

Orient Express



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

Issue 76, December 2009

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Sizzle!

So summer is here, finally, and as usual the Z Club goes into event overdrive. January through April are always busy with displays, trials, dinners and of course the Taupo track day. It's a period I look forward to every year and I hope you'll join me in partaking of the sunshine.

Mr Vehicle Testing recently poured over my banana baby in his bi-annual nit-pick-a-thon and yet again found something requiring attention. However this time I left with a grin on my face; you see the failure was due to a hole in the exhaust which is factory stock and both asthmatic and audibly uninspiring. I've been wanting to replace it with something...louder for some time but have failed to convince she-who-holds-the-purse-strings that it was a sound investment (pun intended).

Needless to say, Mr Testing outranks the missus in situations such as these and I now have a shiny (and I do mean SHINY) stainless steel Coby Performance silencer peeking out from under the rear bumper. Thanks to Pete at Papakura Mufflers she sounds great with that throaty 6 cylinder burble, I'm in love all over again.

In other news, as I mentioned earlier the annual track day is rapidly approaching. I know several people are beavering away on their Zs in anticipation of the event and I wish them all the best of luck. Make the most of the holidays guys I want to see your faithful steeds in the steel in February!

Finally our cover art this issue features not one, but two Z Club members. Taken in Papakura at this years Targa NZ prologue event we have Andy Mygind egging on Mike Cartmer from Wellington who participated in the Targa Tour. Andy and I both acted as Start timing crew chiefs on this years event, you can read about my experience later in this issue.

I hope to see you all at the events this summer!

Luke aka 'Pest'.

Coming events

Monthly Z Club Committee Meeting

When: Thursday 7th January 2010, 7.30pm

Where: South Auckland Car Club Rooms, 1 Great South Rd, Papakura

This is our monthly committee meeting. Open to all club members to attend.

Waihi's Martha Mine Open Day visit - come see the Tonka toys!

When: Sunday 17th January 2010

What: Waihi Martha Mine Open Day visit

From Auckland: 9am departure from BP Drury Southern Motorway.

From the Waikato: 9am departure from New World car park in Hillcrest.

From BOP/TGA: 9am departure, place TBC. Please check the website.

What to bring: Friends & family, tank of gas, money for lunch & mine entry, comfortable/flat walking shoes (if we miss the little bus that goes down into the pit), bring a newspaper or something to cover your carmats in case it's damp/dirty, gold coins for club charity - St Johns

Cost: Mine tour admission; Adults: \$10, Children \$5.00, Family \$25.00

Come & see the jumbo sized Tonka toys of Waihi's Martha mine (on an official open day) & visit another area steeped in history. A chance to walk actually into the open pit of the operating Martha Gold mine. There will be operating machinery displays, rock fossicking, gold panning, demonstrations, equipment displays, helicopter rides + more.

Full details on the club website, zclub.org.nz

Monthly Z Club Committee Meeting

When: Thursday 4th February 2010, 7.30pm

Where: South Auckland Car Club Rooms, 1 Great South Rd, Papakura

This is our monthly committee meeting. Open to all club members to attend.

Galaxy of Cars / Club Concours d' Elegance

What: Galaxy of Cars 2009 & Z Club Concourse d' Elegance 2010

When: Sunday 7th February, 2010

Where: Motat 2, Motions road, Western Springs, Auckland

How much: Drivers of show cars = free, (2009 prices were \$8 p.p., \$2 child - prices will be confirmed closer to 2010)

Things to bring: your lunch and refreshments, gold coins for donation to our charity St Johns.

Not only will we be hosting a club display, it'll double up as our annual Concours d' Elegance so make sure your ride is extra-extra-shiny!!

Gates open 7:30am, all cars to please be there by 9:45am. Drivers are asked to leave vehicles on-site till 3pm.

Annual prizegiving and dinner

What: Z Club Annual Prizegiving and dinner

When: 6:30pm Sunday 7th February (After the Galaxy of cars and club concourse)

Where: Galbraiths, Cnr Mt Eden Rd and Symonds St (To be confirmed)

Come and join us to celebrate the clubs achievements over the last 12 months!!

