



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



Photographer: Euan Cameron

Proving the theory that racing stripes make it go faster –
Greg Gillespie at Pukekohe sets a new Zed record 1:07.61

ISSUE 74

JUNE 1998 TO OCTOBER 1998

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We are honoured that our club patron is:

Steve Millen

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COMING EVENTS...

SOCIAL CALENDAR		
DATE	EVENT	LOCATION & DESCRIPTION
Sunday 15 November 1998	Bathurst BBQ (Nosh Nog N Natter)	Bathurst BBQ Come and watch the big race at Anthony & Lisa's. Kick off an hour before flag drop. Venue: 25 Longwood Place, Forrest Hill. RSVP by Saturday 14 November on (09) 410-2929.
Sunday 6 December 1998 10:00am	Z Challenge: Event One Drag Meeting & Christmas BBQ	Drag Meeting and Christmas BBQ Champion Dragway: Meremere More details closer to the time....
Sunday 24 January 1999	Z Challenge: Event Two Annual Z Club Concours	Annual Z Club Concours Manukau Road, Epsom Same venue as last year. This year were aiming to get a record number of Zeds to the event for a group photograph. More details closer to the time...
TBA February 1999	Z Challenge: Event Three Trial	Z Club Trial to mystery venue. Still in planning stages. More details as they come to hand...
Sunday 14 February 1999	Intermarque Concours de Elegance, Ellerslie	Intermarque Concours de Elegance. More details as they come to hand...
Sunday 28 March 1999	Z Challenge: Event Four Grasskhana	Z Club Grasskhana. Venue TBA. More details as they come to hand...
May 1999	Z Challenge: Event Five Scavenger Hunt	Z Club Scavenger Hunt Venue and date TBA.
June 1999	Z Challenge: Event Six Econoron	Cooper Club Econoron The final event in the Z Challenge series for the year. Date and venue details TBA.

SOCIAL UPDATE

The brunch at Ogilvy's Garden Restaurant in Northcote Point was well supported with around 26 attending (our 'SS' - social secretary, stuffed up the name of the darn place - surprising anyone was able to find it really...) Thanks to Hugh Pepper for the banner that let everyone know they were in the right place.

It was good to see some of the old favourites turn out - **good to see you Jan and Dave, Lisa, Anthony and Greg**, as early as it was and after a Saturday night and all. We also had a few new faces attend. The big breakfast was just that and the small one was not much smaller (*except maybe for the price*). However everyone's hunger seemed satisfied by the end of it all especially the members who had the free feed! The carpark was littered with an assortment of Zeds and other forms of transport - it was easy to spot the hard out racers from the 'all round club cars' by the number of let us say 'non-zed vehicles'

All seemed to have a good time even the small fry who got their arm stuck in the back of the chair -

nothing that a little cooking oil and a hug from Dad couldn't budge.

The dinner at Café Gero was a non-event. At the last minute (*and I mean minutes before we were due to arrive at the restaurant*) the dinner was cancelled due to lack of support. As a Club, we try to organise events that will bring us all together on a regular basis - even if just to have a chat, or boast that we have yet again, bought or done something bigger and better for our Zed. The newsletters are sent out more regularly and with more time for you to schedule your social life to enable your attendance. You answered the questionnaire with the suggestion of social events being of significant importance - we think they are a vital link to keeping in touch with other club members you may not see regularly.

Please give us a go - we do try hard to come up with different things to do...just a phone call to advise whether or not you are coming would help!

Amanda Harrison

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
Matt Slatter	Auckland	1979	260Z 2+2	Black	ZZ6ZZ0Z
Brendon Winitana	Auckland	1972	240 Coupe	Orange	EQUINOX
Joe Howells	Hamilton	1989	300ZX 2+2	Red	UN9017
Craig Toner	Auckland	1989	300ZX 2+2 (rejoining)		

RACING CALENDAR

DATE		EVENT	TYPE
OCTOBER			
Sunday	11.10.98	Circuit Sprints Pukekohe (Capri Car Club)	Pukekohe Sprints
Weekend	17&18.10.98	TACCOC Classic & Historic Race Meeting	Taupo
Sunday	18.10.98	Manfield Promotions (Twilight)	Manfield
Saturday	24.10.98	Taupo Car Club NZRDC Series	Taupo (Nat)
Saturday	24.10.98	South Canterbury Car Club Meeting Levels	Levels
NOVEMBER			
Saturday	7.11.98	MG Car Club – Whittakers Manfield	Manfield (Nat)
Saturday	7.11.98	Queenstown Classic Road Race	Queenstown
Sunday	8.11.98	Datsun Z Club: Driver Training & Sprint Mtg	Taupo
Saturday	14.11.98	Historic Racing & Sports Car Club Taupo	Taupo
Saturday	14.11.98	Clubmans Racing Pukekohe (Sports Car Club)	Pukekohe
Sunday	22.11.98	Motor Race NZ Championship: Manfield	Manfield
Sunday	29.11.98	Motor Race NZ Championship: Teretonga	Teretonga
Saturday	29.11.98	NZIGP Pukekohe	Pukekohe
DECEMBER			
Sunday	6.12.98	Motor Race NZ Championship: Ruapuna	Ruapuna
Sunday	28.12.98	Motor Race NZ Championship: Taupo	Taupo
JANUARY '99			
Sunday	3.01.99	Motor Race NZ Championship: Levels	Levels
Weekend	9/10.01.99	Datsun Z Race Day	Pukekohe
Sunday	10.01.99	Motor Race NZ Championship: Manfield	Manfield
Sunday	17.01.98	Motor Race NZ Championship: Pukekohe	Pukekohe
Sunday	24.01.98	TACCOC/MG Meeting	Pukekohe
FEBRUARY '99			
Weekend	27/28.02.99	TACCOC Race Meeting	Pukekohe
APRIL '99			
Weekend	3/4.04.99	TR Register Race Meeting	Pukekohe
MAY '99			
Sunday	3.01.99	? Race Meeting	Pukekohe

