

Orient Express



The official newsletter of the Datsun Z Club Inc.

P.O.Box 24-176, Royal Oak, Auckland, N.Z.

Issue 80, July 2011

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Orient Express

30/08/11

Issue 80

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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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Zeditorial

Social. They say Humans are social animals, sadly being a Nerd I know little of Human social interaction. It's hard to deny though, as my wife ploughs some other man's field (on Farmville) that social is the buzzword of our age.

To that end I've created a Facebook "page" for the Z Club so those who are of that bent can.....socialise I guess.

Please, if you're a Facebooker (Bookite? Bookie?) find our page (ZclubNZ) and say Hi. Pilot.P has kindly agreed to keep you all up to date on the club goings-on. Share your pictures, click 'Like' many times.

In other news, Taupo track is booked for 2012, Saturday 18th February - Put that in your calendar now!

Many of you attended our 30th Anniversary dinner at Takapuna Nissan, what a night eh! Quite a bit of reminiscing and a strong indication of the health of the club and it's heritage. A huge thanks to City Nissan and Nissan NZ without whom the night would not have been the same. More details in this issue.

Quite a few events since the last issue, including Taupo 2011 which was great again. As you can see from the cover, we had a distinguished guest. Some say his favourite car is a white 300ZX.

Summer is on the horizon!

I'm about to be a father for the first time, so this will be my last effort as editor of the Orient Express for a while at least. At the time of writing I don't have a replacement lined up so please, if you've a literary flair put your hand up. The Orient Express has a 30 year history and it needs to be retained and maintained.

If you're interested please contact me or another committee member.

See you on the road!

Luke aka. 'Pest'.

Coming events

Middle of the North Island event

When: Sunday 16th October 2011, 10:00am

Meet Point: Ashhurst Domain & Wetlands car park - Napier Road, Ashhurst

What: Cruise, lunch at Tui Breweries & tour

What to bring: Full tank of petrol, friends/family, money for lunch, gold coin donation for our club charity - St Johns.

Will meet at Ashhurst Domain on the Sunday 16th October and cruise via some nice roads, to the Tui Brewery lunch stop & tour of the brewery.

Dragon has selected some fantastic roads for the trip there and back to Tui Brewery, taking in about 100kms in total and heading home before 2pm.

Full details on the club website.

2011 Z Club A.G.M. and Prize giving dinner

When: Saturday 19th November 2011, 6:30pm

Where: Upstairs, Garrison Public House, Sylvia Park shopping centre.

This is the clubs Annual General Meeting and Prize giving dinner.

All members are encouraged to attend, please contact a committee member if you have an item for the agenda. Following the AGM we will hold a prize giving and dinner.

Show and Shine

When: Saturday 26th November 2011, 6:30pm

Where: City Nissan Takapuna

City Nissan has kindly offered us their yard to present a club Show and Shine. This is a great opportunity to show your pride and joy to the world (or at least, the north shore!)

Details on the club website.

December Z Club Committee meeting

When: Thursday 1st December 2011, 7:30pm

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

This is our monthly committee meeting.

All members are welcome to attend.

January Z Club Committee meeting

When: Thursday 5th January 2012, 7:30pm

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

This is our monthly committee meeting.

All members are welcome to attend.

2012 Galaxy of Cars & Z Club Concours d' Elegance

When: Sunday 5th February 2012, 8:00am

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

Make your Z sparkle and show it off to the world!

The annual Galaxy of Cars event at Motat doubles as our clubs Concours d' Elegance so put that extra bit of elbow grease in and really make that Z shine.

39th Intermarque Concours d' Elegance

When: Sunday 12th February 2012, 8:00am

Where: Ellerslie Race Course, Auckland

Full details on the club website.

February Z Club Committee meeting

When: Thursday 2nd February 2012, 7:30pm

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

This is our monthly committee meeting.

All members are welcome to attend.

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Taupo Track Day 2011

After enjoying the convoy from Auckland to Taupo, I was anxious to get out on the track. This would be the first time for me to fully explore the performance envelope of my recently imported 300zx on a race track. It was also a break of nearly a decade since I've participated on a tarmac circuit...



