



Orient Express

The official newsletter of the Durban 2 Club Inc.
P.O.Box 24-176, Royal Oak, Auckland, N.Z.

Issue 77, May 2010

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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.

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Club display at the 2010 Intermarque Concourse de Elegance

Editorial

It's winter. You know how I know? This magazine is 2 months late, which can only be attributed to lethargy; Q.E.D.: Winter.

Also, I have a cold. It started as an alien baby attempting to burst forth from my forehead and transformed like Optimus Prime into a hacking chest cough. I'm spraying disease all round my office as I type. I'm pretty sure from this point on my keyboard should only be handled via a haz-mat suit.

The down-shot of this is, though I was very keen to go along on the Kaiaua cruise this past Sunday, I was in no way capable of piloting any kind of vessel. By all accounts it was, as usual, a great little cruise. Stink.

Right! Enough self pity. I'm going to take this opportunity to give this magazines sponsors an extra plug.

Each and every copy of this here tome is printed, collated and bound beautifully by KMG printing in Penrose. These guys are great and have shown huge support to our club over the last few years. If you've got any kind of printing work chances are they can do it, they also have design services available.

Alert Motorsport in Mount Wellington is an Alladins cave of treasures for the racer and performance enthusiast. Run by our very own Allan Lewis (aka. 350Z) I'm reliably informed that he is his own best customer and many of their wares can be seen first hand bolted to Allans 500+ horsepower 240z.

Dave Turner (aka. z-mann) of Z Parts in Manukau is the acknowledged master of all things Z and the wizard of obscure parts. Got a wobble in your whatsit? Dave can fix it. Need a dongle for your thingey? Dave's probably got it.

Anthony Baker owns and operates Baker Electrical and has been a Z racer, club member and staunch supported for many years. If you need anything electrical done make him your first call, Auckland wide.

These guys support the club so please consider supporting them in return.

If you'd like to advertise in the Orient Express too, give me a shout.

Luke aka. 'Pest'.



"It's your office. They want to know if you can stay home a few more days."

Coming events

Monthly Z Club Committee Meeting

When: Thursday 3rd June 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.

Annual Z Club Indoor Karting Championship

When: Tuesday 8th June 2010, 8pm

Where: Formula-E indoor karts, 36 Ascot Rd, Mangere Sth. www.formulae.co.nz

Cost: \$60 p/p for an hours racing. 5 lap warmup + 3 x 10 lap heats + 15 lap final for top 10 drivers.

The Z Club indoor karting trophy will be contested again this year at the new Formula-E electric karts in south Auckland.

Mini Car Club Annual Night Trial

When: Saturday 19 June 2010, 4.45pm for a 5.00pm start

Where: Meet BP Papakura/Drury

What to bring: Tank of petrol, pen, clipboard, navigator/friends/family, torch (a torch with strong beam very useful), money for dinner.

Will finish for dinner. This is always great fun!

Note, this is not an official Z Club event.

Monthly Z Club Committee Meeting

When: Thursday 1st July 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.

Z Club Winter Trial 2010

When: Sunday 11th July 2010. Time TBA

Event: Winter Trial - Auckland based trial

Where: TBA

What to bring: Tank of gas, navigator/friends/family, clipboard, 2 x pens, plastic bag, gold coins for our club charity - St Johns, money for a meal.

Event organiser: Keith B

Come pit your navigational skills against your fellow Zed drivers.

More details will be available on the club website closer to the date.

Monthly Z Club Committee Meeting

When: Thursday 5th August 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.

Monthly Z Club Committee Meeting

When: Thursday 2nd September 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.

Hallertau Brewbar & Restaurant & cruise

What: Lunch (not brunch) & a cruise afterward

When: Sunday 12th September 2010, 12pm

Where: Hallertau Brewbar & Restaurant, 1171 Coatesville Riverhead Highway, Riverhead, West Auckland. www.hallertau.co.nz

What to bring: Full tank of petrol & return, money for lunch, friends & family, gold coins for our club charity - St Johns.

Event Organiser: Bronzee

More details will be available on the club website closer to the date.

Monthly Z Club Committee Meeting

When: Thursday 7th October 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.

