

Orient Express

NOVEMBER 2012

ISSUE 82

THE OFFICIAL NEWSLETTER OF THE DATSUN Z CLUB INC.



IN THIS ISSUE:

Z-APOCALYPSE ~ Taupo Track Day

THE ULTIMATE ROAD TRIP ~ Bernie Kant

CUTAWAY CREATION ~ Brian Shou

MIKES TRIP TO THE USA ~ Mike Coory
and more....

P.O. Box 24-176, Royal Oak, Auckland, NZ

www.zclub.org.nz



CLUB NZ

ELECTRICAL CONTRACTORS

- ✦ All aspects of residential, commercial and industrial electrical services.
- ✦ MASTER Electrician, ECANZ member
- ✦ No job too small. Free quotes
- ✦ 24 hour call out. Quick response
- ✦ Safety checks – detailed electrical inspections and written reports available.
- ✦ Supply and installation of residential integrated sound, TV and data systems.
- ✦ Heat pumps/Air-conditioning and ventilation. We recommend, supply and install high quality Mitsubishi Electric Heat Pumps as well as Hitachi, Gree and LG units. We are able to supply these units to Z Club members and associates at trade prices.
- ✦ Do you have an electrical problem? We can offer no obligation, practical advice and ideas. Give us a call.

Anthony Baker

Z Club member (for 20 years!)

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

Orient Express

ISSUE 82
NOVEMBER 2012

Committee:

Position	Name	Email	PM
President	Dee Collins	president@zclub.org.nz	dee
Vice President	Dale Maxwell	vice.president@zclub.org.nz	submax
Secretary	Murray Chapman	secretary@zclub.org.nz	Murray
Treasurer	Andy Mygind	treasurer@zclub.org.nz	Andy
Club Captain	Imogen Hewlett	captain@zclub.org.nz	Bronzee

Social Committee:

Position	Name	Email	PM
Events Coordinators	Brian & Sheryl Schou	social@zclub.org.nz	Us2
Events Coordinator	Kelvin Healy	social@zclub.org.nz	240z
Events Coordinator	Bernie Kant	social@zclub.org.nz	Bernjean
Events Coordinator	Stuart Horne	social@zclub.org.nz	Stuart
Events Coordinator	Paulson Yiu	social@zclub.org.nz	Pilot.P
Events Coordinator	Duncan Webb	social@zclub.org.nz	Bordeaux
Events Coordinator	Mike Cartmer	social@zclub.org.nz	Old_datto_fan
Events Coordinator	Luke Pascoe	social@zclub.org.nz	Pest
Technical Assistant	Dave Turner	ztech@zclub.org.nz	Z-mann
Technical Assistant	Anthony Baker	ztech@zclub.org.nz	Baker93
Membership Coordinator	Andy Mygind	membership@zclub.org.nz	Andy
Website Administrator	Luke Pascoe	web.admin@zclub.org.nz	pest
Apparel	Andy Mygind	apparel@zclub.org.nz	Andy

www.zclub.org.nz

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



CONTENTS

COMMITTEE	1
ZEDITORIAL	3
COMING EVENTS	4
NOSTALGIC HERO PHOTOSHOOT	5
HAMILTON BBQ MEET	6
ZAPOCALYPSE - TAUPO TRACK DAY 2012	7
GALAXY OF CARS SHOW EVENT	11
BAY OF PLENTY WEEKEND	14
ULTIMATE ROAD TRIP	16
THANK YOU LETTER FROM NORTH COLORADO Z CLUB	21
MANGAWAI - WAIPU COVE RUN	22
MIKES TRIP TO THE U.S.A.	25
ARDMORE - PIONEER AERO VISIT	28
BRIANS CUTAWAY CREATION - NISSAN L6 ENGINE	30
ZPRING TRIAL	35
WAIKATO BACK ROAD BASH	36

TRACK DAY TAUPO 2013

Saturday 16th February 2013

\$100 per driver for Z Club financial members

\$120 per driver for non members,

\$12 lunch for non-racers

ALL FEES INCLUDE LUNCH



For registration go to: <http://taupo2013.zclub.org.nz>

**RACE
BRAKES**
GOOD BRAKES



ZEDITORIAL

Hi Zedders,

Some Zeds are tucked away safely over the more sodden months of the year, possibly preparing for Spring unveiling of flash new components or shiny paint installed, so don't forget we'd still love you to join us for events in your daily driver or other toys. We promise not to include said daily drivers or toys in photos. Well maybe, unless it's something really drool worthy! Then prepare to be blinded by flashing shutters!

We've had some great events over the last few months, showing that even though the weather has been somewhat inclement, the Zeds still like to go out and play. The Chocolaterie at Bennett's in Mangawhai proving very hard to resist!!!!.....In May we had a Nosh Noggin' Natter (Z dinner for those uninitiated). Dale had organised this event at The Paddington, being assured Thursday's are normally a quiet night -Haha, wrong!!! Relatively quiet upon arrival, and parking just as importantly, but soon throngs of bods from an online dating site piled through entrance! Sooooo, Dale, how many phone numbers did you collect? You sure it wasn't a cunning plan?!!

We had a huge turnout for the Ardmore Pioneer Aero event; - over 60 people! Anyone would think that Z fanatics love vintage planes too! And July Annual Electric Go Karting was popular once again! August bought the Auckland Beaurepaire's Tyre Tech night, with others planned for a few main centres, so keep your eyes on the forum, for full details!

As most of you know, at each event we rattle the canister for a gold collection for our club's charity, St John. For those of you that frequent the forum, you will see, as at 23rd June we've already collected \$398.60, keep up the good work!!! That should buy a few necessary items to assist saving someone's life!

On a different note, when you're logged into the forum, on the 'home' page, scroll down to the 'Orient Express' link. A while back Luke kindly, scanned each edition of the old mags going right back to 1982!! It might be nostalgic for lifers that have owned their Z for years, or recent owners, you might see articles with your Z in action at a meet way back when, with it's previous owner!! Why am I mentioning this?! Have a look for yourself! You're guaranteed some good laughs!

There are a couple of gaps of old mags we didn't have copies of, so if you have one of the missing editions, and wouldn't mind lending us the magazine to be scanned, that would be great!! And we'll return it afterwards.

Any ideas for an event or if you'd like to write an article for the mag, please fire me a pm, email or phone even.

Cheers, and hope to see you at an event soon!
Imogen aka Bronze

COMING EVENTS

Z Club AGM, Prize Giving & Dinner

When: Saturday 17th November 2012

Time: 6.30pm or 7pm (TBC)

Where: Garrison Public House, No. 61 Sylvia Park, 286 Mt Wellington Highway, Mt Wellington, Auckland

Website & map: <http://www.garrisonpub.co.nz>

What to bring: Gold coin donation for our club charity St John, money for dinner & drinks, friends/family, and a sense of humour.

Z Club Concours d' Elegance

When: November 2012

Time: 9am (TBC)

Where: Nissan NZ HQ

Address: 261 Roscommon Road, Wiri, South Auckland

What to bring: Gold coin donation for our club charity St John, friends/family, a very clean shiny Z.

Wellington/Kapiti Fun Trial - Ending at Southwards Car Museum

When: Sunday 25th November 2012

Time: 10.00am for coffee/breakfast/brunch

Website: <http://www.laffare.co.nz>

Meeting at: Cafe L'Affare at 27 College Street, Wellington

What to bring: Gold coins for the club charity - St John, full tank of gas, co-pilot/friends/family, pens, clipboard, plastic bag, camera (or cellphone camera), comfortable shoes, money for lunch.

Wellington - Speedtech Motorsports Ltd - Tech night

Date: 2013 (TBC - soon)

Time: 7pm(TBC)

Where: Unit 7/115 Gracefield Road, Seaview, Lower Hutt, Wellington Phone: 04-586-6384

Website: <http://www.speedtechnz.com>

What to bring: Gold coins for the club charity - St John, friends/family.