Intermarque Concours d' Elegance

When: Sunday 14th February 2010 (Concours Show)

What: 37th Intermarque Concours d'Elegance

Where: Ellerslie race course, Auckland

If you thought the 2009 Concours show was great, 2010 will be a stunner! There will be a full weekend of Classic Car activities, culminating in the Intermarque Concours d 'Elegance on the Sunday.

Taupo Track Day 2010!

When: Sunday 21st February 2010, 8:00am

Cost: \$100 for Z Club members, \$120 for non-members. Includes lunch.

It's on again! Taupo track day 2010!

Keep this date free! Full details at <http://taupo2010.zclub.org.nz>

Monthly Z Club Committee Meeting

When: Thursday 4th March 2010, 7:30pm

Where: South Auckland Car Club Rooms, 1 Great South Rd, Papakura

This is our monthly committee meeting. Open to all club members.

Grass Gymkhana 2010

When: Sunday 7th March 2010 @ 9am (entries from 9 – 9.15am)

What: Grass Gymkhana combined with the Mini Club

Where: Keith's Farm, 491 North Road, Clevedon

Competitor Entry Cost: \$20; This covers Motorsport NZ levy and includes a BBQ lunch

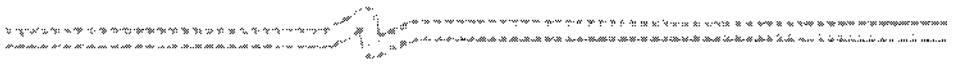
Back due to popular demand. Keith has kindly volunteered one of his paddocks again. Get your drift on!

Wellington Cruise/Event

When: Sunday Mar 21, 2010, 11:00 am

Full details to be confirmed, keep an eye on the website closer to the date!

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Z Club member (for 20 years!)

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...And not enough indians

So I've been up since 5am, I'm standing on an out of the way road in the lower north island, it's raining and cold, cold enough that it's snowing on the next stage because of the altitude. Yes snow. On the Targa. There's a first time for everything I guess. Then it starts to hail and I start to wonder what the hell I'm doing out here in the middle of nowhere, freezing my balls off while someone else gets to have all the petrol-guzzling fun?!

At this point you're probably wondering the same thing, but there's a reason I've started my story here, on the 4th day of 6 of the NZ Targa rally 2009 and that is that for the whole 6 days, this was the worst of it and the rest of it, all of it, was absolutely brilliant!

On last years Targa I was service crew for Andy Mygind and his 240z. This year I was offered (beaten, cajoled) a position as chief of a stage start timing crew. Since I didn't have a better offer I said, sure, why not. This meant wrangling a crew of 6 including myself in two vehicles to two (usually) stages each day. Each time unpacking, setting up, running the start, packing up and rushing off to the next stage. Wash, rinse, repeat.

Back to day 4. Even at this particular low of the trip I had a lot to be happy about. I'd managed through some sheer stroke of luck to pack the right clothing for this weather, except for gloves and luckily Targa HQ presciently saw to providing those in our crew packs. My team of 6 was into the swing of things and working well together, the competitors were having a ball and being very well behaved (I'd been told all sorts of horror stories about misfit drivers!) and the forecast for the remainder of the rally was heat and sun.

Lets jump back to the beginning. Day 0. Sunday. Prologue. Held just east of Papakura this single stage is meant as a shakedown for the competitors and the timing crews. The sun was out in force. Many of the crew members were new this year so this was their only chance to see a live stage in action before doing it themselves, myself included.

It was also the first chance I had to meet most of my crew. Willem would be my electronic timing guy, he'd done it all before which is great because the "timy guy" is the most important and stressful position in the team. Graham and his daughter Charmalee would be my start control writer and runner, in

charge of corralling cars as they arrived, recording their arrival times and getting them ready for the start line. Finally Celina and Agustina were exchange students from Argentina and would be my Start line writer and runner, Paper backup in case the electronic timing system failed for any reason. A better bunch of people you'll never meet.