Merlin's Transformation

My story starts 30 yrs ago when I was 7 or 8. A family friend had bought a silver 1972 240z and I would drool over it every time we visited. From then on I vowed that one day I would get one.

23 years later I started looking for a Z to restore. I looked for 9 months without luck then with the help of Brian Schou, finally bought a metallic brown Aussie import in December 2002. I probably paid too much for it but beggars can't be choosy.

It was registered and warranted but not the condition I wanted it in. I drove around in it for 6 months and then took it off the road.

I stripped off every last part, back to a bare shell almost, then sent it off to Heritage Metal Blasters (Mike L's brother) to get blasted outside, inside and underneath.



From there it went to Jag Restorations, which is now Custom Metalshapers. It had major panel work done such as a new radiator support made, a new hatch striker panel made, new rear lower valance panel made, drivers floor, left rear floor in the hatch area. The rear guards were unstitched and new inner arches put in, courtesy of Mike Lucas - cheers, the bottom of

the front guards were thin from rust so I had them cut off and new ones made in stainless steel so they will never rust again (no chance anyway cos it never goes out in the rain) and the list goes on and on.

Surprisingly there was not too much rust only bends and dents and no structural problems or any major bends.

Meanwhile I spent the next 3 yrs plating, painting, polishing, replacing and rebuilding everything else. There were many phone calls to MSA in the US and a few to Aussie. All up I imported 20 boxes of stuff including a set of Panasport wheels that were on special at the time and a new front bumper. It was still cheaper with freight from the States than to buy in NZ. I was going to go for Simmons or Arrow wheels but could not justify the price. Looking back now, they would not have even made a dent

in the total amount spent on the car.

The gearbox was rebuilt along with a new billet 11lb flywheel and new clutch just before I got the car so I left that alone and had the motor rebuilt from a guy in Hamilton which included a balanced bottom end, lightened and polished rockers, cam regrind and close on 40 hrs match porting and polishing the head and manifolds, triple angle valve grind, new rings, bearings, seals, lash caps , springs, timing gear , etc and bigger 280zx valves put in. Also had to have 2 bores sleeved. All up it cost me \$2500!!!! The best bargain in the whole restoration job.

I still keep in touch and he has built an insanely quick 1600cc supercharged 4wd Suzuki Vitara that can light up all 4 wheels in 4th gear (5th gear in the rain) but it doesn't really go around corners all that well though!! Why do it?? Just because you can I suppose, but I digress.

After the panel shop it was in to a paint shop in Henderson and after 16 weeks of no action, I took it out and went to Summer Jet painters. 3 months later and after a fairly hefty lightening of the wallet it went back to the panel shop and I put back in the engine, gearbox, new 3 core radiator, blasted and painted suspension with all new urethane bushes, Koni shocks and King Springs, brakes, brake lines, engine bay bits and pieces, diff and drive shaft. Then to Stu's Trim and Sound for the upholstery and to get the wiring loom tidied up and a recovered dash installed. After another hefty lightening of the wallet it was back to the panel shop for final assembly of the remaining parts.

Off to Bob Homewoods for the final check over and tune. He did a great job and after 2 1/2 yrs of sitting around, he cranked the engine once and it roared into life.

I've had it on the road for sometime but not with the full interior installed. I bought some ready make carpets for 240Z's here in NZ and they were so bad I threw them away and made my own. Quite a bit of work but the results are worth it. Working for a carpet company does have a few perks!! I put the remaining interior in just before Christmas 2009 and then registered it for the first time. It is now a quieter with the interior in as well as installing a big rear muffler.



Its great to drive and feels like a brand new car on the road and I also get a lot of looks and it is a great conversation starter when I'm out and about. I have heard of

guys that start a project and then it turns into a nightmare half way in by getting ripped off or tradesman doing runners but my project ran really smoothly and I had no worries at all except for wasting \$400 on a bumper "repair and re chrome" job.

I would like to give a huge thanks to Brian Shou for his help in removing and installing the engine, using his car as a reference, using his rear carpet as a template, advice and other help. Sheryl Shou for her patience with countless impromptu call ins over the years and 2 guys yaking forever about Z cars. (She really has the patience of a saint).

Thanks to Mum and Dad for putting up with all the mess, noise and fumes around the house.