**IF ANYONE IS INTERESTED IN COMPETING IN ANY OF THE ABOVE EVENTS,
PLEASE CONTACT PAUL HANSEN FOR ENTRY FORMS ETC..**

Z CHALLENGE SERIES 1998/99

WHAT IS IT?

A series of approximately 6 events designed for everyday drivers who want to have some fun with their Z without going full-on into the "race" scene. Points are awarded for each event and at the annual prize giving a trophy is given to the overall winner.

WHAT KIND OF EVENTS DOES IT ENTAIL?

- ❖ Concours de Elegance (Cars are judged on condition, presentation, originality etc.)
- ❖ Gymkhana's (Obstacle course around cones, on Grass or Seal)
- ❖ Trial (Follow directions, solve clues, find your way to the finish within a set time frame)
- ❖ Economy Run (As per trial, but with fuel economy in mind)
- ❖ Drags (Dial in times)

WHO CAN ENTER?

Any Z Club member with a Z (of course), Standard Driving License and a MANZ Clubsport License (for Drags). Partners, family, friends welcome to passenger in some events.

HOW DO I GET THE MANZ LICENCE?

Easy - fill out a License application form (available from Challenge co-ordinator) and send it to MANZ with the \$33.75 fee. In return you will receive, your license, a MANZ handbook and bi-monthly Motorsport Magazines.

CHALLENGE RULES

- ❖ You must complete an entry form and indemnity form
- ❖ The "Z" you intend to drive in the series, must be nominated at the time of entry
- ❖ You must abide by the set rules of each event as outlined on the day of the said event
- ❖ Some events attract a small fee towards costs, when applicable this must be paid prior to competing in the event

POINTS SYSTEM

You will receive X number of points for the placing and in addition you will receive further points for completing the event. e.g. (This is a rough guide only to the calculation of points):

If you place 1st you may receive 20 points; 2nd you may receive 15 points; 3rd you may receive 10 points; 4th you may receive 5 points; 5th you may receive 4 points; 6th you may receive 3 points; 7th you may receive 2 points; 8th you may receive 1 point; plus 3 points for having completed the event i.e. if you come 7th you get 2 + 3 = 5 points. If you don't place but complete the event, you will get 3 points. Entrants who assist in some way in the running of major club events (e.g. Z Race Day) may qualify for bonus points. There will be plenty of notification of this.

WHAT NOW?

Register your interest as soon as possible by completing the necessary forms, these can be obtained from this years Z Challenge Co-ordinator:

Julie Pepper
(09) 483-7477 hm (025) 854-406 mob

CZARS ALPINE RALLY POINTS & PLACINGS

DRIVER	CAR	Clues	Mileage	Deviation	Points	Time	Deviation	Points	TOTAL POINTS	PLACE	Z CHALLENGE
		Max 22pts	Max 65km		85	(Hrs)		(180)			
Lance & Les	300Z	17.5	0.00	85.00	0	2'05"	55.00	125	142.50	9	
Cran McLean	300Z	10.0	91.00	6.00	79	2'53"	7.00	173	262.00	4=	
Stephen & Sharyn	280Z	19.5	95.00	10.00	75	3'04"	4.00	176	270.50	2	
Duncan & Kristen	280Z	16.0	103.00	18.00	67	2'59"	1.00	179	262.00	4=	
Mike Lucus	Primera	16.0	84.00	1.00	84	3'12"	12.00	168	268.00	3	
Ricky & Lesley	300Z	17.5	86.00	1.00	84	3'03"	3.00	177	278.50	1	
Julie & Lesley	260Z	15.5	99.00	14.00	71	3'28"	28.00	152	238.50	6	1
Brett & Julie	260Z	16.0	70.00	15.00	70	2'29"	31.00	149	235.00	7	2
Hugh & Simon	240Z	16.5	100.00	15.00	70	3'53"	53.00	127	213.50	8	3

1. Fastest time in each event counted for total time
2. Must have recorded a time in all three events to receive an overall time & place
3. Bold indicates fastest time
4. Shading indicates Z Challenge entrants

Z CHALLENGE SERIES 1997/98 OVERALL POINTS & PLACINGS

DRIVER	CAR	EVENT 1 CONCOURS	EVENT 2 TRIAL	EVENT 3 GRASS-GYMKHANA	EVENT 4 ECONORUN	EVENT 5 CZAR RALLY	TOTAL POINTS	PLACE
Bruce Fensom	LH240Z	0	0	0	0	0	0	12
Steve Newenham	?	0	0	13	0	0	13	10
Kevin Harrison	TWO 40	13	3	0	0	0	16	9
Stefan Ratcliffe	NF8548	5	6	8	0	0	19	7
Hugh Pepper	Z240	7	13	18	8	13	59	3
Mark Thompson	1ZX1	8	0	3	23	0	34	4
Brett Campbell	MC9407	6	23	6	18	18	71	1
Anthony Baker	ND6786	0	0	3	0	0	3	11
Julie Pepper	Z260	23	3	7	13	23	69	2
Ken Brough	FVA253	0	7	23	0	0	30	5
Phillip St George	GBT256	0	18	0	0	0	18	8
James Allan	SHAMBO	18	8	0	0	0	26	6