Z-Club Xmas Party

When: December 2012 (early December TBC)

Time: 6.30pm or 7pm (TBC)

Where: TBC

What to bring: Gold coin donation for our club charity St John, money for dinner & drinks, friends/family.

Sealed Surface Gymkhana at Ardmore

When: Sunday 20th January 2013

Time: 8.45am (TBC)

Where: Runway Juliet (disused), Ardmore Airfield

Address: Cosair Lane, Ardmore Airfield, Ardmore, South Auckland

What to bring: Gold coin donation for our club charity St John, money for dinner & drinks, friends/family.

Gymkhana fee per driver paid up - ZClub member: TBC

Gymkhana fee per driver non - ZClub member: TBC

Spectator Lunch: TBC

Full details on the website.

Nostalgic Hero

Impressive Classic Car Maganize

New Zealand Photoshoot Club Event

Hisashi from Nostalgic Hero Magazine contacted the club as he was due to arrive in New Zealand partially for a working holiday to take copious photos of old school Japanese cars for his magazine. He's allowed, ... as he really is a Japanese tourist! Hehe. Nostalgic Hero Magazine is Japanese periodical magazine which has dedicated 25+ years for Japanese classic cars. For anyone that can read Japanese: <http://geibunsha.co.jp/mag/nh/p/>

A crystal clear morning, which is surprising for a public holiday, Auckland Anniversary Weekend, proved just perfect for the cruise out to the Pine Harbour Marina in Beachlands. A gorgeous array of Zeds roll up, plus an old Soarer and an RX3.

We had most of our bases covered in terms of Zed models, from the 240z - 350z, with the boats and marina as the backdrop. Ricky even trailered his race car over for the event, and a good contingent of Zedders had come up from the Waikato for this event.

Hisashi really enjoyed chatting to all the Z owners and was very impressed with the calibre and rarity of some of our cars.

Many thanks to Smithy who spoke to the Harbour Master seeking clearance so we could use the marina for this gathering!

Cheers

Imogen





So one evening I receive a text message from an old friend who shares my interest in most things Datsun referring to a "Z Club BBQ" in Hamilton of all places! Great I think. I'd been ten years or so since the last meeting I'd been to involving my passion for Zed cars, at a Hamilton East Pizzeria if I recall correctly.....

Crikey, I didn't even know if that place still exists!



This time it's BBQ, and mid summer! At Claudelands show grounds, a place I can find easily enough. Which is helpful for me, a country boy, who doesn't get to town much. So loaded up with marinade home kill steaks, I'm good to go. Next decision... Which Zed do I take? The new toy of course! The Z32 manual "slick-top" I had recently acquired from a Wellington club member, would relegate my old faithful targa top, auto to dust gathering duties at home again.

On arrival to the venue was truly a splendid sight. A tightly packed row of about 16 well presented zed cars. With virtually every configuration covered too within reason. Special interest to me was a facelift Z31, and the usual brace of well kept S30's. No room for my car in the row as some dog walking enthusiast had considerately parked their Falcon wagon right in the middle of the line up. I'm sure they felt some daggered looks when they eventually turned up and vacated the space.

I was really impressed by the good turn out and sense of camaraderie displayed. A nice relaxed atmosphere and rain that stayed away. A good day for a recruitment drive. I hope the Waikato Zeders can get more meetings organised in the region....

Cheers,

Conrad aka sabbath89zx

6





FEBRUARY 2012

The year 2012 - So proclaimed the end of the Mayan calendar, with some concluding the end of the world. Well if such an occurrence has any likelihood, then surely of utmost importance is to tick attending a Z-Club Track Day from the bucket list.

Z-Apocalypse Now:

"I love the smell of hot brakes in the morning, smells like ~ victory".



Morning dawned clear and bright as I headed out to the Taupo Motorsport Park race track. A small pit of nervousness fluttering in my stomach as I recalled the often repeated comment made by almost everybody I'd told that I was heading down for a track day - "just remember, there's no insurance on the track". Probably not helped by the fact that this was my first ever track day (and indeed first event with the Z-Club). I pulled into the gate behind another participant, my windscreen filled with a view of the quad exhaust pipes and tail lights of a Nissan GTR-R35. The monstrous GTR is truly an awesome example of power and engineering prowess. The sight of that, and a few of the other 'Z's already parked on the grass, quickly settled my nerves and replaced them with a sense of thrill and excitement.

Continued over leaf...

Further fine examples of engineering excellence soon followed through the gate and parked up on the drive, bonnets popped ready for the scrutineering (and the chance to show off some pretty cool modifications). There's something real sexy about a straight 6 with triple twin-chokes or a turbo or two hanging off the side. Although the more modern V6s certainly deliver, their under bonnet trimmings just don't compare when it comes to a visual statement of Grrrrr!.



Following the driver briefing I wandered back to my car to action some advice "...empty out all of that extra crap, spare tyre, tools and other junk that might rattle around...". After doing so, I was accompanied by a new acquaintance - Selwyn, a fellow 350Zer. Selwyn had recently participated in an event that involved touring around three different tracks in the South Island over the period of a week (what a marvellous idea) and he regaled me with the story of how one of the participants, partaking in his first ever track day, had lost control at the end of the straight during his first session on the first track and totalled his car. This promptly bringing back some of the nerves I'd felt earlier that morning!

Driver training and I queued up at the pit exit and watched the first batch of "trainees" circling the track in ever faster circuits while waiting for one of the pro's to jump into the passenger seat next to me. "Giddyay I'm Keith, have you done anything like this before?" Nope-first time- I replied. "That's fine, heh- no bad habits to spoil things aye? - right let's go..." "See that orange marker there? I want you to drive straight at it and get as close as you can before you turn"... Half a dozen laps later under Keith's expert guidance and I was ready to go solo. "Come and see me later on if you'd like to ride a session as a passenger in my race car". Ohh - yeah, definitely taking that offer up!

Being in Group 4 meant I got to watch the first couple of groups having their opening sessions before heading out. Group 1, being almost entirely comprised of R35s and a couple of very hot early "Z" race cars, set a blitzing pace from the get go.

Soon after and it was time to queue up for our turn. The bloke in front of me in the queue (Mike, as I later found out) got out, wandered back and tapped on the window, "I haven't done this for quite a while so will probably be going a bit slow, you're welcome to go in front of me if you like". No worries, I replied, this is my first go so I probably won't be any faster, stay where you are. Wise move as it turned out, Mike promptly went on to record the fastest time of the day for our group!



Continued over leaf...



Two sessions later and Keith slapped me on the shoulder, "still keen for a ride?" he asked. I think my grin said it all. "Then let's get you set up in the harness". Shortly afterwards, all strapped in and Keith was stomping on the accelerator and launching us out of the pit lane and into that tricky hairpin at the end of the circuit. With a screech of tyres the back end let go and started trying to overtake the front end of the car. A few flicks of the wrist and cat-like reflexes, all was soon back under control. "Tyres are a bit cold" Keith coolly advised.



Wow that was a most excellent ride! I stated after unbuckling the race harness. I certainly appreciate only having to deal with a tip-tronic, seems we've got it easy by comparison. It was really educational as well; watching how a pro handled a car around the track certainly boosted both my confidence and skills afterwards, resulting in me being able to shave another 5 seconds off my best track time during the afternoon sessions.

A week on, and I still get a buzz when I reminisce of the feeling of fanging it out of the bottom hairpin in 2nd, chopping it into 3rd and accelerating up the front straight. And I've probably bored all of my workmates senseless with recounts of what it was like.

The organisation and format of the event was absolutely great, sincere thanks to all those who put in all the effort behind the scenes so that us drivers could go out and have a blast. And cheers to all the other drivers for the camaraderie and deep and meaningful conversations about brake pads, tyres, fuel and performance parts. All in all a most excellent day!