What would I be doing? Well, not a lot really if I'm honest. Should there be a crash in the stage I'd have to shoulder some responsibility for keeping things safe whilst the emergency crews attended but other than that I was pretty much "supervising". This gave me a chance to chat to the competitors while they waited to be processed, pass on stage notices (such as fresh obstacles not listed in their route books), check belts and helmets and otherwise left me free to help out wherever required.

On day 1 we were able to ease into it by starting just one stage in the middle of the day. Stage 5 "Aotearoa" was a 12.5km stint in the middle of the north island. This gave us plenty of time to prepare and no rush after the stage. Beautiful sunshine greeted us, there're definitely worse places to be than rural NZ on a summers day.

Our first night was spent at the Piopio hotel, apparently recently refurbished we arrived in good spirits but not really knowing what to expect. Well, what a place. A bed is a bed I guess. I'll say no more.



On day 2 we started 2 stages. Stage 10, "Mokuaiti" was a quick

18km while Stage 15, "Kawhia Harbour" was a 40km monster. This was where we started to notice missing competitors, or cars with panels hinting at off-road excursions. Not too many, but enough to prove that people were giving it a good go!

For our second night we headed south to the Stratford Holiday Park. This is pretty much your classic holiday destination with some tent sites, some

caravan sites and a few cabins. The latter is where we bedded down after spending a few hours yacking with other Targa people staying in the same place and grabbing some local chinese takeaways for dinner. The park was great, although the wire-hammock style bunk beds Willem and I shared were a little uncomfortable. I haven't slept in one of those since I was knee-high to a grasshopper!



Main St Whangamomona

Now day 3 was the real highlight of the trip. Each year Targa competitors race up the “forgotten highway” from Stratford to Whangamomona (home of the Whangamomona republic) and back again. We were tasked with starting the return leg of the Whangamomona stage which meant being up early to drive through the stage (Awesome!) to get to Whanga' before the road was closed. Then we got to swan around in the sunshine until the inbound stage was done and we could set up for the return leg.

Since I had nothing better to do I took the chance to help the finish crew spot car numbers as they crossed the flying finish at full noise. Now that's quite an experience, it sounds easy but when there are 3 cars arriving at once all travelling in excess of 130km/h those numbers can get pretty confused in the old noggin!

All went well however although I did note that Alan Lewis' supercharged 240z didn't appear as expected. He rolled through finish some time later, shortly ahead of the recovery crews. Turns out he'd had a minor off in stage, apparently “there was a deer in the road”. There's a Tui billboard if ever I saw one! Anyway, no damage done and he continued on with the rally.

After our start (which was uneventful) we drove north from Whanga' through the rest of the forgotten highway, then south east to Ohakune and the Ohakune Court Motel. This place is great, it was cold as a witches err, outside but those rooms were waaarm and wonderful. Also, we were greeted with a smile and a warm muffin each, awesome. They have a spa

pool too :)

Day 4 started really early. We had first stage of the day (Stage 23, "Fields track") which meant being up at 5:30am to get to stage by 6:45. The forecast was for deteriorating weather and boy did it arrive. Temperatures were in the single digits when we arrived to set up, I was wearing almost every piece of clothing I had, I must have looked like a polar bear!



One of the first competitors to arrive was the Ford Escort of Wally and Kate Simpson. They immediately pulled to the side before start control and dove into the boot, their day was not starting well. They had a duel fuel pump setup and apparently one of the pumps had jammed and the other was merrily pumping gas back through it's relief valve and into the boot rather than the engine. There was a lake of race gas back there, nobody light a match!

How about this for spirit, nobody had cell reception so they weren't able to call their crew however one of the other competitors crew cars was there and offered to help. Within a few minutes he had a fuel hose rigged up from the boot, over the roof and down into the engine bay through the bonnet! This got them going so they could tour through the stage and on to the next service.

Our next stage takes us back to the beginning of this story. Stage 28, "Rangitikei". Stage 29 reported snow, we had hail. This is the stage where Masao Take lost control of his 350z in several inches of it and slid into a recently-crashed-in-the-same-spot BMW M3 quickly followed by a bank leaving him upside down, 1 wheel short and out of the rally.