CAPRI CAR CLUB SPRINT DAY - JUNE 98

by Paul Hansen

A few years ago the Datsun Z Club attended many Capri Car Club Sprint meetings. These meetings are excellent for members of both clubs that would like to go out on the track but do not want to go all out racing. Sure you are out on the track with other cars, but the cars are fairly well speed grouped and you race in pairs. They normally run six cars on the track at once but as I said you run in pairs with about 20 seconds between pairs. You normally get at least an hour of practice time prior to the sprints beginning.

After a call from long time Capri Car club member, Ron Frew, and about ten minutes of the normal abusive jap car verses pom car crap, we settled down to more serious matters - an up and coming sprint day at Pukekohe race track.

A quick ring around and a small band of Z cars were on list of competitors for the day. The day dawned wet but it was still on! Rob "I'm-only-here-for-the-track-time" Chubb, Steve "now-that-was-an-experience" Newenham and myself arrived at Pukekohe along with a large contingent of Capri and SCCNZ members. Ron Frew quickly had things under control and we were on the track in no time at all.

Thirty-two cars in all competed in the timed sprints in the afternoon. The rain kept reminding us it was there but no-one got into any major problems. They divided us into four speed groups - A,B,C and D.

We all had plenty of time to chat and get as much track time as we wanted. There was a Mustang or two, a couple of Frasers, some Escorts and an abundance of Capri's. There was even a new twin turbo, six speed Toyota Supra. A very quick car in a straight line. The Supra was just touching on 235 kph down the back straight in the wet!

The Datsun guys were having a good time out there as well. Steve was giving the front runners in B group a hurry up and Rob was showing a clean set of tail lights to C group. In A group the competition was very close (I wish I had fitted my wets on), especially between the Supra and my 240.

All too soon the day had ended and the beer was handed out. The Capri Club had done an excellent job as usual. The prizegiving followed.

Rob, with a best time of 1.26

look out the C group.

Steve finished just outside the money in B group with a best time of 1.23. After a good battle in A group I managed to head them all off with a best time of 1.16. This was also enough to give me fastest overall as well.

I would highly recommend these days as an excellent introduction to motorsport. Just check what licence is required for the day or part of the day. If you would like to know more about what days are coming up, just give me a call. They run these days at Pukekohe, Taupo and Manfield.

Thanks once again to the Capri Car club for another great day out.

"After a call from long time Capri Car club member, Ron Frew, and about ten minutes of the normal abusive jap car verses pom car crap, we settled down to more serious matters - an up and coming sprint day at Pukekohe race track."

DOMAIN HILLCLIMB

MAY 1998

By Paul Hansen

This year the annual "Hillclimb Through The Domain" was sponsored by The Gearbox Factory and organised by the TR Register.

An early start for all concerned meant the event was underway on time. The Z club competitors were Hugh "I'll-smoke-it-up-using-only-one-wheel" Pepper, John "watch-out-for-that-tree!" Arkley and myself.

We all expected a practice run but were told we would learn the "track" on our first timed run!

With just under 100 cars entered we were in for a long day as we were told we could expect six timed runs. The Z trio found a quiet area and set up camp.

Everyone took it easy on the first run as they discovered the road was very slippery from the night before and the build-up of leaves from all the trees really added to the excitement.

All the non warranted/registered cars were asked to assemble at the top of the hill after their run.

All the road legal cars (and those that wanted to risk it) were asked to proceed back to the start via Parnell Rise and The Strand. With most of the cars opting for the easy way back via the road course it did not take long for a crowd to gather and start cheering when the cars went past.

Some "non competing" club members were seen throwing the odd glass or five of wine down

the hatch and enjoying the odd ray of sun. Do not need to mention names as guilty know who they were! Eh Julie!

Definitely the biggest "down" of the day was seeing John Arkley depart the scene after a very hard argument with the curb and finally a rather large tree (we all know where John is getting his firewood from next winter!). Luckily John was not seriously hurt although we can not say the same for the Masterpart Datsun 240Z. We all wish John's car a speedy recovery.

"...Luckily John was not seriously hurt although we can not say the same for the Masterpart Datsun 240Z. We all wish John's car a speedy recovery..."

After our six runs up the hill, and all the tyre smoke had cleared, we all headed for the prizegiving.

Racing Ray Williams in his ever familiar Porsche 930 Turbo took 1st place with a best time of 24.2 seconds. The first of the Datsuns was myself finishing 10th with a best time of 26.0 seconds.

23rd was John Arkley with a best time of 26.8

seconds and a best time of 27.0 seconds saw Hugh Pepper slot into 25th spot. Not bad at all considering the number of entrants.

Thanks to all the friends, family and club members that stopped in during the day to wish us all luck. We all felt the day was well run and hopefully next year we will see a larger number of Z cars competing.

CAPRI SPRINT DAY - PUKEKOHE

SEPTEMBER 1998

Saturday started a little wet around most of Auckland. This did not stop the die hard Z car racers. A quick phone call from Kevin Harrison to me confirmed the day was looking pretty good on the south side of town.