Better to be a racer for a moment then a spectator for a lifetime

With the expense and dedication to Architectural Studies at Uni now behind me, I foresaw some opportunity to establish a stronger diet of adrenaline, instead of the Red-Bull fuelled all nighters that are common to most students' busy lifestyle. So as a self reward, I specially imported a 1993/series 2 300zx, Twin Turbo manual "slick-top" (complied here through a special interest vehicle permit) during the previous year as a project and basis for track work. The Slick-top Zed arrived from Japan in relatively stock condition except for a obscenely large single cat-back exhaust , boost controller, and what I assume to be a tightened diff. From there, I proceeded to fully memorise the 16 digits of my Visa card and further modify the Zed with new Nismo bushings, adjustable control arms, sway bars and Ultra Lite Coilovers from PowerTrix, along with new RE-11 Potenza tyres and a StopTech Big Brake kit, all in readiness for Track Day. The work was done with the cert plate and WOF fitted the morning prior to heading down to Taupo... Whew!

Unleashing the Stig

The Stig (or one of his clones rejected by Top Gear) travelled down to Taupo with me; carefully folded up like a deflated ventriloquist doll in the boot of the car. It would also be his first time to hit the Taupo track in the twin turbo Zed...



Some race drivers need an ego (or alter ego), the desire to take risk. I also remember Mario Andretti once said "If everything seems to be in control, you're not going fast enough." With that in mind we came with the proviso that no track day would be complete without just a little bit of throttle-induced over steer. I also held the theory in my head that the speed upon exiting the sweeper at Taupo is more important than the speed at the approach. I had witnessed many drivers use a double apex strategy there, slowing down through the entry or permitting trail braking deeper into the

first corner, which allows to get on the gas earlier to achieve more speed out of the sweeper. This is especially important with the long straightaway after the corner, since it allows a power jump-start on the straight. But the simple idea of slow in fast out for the double apex turn still caught the Stig on an early lap, drifting sideways and breaking the exit in a 180 spin along the straight. Some say the Stig induced this crowd pleasing spectacle for the artistic merit award – a T-Shirt. All I know is the Stig has but one outfit, and his helmet doesn't muffle swear words all that well.



After making a few tweaks with the dampening, and scolding the Stig for tail-happy recklessness on cold tyres, I can thankfully say that my 300zx TT did survive its maiden pilgrimage for ungoverned speed, scatheless and vindicated.

Even though I have proclaimed the slick-top as a track car, (and will still retain my 2+2 show car) it will still retain all its luxuries for some time, leather seats and air-con are something that still feels wrong to surrender for sake of a competitive edge at this level, or split seconds shaved due to weight savings. A full SMZ (Stillen) body kit package is also planned for it, and of course more Powwwwweerrr!

Well, must say kudos to everyone who partook and helped produce a great event. Needless to say the Stig will surely be back next year to defend his “artistic merit” title and I'll be looking to actually justify the Zeds modifications with further practice and an infusion of mojo.

One problem though - it's hard to focus on shooting photos while your driving around the track!

It's a good place for someone like me to get started. For you hardcore track guys I'm sure you can relate to your first time out on the track. For those of you that have never been, you owe it to yourself at least one time to give it a shot. Even if you're not an adrenaline junkie or a speed demon you will enjoy it.

Nathan



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The Annual Mini Club Night Trial

Not a exactly stars and moonshine at the start! Closing in on Drury BP, exceptionally angry thunder clouds rehearsing their performance!! Rats, Metservice got it wrong again!!! Rolling up at the allotted 5.30pm meeting time the deluge and spectacular electrical storm at full throttle! Only half an hour until being let loose, we were treated to flash flooding in the car park! Gary, certainly wasn't wrong about the "dark side"! Had he put a special order in for rainshine just for the Night Trial?! Did we need gumboots??