Thursday night saw us in Woodville. Nice place but the beds must have been built with Santas elves in mind, my feet were sticking out into space!

The next morning was another early start, up a 6am to be at stage 31, "Windmill Alley" for a 6:30 start. If you haven't been down here and seen the windfarm, it's something

to behold. These things are over 100m to the tip of the blades, each of which is over 30m long. You don't get a real feel for just how big that is 'till you see them on the ground, they're HUGE!

Next we headed to Eketahuna for stage 36. While starting the stage I got chatting to a family who were friends of "Dr Nick", driver of a big old V8 Charger. When Nick went through they had a chat and he must have been showing off because just a few minutes after he entered the stage his mate got a



call on his cell; it was Dr Nick reporting that one Eketahuna resident would need to rebuild his fence and could he please provide a tow once the stage

was finished! Sadly it was the last stage he would attend this year.

My last night of the trip was spent at the Top 10 Holiday Park in Lower Hutt. This place is fantastic. They have an enormous inflatable...thing which you can jump on like a trampoline. Wicked.



So here we are at the last day. Nature sure sent us off in style, the sun was out in full force again. We had a sweet gig too, a repeated stage ("Paekakariki" 1 and 2) so we could sleep in in the morning, set up and spend the whole day in that one spot. V8 Supercar driver Shane Van Ginnsburgen in his Ford Typhoon gave us a show, leaving his mark(s) and a cloud of tyre smoke from the start line. We got well sunburned too.

Overall, quite an adventure. If you can spare the time I highly recommend you volunteer for an event like this. It's a lot of fun and it's a great way to get to grips with the way these events run should you choose to compete later on. I'll be out there again in March 2010 for the 2 day Targa Bambina and again for Targa Rotorua later in the year. If you're interested either contact me or Targa directly, you can find their details on their website, targa.co.nz.

Luke aka 'Pest'.

Blossoms Cafe

16th August 2009

This is the first day that Brian can drive his beloved Z in over a year due to health. It was with a great deal of trepidation that I sat in the passenger's seat and tried to look 'calm and collected'. NOT an easy

thing to do when thinking of what could happen IF....!!! Thankfully Brian was aware and drove accordingly. Full Throttle!! Na just kidding.

We duly arrived at Blossoms Cafe and met with other Z'ers. Being one of the first cars to arrive we and a few others tried to park and claim places for the Z's yet to come, as it was very busy.

When we sat down for brunch there would have been 18 - 20 hungry people talking ... mostly about Z's. Good to catch up with several from the 300 Club.



Brunch was very tasty and service was prompt. Hygiene was very good and the food stayed where it was supposed to!!! I am very aware of this matter as Brian is a fanatic in this regard.

Brunch consumed, conversation dwindling and off to Muriwai. There was a lot of traffic on the road so speeds were kept to a limit

which suited me fine!!! I didn't realise there was a Gannet Colony at Muriwai. Learn something every day!! It was amazing to see, and even at 500 metres away you could tell that the Gannets had fish for dinner by the

smell from their guano piles.

The view from the hill, of the beach, was spectacular. The wind got up strength and the predicted rain started so the outing ended with the "goodbye see you next time" farewells to all.

A very pleasant way to spend a Sunday. Thanks.

p.s. The drive home was uneventful and Drive number one a success.

Cheers

Sheryl aka half of 'Us2'.

Hampton Downs

27th September 2009

Are you old enough to remember "Hampton Downs"?

I'm trying to put something together on the Hampton downs visit with fellow clubs members when I remember something my father said to me a long time ago. He said that he had walked across the Auckland Harbour Bridge when it was first built. And as all kids do I thought "big deal".

But now a little older and wiser, it occurs to me that it was a big deal! The Harbour crossing before the bridge was either on a car Ferry, or drive right round. Remember this was in the days of Ford 10's and Morris eights, Humber 80's. Now look back and it's really only a small bridge by any standards. But when it was built our parents thought that this bridge was a world achievement. This bridge put us on the map.