Once again Rob Chubb was out at Pukekohe Race Track bright and early, no doubt to check out the opposition and to decide on the correct tyre choice! In typical Capri fashion scrutineering was over fairly quickly and it was time to hit the tarmac. Rob Chubb, Kevin Harrison (in a borrowed Zed) and Brett Campbell led the Zed car charge.

As Pukekohe Race Track was to host a National meeting the next day, some of the entrants decided to use the Capri Day as a test day. Mainly cars from the V8 Touring class decided to have a run. This provided some good match-ups for most competitors. The Fun Day started on time, this enables everyone to test out the track before practise. As soon as every one was happy practice was underway. All the Zed cars made it into the A class bracket. Well done guys!

There was plenty of Capri's, Escort's, and buzzy bee things to keep the racing close. The drive of the day must go to Kevin Boyd in the very well driven Toyota Supra Turbo. This guy is really learning how to pedal this hairy chested beast! But the "always nearly sideways" award must go to Kent Greenwood in "Dirty 'ol" Vauxhall Victor. Kent had his son in the passengers seat for the whole day, and by the smile on the young fella's face, he loved it! Kent's best time was a 1.11, not bad at all.

Well back to the hard charging Zed team. Brett Campbell took fastest Zed honours with a time of 1.14, and for those old enough to remember, he did it in Geoff "wrong way Rol" Rolf-Smiths old Silver Peril. Brett has recently purchased the car and we look forward to seeing it campaigned as it used to be.

Well done Brett.

Sniffing up Brett's exhaust pipe was Kevin Harrison. Kevin's best time of the day was 1.16, not bad for a 2 litre "Bus." It shows you do not need a highly modified (but it sure helps!) car to come out and have some fun.

"Saturday started a little wet around most of Auckland. This did not stop the die hard Z car racers."

Then there was Robb Chubb. Consistent lap times were Robb's aim of the day. A pity the ol' girl went off song after the first run as Robb was looking good. Best time of the day was 1.19. Maybe he may just need a manual gearbox! I would think that Robb is the last member standing of the infamous "Automatically Yours" gang. Even Dave Long

(famous "Brown Bus" driver) bit the clutch pedal and converted.

The day had no major incidents and prize giving was held in the Bar afterwards. Once again the Capri Club put on an excellent day, well done Ron Frew and all his helpers.

The Capri Club is holding a sprint day on October the 11th at Taupo Raceway. This is a great meeting to attend or even to come down and watch. No doubt the Zed club will put on a good show on this great little track. Need an entry form? Give me a call on (09) 2985919 after hours.

1998 PRIZEGIVING AND SOME OTHER AWARDS...

BOOB BOOB OF THE YEAR: ANTHONY BAKER

Anthony lent Greg Gillespie his car at the Drags and Greg had a slight mishap. But Anthony didn't learn the lesson and lent Greg his car again at Pukekohe. And you guessed it a bit of panel damage was the result. First boob boob, lending Greg his car, second boob boob lending Greg his car again. A well deserved award!

BENT ROD AWARD: HUGH PEPPER

This award is for Mechanical misadventure of which Hugh had plenty, for which he needed a tow Gear Box - Mostly when Julie was driving. Broken Oil pump drive - also Julie driving. Several broken front pulleys - no one is owning up to this. Broken diff at the last Z Challenge event - Hugh was at the wheel this time, but swears no donuts involved!! Well done Hugh - not

BLACK HELMET AWARD: JOHN ARKLEY

This is for pure Bad Luck, of which John had plenty. Major panel and suspension damage, a result of an off the track experience. Blown engines. Better luck next year John!

BACK FROM THE DEAD AWARD: PAUL HANSEN

It's been a long time coming, but great to see the Green machine in action again.

CLUBMAN OF THE YEAR: MARK THOMPSON

This award is for a person who has contributed in many areas for the good of the Club and members. Mark is always a willing helper whether it be on committee, at the race track, or at social functions. Mark is not always able to participate for fear of damaging his immaculate example of a 280zx, but that does not deter his enthusiasm.

MEADOWS PERFORMANCE TROPHY: GREG GILLESPIE

Goes to the most successful (best/fastest) Race competitor, there can be no question as to who this was for yet another season. Come on Guys someone soup-up your Z and give Greg a run for his money next year. The trophy's starting to look boring. Well done Greg

TRIALS CHAMPION: RICKY COOPER

There were 3 trials this year, Thames, Cooper Car Club Economy Run, and Czars Auckland Mountain Trial all strongly contested. Ricky placed 1st in both the Mountain Trial and the Economy Run - well done

MOTORKHANA CHAMPION: KEN BROUGH

Only one event this year – Grass khana and with the help of reduced cylinders. Ken was the clear winner!

COMPETITOR OF THE YEAR TROPHY: HUGH PEPPER

The award goes to an all rounder, a person who has not necessarily won, but has competed in a variety (and regularly) of events throughout the year. Hugh competed in a variety of events both Race and Non Race such as Whenuapai Wings n Wheels, Pukekohe Race Meets, Hill Climb in the Domain, Porsche Le man's Relay race, 50 lap race, Driver Training day and the Z Challenge Series. Hugh has achieved respectable results in all events as well.