To Tony and Greg of Custom Metal Shapers for the awesome panel work and letting me use the workshop tools, space for reassembly and storage. Kevin Harrison for the mountain of original, rare and unobtainable parts. Thanks Phil for doing the engine work. Must be for the love of it I think?

MSA for prompt deliveries and for not stuffing up an order once. HPC coatings for the great service, Wayne at Summer Jet painters, Stu for the interior and everyone else that had an interest and part to play in the saga.

Brian and Sheryl now own the very car that was sitting in the drive way at the friends house 30 years ago although it is now red. Its a small world!!

Cheers Brian F aka. Merlin



2010 Grasskhana, 7th March

So it's that time of year again, our annual homage to Keith's paddock. Zeds v Minis this time. When you see a few Mini Mokes rock up to play, you know it's going to be interestinnnnnggg!!! Weighing in at a whole 450kgs, I mean. That's crazy!! The Zeds had fun trying, we like a challenge!

A fantastic turnout! All the usual characters from the Mini Club, even having just competed at Concours a few weeks before arrive immaculate and pristinely shiny. That very quickly changed with the current Sahara type conditions.



Matt (Wittsend) and Daniel (DJZ) giving it their all, swinging their Zeds tails out to get around the set cone courses in their respective 280zx & 280z. Gary (Minimad) was at his evil best with the layout of multiple cone courses. Some very challenging cone courses, how in the earth does one remember the circuit?! One course even required backing around each of the set cones! The rearwards visibility in a Zed, being what it is. Let alone backing around cones! The guys adeptly managed it though with a smile on their faces, loving every second.

Another fantastic day out with the club, including all the other Zeds that popped by to say "hi" and check out what was happening. There was about 10 Zeds there all up. Including one chap that just happened to be driving by in his garage queen soft top, who didn't know about the club, he does now. Mainly due to the spectators parked on the grass above enjoying the spectacle.

Many thanks to Gary and the Mini Club for organising the gymkhana this year and most of all many thanks to Keith & Lisa for kindly letting us zoom around on one of their paddocks, it's much appreciated!!!

Cheers, Imogen

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Anthony Baker

Z Club member (for 20 years!)

(09) 410-2929 or 0274 976-951
Email: baker.electrical@xtra.co.nz

Getting the most from our website

Our clubs website is our primary meeting place and it's where we publish, update and advertise all the clubs events. It's also a place to ask and answer questions and discuss Z stuff in general.

We recommend that all Z club members visit the site and register an account. Not all content is available to the general public and in order to get at everything you're entitled to as a financial member you need to have a registered account and have it associated with your membership.

Wondering how you do that? Have you tried before and found it just too confusing? Well I'm here to show you how it's done.

Registering an account

When you don't have an account and you visit the site you're viewing it as a "guest", the top left of the main page will look like this:



To complete this process you will need:

- A login name or "handle". This is a short nickname that you will use to log on to the site and will represent you when you post messages. It must be unique so have a backup prepared in case your first choice is already taken.
- A password. This must be around 8 characters long.
- An email address that you receive mail for. You will need to collect an email from this account as part of the registration to prove you are who you say you are.

To begin the registration process you need to click the "Forum registration" link at the top-right of the page, it looks like this: [Forum Registration](#)

The following page asks you to accept our terms of use, there are 3 links at the bottom, click the appropriate one for your age.

The following page is divided into 4 sections, Registration Information, Profile Information, Preferences and Event Notifications.

Registration Information

This is where you'll need that information I told you about.

The first field “Username” is where you put your chosen login name.

The second field asks for your email address. Make sure you get this right, as part of the process the site will send an email to this address with a secret code that you must provide back. If you mis-type the address here you will not be able to complete the registration process.

Put your password in both the third and fourth fields. This is simply to ensure you typed it in correctly.

The final field is a “confirmation code” used to ensure that it's a real person registering and not a nasty spam-bot. You must copy the letters and numbers in the picture into the box. This can be tricky but bear this in mind:

- There is no number “0”, if you see one, it's a capitol O.
- All letters are upper case and must be typed in the same.
- There are no spaces.

For example, for this image:



You would type in “ONA1DM5T”

Profile Information

This section has 3 fields which are all optional. You may fill in the information if you like, but be aware that your answers will be visible to anybody.