Irrespective of Mayan Apocalyptic predictions, I'll attest a more certain future proclamation to be - "I'll be back".

Peter



TREK DAY TAUPO 2013

Saturday 16th February 2013

\$100 per driver for Z Club financial members

\$120 per driver for non members,

\$12 lunch for non-racers

ALL FEES INCLUDE LUNCH



For registration go to: <http://taupo2013.zclub.org.nz>

**RACE
BRAKES**
0800 BRAKES

Galaxy of Cars

The New Lynn Lions ran a spectacular car event in aid of the Cystic Fibrosis cause on February 26th, 2012. Galaxy of Cars has been running for many years and this year, they changed venues to Western Springs as the event is now so large it needs extra space. CF ran a bucket collection, had a stall and got a proportion of all entry fees paid by the display cars and the punters coming through the gate.

But you're probably thinking about now, - they must be stark raving bonkers to be at Western Springs before roosters crow and there's no racing involved! And you know what,.... you're probably right!

Early morning hazy atmosphere, rays glinting through the trees, grass still dewy, the Zeds start rolling through the gate. A slight challenge for our lower Zeds getting across the grass carpet kindly put down to keep our tyres clean whilst making our entry across the slightly sloped circuit up onto the central grassy area, but we managed without damage. A team effort setting our Z display up with an angled orientation for a point of difference.



Last minute touch ups, and time to surgically detach the Ztailing products and cloths from our mitts before the gates open to the masses!

Now, the show metal! So many gorgeous cars, where does one start??!! The engineering creativity award must go to the Mini Mac! Best in show, the exceptionally stunning green Packard! From the Zed side, we missed having a Z32 on display this year, but did receive an honourable mention for our club display! Excellent!

Continued over leaf...





Despite summery weather (thank goodness to having a tent to hide from the searing sunlight), the display and spectator numbers appeared marginally down, possibly due to major car events on at Hampton Downs and Americana on at Taranaki.

The reason we're at a new venue is due to the paddock where the show has previously been staged on (neighbouring the far side of MOTAT) is currently being dug up for new drainage. Enter Western Springs stadium show ground. Being a venue geared towards big events, in my opinion, has proven a welcomed change. Especially as they gave club organisers the chance to check the venue and club sites over on the Saturday.

All went well, and of course everyone there had a ball. The total fund accumulation to aid Cystic Fibrosis tallied about the was \$20,000 - WOW! what a tremendous result.

I'll let the photos sum up the rest.

Cheers,
Imogen





GET ZED CLUB GEAR

BLACK Z CLUB TEE SHIRT

S, M, L, XL, XXL

\$38.00 MEMBER PRICE **\$34.00**

100% Cotton, pre-shrunk, embroidered logos

BLACK EMBROIDERED CAP

ONE SIZE FITS ALL

\$15.00 MEMBER PRICE **\$13.00**

ZED CLUB KEYRING

QUALITY DESIGN

\$17.00 MEMBER PRICE **\$15.00**

BLACK Z CLUB CREW SHIRT

XS, S, M, L, XL, XXL

\$77.00 MEMBER PRICE **\$65.00**

Chicane brand, Polyester viscose, machine washable

BLACK Z CLUB RALLY JACKET

S, M, L, XL, XXL

\$119.00 MEMBER PRICE **\$105.00**

Nylon shell, polyester padded liner, hood in roll collar zip, dome and Velcro front, four pockets, machine washable

All prices include GST

Email apparel@zclub.org.nz with sizes, numbers and delivery address and we will email invoice and payment instructions

Apparel is sent NZ Parcel Post at cost, no freight if collected from Newmarket, Auckland or at Auckland based Z Club Event

Buyer must pay post both ways for size changes.

TrainSpotting

Bay of Plenty



Have you ever felt like you are 10 years old again?!

Saturday morning everyone met up at Waitete Restaurant in Waihi, then en masse convoyed across to the historic Waihi Goldfield's Railway station. JB had bribed his son-in-law to "Zedguard" the cars!! I wouldn't normally endorse bribery, but in this case.... !!! Safe Zeds!

The atmospheric train station, stepping us back a 100 years or so, during the height of gold mining era in the Karangahake Gorge. The tiny ticketing office, with the authentic looking ticketing lady peering at us through the draw up and down glass, informs us for the purpose of this train ride, deem us all as senior citizens..... ya what!? Group discount, and now I can break out those Zimmerframes! Haha!



We load onto the old train. The carriages still look very original, even with wafer thin glass and a credit to the volunteers that maintain the train, stations and track. The amble to Waikino is charming, and every time the tracks are parallel to the road, cars drivers toot and wave as they pass, just like kids we wave back!! Egged on a bit by the conductor, dressed in his period uniform, 3 weeks of stubble growth and that was just the ears and nose! Really looking like a man of the period. The trundle one way takes about thirty minutes.

Time for lunch at the train stations' Waikino Cafe, surrounded by the fascinating memorabilia, telling the stories about the hayday of the mining batteries, now but a shadow of their former selves, mere rusting relics. Unfortunately we didn't have the time to walk the 300 metres across the road to the Victoria Battery to see the remains. Time to re-board the train to return to Waihi, most opting for the open carriage and smoke from the trains chimney stack.



Bay of Plenty weekend continued over leaf...

Bay of Plenty weekend continued...

"Tonka Toys"

Making the most of the day, we drive to the western side of the Martha Mine lookout. The mine really is impressively large and we can't see to the bottom! Quite a different perspective from when the Zclub went to the mine open day a couple of years ago. One of the massive mining trucks sitting on the Pit Rim Walkway overlooking the mine! Eat your heart out, Tonka toys of our childhood! 10k to replace one tyre!!! Yikes!



Off to Mt Maunganui, to settle into The Calais and tidy up before dinner. The overflow from the Rotorua marathon making it challenging to find somewhere for our mob to nosh. Conceded after about the 6th phone call, so we all headed on foot around to the sea side (Marine Parade). Staked out a large table at the Blue Sands Restaurant and proceeded shooting the breeze with Zedder's not there earlier on. Can thoroughly recommend both dinner and breakfast menus!

Sunday morning dawns, beautifully calm, a mild swell rolling onto the Mt beach. Time for an early run up and circuit around the Mt base track, then time to meet Jennie & Colin for another spin around, taking photos along the way. No rest for the wicked, then group breakfast at our reserved Blue Sands. Joined by a few of the BOP'ers that weren't able to join us on Saturday.

Fantastic to see everyone, especially those that have an aversion to crossing the Bombays! Haha!

More info here:

Goldfields Railway: <http://www.waihirail.co.nz/history/>

Martha Mine: <http://www.marthamine.co.nz/>

Cheers,

Imogen

I still remember with fondness when we bought the Z...

We flew to Christchurch and drove it back to Auckland. Must admit though, it was with quite a bit of trepidation. I had asked the guy I bought it from if he thought it would make it to Auckland and he said he couldn't see any reason why not, so we flew down, handed over the folding, and hit the road. We had as many tools with us as we could bring. The car was not in pristine condition and felt somewhat odd when it was valet parked at the Wellington hotel. But she ran fine, and got back home without any complaining.

When I heard the Southward Car museum was having a classic car display, I instantly realised that here presented another opportunity to take an epic road trip. I got the nod from my wife just after Christmas and my son Adriaan showed some interest to go as well. Unfortunately his car was still in parts in his garage waiting for his good ole dad to do the body work (and still is!).

To add a second part to this story, 10 years ago a friend of mine (whom knowing of my interest in all things Datsun) said he had seen a really mint 120Y for sale on the side of the road. I just had to go and have a look. It turned out to be an American car, left hand drive, a two door sedan complete with American bumpers and auto transmission. My first thought was, no way, not an auto, but later in the day we went back to take another look at it. After speaking to the elderly owner, it turned out she had purchased it new in Texas, brought it back to NZ and had had it ever since. The car was really in fabulous condition, so we decided to buy it. It went straight into storage at my mums and had sat there till... well that's all part of the story.