6pm, and my co-pilot and I were jumped into the Z. This was the first ever car rally for my capable co-pilot, so a few guiding instructions and we were off! Jumped off the motorway at Great South Road, to be greeted by some unwelcome flash flooding on Great South Road! Thankfully that was the only flash flooding that we had to drive through! Phew! Instructions were quite straight forward, ok, so do we expect the worst for the clues?? With Mini Club Night Trials, life is not like a box of chocolates, haha, your clues could have you finding just about anything, and just about everything! Well Gary didn't disappoint! The phone number at the Vicarage was easy enough, and who was at number 84, and the name of the fashion store, well that's another story!!

As always a very well thought out trial, even if he did make us go around in loops and uum, questions about which fruit.! Minimad at his warped trial master best!

As always, this a thoroughly enjoyable event, you need your brain switched on, not just your headlight and multiple torches!!

Many thanks to Gary & Catherine for inviting us along to the Annual Mini Club Night Trial.

Imogen

Tales Of A Wayward Youth (Pt. 2)

My first car, bought on apprentice wages of 4 pounds a week (about 8 dollars), was a 1934 Ford V8 Coupe. Although this was in quite good order, I decided to put my new coachwork skills to good use and quickly got to work and cut the back out of the body and made it into a truck, complete with a sheet of ply cut and screwed at the back behind the seat. This addition even had a perspex window. In this state the old V8 actually passed a WOF. Two mates and I crammed into the truck and ventured over the Bombay hills and, coming back still on the other side, it broke down. We didn't have the usual tools so I went to a farmhouse and rang Mum (no mobile phones then) to see if she could come and tow us home. A long time later she arrived in the Studebaker bus with the only rope she could find. We hitched up and away we went. Mum in the bus and the three of us in the old V8. Halfway up the hill the inevitable happened with a rotten rope. It parted, and the bus sailed into the distance and over the hill. I don't know how far Mum drove before she realised we were no longer behind, but it seemed a very long time before she came back to retrieve us. My poor Mum was trying to raise a family under trying conditions with Dad very sick and I really did appreciate her.

In 1960 when the Harbour Bridge was still very new we ventured over to Devonport to a party one night and couldn't find the bridge to get home, so slept the night in the car, till we found our way in daylight.

Another time with the same little truck I needed a tow up to Ivan Findlay Motors in the main street of Papakura. I needed to get the V8 out of the drive backwards so we could then hook on the front, so I asked Mum for a tow with the 37 Chev. Hooked the rope on the back of the V8 to tow it out the drive. The plan was to then stop and tow from the front. Anyway as it's a slight slope up the road and we would stop easily, I stood on the running board steering with the door open and away we go backwards. Instead of stopping once on the road to hook on the front, Mum gunned the old Chev and away we go with me standing on the running board steering backwards. I had visions of us heading up the main street of Papakura with me standing on the running board. I had to do something quick so yelled out. Instead of stopping slowly and giving me time to brake through the still open door, she slammed on everything and of course the tray at the back made a nice crease in the boot of the Chev. A good example of bad communication. I had mates at the time who knew instinctively what we all meant without going into too much detail, and I assumed Mum knew as well!!

Traded the old V8 in on a 1938 Ford 10. Horrible car that had the usual mechanical rod brakes the same as the old truck, but these were hopeless. I rolled it into a ditch at the back of Drury one night on an opossum shooting trip with a mate. He was holding his fox terrier and it jumped onto my lap. I took my eyes off the road for a moment and that's all it takes.

Sick of cars now, four of us decided it was time to ride motorbikes!!! I bought a 500cc AJS. My mate next door had a 500c Matchless, which is a brother to the AJS. A mate up the road had an Ariel square four and his younger brother had a 350cc Ariel single. Another couple we hung out with had Triumphs. One was a Bonneville which was the best at the time; A 650 twin. The Southern Motorway was very new then and not a lot of traffic, especially at night. A favourite stunt was three or four of us to overtake a car at a good clip, some on the inside and some on the outside, and slam our steel studded boots onto the road sending up showers of sparks into the night. I would have been 17 years old. Seems a bloody stupid thing to do now!