Here we are over 40 years later, and its rubbish, we have had to clip on extra lanes, it is being painted 24/7, and has had to be strengthened from time to time, has to change the lanes every day to handle the traffic, and in all honesty is really not up to it. But you know, my Dad walked across it, and he was impressed.

So in 2009 we visited Hampton Park Raceway and WALKED the track. Gee I'm gonna tell my Grand kids (to old to tell my kids). But we did walk the track and the public will not have that chance again.

You can't help but be impressed. Although it is still at early stages, it has a

lot going for it. Look I'm not knowledgeable enough to explain the ins and outs, but the buzz and excitement expressed by all that attended this open day was enough to say that this is going to be an awesome track. It is indeed a world class achievement.



And my Grand kids will be able to say that their Granddad walked this track when it was first opened, and that's good enough for me.

You all will have an experience at Hampton Downs raceway in your future, and it WILL be a good one.

Well that's my thoughts anyway.

Bernie Kant aka 'bernjean'.

Brunch @ Elevation Cafe

15th November 2009

Steve C & his better half (not in the mighty Micra this time, it was hiding in the garage) and I formed a two Zed convoy over to the Waitak's.

Undeterred by the drizzle, hardy Z crew bowled up at Elevation Café almost on the corner of Scenic Drive & Piha Road in the picturesque Waitakere Ranges. Newbie Mark in his blue 260z, Chris on 2 wheels instead of in the left hand drive 240z, plus Dee & Granddaughter, Brian & Sheryl, Tyrone & Sol turned up a bit later on. Much chatter over an appetizing, enjoyable brunch, taking in what is normally a magnificent view across the Auckland environs when it hasn't been precipitating.

Fed and watered, then deciding to venture down to Piha as a lot of the crew had never been there, or if they had, not for a long time. Even Chris on his motorbike decided to brave the raindrops (it's times like this you wished you had your Zed, oops water wings, oops Minties, or all of the above).

I lead the convoy through the wilds and down the steep decent with the spectacular views across Lion Road and Piha Beach. Our destination was to be Mark Ellis's new café at Piha, to appease the coffee hounds. After a tour of Piha trying to find the café, we discovered it beside the dairy, only to find that the café was opening again in a week's time after a bit of a flame lashing.

Now we all know a Zed meet isn't a Zed meet without something funny happening. I went to jump back into the Bronzed one, noticed one of the back tyres looked marginally soft. You guessed it the trusty builders nail the culprit..., those cumulus clouds still at work, Mark, Tyrone, Steve and I whipped the fat wheel off and replaced as quickly as possible with the wheel that shall otherwise be known as anorexic. Maybe we could be a pit team, haha, great team effort, not to mention how handy it was Sheryl had a box of wet wipes to remove tyre gunk!

Given the shocking weather we made a snail like ascent out of Piha, not to mention the skinniest space saver wheel in existence given due respect. The mist & very low cloud filling in the road setting a moody movie set feel.

The coffee hounds hanging out for their fix of Arabica beans we found our way to Crystal Mountain's café for afternoon tea which we all thoroughly deserved by that stage.

Who ever said Zed meets aren't eventful!!

Imogen aka 'Bronzee'.

Karangahake Gorge

4th October 2009

How many times have you driven through the Karangahake Gorge and never stopped to check it out? Well if you're anything like I was, the answer was, never, until the beginning of 2009, after countless drives through. So I thought perhaps the Z crowd might enjoy checking it out too.

So the Sunday morning rolls around, with a leisurely 9am meet time at BP Drury. The motorway was quiet making for a pleasant drive that far, just a bit of drizzle.



Everyone duly rolls up, including a newbie 350 driver Chris, who'd had a few 300zx's beforehand. So our group of 5 vehicles headed off to meet up with the Waikato crew at the iconic L&P bottle in Paeroa. As we rolled up at the L&P bottle, it was absolutely fantastic to see a few members from the past

come along for the drive even in the less than clement weather.