Preferences

I recommend you leave these settings as they are, unless you wish to change something specifically. You will be able to modify your choices once you're registered and logged in by clicking the “Profile” link at the top of the page.

Event Notifications

We will soon be trialling a new system of alerting people of upcoming events. If you would like to be contacted, please select your preferred method here and provide the information requested.

OK, you've filled out all the information, now you can click “Submit”.

If you're returned to the same page, most likely you've got the “Confirmation code” wrong. If this is the case you may have to re-enter some information and have another go at the new code. Before you click submit again please check that all the

information you originally entered is still present.

When you've correctly submitted the information, you should see this:



At this point you need to check your email for a message from the Z club. It may take several minutes to arrive, so please be patient.

The email you receive will provide you a link to the site and ask you to click it. It will look something like this:

http://www.zclub.org.nz/profile.php?mode=activate&u=1234&act_key=239482093

You should arrive at a page that says:



At this point you should be able to log in using the login and password you provided.

To do so, either click the "Home" link at the top-left of the page and log in using the form on the left hand side of the page or click the "Log in" link at the top of the page.

Associating your membership

Registering allows you to post messages on the site and get some content you would not have seen as a guest, but it's still not the whole shebang. Financial club members have access to members only forums, committee information and other perks.

At the moment we need to manually associate your newly registered login name with your Z Club membership number to give you this additional access.

To do so, either send an email to webmaster@zclub.org.nz with your full name and login name (and preferably your membership number if you know it) or call Luke on 0274266649.

Happy posting!

Luke aka. Pest



Phil Thompson has recorded for posterity stages in the annual rebuild of a concours winner:
step 1 [top]; Hack all panels and trim that are substandard
step 2 [middle]; Remove roof to facilitate polishing of instruments
step 3 [bottom]; Reassemble and polish to high gloss

Reprinted from Orient Express Issue 44, March 1990

Wellington Cruise, 21st March

"Wellington's Z Club Cruises are chamber music to Auckland's concerto! True to form, this event was melodic albeit muted. Conductor AND Principal Horn was Mike (ODF) in SAMURI. Also meeting at Cafe L'Affare kickoff was James and Tania with their 300ZX, Jayne in her 280ZX, Murray and Viv in a Nissan something and your correspondent and Kate in a 260Z. Said correspondent apologises profusely to faithful partners, navigators and page turners who accompanied the musicians, for not remembering names. Remembers faces though, and lovely to see you all!

A televised barrista competition was underway at the starting grid, competing with ODF's attempts to corral, introduce, brief and despatch. It also made parking damned near impossible. Caffiene helped. Served by arguably the best java slingers in the lower north, eyes cleared and resolves hardened! The event was a rally-cum-quiz-cum-spotter's-guide-to-Western-Welly. The route was North by Northwest up Aro Valley, into Karori, up over the Makara Hill and into the bucolic Makara/Ohariu valleys. The pace was andante. Clear blue skies on the sort of day the natives say you can't beat them on. Whatever. The conductor's score was cryptic (written in a dark small space I think), and the maestro himself an operatic phantom - disappearing completely for the duration! Flat battery?



Not seen until the last movement of which more later. Accordingly, the players went their own ways!

Emerging from bucolia, the theme briefly joined the tutti shoppers of Johnsonville before solo excursions down the melancholic Churton/Glenside Valley. Rubato roads and railroad repair sheds. Questions but few answers! The first movement ended at Fortissimo e Basso Kustomo di Tawa. Also known as the place where Murray's son Tim works miracles on motor metal. Lots of chat while the audience coughed, photos and flasks exchanged and everybody just adored

and applauded Murray's 280ZX 2-seater. A work in progress courtesy of Tim (son, can I borrow the car tonight?) - don't you hate being a baby boomer? A cameo performance from Flauski, without instrument but wishing to play! James & Tania exchanged batons with Flauski who followed in a Nissan Lancer (well, that's what he told us).

