car ready it was time for drivers briefing. So far, everything was running like clockwork. I took advantage of Keith Finnerty's offer to give me some advice on the lines round the track. I had driven the old track in similar circumstances about 11 years prior. Didn't quite have such a smooth surface then and anything under 50 secs was a fast time. Pretty impressive the fastest time today was going to be around 43 secs.

And so, on to the practice laps. I wondered how long it would take for the

red mist to appear, probably half a lap if I'm generous to my self control. Found a soul mate in Keith Cammock and we ended up in group two with us both looking to brake later and later and on the gas earlier. There was little chance of either of us overtaking as the cars and drivers seemed to be so evenly matched. It was interesting that we were quicker than each other on different parts of the track and we were trying to learn from each other. I think I had more to learn though. (That's worth a beer Keith?) At the end of the day our times improved with only a quarter of a second separating us. What amazed me was that Campbell in his near new 350Z convertible was right in the middle with his best time. I sneaked a ride in Keith F's twin turbo 350Z. I couldn't help but be impressed by the smooth delivery of power only surpassed by Keith's smooth driving of course.

Our laps around the big track were awesome. I felt the 350Z is better suited to the longer circuit and look forward to that opportunity at some point.

Driving over and it was time for the presentations. I may not have won anything but it was great to see participants being recognised for their achievements on the track. There were some imaginative categories and some good natured humour appreciated by everyone.

And so on to dinner. Often at club events the dinner can be cliquey. This definitely wasn't the case here and I had a great night. I'd never been to that restaurant before and I think they made a big effort to accommodate our large party. A few of us adjourned to the bar upstairs just to cap off the evening then after a long day it was time to hit the hay.

I have been to numerous car club events (European mostly) since coming to NZ and I genuinely found the Z Club experience more enjoyable, particularly as a newbie. Right from driving in to the event until leaving the pub everybody was really approachable and genuinely friendly. In addition the event was so well organised it just made for such a great day.

What summed the level of enthusiasm and commitment was Keith Smith working until 2.00am or later on the Saturday morning to finish his car. You have to take your hat off to that.

Thanks Z Club and the organisers, see you in 2010.

Peter Rourke

Grass Gymkhana

15 March 2009

My name is Daniel and I've been addicted to Z cars for 8 or 9 years now, I have owned my 1978 280ZX 2 seater for about 5 years and have been a quiet member of the zclub.org.nz forum ever since I found out about it.

After moving from Christchurch up to Auckland in 2007 and meeting some of the club members I got more and more interested in participating in some of the club events and finally got my chance with the 2009 Grass Gymkhana which turned out to be an awesome introduction.

The Sunday of the Gymkhana came around fast, the weather was looking good and after bleeding my clutch, gassing up the Z and helping my pit crew put my toolbox into the back of the support vehicle (the ever trusty RAV4) we headed out. Just before Clevedon we got our first glimpse of another Z and were greeted by a friendly wave and horn fare of La Cucaracha.



When we arrived at Keith's paddock we joined the line of cars and were introduced to a smiling Imogen, myself and my partner in crime Daniel B who would be sharing my car for the day filled out the appropriate paperwork and then it was time to get down to business.

Kelvin gave us a quick safety briefing and a rundown of the format for the day then the first slalom course was set up, but after only 1 run each between Daniel B and myself I think we had the only mechanical failure for the entire day (lucky I brought my toolbox!) when one of my radiator fans stopped working. A few of the club members offered much appreciated help but we decided there was nothing else to do if we wished to continue with the fun but to go and get another fan. Unfortunately this meant we couldn't complete the slalom course and missed the ever decreasing circles course entirely - and having lunch with the group.

We returned and completed the repairs with the help of Matt and cable ties, just in time for the confusing looking clover leaf course. I completely messed up my first attempt (knocking/running over several cones) and managing to circle 2 extra cones due to my lack of skill, but had slightly better luck with my 2nd and 3rd runs, I was still bested by Daniel B. It appears after looking at the results that the key to achieving fast times on this course is trade in your Z for a front wheel drive car! I was just having fun sliding around in the dirt, as I'm sure some of the other drivers were too.

The last course of the day was the auto cross course, basically an L shaped slalom course. I asked Daniel B to go first as I was unsure of the layout, it came to light that he was unsure of the layout as well after circling the end cone the wrong way. After several more attempts we were getting better, but in the end I was again beaten (just) by Daniel B, which wasn't quite as embarrassing as us being beaten by over 2 seconds by the nearly stock 280ZX of Matt.

After everything was packed up we chatted for a while, it was good to meet everybody and put faces to people I had only known as a username, and it was especially awesome to see so many Z cars in one place of all different types, all we were missing was a Z31 and there would have been a Z from every era.

Thanks to everyone that organized the event, myself and Daniel B will be becoming financial members as soon as possible. I hope to see more of you at the next event, if they are as well organized and as fun as the gymkhana was then I can't wait!