After we'd checked out Dave's 280's flash new nose and bonnet and given him a bump start, our convoy of 11 headed back into the liquid sunshine for Karangahake Gorge.

The shocking weather adding to the drama of the steep Coromandel mountain range, the sheer rock faces, rivers and walkways carved out of the rock faces, multitudes of tunnels and suspended walkways. Even though this was my second visit there I thoroughly enjoying guiding everyone around the underground pump house and the many tunnels and walkways stabilized and carved out of the vertical rock faces, the refining batteries and taking in the dramatic atmosphere of the area again. It still

amazes me that they managed these feats of engineering and the 1km long tunnel 100 years ago, yet we grind so slowly on much lesser construction now, no RMA's I guess. Hehe. The area is such a fascinating part of NZ's history. Not to mention all the luminescent Glow Worms when we turned our torches off in the pump house and in the tunnels.

After a couple of hours walking around in the persistent rain, we headed off to Waitete Restaurant, Cafe and Ice-creamery in Waihi for lunch, only after the guys push started Dave's 280 again, some mandatory photos taken along the way Dave!!! Haha. The desserts and the hand made ice-



creams in particular were delici-mooooo and definitely worth stopping off for if you're in Waihi. Oh, and the restaurant owner said to comment to everyone how lovely our Porsche's are. Ohhhhhhhh noooo!

We ran out of time, and couldn't be bothered tackling the horrid weather again to look at the really interesting historic ruins at the Talisman Battery and the information type centre a couple of hundred metres from the Waikino train station on the way home.

The theme for the day was ample amounts of liquid sunshine and the weather didn't disappoint homeward bound, you've heard about Noah and the ark. It's now Zeds two by two.....

Once again many thanks to Greg our local club member in Paeroa and Jason's wife and kids that very kindly offered to stay in the carpark at the Karangahape Gorge and keep an eye on our PreciouZ's.

Imogen aka 'Bronzee'.



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Wellington Z Club Brunch

26th July 2009

Some of the Wellington members of the club got together with members of the 300ZX Club for brunch at “The Jetty”, on the Petone Esplanade at the north end of Wellington Harbour. We had a relatively small turnout – just 8 of us for brunch, but Mike C as usual was enthusiastic, and drove down from Paraparaumu for the event. Paulson from Palmerston North also made it down, and Nathan from Napier had the best of intentions but a 30 year old alternator let him down while he was making his way to Wellington the day before. He finally made it down late on Sunday in time to achieve his other purpose - the F1 display at Te Papa (on until November).

The out-of-towners are putting us Capital city folks to shame guys!!! We need a better turnout from the locals at the next event – perhaps a springtime cruise north, fish and chips on the beach at sunset, or brunch over in the Wairarapa. Maybe if it's out of town, more Wellington locals will come.....



Nice to meet up with a few new faces (for me, anyway) – Paul (300ZX), Eamon (ChargerE37, 350Z roadster) and his wife Lara, Toad (James) from Wainuiomata (300ZX) who arranged the venue (good food, nice view down the harbour, must go back to hear Hot Club Sandwich at one of the Jazz night dinners). Eamon had us all sympathizing with him over a recent electrical fire in the Charger, which his trusted auto-electrician told him was “quite a common fault with them”. I’m sure that would have been useful to know beforehand. Eamon had to bring the roadster instead, and it does look nice in the photo.

Eamon's wife asked if partners normally came to these events – a nice idea for next time - my wife is certainly keen, having been brought up in a family where weekends were all about car club runs, swap meets, and her dad's continual good fortune at finding another car to restore.

And contrary to rumours currently being spread, I'm not going to get custom metallic lime green fiberglass enclosures made for the 280zx's interior to fit 2x 2500W 16" subwoofers. I'm sure Tim at Loud n Low would do that if I asked him to, but I think I'll just get him to finish the restoration first. I'm having enough trouble convincing him not to lower it too much, let alone asking him to fill it with dooff dooff. But thanks for the suggestion PP.

Cheers

Murray aka 'ZXY'.

Formula-Excitement

The Zed Club 2009 Indoor Karting Championship began like all good events should with someone turning up late, I did this for selfless reasons so no-one else would have to take the blame.