Z CHALLENGE SERIES: BRETT CAMPBELL

As usual a well contested series, with 12 entrants this year. Points have been accumulated over a series of five events (Con course in January, Thames Trial in March, Grass khana in May, Cooper Economy Run in June, and the Mountain Trial in July). By half way through the series there were three clear of the pack and they fought fiercely with the last event being the decider.

2nd Runner Up was Hugh Pepper with 59 points. 1st Runner Up was Julie Pepper with 69 points and the WINNER by a slim 2 points Brett Campbell with 71 points.

WANTED

ARTICLES OR ANY INCRIMINATING PHOTOS FOR THIS MAG

(Yes, they will be published!)

SEND TO: The Editor
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AUCKLAND 1030

Many thanks to those who contributed to this issue.

Deadline for next issue: 15 December 1998



The Great Z Club Magazine

Official Interview

(Z Club Member profile)

Name: Mark McGuire
Date: September 1998
Occupation: Steel Monger

1. Tell us about your Zed.

I actually have two Z cars. The orange race car is about ready to race again. The brown V8 is for sale (see "for sale"). So lets talk about the orange one. It's an orange 240Z that is to be my race car. I purchased the car in 1990 and got hooked on the racing side of things.

2. History of car?

As I said I got the car in 1990. It required a little work, nothing that late nights couldn't fix. It's rego plate is "MARKS 1"

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

I think I joined the club in 1991. I also wanted to join "The North Road Racing Team" but Smithy and Hansen wouldn't let me as I lived in Beachlands. (*actually he was too slow - Paul*). But I did manage to join the "stationary Z car club" a couple of years ago, hopefully my membership will expire soon.

4. Is your car purpose built, street raced, daily transport, business vehicle?

At the moment it is a paper weight in my garage. It will be used mainly for racing.

5. Future plans?

To go faster than any Green Zed has gone before! (*keep spending then!-edz*)

6. Worst moment in your Zed?

Having to sit in it in the garage making brmmm, brmmm noises 'cause the engine is not finished yet.

7. Best time you have had with your Zed?

Can't answer that as I'm married now and I would have to explain my actions to my wife! Anytime in a Zed is a good time though.

8. What sort of events have you been involved with in your Zed?

If you have to start the car to be in it, I'm there!

9. What car would you buy if you won lotto?

A Green Zed. Or if he wouldn't sell it I'd settle for Steve Millens No. 75.

DATSUN Z CLUB

DRIVER TRAINING DAY

8 NOVEMBER 1998 (SUNDAY)

VENUE

Centennial Park Raceway, Broadlands Road, Taupo

TIME

The programme will get underway at 8:30am with scrutineering and documentation.

PROGRAMME

The day will start with timed motorkhana events - straight and bent slaloms, braking and cornering tests. These will continue until lunch, or until everyone has had enough. Immediately after lunch a period of driver training will commence. This generally involves passengering in your own Zed for a couple of laps with one of the club's more experienced racing drivers who will demonstrate the correct cornering lines and braking points around the circuit. After this instruction period it is the turn of your tutor to sit in the passenger seat while you pilot your zed around the track at a level that you are comfortable with. After driver training we have the option of single and dual pursuit (sprints). The format for the sprints is a standing start (someone will flag you off the start line), one timed flying lap and one cool down lap. The emphasis of this event is fun and applying the skills you have acquired throughout the day. Only cars and drivers and similar abilities will be lined up side by side.

WHAT TO BRING

Yours or someone else's Zed. Your car needs to be to warrant of fitness standard unless it is a purpose-built race car. (Keep in mind if the weather is inclement some common sense in regard to tyres will be required)*

WHAT TO WEAR

A Helmet that fits that is in good condition; Cotton overalls with fitted wrist and ankle cuffs or specific flame retardant racing overalls.

COST

Entry fee is \$50 per driver. You must be a current financial member of the Datsun Z Club. Those members not holding a current Motorsport Licence but who wish to participate in the single or dual circuit sprints will be required to purchase a 'Club Sport' licence at a cost of \$37.13 on the day. This licence is valid for a period of one year. This is an ideal time to purchase a licence as it will be required to compete in any other club event throughout the year. This is a legal requirement of Motorsport New Zealand for insurance purposes.

ACCOMMODATION:

Some club members will be staying at the Great Lake Motel, 56 Lake Terrace, Taupo. Phone (07) 378-0018. We have found this motel to offer excellent facilities and value.

If you have any queries please phone Anthony Baker on (025) 976-951 or (09)410-2929 ah

**Safety/organisation issues will be at the discretion of the organising committee throughout the day - this is for your and others safety.*

SEEN SCENES

It appears **Keith Smith** may have been away from the race track a little too long. The trusty "shopping basket" 280Z appeared to develop engine problems at the last Z club race day. "It was fine when I gave it to the wife!" were words that were heard in the pits. We all reckon that Keith sabotaged the car as Lisa was ready to turn in some pretty quick times. The gearbox then packed a sad, probably due to the extra weight of carrying those baby car seats around. Anyway it has been a little while putting the car back together but, as recently seen at BMW driver training day, Keith was out getting some driving tips from a nice young lady in a Mini. The Z will be no doubt be ready soon and from those 1minute 50 second laps 'round Pukekohe in the Mini, Keith will be ready to take the helm again.

Rob Chubb is enjoying his 240Z again. Rob sold the car a couple of years ago but saw the light and purchased it back when he heard it was for sale again. Having done a practice day and a sprint day, Rob is getting back to grips with the car. Now all he has to do is get back to the times he used to do! Good to see you back Rob.