We used to venture into Queen Street and park our bikes outside the Majestic picture theatre with a whole lot of other bikers and try and look cool, watching the girls go by. We rode down Queen Street one night with about 30 others. Found out they were Hells Angels. I don't think we went into town much after that as these guys had a very bad history.

Went to Muriwai beach one night to gather Toheroa out of season by the light of the moon. One guy on a Triumph 21, which was a 350 twin, had a pillion passenger, and he was riding along following the waves in and out. He rode out and a wave larger than the rest came in and drowned the bike. We towed him back down the beach to a street light and took till 3am drying things out to get it running.

At this time I was attending trade school at Seddon Tech as part of the apprentice scheme. Money was always scarce what with petrol, board to Mum and of course fags and beer. I knew the bike was using a bit of oil and this particular morning I looked into the oil tank and even dipped it with a stick. Yes we had about 30mm in the tank so that's enough. What I didn't know was the oil pickup pipe stuck up in the tank by 30mm. Coming home on the motorway in the afternoon about the Tip Top corner the bike started to clatter. I hitched a ride home to Papakura and luckily good old Mum was home. I find a good piece of rope and off we go in the old 37 Chev to tow the bike home. I know you can do this with my new knowledge of towing bikes on Muriwai, but still very foolhardy.

Away we go down the Southern Motorway with my end of the rope wrapped once around the steering head and me holding the end so I could let it go if need be. We got all the way to Papakura and on the second to last corner from home, a very tight left hander, I realised we were going much too fast for me to take the corner, and I couldn't release the rope in time, so I'm leaning on the brakes real hard. Mum must have realised we were going too fast so she braked suddenly, resulting in the rope tangling around the front wheel, which of course flipped me onto the road, and Mum dragged the poor bike on up the road. I still have the scars 49 years later. Hard to imagine towing a motorbike on the motorway at 5-30 pm these days.

Got sick of falling on the road so got rid of the bike and bought a 1942 ex US army Jeep. What an amazing vehicle. A mate and I drove all night in mid winter in this thing to go pig hunting on his Uncle's property in Raetahi. Complete with army surplus great coats and balaclavas, we still froze. That Jeep could go nearly anywhere, but we used 20 Litres of oil there and back. We had no luck with the pigs so his uncle came with us in the Jeep away into the back blocks and shot us a wild cattle so we didn't go home empty handed. The need for something more girl friendly came along, so got rid of the Jeep and bought another V8. This time a 1937 sedan with a sleeper front seat!!!! Met a lovely young lady and we are still together after 48 years.

Brian, a.k.a. half of "Us2"





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Concours d' Elegance Fun Run

I always enjoy watching all of the precious metal arrive. Nathan (my trusty co-pilot for the day) and I arrived early at 8am in the ebony steed and rolled into the Group 5 run. Final destination: the gardens at Waimauku's Matua Winery.

Only 4 other cars in situ out of the 6 Run groups and 200 odd cars expected at Ellerslie including Dave Turners cool 1967 Fairlady Roadster, who's in another run group. We had plenty of time to rove around taking many photos of the gorgeous auto-mobiles and chat to the owners as they arrived.

9.45am Drivers briefing, and 10am rolls around and we're released, one at a time. We managed to miss interpret the second instruction, guess there's a first time for everything! Swing around and back on route towards the motorway, bearing of the back blocks of West Auckland, wending our way out to Waimauku. I must say, these were amongst some of the best Concours Fun Run Roads I've been over in the last 5-6 years! Twisty, narrow in places, stunning vistas from the high points through the Waitakere Ranges, but plenty of opportunity to reach the speed limit on the appropriate roads. For a large part of the run we had a stately Ferrari Dino and Mark 2 Jag in front of us motoring along looking very stylish in the process.



City Nissan Takapuna had kindly loaned me a 370z to do the Fun Run in.



Destination reached and the brute of a 370 didn't miss a beat, proving to be a fun drive with more oomph than my humble VQ35DE. Time to tuck into lunch and socialise with other drivers and navigators.