The second movement was more lively but darker. Clouds rolled in ominously as the composer drew us closer to his lair. Moving from satellite suburbia to littoral swampland the route teased the Pauatahanui waterways, kissed the Plimmerton seaside and committed subtle indecencies with the inland road to Pukerua Bay. Modesty prevailed momentarily up the coastal highway until Raumati South. But then again, tormented travails in tangled backroads; school fairs, weekend shoppers and ODF's interminable questions: "how many speedbumps?" "how many ks of winding road?" "What's opposite the skatepark?" "Who's that behind the bikesheds?". Delicious torment! When will this ever end? Is there an intermission? Do they sell beer?

Who would have thought that it was possible to get from Central Wellington to the Southwards Museum north of Waikanae without touching SH1 except for the inescapable Pukerua-Raumati segment? We do now, and your correspondent's ghost was flabbered by seeing Sir Len's legacy looming from the East when we thought we were still locked in the constipated bowels of the blue rinse belt!



Photographs follow as the remnant regroup. ODF shows up and Samuri steals the show again - deservedly. Your correspondent and copilot win the laurels being the only ones to submit an answer sheet.

The third and final movement is vivace e furioso! ODF e Flauski pumpo pedalo a metalo i Samuri! It was giocoso!!

Grazie Mikkolo!!

"Fini"

BEWARE! Car Park Scam

I drove into Bunnings carpark in our Toyota just before Xmas to get some last minute things. I had only just turned off the motor, when the doors were pulled open and next thing these two gorgeous 20 year olds with skin tight jeans and tops that left nothing to the imagination were in the car with hand held vacuum cleaners and dusters and started to groom the inside of my car! I was quite taken aback by all this and they had done such a good job, so I asked them if they wanted payment or something. They replied no, so I offered to take them up to get a Big Mac. There was no reply and the next thing I knew, one ripped off her top and jumped into the front and started to have her way with me. When they had gone and I had recovered my composure I found they had nicked my wallet.

I was caught out by this same scam the next day 18th Dec. twice on the 19th, again on the 20th, and four times over the new year. Im going to take the Z up for a groom before the concours.

You can buy the wallets at K Mart for \$1.90, or pick them out of the skip at the back of Bunnings.

Brian S

Waihi Martha Mine open day, 17th January

History:

For those that may not know, Waihi is a small town in the Waikato region of the North Island, which grew from the discovery of gold in the area in 1875.

A company was formed and mining was started about 1878. They named their mine Martha after a relative. After a time there were seven verticle shafts, the deepest being 600 metres. Radiating from these and following gold bearing seams were 175 km of tunnels on 15 levels. The ore was blasted in the tunnel then shoveled onto small wagons, pulled by horses or manpower. These wagons ran on rails which were advanced as the tunnel progressed.

From 1904 ground water was pumped from the shafts using a huge 'beam engine' pump driven by a steam engine. The huge concrete building that housed the machinery still stands in pride of place beside the gigantic pit. This pump had a stroke of four metres and a cylinder .500 diameter, and shifted 7000 litres of water a minute, which was pumped onto the streets of Waihi and left to run away from there into the nearest river. (A similar beam engine pump can be seen working one day a week at the Museum of Transport and Technology in Auckland. This used to supply Auckland with water from Western Spring lake).



The gold ore from Martha was railed to a stamping/crushing facility for processing. This was a few kms away at Waikino, an area chosen because of a vast water supply with two or three rivers nearby, and lots of water was needed for powering the various machinery. This processing plant was called the Victoria Battery. There was a battery or rows of 200 stampers pounding the ore to the consistency of fine sand, and each stamper or hammer weighed 500kg. These were driven by both steam engines and Pelton wheels, named after the inventor. A very efficient form of water wheel, driven at high speed by a large volume jet of water, producing huge horsepower. The gold was extracted from this slurry using a cyanide process. Rows of huge vats that this took place in can still be seen, although most of the steelwork has been cut away for scrap. Walking over this area today one can only imagine workers labouring away and the huge structures that once stood here. From 1878-1952 Martha was one of the worlds most important gold and silver producing mines, in that period producing 174 TONNES of gold which in today's values is over 5 billion dollars, and silver to the value of 600 million dollars.

At its peak of operation there were 1500 staff employed at the mine and the stamper. The Martha was reopened in 1987 using the opencast method. Today this huge hole only metres from the main street of Waihi is a major tourist attraction. With the open mine coming to an end the hole is to be left to fill with ground water and rain water until it reaches a natural level, which will be a recreation area for the town. Don't fall out of your boat as its VERY deep.