Taking on a challenge

It was a time of good ideas, so why not take two 40 year old cars on the ultimate road trip? After some discussion with Adriaan we decided that we would take on this challenge. It was obvious that both cars would need to be prepared for the drive. The Z was easy, I took it to Dave the Z man and asked him to go over the car to ensure we would be able to do the 1200km trip. She got a new distributor cap, a real good service, and he even managed to get rid of the annoying rattle in the rear suspension. One car ready!

The little B210 was a different story, it needed some work. It still drove, but not too well, and handled like a bucket of bolts. We replaced all the shock absorbers, and checked that there were sufficient brake pads to assist the stopping. The huge front pads were like new, but the rear shoes weren't too low, so we decided that money would be better spent sorting out the carburetion. There was enough pad for the moment and it would get there and back with what was left. That left us with motor. The only real problem was that it was burdened down with at the pollution crap that the Americans put into these cars in the 70's. It had a single-side drought delorto with an A series manifold in the garage and the plan was to fit this.

Off came all the emission control rubbish, it was really unbelievable how much we removed. Best of all it had a pollution pump driven by its own fan belt. We removed a box full of parts. At this stage we struck a problem. When we held the carb and manifold in position it didn't fit. Being left hand drive we couldn't fit it in as the brake booster was well and truly in the way. To add insult to injury the 14A has an oval port head and our manifold had a round port head. This required a complete rethink and a good look at the dollar situation.



I searched the net and found the Webber man on the North Shore. A quick phone call to him came up trumps. He had a double barrel Weber and a South African manifold that he said would make it go really well. With a bit of stretching it fitted our budget. So on the tow truck and off to the Webber man. This all took extra time so with two days to spare I parted with my folding, picked up the car from Mr Webber and drove the car back home. I was suitably impressed. It drove well, even considering that it was burdened with a yesteryear 3 speed auto.

We really checked it over quite thoroughly. We changed a heater hose, new plugs, oil and filter, changed the radiator antifreeze, bleed and refilled the brake lines, checked all the hose belts and pipes and gave it a good hour test drive. This done we were ready. Once the news of our plans got out we had others interested in coming along. In the end we have five of us going down and picking up a sixth for the return trip.

We decided that we would drive to Taupo on Friday morning and spend the afternoon at my daughters, staying overnight at her place and leave nice and early on Saturday morning, planning to spend the afternoon in downtown Wellington doing a bit of whatever you do in Wellington.

The drive to Taupo was reasonably uneventful; we had the usual thumbs up and waves. One guy even came past us in his rather aging Hyundai Accent with his passengers' window wide open, knee holding his steering wheel and at the same time taking photos of the cars as he drove by. We had a couple of problems to sort once in Taupo, The little B210 for some reason had been drinking through the petrol, on investigation we found that it had had a locking fuel cap fitted, and this wasn't sealing at all. In the 120Y the fuel tank sits behind the back seat above the diff so when you go around a left hand corner all the fuel heads straight into the fuel filler pipe, and in our case straight out onto the side of the car. A quick trip to Repco fixed this. That evening in the rain we decided to pile in the B210 and get some dinner. With weight on the back the tyres we were rubbing against the inner wheel arches. Back into the drive, wheels off and quick bash to turn the rear guard edges over, problem solved.

We happily drove through Turangi but just before hitting the Desert Road the B210 in front of us puffed a large cloud of smoke and died. Problem, it had overheated in a big way! Time allowed it to cool sufficiently to remove the radiator cap. Pooling all our drinking water to refill the radiator. We decided to continue and hope it was just low in water. But that wasn't to be, we got another 100 yards and it overheated again. Adriaan turned on the heater to see if that would help, but got no heat out of the heater. This indicated that water was not circulating around the motor. Thermostat was jammed closed. Adriaan removed the thermostat while we drove back to Turangi to buy some water containers and hopefully gasket sealant. It turns out Shell in Turangi couldn't help for either of these. I stood there with a \$55 plastic fuel can in hand and no gasket goo in sight.



Jeanette had an apathy to try the Countdown supermarket. The shopping list was two 4 litre plastic jugs of water and a tube of paper glue. We went back to the B210, refitted the thermostat cover and filled with water, but when we fired it up it was obvious that this car wasn't going to make it to Wellington. We nursed it back to Taupo and laid it up in Alicia's garage. The diagnosis was that the car had a blown head gasket. We would have attempted to do something about it but time was not on our side, we had to be in Wellington that evening if we hoped to make the Southward's show. This was all a bit disappointing. Veikko our Finnish friend came to the rescue and offered to take his car. Although not being an older car it was still in the classic range. He owns a 96 Skyline GT-T which has had some work done to it by RIPS and is a car to be proud of. So it was lunch back at Taupo McDonalds then on the road heading for Wellington some 5 hours later.

This meant we didn't get to leave for Wellington till about 3.00pm that afternoon, so it was going to be a late arrival in Wellington. The back and forward thing meant that we had to stop in Turangi for petrol and while filling up a very kind local gent bestowed upon me his life history as regards to cars, it appears he had owned several Morris Minors and an old Vauxhall that could out pace every car around there, and a host of other cars none of which were a Z, let alone a Datsun. He finished his explanation as I went to pay for gas and there was no one left to talk to. Oh yes, he then walked away apparently owning a car was a thing of the past. Lucky for us motorists.

We were able to enjoy the rest of the mostly uneventful trip. The car went faultlessly all the way and it was a pleasure to drive, all the while appreciating the scenery. We only stopped several times for refreshments. When we hit Sanson it started to rain. This didn't let up till we got to our motel in Wellington, the windscreen wipers getting a real work out, when we hit the Coast Road from Paraparaumu we struck very gusty wind. The wind managed on occasions to lift the wipers off the screen but fortunately for only short bursts. Arriving at our destination at around 8pm with a slight detour to drop one of our party in Lower Hutt at his rellie's. Our motel would only allow 1 car per unit, and that there was a public car park down the road. I explained that that wasn't going to happen and maybe they could park their car down the road and we use that space. Opps didn't like that, so we just left them and top and tailed in the car park were cars could negotiate around us. It turns out that when we got up early the next morning there were several empty spaces. Go figure!

It was an early start the next morning leaving the girls for a day of shopping and sightseeing in central Wellington. At 7.30am us boys were out the door into Lower Hutt to pick up Adriaan and on to Paraparaumu to Mike's as he had kindly allowed me to give the car a good wash before going to Southward's. We had a spot of breakfast at McDonalds and meet with the Wellington Club guys in the Coastlands car park. It was great to meet some new faces and I felt truly welcomed by these guys. My thanks goes out to you guys down in Wellington. Following this we convoyed together into Southward's.

So many classic cars in one place

It was good so see so many classic cars in one place. As the cars poured in there was everything from hotrods, to American Muscle, to old English Classics, to a scattering of Ferraris. There was the latest Shelby Mustang and even a Targa Florio Leyland P76. A very nice early Gallant GTO. Classic cars as far as you see, good for couple of hours strolling around taking it all in. Then it was into Southward's itself. Things have changed since I was last there. There is now a new section downstairs holding a collection of old fire engines and sixties and seventies cars. I was most impressed with the very old Skyline and Datsun Bluebird in stunning condition. Upstairs to the motorbikes and although they don't hold my interest it was still enjoyable taking in the selection. Even a Suzuki Rotary motor bike! The next stop was into the workshops. I must admit that this is my passion and I can spend hours taking in the different equipment and work in progress, as well as completed projects. It was interesting to see the Rat Rod that Southward's has made, apparently from parts they had lying around.