These runs are in the true sense, a fun run. The MG Car Club did a good job with the instructions as always are very easy to deal with again this year. So anyone that's thinking about participating in a trial, these are a great starting point.

Cheers

Imogen

All Classic Japanese Series

Mike Coory

As some of you may be aware last year I joined the All Classic Japanese Series, which is a series created to encourage the racing of Classic Japanese Race cars that are 20 years old or older.

Cars need to be not heavily modified (i.e. no lexan/fibreglass/original spoilers) still run the original style engine and meet NZ motor sport rules (i.e roll cages/log book) and drivers must have a National race licence.



The events are generally held at Hampton Downs and Pukekohe, due to the series affiliation with the Auckland Car Club, but do have an event occasionally at Taupo.

There are a wide variety of cars and classes:

- 0-1600cc – mainly civics and corollas
- 1700-3099cc – the standard 240z and 260z's mainly fit here, as would a NA 300ZX
- Open class – this is the class I race in due to the turbos.



I now think there is another open-open class for cars that do not fit the rules (4 wheel drive or engine transplants.)

I came into the series with only two races to go early last year and did ok, ended up fourth in my class due to some high points results. Best result was a third but I finished every race so scored a fair few points.

The events are run the same way each time, first there is qualifying, then a scratch race (fastest cars start first), then there is a reverse grid race and the final race is a reverse grip handicap race. So all cars get a good chance at winning. I seem to spend a lot of the races trying to work my way from last position through the field. So it is great way to develop your race craft.



I am still to win my first race, despite consistently posting fastest lap times around Pukekohe and am looking forward to this season as a few tactical errors on my part and one 'incident' have affected my results to date.



The group is great to race with and generally all are careful and considerate on the track. There are a few members from the Z Club out their racing and us Z guys have a laugh and give each other support which makes it a lot of fun. It is common to find Andy, Greg and Mark out there in the 260Z's and Ricky in his 240Z.

If you want more information check out www.acjs.co.nz or drop me an email, it would be great to see more Z's out there (especially another 300ZX hint hint).

Big thanks to my sponsors Healthhouse, Zealand Health Manufacturing, Coastline Automotive and to Marcus owner of M & M Automotive for the car preparation.

Mike has won many club trophies over the years and one of his race cars graced the last cover. ed.

Z Club 30th Anniversary Dinner

In 1981 the Z Club was born. Brought into this world by some now legendary Zed fanatics it continues to thrive 30 years later.



With the help of Nissan New Zealand and City Nissan Takapuna we decided to celebrate this great achievement by getting together members past and present to toast another 30 years to come.

And what a turnout we got! City Nissan kindly opened the doors to it's beautiful showroom and over 90 turned out to the reminisce and

enjoy the evening, including some from Australia!

Motor sport journalist Eric Thompson regaled the faithful with tales of his experiences covering motor sport over the years and John Manley from Nissan gave a brilliant account of the history and lineage of the Zed.

An excellent evening to commemorate a wonderful and still vibrant club.

Thanks again to Nissan NZ and City Nissan Takapuna.

Pest



Water-borne paints.

Water-borne paint is the latest talk in the automotive industry. Most car assemblers are now using water-borne paints, With many countries now regulating its use and making it mandatory to use these new products.

The use of water borne requires a complete change of mindset. It is a completely different product with different techniques and tolerances. VOC's or oil based paints are defined as "organic chemical compounds that have high enough vapour pressures under normal conditions to significantly vaporise and enter the atmosphere" This of course is reputedly said to damage the ozone layer. The results of damage to the ozone layer we have heard plenty about. Regulatory agencies are looking at all of these compounds to determine the methods of reducing the degree of release. Of course the motor industry is seen as one of the bigger industries doing this damage.

Water-borne paint was introduced in the early 1970's and has been growing as the preferred option for many countries. The first switch was from nitrocellulose lacquer to acrylic lacquer. Then to acrylic enamel, on to acrylic enamel with isocyanate catalysts. Next acrylic urethane enamel and the current base coat/clear coat systems.