John Arkley may be down but he is certainly not out. Rumours have it that after the accident at the Domain Hillclimb, John is exploring all avenues to ensure he is back out racing soon. Hurry back John.

Sounds like **Anthony Baker's** car away at a "Jenny Craigs" weight loss programme. This will certainly be a car to watch when it reappears in it's light weight guise.

Taken from "Z Car Magazine" out of the states. This was the ad Nissan used to advertise the 100 restored/rebuilt 240Z cars in America. The ad shows a red 240Z with the caption... "No wonder it still looks good: It's first solid food was a Porsche 911." By the way the 100 240Z cars were pre-sold for US\$25000! Such was the demand that Nissan are said to be looking at doing another 500 240Z cars the same.

fine /fain/, finer, finest
Something that is **fine** is very good indeed or of very good quality. EG *From the top there is a fine view...*
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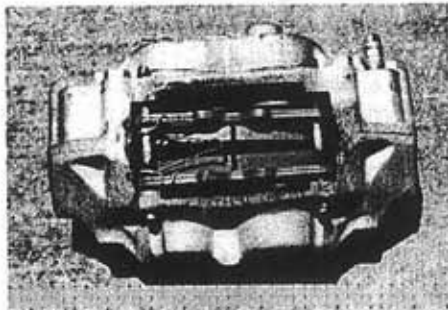
110 Carlton Gore Road
Newmarket Auckland NZ
Phone 64-9-524 7905
Fax 64-9-522 1451

STOP THAT Z !!

Installation of Toyota four-piston callipers for 240-280Z

by Craig Marcho (Zed enthusiast Plano, Texas)

The road is smooth.....I'm doing about 65.....no one around me.....I SLAM on the brakes as hard as I can! My body wants to fly through the windshield, but my seat belts do their job and hold me tightly to my Momo seat. My 1973 240Z screams to a halt in similar fashion to a Formula One racer going 130 mph braking late into a hairpin corner! Wow! Looking in the rear view mirror, I notice no black streaks on the pavement from tire lockup. I quickly stomp on the accelerator and change up through the gears to do it all over again!



Why would someone punish their Z-car like this? How can MY Z-car have braking power like that? Who's the weird guy trying to give himself whiplash? You might be asking yourself one or more of these questions, and in the following paragraphs, you'll find the answer to the first two, I think you can figure out the answer to the third! If you drive like I do, then you probably wish your Z had better braking capabilities! It seems that the brakes of early Z-cars were only designed for basic day to day driving, and not with the true performance enthusiast in mind. One way to increase your stopping power is to replace your Z's front callipers with four-piston callipers like those found on a Toyota 4wd truck. These callipers are basically a bolt-on modification. "Why do they fit so easily" you might ask? These callipers were

manufactured by the same company, Sumitomo, and as luck would have it, used the same mounting location.

The job is very simple, it consists of removing the old callipers, and replacing them with the new ones. That's it. Well, maybe a little more, but as you are about to find out, this is a very easy upgrade to your brakes that will gain impressive results! To upgrade to the 4-piston style callipers, you will need to locate and purchase the following stuff from your favourite parts or dismantling yard:

**One set of four-piston callipers from Toyota 4wd Truck (1979-1984); Brake fluid;
New brake pads
Wheel spacers (may be necessary if using stock wheels)**

You also may want to consider picking up the following things, although they are not necessary for the conversion, it may be a good idea to have:

**Brake clean;
Wheel bearings (if you need new ones, now is a good time to put'em in);
Stainless steel braided brake lines;
Semi-Metallic brake pads**

First, you begin by getting your hands on some callipers. I opted to find mine at a local dismantling yard, although an alternative is to buy them new at an auto parts store or your local Toyota dealer. Being on a very tight budget (who isn't!) I got mine used. Make sure that you find some that are still on the truck, this way you can see how they are assembled with pads and clips, and you'll also want to mark on them which side they belong on (drivers/passenger). Once you get them, clean them up at the local car wash using degreaser first, then using the brake parts cleaner. Be sure to tape off

the ends of the lines to prevent water from contaminating the brake fluid inside the callipers. Next, to make them look nice, I painted them using regular aluminium paint.

After cleaning and prepping the callipers, remove the old Z callipers. The backing plate will need to be trimmed with a hacksaw somewhat to make room for the larger callipers. To do this, you must remove the rotor.

This would be a good time to replace/re-pack wheel bearings if you need to. Before removing the rotor and plate, you may want to set the new calliper in the approximate location to get an idea of how much and what needs to be trimmed. The backing plate is held in place with four 'Phillips' head screws.

Mine were on pretty tight, trying to unscrew them really messed up the head of the screw, so I used good ol' vicegrips to break the screws loose. When they are broken loose, you can finish unscrewing them with your screwdriver. Once the plate is trimmed, attach it back in its original position, and install the rotor. On this particular car, the backing plate was left off to aid in cooling the brakes, but you may want to retain yours to keep dirt and debris off of your rotors.



Next, install your brake pads, semi-metallic were used in this swap. You may want to buy some of

the "anti-squeal" compound that you spread on the back of the brake pads. The new callipers will now bolt into place where the old ones were.

You can use the same bolts that were on the old Z callipers. In case you didn't mark which side the callipers go on, or bought them new and aren't sure, the larger diameter pistons and the bleeder screws should be on the top half of the calliper when installed correctly.