Martha Mine Open Day 17th Jan:

On our journey a group assembled at the Drury truckstop. We headed off south and

stopped at Paeroa to meet up with another member and Grandson, and discussed the pros and cons of the stupidly slow drivers we had encountered. We arrived at Waihi and found parking at the school grounds, then a bit of a walk with lots of other folk up the main street to the mine pit. Amazing to see so many people there for this annual open day event. Lots to see with some massive diggers and dump trucks on display, although it was a bit sloshy underfoot due to heavy rain the night before.

There were various displays to do with the mining activity. As we looked into the massive mine hole we could see the old tunnels here and there into the sides of the pit. Apparently in the production process these days the timberwork from these old tunnels has to be removed from the process by hand. There is a huge pile of old timber to verify this. Some of the hardy ones in our group did the long walk down the road into the pit, and others, me included, took the easy way and waited for the mini bus to take us down. We were only able to go perhaps two thirds of the way down, but that hole is pretty impressive from where we got to. Some of us also got a ride back out.

There were some guys on off road bikes doing stunts on a pile of old earthmover tyres. This looked pretty hard as the mud had made things very slippery. I had never seen a motorbike climb vertical before. Very cool. A very large, very low, remote controlled loader filling a dump truck. I never did discover where the operator was standing.

We grabbed lunch at the quartz cafe In Waihi, which is always nice. On one occasion Sheryl and I have driven to Waihi to pick up a couple of their savoury muffins, but they had sold out. Damn it.

On our way out of Waihi heading home we stopped at the Victoria Battery ruins. One can only imagine the tonnes of waste, contaminated with cyanide, that would have been discharged into the river, which would have been polluted for kms. These ruins bring to the imagination an area devastated by a nuclear holocaust. An ideal setting for a thriller movie. Well worth a visit. The end of a perfect day, thanks to those that came, to make it even more interesting.

Cheers

Brian S aka half of Us2





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2010 Targa Bambina, Targa Tour

On March 14th, Sue & I completed our second Targa Tour in our 1996 silver Z32 TT manual.

The tour is exactly that, a tour with a lead/pace car to set the pace & keep all us fruit loops in check.

The format consists of both closed & touring stages. The pace is rather spirited & not for the faint hearted. We drive pretty well as fast as we can shove our cars around windy roads within the set parameters. There is no overtaking, accidents are not allowed & the field seeding sorts itself out by agreement.

Friday night 5.30 start with briefing & scrutineering at Papakura. Hell of a trip with crawl from Takapuna to the off ramp at Papakura. Dang!!

This was the first time we run all the stages 27 minutes ahead of the big boys, so a complete bonus.

Saturday:

A slower pace on Saturday early but some great stages, although the council had kindly re-sealed heaps of the roads & the stone chips were shocking! We had a great run with a little high speed gardening of our own. Having got on the gas early in a corner & with far too much air in rear. No damage at all, just the shame of watching our mates drive past laughing at us.

Sunday:

Early start depart Waikato at 6am & at the helm of the R35 GTR. Gas up at Bombay then on to Papakura.

A little damp to start, so had to take care. Of course this is where the R35's really start to shine, with extreme grip, braking & traction there

is no way, we even tried to foot it with them. As the road dried we all were on track again & the pace was much quicker than early stages on Saturday.

Dave our fearless & Tony/ tail end charlie at the rear, ran a fantastic event based on an atmosphere of quick driving people's enthusiasm for their cars.

Wahooo what a weekend.

Kev & Sue.

Taupo Track Day, 21st February

Hi again Zed lovers.

This years Taupo meeting for me, was a great event. It was different in almost every way than last year, but more enjoyable for it. Last year taught me that a day at the track is hard on little ones, (and partners looking after little ones too), so this year I left the tribe at home and it was a more relaxed and less stress-full event.

3 Days before the event I managed to wangle a WOF for EYESOR so that opened up the possibility of driving her to the track and home (Auckland), as opposed to trailering her there and back. Somewhat of a risky venture, especially in light of how last years event went for the poor car (failed alternator, engine bearings and turbo bearings shot).