There will be a time when if we haven't changed over we will be forced to.

What does this mean for the automotive paint industry?

Some paint booths may be able to be adapted. The surface of water-borne paint surfaces tend to take longer to dry off so are more prone to picking up dust particles. If there is not enough surface airflow to encourage a rapid flash-off of the paint then its going to be difficult to get a good job. Even if booths have a good airflow, specially designed drying systems will be required to speed up flash off. These are basically fans and blowers. Current filters can still be used but will clog up quicker. Water-borne paint has a higher pigment level that oil based products. Just a simple thing as paint strainers will be a problem as the current paper ones will come a part.

It is important to note that the only product that is water based is the base coat, or the colour applied after primer and before clear coats. This essentially means that painters will be running two dedicated systems. This will mean separate paint guns and gun wash machines are required for solvent based and water based products. Cross contamination is a real issue, if cross contamination does occur it will result in curdling of base coat, and waste of product.

Air supply will also need to be looked at. There is understandably no room for oil or water in the air supply systems. With the use of driers both free standing and hand held means that a high volume of air is required. High capacity and dryer systems with good filters are a must have. Special water based degreasers need to be used, and it is recommended that disposable wipes be used. Also water borne products can not be stored in steel cans as they will rust. So plastic containers or specially coated tins are important for storage.

I hope this helps in understanding water based automotive paint systems. This article is a reproduction from an article in Paneltalk magazine.

Membership distribution, August 2011

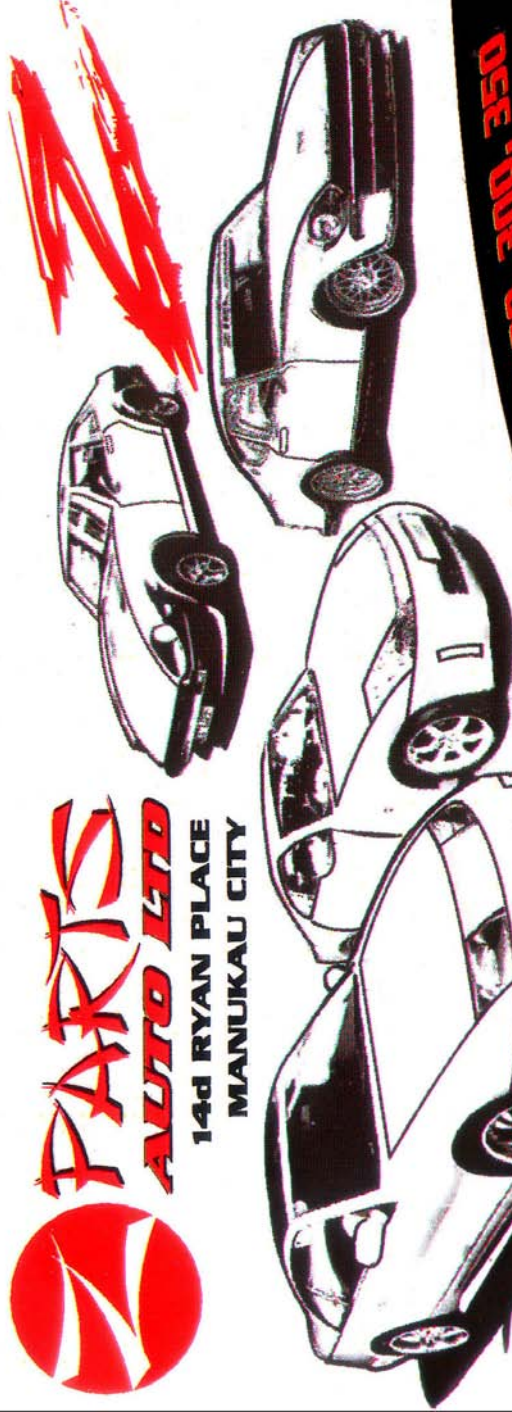
You may be interested to know that while the majority of membership continues to be within the greater Auckland area, our membership throughout the rest of the North Island continues to grow. We hope to further grow our South Island numbers too.





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