Now comes the hardest part, for me anyway: re-attaching the brake lines. Some minor bending of the brake lines is necessary, just be careful not to pinch them. It took me a little while of working the brake tubing around so that the line would match up with the hole on the calliper. After attaching the brake lines, a good bleeding is in order. Next, mount the tire on the rotor to check for clearance. Depending on the type of rim you have, some wheel spacers may be required to accommodate the larger callipers (you can find spacers at most auto parts stores). Usually, most after market rims, and 15" Z rims will be able to be mounted without any spacers, you will just have to check your particular rim to see exactly how much room you have. Just for reference, I have 14x6 280ZX six spoke aluminium rims, and I had no problems with clearance.

Once the tires are mounted, you are ready to head out to your favourite private testing facility! Now, your car may not stop like a Formula One car, but, with everything done properly, you should feel a noticeable difference in your Z's stopping ability.

Good Luck!

This conversion is cost effective (NZD \$120.00) and used by Kevin Harrison (TWO 40), however under race conditions it is wise to ensure that there is sufficient ventilation for cooling and avoid using cross drilled rotors as temperatures can rise above 550 degrees. At this temperature rotors are known to warp or crack and pad wear is accelerated and uneven.

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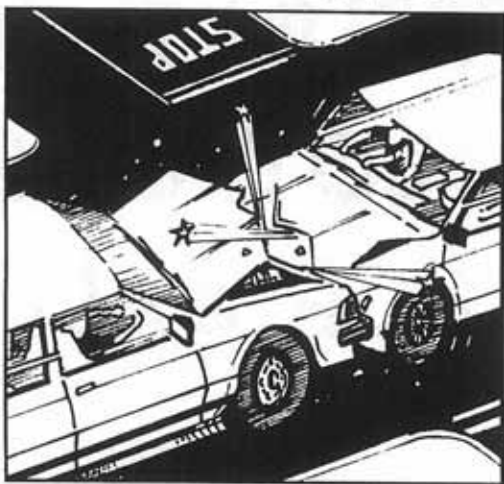
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These quality Tee Shirts and Polo shirts have been embroidered with the Club's emblem and are great value. We've done a limited run so you'll have to be quick. Send a cheque (please add \$2.50 for postage) . Make cheque payable to Datsun Z Club Inc

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PARTS FOR SALE

Z PARTS FOR SALE

SUSPENSION: Bilstein shocks, narrow springs on adjustable platforms, adjustable aluminium tops (new) \$2800.

QUARTERMASTER twin plate clutch, small diameter flywheel and offset starter (new) \$1600.

AUTOSPORT SEAT Kevlar FIA spec, mounted on Momo seat rails (new) \$700.

PISTONS: Venolia forged 87mm + race prepped rods (new pistons) \$1000.

SWAY BAR: Front 26mm, adjustable (new) \$240.

TURBO OIL PUMP (new) \$120.

TIMING CHAINS Nissan (new) \$80 each.

HEAD BOLT SET Turbo (new) \$50.

ENGINE GIRDLE (new) \$250.

CARBURETTOR TRUMPETS carbon fibre for 45mm carbs (new) \$120.

OIL COOLER \$100.

RADIATOR for 240Z, two core plus electric fan \$180.

A-ARMS refurbished and fitted with urethane bushings \$100.

ENGINE BLOCKS:

(1) 87MM race prepped and race prepped crank;

(2) 86mm plus pistons, rods and crank chemically cleaned. Offers.

SPORTLINE steering wheel and boss \$100.

WINDSCREEN RUBBER (new) \$110

BONNET 240Z \$100.

DOORS 240Z (disassembled) \$180 pair.

BOXES OF BITS free

ENGINE 240Z, in pieces, free

PHASE INVERSION MUFFLER: Includes pipe from rear axle back. HPC coated inside and out. Will not wear out, good for single or twin system \$200. Also available, Tuned length electromotive extractors, HPC coated.

PERSONALISED PLATE: *1 240Z 1* Offers.

Contact Neil Stanford (Work) (09) 256-3791 or (Home) (09) 266-8540

MISCELLANEOUS PARTS

LD 28 WINGED SUMP: Excellent for road or race L series engine to increase oil capacity. Complete with new gasket and "egg ring" around oil pick up pipe. \$130.

LOCKED DIFFS a few ratio's left. Great for that extra traction out of the corners without the expense of a limited slip. \$150 each

GEARBOX: Rebuilt "american" 4 speed gearbox. Suit 240, 260 & 280 Z. \$240.

Numerous std. fuel injection bits and pieces and a whole host of other stuff that is taking up room in my garage. Ring me and haggle! Phone Meryn at (09) 576-3701 or leave a message on the answerphone thingy if I'm not in.

MORE MISCELLANEOUS PARTS

14X7 "GLOBE" MAGS: These 5 spoke wheels have been powder coated white. Look good on any Z as they have plenty of off-set. Come complete with 60 series race tyres, second hand, but still a few meeting left. Great for someone who wants to do a few sprint meeting or race meeting but does not want to slip and slide around on their std road tyres. \$450 the lot.

ALSO have 6 pieces of 205/55 ZR 16 Avon tyres. Brought them in to do Targa Rally but never quite got there! They have a tread wear of 160 so they are an excellent high performance road tyre or wet race tyre. Brand new. Cost me \$1800.00. \$1200.00 for all six.