I decided to back myself and my engine rebuild (including homemade “dry sump” setup), and just give it a go! Thankfully it all went reasonably well and I made it back home with only teething problems to sort out.

We met up to convoy at the Drury Servo, and after some moochin around we hit the road (around 6 or 7 cars). Who would have thought a convoy from Auckland to Taupo could turn out to be such a challenge.

The plan was for the majority to travel to Cambridge, regroup and head to Tirau for a bite of lunch. Nathan and co were heading to Hamilton to pick up another car and then meet us at Tirau also (I think).

We got to Tirau and waited and waited. Two cars short, Imogen decided to ring and see what was taking so long. She called Kalem, no one in his car had any clue where they were! Later we discovered they had left Cambridge in the wrong direction and ended up in Otorohonga! Nice day for a drive at least. Kalem did need to buy some overalls however and found them in Otorohonga.

Nathan and friends were having mechanical issues, and had repairs to do before they got under way again. At this point we decided to truck on to Taupo and hoped to see the wayward ones there.

In the end every one made it to Taupo, and most in time for dinner and a few quiets.

The big day dawned over-cast and cool, just as I wanted it. However that only lasted till mid morning then the sun came out and heat went up. Still better that than rain!!

After drivers briefing, there was a fairly comprehensive “Track Driving 101” by Anthony B, then on to some driver training from the experienced ones.



From there straight into the event proper. My car was proving reliable as always, I could rely on it to spit, fart, and cough the dummy at any more than about 3PSI boost. This problem I at least expected though and bought a good array of parts and tools to carry out some test and tune.

Unfortunately it seemed to narrow down to a computer tune problem that I now attribute to the “fresh engine” having different fueling needs to the old engine. Oh well, at least I got out there, had some fun, and then got home no breakages.

By mid afternoon field numbers were dwindling and the decision was made to pack it in and get into the prize giving. The time keepers, event officials and marshals etc did a wonderful job on the day and there were next to no delays at any time, with the prize giving being no exception.



After this we had the go ahead to go for a look see around the long course. I really enjoyed this opportunity as I've been wanting to have a look around the long track for some time. It's a very cool and extremely curvy course, can't wait to hit it at speed!!

I got back to my motel and spruced myself up for the evenings socialising and cracked a beer. After a while I started to wonder where Nathan (my room mate) was. Eventually he turned up, his car had thrown the fan belt off while on the look see lap. So he and some of the guys had effected a repair on the edge of the track.

Nathan made it back in due course and we trundled around to the other motel where beers were a sinkin, and stories were a flyin. Every one had obviously had a great time and were still buzzing. Then it was on to a very nice nose bag at a Thai restaurant. I'd like to be able to say that we then partied till late but in truth we were all pretty shattered and for the most part turned in for a good kip.

The convoy home (only 3 cars this time) unfortunately turned into a drama for Nathan as his engine decided to shed its coolant via the water pump. Thankfully the problem was noticed before significant overheating occurred. In the end Nathan had to hire the services of a car transporter to ferry his beloved 300ZX back to Auckland.

On the whole, it was a fantastic event and a big thanks has to go to the organisers. Although numbers were down on last year hopefully this is just a short term effect, (perhaps a sign of the downturn).

See you at the next event!

Tony and EYESOR

Annual club concourse de elegance

We had our most spectacular turnout so far to the 2010 Galaxy of cars at Motat in Auckland for our annual spik-n-span competition with 16 cars covering almost every variety of Z displaying.

Results are as follows:

Members Choice:	Tie: Brian Ferguson, 240z Nathan Blyth, 300ZX
Best New Members Car:	Brian Ferguson, 240z
Best Race Car:	Allan Lewis, 240z (5.7L Supercharged)
Best Show and Shine:	Nathan Blyth, 300zx
Best Interior:	3-way tie: Mike Moyes, 240z Brian Ferguson, 240z Brian and Sheryl Schou, 240z
Best Panel and Paint:	Brian Ferguson: 240z
Best 350Z:	Imogen Hewlett
Best 300Z:	Greg Manktelow
Best 260Z:	Bernie Kant
Best 240Z:	Brian and Sheryl Schou
Best in Show:	Brian and Sheryl Schou (By 1 point!)





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