SOUTHWARD CAR MUSEUM



I have heard that Southwards has the best collection of classic and vintage cars in the Southern Hemisphere. This I believe, and class, it as a must see for even the non car fans - at least once in your life. For car buffs: every time you drive past. If you have never been there make the time to stop in and take a look around, it's well worth the visit.

Unwanted kilos... and a thrashed brain

We left the show at about 3pm and headed back into Wellington Central where we met the girls back at the motel. We went out in search of a place for dinner. We looked into Lonestar but I've eaten there before and such a menu would add unwanted kilos to the waistline. So we kept looking for something else. We ended up eating in a fine dining Italian Restaurant called Osteia del Toro in Tory Street. I can heartily recommend this place to you as we thoroughly enjoyed our meal there, and with very reasonable prices. Afterwards we went to the Embassy Theatre and watched Tinker Taylor Soldier Spy. This movie made you use your brain. Since my brain had had a bit of thrashing it was time for bed.

We slept in a bit and walked down to cafe for breakfast. Who do you think we found in Wellington having breakfast on the Sunday morning, the right honourable, or less honourable depending where you sit politically, Rodney Hide. I like to tell people that I had breakfast with him, but my family would be rolling their eyes and telling you that nearer to the truth I was far too shy to even approach him. Instead I took a sneaky photo and sufficiently embarrassed my family for one day. After breakfast it was back to the motel, packed up and head back to Lower Hutt to pick up Adriaan and Jo. They had a funeral service for one of her Uncles and were waiting for us to pick them up at the cemetery, Unfortunately we were a bit late and left them waiting there for some time.

The drive back home was reasonably uneventful till we got 30ks out of Waiouru when the Z started to surge, Jeanette then pointed out that the voltmeter was only reading 8 volts when normally it's close the 16 volt mark. We continued on into Waiouru where we pulled over to check it out. It was all a bit weird as it was only the end of last year that I'd fitted a new alternator in an effort to avoid this sort of problem. Apart from wriggling wires and checking connections there was not much else we could do. We push started it and continued on.

I don't know what was wrong but we were getting 12volts out of it and the surging stopped but it was misfiring at higher revs. We arrived in Taupo late in the afternoon. The car seemed to be going okay as long as I didn't push it too hard, so all good. We pulled the little Datsun B210 out of the garage hoping it had magically fixed itself and would be able to take the rest of the crew back to Auckland. No sorry, it was seriously pressurising the water system. She was going nowhere! Veikko kindly offered to drive to Auckland with his car and give the city folk a lift back home. My thanks to him for the weekend, without it we would have been stuck. By this time it was quite late and dark. The Z went fine as long as it wasn't pushed and continued till we got to Huntly where it started surging again. We pushed on till Meremere where we pulled over in the truck stop to have another look. Turning the lights off solved the problem so the last leg was driven with park lights on only.

What a great trip!! Even though we had problems with both cars it was still a great experience. I'm afraid I may have put Jeanette off long road trips in classic cars, but perhaps she was too trusting in the first place! If I had the chance I would repeat it all over again tomorrow. For the moment its joyrides around Auckland till I get the time to do something serious about the wiring issues.

Preparation is everything

What have I learned? Preparation is everything, and even with careful preparation the unexpected can still arise, as these cars are both in the 40 year old bracket. The Datsun B210 still resides in Alicia garage in Taupo, as I really don't have space for it at home for the moment and I suspect it has serious head damage so we will trailer it back later in the year. The Z seems to be going fine again. I suspect that it is suffering from the typically Datsun 70's wiring issues that many of us face with the early fuel injection systems.

We did about 1600 kms all up and I won't tell how much gas we used short of saying that on old Z is not the most economical of transport. But - THERE IS NOTHING AS SATISFYING AS A GOOD ROAD TRIP!

Over and out, Bernie and crew.



"THANK YOU!" Z-CLUBNZ

When we first decided to come and visit New Zealand in 2006, I thought it might be a good idea to contact a fellow Zed lover living there. I am a long time member of the online classiczcarclub.com and the owner of a '73 240 Z that I have lovingly restored, and I noticed a fellow from Christchurch whom I contacted. James Cairns was extremely welcoming and immediately sent us a 3 page itinerary of a circumnavigation of the South Island. We subsequently followed his recommendations and had a wonderful time. We met James and his family and formed a great friendship.

Fast forward to 2012 and Robin and I decided to return to New Zealand, but this time we wanted to include some of the North Island in our itinerary. So this time I contacted a czcc member "olzed" living in Auckland. Once again we were extremely fortunate as Brian Schou took our request for "local knowledge" to heart recommending several must-see places. He and his lovely wife Sheryl met us at the airport upon our arrival and made us feel very welcome. But then he did something more... He contacted another ZCNZ member Mike Cartmer whom was living in the Wellington area, and subsequently put us in contact with him. When we arrived in Wellington Mike took the afternoon off work to squire us around "Welly" showing us the sights and sharing a pint (well, actually Mike had a Coke as he was driving) at the local pub down the street from our B&B. Mike also mentioned that there was going to be a car show at the Southwards auto museum which he said was not to be missed. Upon our arrival we found there were some Zeds on display which never happens at car shows in America. We met several of the local "Zed Men" as Robin called them: Mike Cartmer, Michael Gray, Murray, and Bernie who had come down from Auckland in his immaculate 260Z 2+2, and had a marvelous time. The museum is top-notch and we thoroughly enjoyed ourselves there.

After visiting Napier, Taupo, and Hobbiton we returned to Auckland where another surprise from Brian and Sheryl awaited us. After a great day being driven around Auckland with them they took us out to dinner, but the surprise was the ZCNZ were hosting a luncheon and tour for us at the Villa Maria winery. Along with Brian and Sheryl we got to meet the matriarch of the club, Dee, and her lovely granddaughter Rhiannon, Bernie and Jeanette, and Murray and Sharon. I was presented with a club shirt and 2 key fobs which I will treasure. We were very touched by the gesture. I have often told others that Kiwis are the friendliest people on earth, and this trip was no exception. We love New Zealand and if it weren't so expensive to get there, and so far away, we would come more often than every six years. We particularly want to thank Brian and Sheryl Schou for their friendship and hospitality. I feel that when you visit another country it's so much better when you can make a connection with someone who lives there. It makes the trip so much more than a tourist experience. With that in mind Robin and I extend to any of the ZCNZ members a welcome if they should decide to travel to Colorado. Brian has our email. Once again, thank you all for making our trip so memorable. We will never forget it.

Cheers,

Mike and Robin Gard
Northern Colorado Z Car Club
Fort Collins,
Colorado



Mangawhai

Waipu Cove Run

Sunday 20th May dawned fine and cool, so maybe the rain I heard in the night had gone and maybe the weather gods would put on a fine day for our trip to Mangawhai with the Z club.

The run would take us on the Twin Coast Discovery Route, 80 minutes north of Auckland City, or about 50 minutes south of Whangarei at the upper reaches of the Hauraki Gulf.

After breakfast my first task was to ensure the Zed was ready for the day ahead..... My Zed is a 2006 350 manual track edition, painted Le Mans Sunset (Goldish Bronze) in colour, I have owned it for approximately 6 months and it has enjoyed sleeping in my shed for most of that.

OK Zed all good and ready to go. My next and more serious task was to check that the boss was ready. Yes things were happening in that department, hopefully we would soon be on the road to the BP Quickstop at Silverdale.



As luck would have it we were heading north by 9am. I was trying hard to dodge puddles and the spray from trucks on a damp road, in an attempt to keep the Zed nice and shiny for its first meet. The Sunday morning traffic on Auckland's motorway was light and we made good time arriving at the BP before 10am.

We were impressed to see that many Zeds and their owners had already arrived. After topping up the tank with premium 98 octane fuel we parked in a growing line-up of Zeds from 240s to a 370, as well as a Nissan R35 GTR, a TVR chimaera and a freshly waxed Nissan Primera (wonder whos that was!) all glistening in the sun as the day unfolded.