Phone Paul (09) 298-5919 after hours.

DATSUN 280Z 2+2 PARTS: Excellent red velour interior. Mags wheels and tyres - 14". Have heaps of parts for 280Z model. Give me a call for anything you need. No reasonable offers refused on any parts.

Phone Keith at (09) 2928-007. Remember, I'm a farmer so don't ring too early!

MORE PARTS FOR SALE:

4 Yokohama 225 x 60 x 14 tyres ex condition \$400.

4 Mags (2 x 8 and 2 x 9) 14 inch \$250.

4 Steel rims 15 x 7 \$100.

1 Bridgestone RE71 205 x 55 x 15 \$30.

Rollbar to suit a 240 \$350

E88 head, fully reconditioned \$400.

LSD (SX200) 4.4 ratio \$500.

6 Mikuni carbs (40mm) and manifold \$1200.

Pipercross air filter to suit twin SU \$40.

2 Original steering wheels (1 x 240, 1 x 260) \$40 each.

Sportline 320mm steering wheel (new) \$75.

3.1 litre race block, complete with diesel crank, flat top pistons, rings bearings and E88 head, requires assembly \$1400. All reasonable offers considered.

Phone Brett Campbell 025 333-954 or (09) 483-7881

WHEELS FOR SALE

Arrow 15 x 7 1/2 inch three-piece alloy rims. Simmons B45 type pattern. Silver and grey. \$1500 ono.

Phone Anthony (025) 976-951 (09) 410-2929

CARS FOR SALE

1979 NISSAN 280ZX:

Metallic red paint in excellent condition. Very straight body. Mechanically very sound. 5-speed, injected, all usual extras. New WOF \$3990 Phone (09) 634 2009 or 0942 47554.

1979 DATSUN 260Z COUPE

Genuine ZG nose cone. Metallic green paint. Original motor an running gear, fuel injected. New upholstery. New Reg and WOF. Moderate Kms. Radio AM/FM. Runs very well, excellent handling. Reluctant sale as owner is buying first home. For more information or to arrange a test drive call Edward (07) 349-0478 ah or mobile (025) 284-3660.

DATSUN 260Z COUPE

Rover 3500 V8 engine and gearbox. R200 Datsun diff. V8 engine has been in for many years. Warranted and registered. My racing 240Z is almost ready to race again and I must sell my trusty friend to fund my habit! Very straight car though paint needs a little attention. Fitted with 2 "auto sport" type seats. Goes and sounds great. \$4500 ono.

Phone Mark at 09238-8876 after hours.

1983 NISSAN 300Z 2+2

3 litre V6 turbo, 5 speed manual non-targa top model. Appears to have had some mod's done in Japan. Goes very well. Car has not been registered in NZ. Would make an ideal race car, or some time spent could probably see it road legal. Well worth looking at \$2400 ono.

DATSUN 240Z

Race/road car. Fresh 2960cc motor ready to run in. Four wheel disc brakes (four pot callipers on front), oil cooler, electric fans, roll bar, triple carbs, extractors, electric fuel pump, front and rear spoilers, 14 x 7 mags with Hankook Z2000 race/road tyres, race harness and seat. Has lowered and adjustable suspension. Car is red in colour. Is registered and warranted. Very quick, well sorted car with race history. Wife now wants boat! You could not build this car for the price I'm asking. \$12000 ono. Go on ... make my wife's day!!!

Phone Ron (09) 262-1603 wk or 021-920896

1971 DATSUN 240Z

Excellent example in red with black interior. Has mag wheels, good tyres, 2.8 litre motor with triple sidedraft carbs. New house requires urgent sale of my baby. Old style personalised plate 'MY 240' comes with car. This is a black plate with white letters. Car has been in car club for many years. This is a very quick road legal car. Price reflects cars condition. Asking \$12,000ono.

Phone Rudi 0942-81482 ah or (09) 415-8744 wk

SPECIAL OFFERS TO 'Z' CLUB MEMBERS

STEVE MILLEN'S CHAMPIONSHIP LINE

An extensive and stylish line of special apparel honouring Nissan's legendary Z, as well as Steve Millen's championship winning accomplishments. For more information or a brochure please contact Dave Long Ph (09) 483-7881

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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 M.A.N.Z. book, passing a test on your knowledge of the racing flags and other rules, whereupon your licence will be endorsed "Racing".

POCKET PATCHES

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

TRIALING BOOK

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

THE POSTCARD

When you first joined the Z-Club, included with your New Member's Pack were some of those printed-blue postcards. We know - you filed them, didn't you? These cards are our main membership drive tool, and they work real well when they're used.

The system works like this; you write your membership number on the top right corner of the card (no, not in the space for the stamp!), go out and find a "Z" and place the card under its wiper blade. A club-points system for an annual prize is calculated on the cards returned. If each member was to do this just once a week, our membership would double in a year.

FLAG MARSHAL'S CLUB

Many of our members who are sports car enthusiasts, though not keen on racing their own cars, find much pleasure and enjoyment in getting involved in the Sport

as Flag Marshals. Very few people would be aware of the fact the every motorracing event employs as many helpers as there are drivers out enjoying. You could well be one of those helpers, and you may find it to be great fun.

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

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

INTERNATIONAL

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

SPECIAL EVENTS

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

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

ADDRESS CHANGES

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