Cheers
Daniel

View from the new

Taupo Track Day, Saturday 14 February 2009

Hi there Zed lovers

I'm Tony, a petrol and diesel mechanic by trade. I'm in the Air Force out at Whenuapai where I have weaselled my way up the ladder to become the equivalent of a workshop foreman. I've had my 1972 240 for about 10 years. Late last year I became a financial member in anticipation of my 240's return to active duty.

It had been about 10 years since my last track day, (in a rough and ready, mostly standard, Mazda RX2) so I was eagerly anticipating Taupo.

The day arrived with mostly clear skies and a brisk breeze, "perfect!" We packed the tribe into the Hi-ace and headed for the track. I thought I was keen and early, and would likely be one of the first there, not so, already at least a dozen or more even keener petrol heads there!

After registration I pulled EYESOR (in reference to the eye bruising orange paint) off the trailer and lined up to be audited, bit nerve wracking really, but no problems encountered so time to get ready. Put the old girl in the very impressive line up of cars in the pits.

After 9 years off the road, and no component left un-fettled my hopes were high but my expectations were being held firmly in check! I had the feeling that an interesting day would unfold.

A few laps with an experienced driver for some tips was great, then we were let out onto the track in groups of 6 or so cars for about a 10 minute stints each group. My car was something of an unknown quantity to be perfectly honest, so my first two stints were fairly gentle.

Even so I noticed the miss at 5500 RPM so short shifted to avoid it hoping it might clear away after a good thrashing! A couple more stints out there and I was getting a good feel for the car but the miss was still there, oh well, seem to be making good power under 5500, think I'll just push on!

Lunch was simple but nice and hit the spot. The seeded groups were read out for the afternoons driving, and we were back into it. I have to say at this point that the seamless flow of activity and driving was very good and I

found myself needing to rush around a bit to resolve issues between driving, oh to have a pit crew! Although I did send Jacqui and the kids off to buy a new oil filter for me from REPCO. Yes that's right, a filter. I was chasing missing oil pressure by early afternoon, but was determined to keep driving if possible. The filter didn't help so I decided to just keep an eye on it.

The seeding system seemed to work perfectly as being passed or passing others only really occurred if someone had a problem. Gives you a good feeling to see not one but two guys spin out in your rear view mirror! Ha ha. Cheers for the head swell fellas!!



As the day went on my engine miss got worse unfortunately. My short shifting got shorter and lap times got longer, and then I noticed the charging system had failed so trundled through the pits straight to the trailer as I knew there was low chance the engine would start again, and it didn't.

All in all, a fantastic day. The people were all very welcoming and interested in offering ideas to solve my issues during the day. Cheers to Imogen and Mike for their help leading up to the event, also. The organisation was great, and the array of Zeds and non zeds was good to see.

Will I be back? Try and stop me !!

Tony

Caption Competition

Bernie and Mike love to show off their gleaming rides, and so they should!

However, this editor isn't one to let such a caption-worthy photo go by uncaptioned so put your thinking caps on and give it your best shot!



Entries by mail or email to the editor (addresses on page 1)

Winner(s) will be printed in the next Orient Express.

CARFILE – YELLOW PERIL

What's an editor to do when, after hours slaving over a hot mouse, there's an empty page at the back of his lovingly crafted epic? Well, a members ride feature fills the bill so here it is, in all it's last-minute-before-printing glory! As is fitting such a late addition, this first instalment (there will be more, I promise) features your editors own little slice of heaven.



YR2963, 1977 260Z 2+2, 5 Speed, Yellow.

BODYWORK:

Who knows what havoc the previous owners have wrought, I hit a cone at the Taupo track day and bog nearly an inch thick came adrift from the front quarter! Other than that she's pretty sturdy. Needs a front airdam though...

WHEELS AND TYRES:

Rota RB 16" +04 offset rims, Powder coated black with polished lip, imported from 18Racing.com in the US. Dunlop Direzza DZ101, 215/50R16 front and rear.

ENGINE:

Leftovers from Dr Frankensteins laboratory. I'm pretty sure it's running the original L26 block but (I'm reliably informed by Kelvin) it has an N42 280Z head (P.O.) and round-top SU 240z carb's with (fake) K&N filters. Who knows what's on the inside, I've never been game to open her up! But she gets up and boogies when the mood strikes her, so I can't complain.

SUSPENSION:

Needs to be replaced. 'Nuff said.

BRAKES:

4 pot Toyota Hilux callipers with BMW Mini vented front rotors in the front (see previous Orient Express for conversion details), std. drums in the rear.

www.angelfire.com/nf/zcars/

Email: z-mann@ihug.co.nz

Mobile: 025-873 293

David Turner



DATSUN/NISSAN 240 - 260 - 280 - 300ZX - FAIRLADY
or New/Used Parts/Panels, **Aero Kits** & Mechanical Repairs

Part Finding for any make or model

14D Ryan Place, Manukau City