Now to the serious stuff, after brief introductions with other Z club members old/new and wannabe.... Imogen held a drivers briefing and gave us a run down on the days events to come and after signing a club waiver form we were all set.

Then it was time to "roll" toward our destination, Bennett's Cafe at Mangawhai Village, we had around a dozen cars by then, led by a lime green 240Z. Our departure north was rather rapid and I had to struggle to overcome the (P.E.B.S.) passengers emergency braking system (wife) in order to keep up with the pace, however by the time we reached the Johnsons Hill tunnels we had caught up and steady progress was being made towards our destination by the convoy of Zeds.



We turned off SH1 just before Wellsford and onto a back road to Tomorata and Mangawhai which had plenty of fun twists and turns to keep us all amused, for a while, that was until most of us got stuck behind some less enthusiastic motorists - Never Mind! We were nearly there. At Mangawhai Village we turned left then right into the cafe carpark, we jostled for a park and our second photo stop for the day where gold coins were collected for St Johns (the club charity).



Bennett's Cafe proved to be a popular spot with some tables arranged outside, also a covered courtyard, as well as the indoor tables of which luckily a couple had been reserved for our group. This was good as it was a little chilly outside. (Okay I'll harden up!)

Bennett's had a reasonably good selection of food on offer, we chose from the blackboard menu and were well impressed with our meals. Over lunch names were matched to faces and tales of past and future events were unfolded as we all relaxed and indulged.

Anyhow after prattling on for sometime we decided to check out the chocolate shop in the courtyard. There were plenty of tempting treats on offer, that is, if you could get through the door - Place was packed!



After lunch Imogen rallied the troops together and it was decided that we would cruise enmasse to Mangawhai Beach for our 3rd photo shoot where hopefully we could get all the Zeds in one frame. After photos from all angles were taken we checked out each others wheels and discussed the finer points of Zeddom and generally put the world to right while at the same time enjoying the afternoon sunshine. It was good to meet a friendly easygoing group of people.

And then one by one we all cut a track!! All things considered it had been a very enjoyable, easy and relaxing day.

Thanks Z Club, see you soon.

Gavin aka Maukuzed



THE NORTH ISLAND'S NISSAN HIGH PERFORMANCE CENTRE

The New Zealand Agent for
STILLEN
PERFORMANCE PARTS



**GT
R**

GT-R | 370Z | 350Z



Secondary Cat
Delete Y-Pipe
from
\$1,420*



Cat-Back Exhaust
System
from
\$2,295*



Air Intake Kit
from
\$385*



Intercooled
Supercharger System
from
\$8,995*



Curved Vane
Rotor Upgrade
from
\$1,985*
per pair



4 Piston Caliper
Brake Upgrade
from
\$3,050*
per pair



Dual Port Blow
Off Valve Kit
from
\$1,145*



Boost Controller
from
\$635*



Tuning
AccessPORT
from
\$1,595*



Stainless Brake
Lines
from
\$545*



Adjustable
Swaybars
from
\$495*
per set



Apparel
Jackets, T-Shirts, Hats
from
\$19.95*

159 WAIRAU RD, TAKAPUNA
PH (09) 444 6126
www.citynissan.co.nz
stillen@citynissan.co.nz

City NISSAN
THE NISSAN EXPERTS

MIKES TRIP TO THE USA

THE DATSUN / NISSAN PORTION

Dale Mathers of Coastline Automotive and myself went on a trip to the USA in June. The main purpose was for him to visit his parts suppliers. We also went to the Infineon race track (now called Sonoma) in California for a historic racing festival and then to the Shelby convention at Watkins Glen in New York.

Although the trip was mainly Mustang focused (as that is what Dale specialises in) there was a surprising amount of Nissan/Datsun race cars that cropped up on our travels.

At Infineon the Bob Sharp 240Z was there fully restored with an absolutely immaculate paint job, that had to be painted in one go.



I had a chance to talk to the owner, he had bought the Bob Sharp car in 2008 for the Monterey Historics and also has a Datsun 510 and 260Z to restore. It was interesting to also find out that the car that was recently on E-Bay sporting a Bob Sharp colour scheme was actually the Camel car repainted, not the Bob Sharp car.

That E-Bay car now has a new owner and has been restored to the Camel colours



It is rumoured that Adam Carolla (who is a USA TV Personality) had bought it. Adam is a classic Datsun fan and he was at the event doing a lunch time show talking about his cars and racing.

The photo directly below is of his BRE Datsun 510 which was at the event:



During the show Adam constantly referred to Les - his mechanic (of www.classicdatsun.com) who was in the audience, and Les graciously spent some time with me explaining his philosophy on restoring these cars. Adam has 13 cars and loves the old Datsuns. Les had also found him an old Electramotive 240Z in the Dominican Republic all cut up with fibre-glass and plywood body. Electramotive have now provided the original photos and Les is going to restore it.

MIKES TRIP CONTINUED...

We then flew off to the East Coast of the USA. We were given a quick visit to Lime Rock (by Steve who was at LeMans when Nissan took out the 24hr and was a colleague of Bob Sharp) and also saw the old Bob Sharp workshop and Car yard.



Then off to the Shelby Convention at Watkins Glenn where we got a ride around the track in the latest Ford Mustang Boss 302.



The Shelby Convention was also a historic race meeting and amongst the huge field were a few more Datsun race cars





Latter we visited the Stillen facility which is just based outside of Los Angeles. We were fortunate enough to meet the owner whilst there: kiwi racing legend Steve Millen. Steve was more than happy to take us on a full tour.



The Stillen tour included seeing the astounding IMSA twin turbo 300ZX on display. It was this particular race dominating Z that inspired the colour scheme for my own racing 300zx.

We also managed (with a lot of difficulty) to find the Riverside International Automotive Museum.

Unfortunately we were just one week too early for the special display and tribute to Datsun-Nissan racing with John Morton, but quite a few notable cars were at the museum.

Including the BRE Datsun 240Z, a rare 280Z racecar and the Bob Sharp and Hillcrest Z31's and a Datsun 510.



Hope you enjoyed....

Mike Coory

A stunning Winter morning in June dawns!!! Perfect! that means lots of Zeds, even the garage queens, will venture out to visit the vintage plane workshop!

Arriving first, with the St John's bucket ready to rattle wallets for gold coins for our club charity - St John. The masses of Zeds and Zedder's daily drivers start to roll up to the Ardmore Cafe for the morning tea component to the event from all around, Waikato, Bay of Plenty and Northland.



Just before 11am we all cruise enmasse to Steve's, Pioneer Aero Ltd workshop. As always, there's lots of fascinating projects on the go, wings being essentially rebuilt, as per original spec etc. The attention to detail, patience and engineering is amazing! Everyone was particularly interested by the Strikemaster (incidentally, the Strikemaster was on the TV news about 2 weeks afterwards), and the Hawker Tempest MkIII!



When we last visited Pioneer Aero in June, Steve invited us back to view the body of the Hawker Tempest when it arrived after it's long journey from France. September rolls around, guess where we headed!!! Another 20 plus Zedder's keen for a squeeze! Some of the crew having driven up from the Waikato, Bay of Plenty and Wellington or flown up especially to see the Tempest!

Quite a treat when we arrived at the hanger, to be greeted by the Tempest fuselage and the wings held in their cradles. Absolutely fascinating to see so close, and how incredibly solid the structure is. It will be an impressive project as it progresses over the next couple of years!

Hawker Tempest MkII. ➡



↓ Mosquito eight nose cannons



Topping the visit off, Steve mentioned after lunch he'd take us around to see the Mosquito!!! You didn't need to ask us all twice! Our excited precession of Zeds and daily drivers headed around to the Mosquito workshop where mechanics were frenetically buzzing around the plane, with only one week until the official launch flight on the 29th September! This Mosquito is the only one left anywhere in the world that is capable of flight of the 7 thousand or so that were built during WW2, so it really is special! And to see the Mosquito at close range without throngs of people in the way, quite something!