A great turnout meant a full field and no one standing around waiting so well done Luke, perfect numbers.

Formula-E are located out toward Auckland Airport in a converted warehouse. The karts are not the fibre-glass encased, bumper surrounded Easter show models, running off a chicken wire grid and with scarcely enough power to run a belt sander. Oh No...these are 18 horsepower Italian electric thoroughbreds and are capable of speeds well in excess of those approved by the government department in charge of making sure that people don't hurt themselves. Cost per kart is well into tens of thousands and Formula-E has a huge investment in the control gear, spare karts, charging thingeys and track barriers.



Our party was treated like guests should be treated with the host giving us the lowdown on the karts, the scoring system and the dos and don'ts. Mostly it was "no barging and if you do we slow your kart down and you'll never win the event". This eventually proved to be the truth as yours truly and he who appears to

have the S30 parts book committed to memory, were both slowed to a crawl after being the victims of poor judgement by others and even poorer judgement by the controller aka The Unseen Hand of God (*Now there's a Tui billboard! – ed*).

Our event was like an A1GP (has it gone?) round. We raced around bumper to bumper with no one appearing to have a clear advantage or a

better Kart. Sliding into or out of the corners was fun but didn't seem to help much with times, overtaking was tough and almost required a mistake or a penalty to be dealt out. In the end someone won and another person came second. Just quietly though the fastest lap of the night went to the oldest and heaviest guy in the event so if you're thinking of going next time forget practicing on your game station and going on anorexic diets the month before, these karts have enough torque to minimise weight advantage and well there's just no substitute for experience I guess. Also forget issues with carbon monoxide accumulation and rushing for the best kart, they are all maintained mechanically and electrically as equals and the only carbon monoxide will be coming from the optional barbeque after.

As the karts are artificially limited by order of the ministry of fun spoiling, we finished the evening with the fastest lap guy getting a solo run in a kart that had been unleashed a little and given a bit more top end speed. I have it on good authority that apart from being breathless on his return, his heart rate had almost doubled and that the track cannot be driven at full throttle after all.



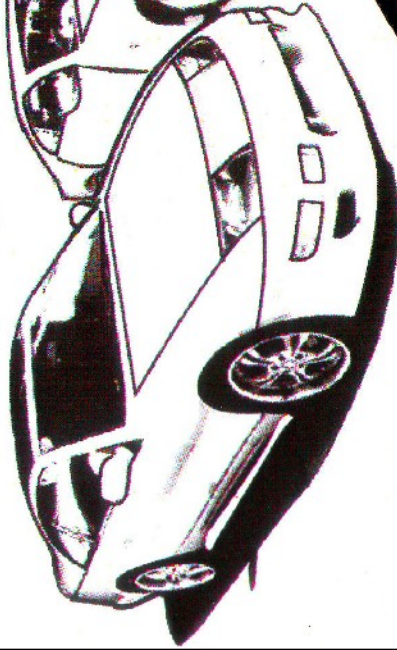
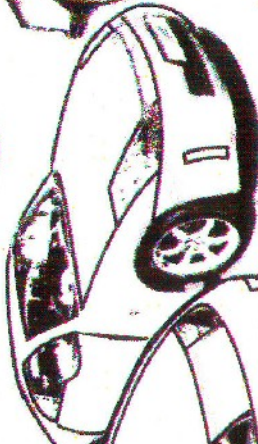
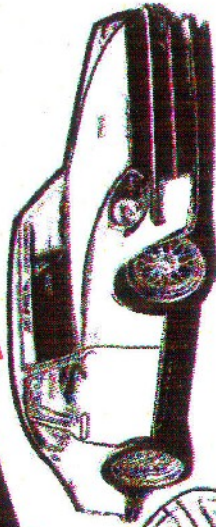
If you haven't been to Formula-E, why not? The folks that have invested in this technology not only deserve your support but you **need** a blast in a Formula-E kart. Get in quick for next years clash as its only ten drivers on the track at once.

Andy Mygind aka 'Andy'.



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