Upon dropping Keith back around to his plane waiting on the tarmac out the front of Pioneer Aero, I notice that the Strikemaster was in readiness to blast into the wild blue yonder!!! It took about 1/3 of the runway to lift-off and sharply gains altitude, and wow, what a noise!! Worth waiting for!

Many thanks to Steve at Pioneer Aero for letting us invade his workshop again!!

Mosquito KA114 ➡



Brian Shous'

CUTAWAY CREATION

Nissan L6 Engine

I had the idea a couple of years ago, to attempt to make a cutaway Nissan L6 engine. Not the usual type of boring stationary job, but an engine that actually ran, with sections cut out, so some internal parts could be seen working. Searched the internet and You Tube and emailed a guy in the USA with a Ford Model A cutaway runner, then found another guy as well, so got some good helpful tips from both.



The idea gained momentum in November 2011, with an enquiry on the Z Club forum for parts, or a complete engine, going or not. I wasn't expecting anything, but within hours Mike Cartmer from Wellington replied that he had most of the bits to make up an engine. Yehaahh!!!! I have seen Mikes store of parts, and he does have an impressive array of Zed parts. Now, how to bring all this up from Wellington? I had the idea of going down with our little trailer, but before long Mike Connell came to the rescue with an offer to bring the engine bits up to Auckland. What a guy! All the bits to make up an L series loaded in the back of his Prius--block-head-crank-boxes of bit and bolts by the dozen. And a complete NEW gasket set from Mike as well. Amazing!!! The only things missing were starter, flywheel, and coil. Andy and Ricky came to the rescue with these, and also managed to scrounge a set of old plugs from Andy. Thanks guys...



Now set to work and clean up all the bits, and evaluate what we have, then off to buy some cutting discs for my trusty little disc grinder. Then attack the block and cut out windows from each side to give a view of the crank and rods of the cylinders 4-5-6, and also cut windows in the cylinder walls of 4 and 6 so the pistons could be seen. That done, and after a lot of head scratching, I dragged out my old skill saw with tungsten tipped blade, and tentatively attacked the cam cover. The skilly cut the alloy like butter, so I cut the rear half completely off the cover. Next in line for the chop was the cylinder head, but I couldn't bring myself to cut into it as it was in such good condition. Phone call to Mike, and he assured me it was not a problem, and to go ahead. Back to my hideaway and attack the head, first removing all the valves and the camshaft. I wanted to show the valves of 4-5-6 working, so it meant two cuts, starting from the back, and going halfway along the head. One cut going through 4-5-6- combustion chambers, and another cut meeting that, through the inlet and exhaust ports, along the head, so the top of the head is still intact, with a section around 50mm x50mm x 200mm long cut from 4-5-6 combustion chambers.



Initially the cutting went smoothly, with alloy chips flying everywhere. Don't try this at home kiddies! Needless to say hearing and eye protection was a must, and I was getting so excited that things were going so well, that I forgot about heat, and nearly at the end of the last cut, the blade spat off some tungsten tips, so the cutting went a lot slower from then on. And one stuffed blade. Then trial fit the crank and one rod and piston, but for some reason the piston skirt was hitting the crank. A moment of gloom, then it dawned on me 'diesel crank'. My suspicions were confirmed on the internet--diesel crank-- number V07. Another call to Mike ." Do you want it back? No swap it if you can for the right one". Mike Connell to the rescue again with a swap for a 280 crank in good nick.

Next, time for some assembly, which went with not too many dramas, apart from not having a timing chain, which held proceedings up for a few days until I found one on a 260C at Pic A Part. \$3-- a bargain I thought. I was going to buy some old spark plugs from them as well, but they wanted \$3 each, crazy-- so I threw them back. Also around this time, there was a problem with bearing shells not the right size. Anthony found a box of assorted bearing shells for me--- another problem sorted.

I had to bog up water galleries in the block and head in the hope of it holding some water, and also make up a baffle, riveted to the centre mains cap, to control oil splash, as well as plug the oil galleries feeding the rear main bearings and the three rear rod bearings. I also had to drill and tap the rear mains and rods for grease nipples. Mike had supplied an exhaust manifold, from which I chopped the three rear ports. I had no inlet or carbs at this stage, so undaunted I plowed on and proceeded to make up a manifold from 1 inch pipe to take a single SU carb that I had lying around. The engine was getting pretty heavy and hard to manage now without an engine stand, so time to make up a carriage from some lengths of water pipe that I had. The club kindly donated funds to buy some small wheels for the carriage which made things much easier. I think I have the timing correct, so in goes an old filter and some used oil. No point using good stuff at this stage, if it might not run.

32

I cranked the thing on and off for three or four days, checked timing again, and could not get it to run. It was firing, but that was all. Carb problem?. I remembered then I had fitted a dodgy needle jet into the carb. Brian Ferguson (Merlin) had a set of SUs left over from his restoration. Another phone call, and Brian kindly loaned the carbs and manifold, which when bolted in place, she fired right up and on only three cylinders!!! I remember letting out a little cheer.

Next, a series of sump removals to cure oil splash, and as I had the block filled with water there were water leaks that had to be fixed. But it runs, and with a copper waste pipe exhaust, sounds quite healthy LOL.

We trailed it to the Z Club display at the Ellerslie Concours d' Elegance back in February and the engine proved to be very popular with visitors. I had a great time describing to visitors what had been done to the engine, and a lot of folks were amazed at what they were seeing. The insides of a running engine!

I don't recall anything much from the Concours itself as I was so engrossed with the engine and visitors, the day just flew.

One problem with the engine which was no surprise, was that it was overheating, and we could only run it for short periods, which was disappointing. Back to the drawing board. Around this time Andy (club treasurer) had bought a set of SUs off Trade Me, and as we could not keep the carbs on loan from Brian for too long, the Club kindly paid for the set Andy had bought. Also Mike offered a radiator, which Bernie brought up from Wellington. Bernie also gave the radiator a nice coat of black paint. Thanks Bernie.



I now know this engine very intimately, and have seen it's internals more times than I wish to remember. It is now in its second stage, with a bit MORE cut from the block, some sections cut from the inlet manifold and sections cut from the rear carb, which is a non working one and the engine's now water cooled, with a nice radiator fitted. It now runs quite happily on TWO cylinders, and it will run no problems until the little tank runs out of fuel — 10-15 minutes at a guess.

There were a few bugs to sort with greasing the rear bearings, but a call to the Moreys agents saw that sorted with some advice to use their high temperature grease. No further problems as yet.

The engine belongs to the Club and is in my safekeeping for the meantime, until someone else is interested to take up the challenge, and perhaps develop it further. There is more cutting that could be done. Timing case -distributor- starter—I had thought of altering the sump, so the oil dish was at the front, enabling the rear half of the sump to be cut off. I dunno, a lot of work for very little gain perhaps.

This project would not have been possible if not for the support of Mike Cartmer, Mike Connell, Andy Mygind, Ricky Cooper, Bernie Kant, Anthony Baker as well as all the Z Club Committee. Thanks all for believing in me.

We will have the engine running at the North Shore Vintage swap meet in November. Details are on the Z-Club Website.

Cheers,

Brian AKA US 2

"QUALITY, PERFORMANCE, RELIABILITY"

Visit our new shop!

We have moved to:

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



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



Silicone Performance Hoses
for Coolant and Charge Air
Applications



High Performance Swaged
Stainless Steel Brake
Line Systems



Oil Coolers for Performance
and Motorsport

ALERT
MOTORSPORT

Ph: 09 970 9560
www.alertmotorsport.com



ZEPHRA TRIAL

AND LUNCH AT THE "BOATSHED" RIVERHEAD TAVERN

On Sunday 9th September a small but dedicated group of Z enthusiasts gathered under grey skies near the odd-looking LUNA tower in the Albany Park and Ride car park.

After waiting for the last couple of teams to turn up we were given our event brief and a set of instructions each. We were sent off at staggered intervals, leaving the car park via the one and only exit. All participants were led out of the car park by Karl in his shapely TVR.

The Trial included some rather cryptic questions, some of which required a stop and exiting of cars to find the answers. There were a few teams (including ours) who had to back-track to find some of these solutions and we got quite a few waves from other teams throughout the drive as we passed each other back and forth. Tony and I hadn't even made it out of the Albany shopping centre area before we had our first turn-around!

The directions we were given took us down a good range of fantastic roads from Albany, Coatesville and Dairy Flat through Kumeu and Taupaki, then back through to Riverhead, with numerous loops and side roads. These sometimes twisty roads no doubt gave some of the driving enthusiasts among us the chance to have a bit of fun (in the safest possible manner of course). I certainly enjoyed the opportunity to test the lateral grip levels of my car a few times, as a brand new driver of my recently acquired 300ZX I can say they are very enjoyable to pilot!

Thankfully these great roads remained dry for the majority of the drive with only a very small amount of light rain just before most teams finished up at The Boathouse in Riverhead.

A burger and fries based lunch was provided by The Boathouse and we all gathered to find out who had made the fewest mistakes with directions and answers. An impressive first place was achieved by Glenn in his 240Z – especially since his young co-driver spent a fair portion of the drive asleep.

Thanks very much to Imogen for her efforts and thanks to all who took part to make the day so much fun.

Cheers,

Graham.



Waikato

Back Road BASH!!!

Pick the wildest weather you can imagine and that's what we have to run our trial in! Upon arrival at BP Drury, we had to all stay in our cars, bar very quick dashes back and forth!! Bernie announces that we'll all be starting out trial from Mercer!!! Think there must have been a sigh of relief then - So off we convoy down to Mercer to meet up with the Waikato'ians. Debries along the way creating a scraggy, green carpet.

A good flock of hardy Waikato Zedder's roll up, and of course it's still hosing down! We all pile into the dry environs of the cafe and Bernie hands out the instructions. Yeeehaa! Some new roads to explore. Only one small problem, my co-pilot pulled out very last minute, so no co-pilot. Oh well, I'm up for the challenge! I was about the 3rd car to set off and managed to get to Island Block Road no problem. The roads skirting around the back of Lake Waikare are fantastic, real drivers roads given a good selection of Targa stages! A couple of the other teams overtook, but a likely consequence meant over looking a few clues.

Extremely thankful the questions didn't require getting out of the car to resolve!!! Probably just as well, given the torrential rain, sheet rain, visibility extremely minimal at times, howling wind, branches dropping off trees overhanging the road. I had noticed power poles through this area are braced with another pole to hold them in a vertical stance! I wonder why!

The last road instruction and I arrive at Gordonton Road 75 minutes later!!! Roll along to the toilet block car-park, our finishing point! And would you believe, I think Murphy might have had a law about this, the skies cleared, even some of the blue stuff was noticeable!

We retrace our tyre steps a few hundred metres down the road to our lunch venue The Firepot Cafe. Just as well Brian had made reservations, it was packed and more of the Waikato troop joined us for lunch.

Bernie finished tallying the scores, and much to my absolute astonishment, I won first prize, even without a co-pilot! Dave and Paula were a very close second. Well done to everyone, especially given the absolutely atrocious weather conditions for even venturing out. It just goes to show, even when the weather is really beyond belief you can still have a blast at a club event.

The weather cleared by about 2pm that we could head back along the road for mandatory Z photos.



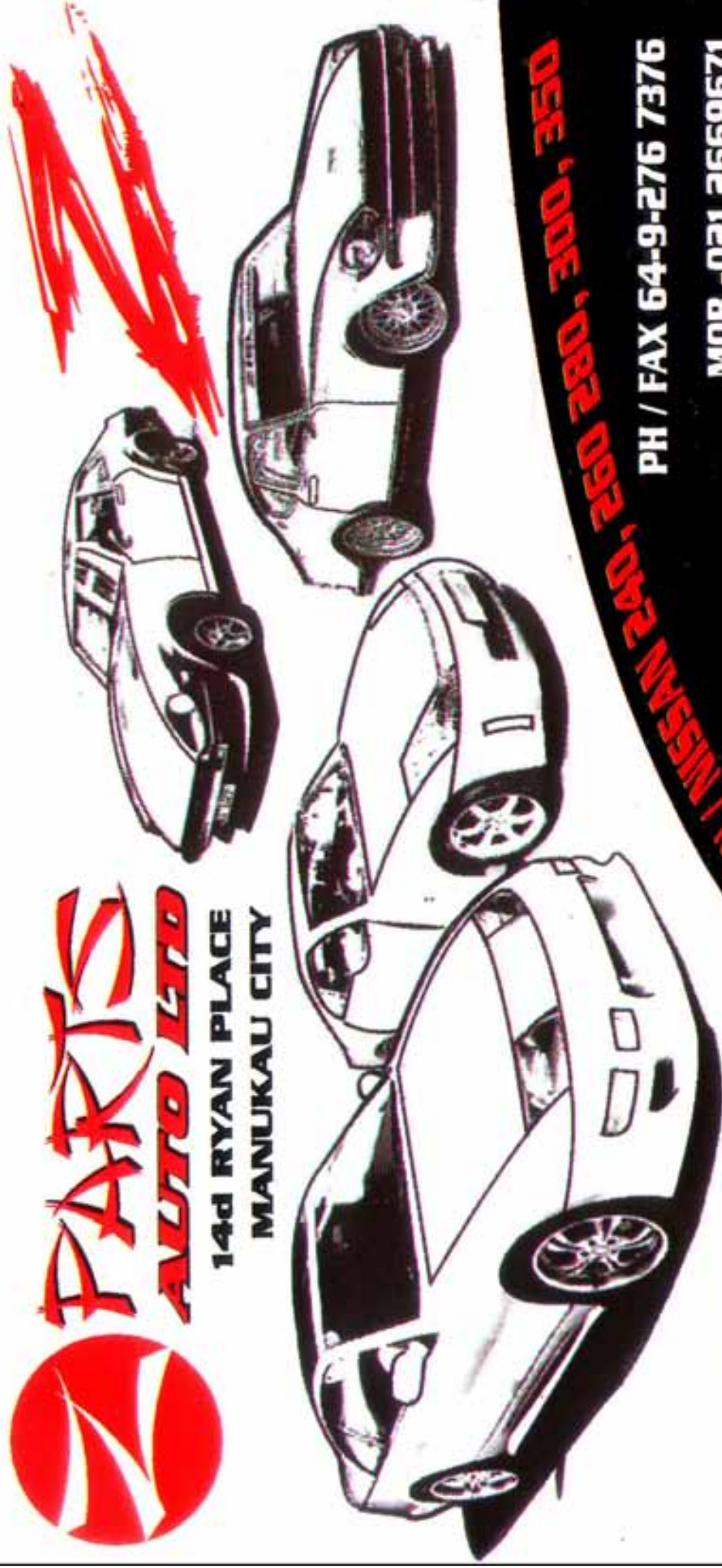
Many thanks to Bernie, Brian and Sheryl for organising the event.

Cheers,
Imogen



PARTS
AUTO LTD

**14d RYAN PLACE
MANUKAU CITY**



**DAVE TURNER
PARTS . MECHANICAL
REPAIRS . AERO KITS**

**DATSUN / NISSAN 240, 260 280, 300, 350
05E, 00E, 08E, 09E, 280, 300, 350**

PH / FAX 64-9-276 7376

MOB -021 2669671

EMAIL z-mann@ihug.co.nz

www.angelfire.com/nf/zcars/