

The Z-Club of San Diego Newsletter



November, 1994

Calendar of Events:

- > November 20** **Gimmick Rallye. Call Gary (589-5104) to RSVP**
- > December Meeting** **Dec 6 @ Sally's Restaurant**
- > Dec 12** **Toy Run for Children's Hospital
Start 10:00 AM from Auto Museum
parking lot in Balboa Park.**
- > January Meeting** **Jan 3, 1995 @ Sally's Restaurant**
- > Jan 22 (tent)** **Campo Train Museum**
- > Feb 12** **Temecula Winery Tour**

Z-Club of San Diego Officers

President	Clif Yaussi	445-5200
Vice-President	Dennis Darnall	581-1992
Treasurer	Tony Cline	265-5344
Newsletter Editor	Lance Wills	566-2936
Secretary	Lance Wills	566-2936
Events Coordinator	Dave Platt	462-0258
Membership Coordinator	Yvonne Platt	462-0258
Member-at-Large	Gary Anderberg	589-5104

Don't forget the Z-Club of San Diego Hot Line!
589 - 0975

For up to date information on upcoming events and meetings or to leave a message for the Z-Club President.

Minutes of the October 1, 1994 Meeting

Clif, the Vice-President, called the meeting to order at 7:30, in Gary's absence. The minutes were approved as printed in last month's Newsletter.

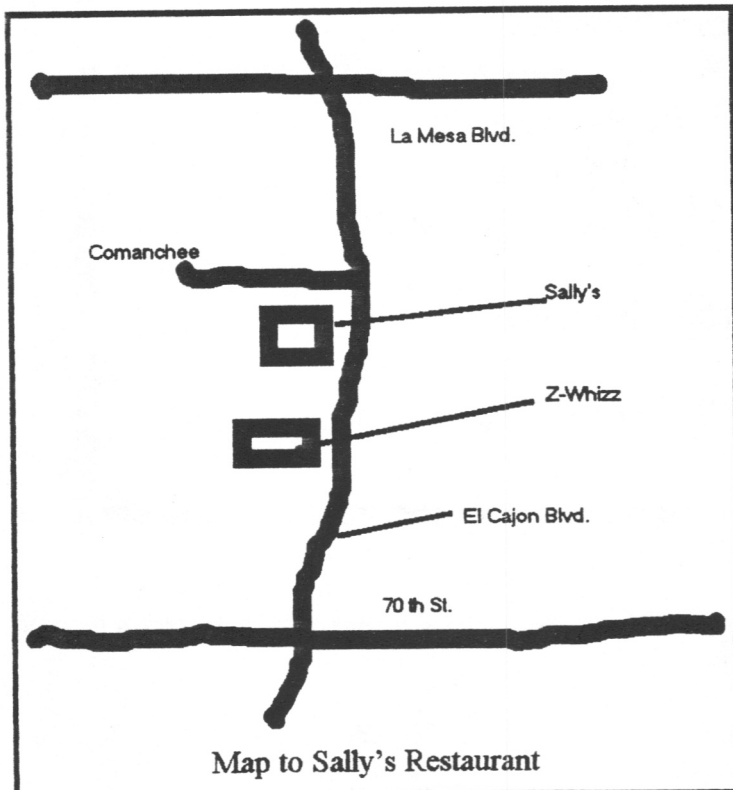
Treasurer's report: Cash and assets are \$1261. We have 80 Malibu tickets we are selling at \$1.00 each. This is much cheaper than any deal you can get at Malibu, so buy your laps.

We discussed upcoming events, see the first page. Yvonne motioned that we make a cash donation to Children's Hospital in addition to the toys that are the event fee for the December tour of San Diego. The motion was unanimously approved and the amount of \$100 was agreed on.

Clif opened the floor for nominations for candidates for Officer's positions. Since there were no further nominations and there were no contending candidates (see the candidate slate printed in last month's Newsletter) a motion was made to accept the slate; the motion was seconded, unanimously approved and President Clif declared the motion passed.

Marcel and Clif won T-Shirts in the door prize drawing, Sean won the 50/50 (\$24) [This could be you if you come to the meetings. - Ed.] . Our friendly server even bought tickets for the 50/50!

Lance Wills



Clif is asking for suggestions to improve the Club. If you have any ideas, gripes, pretty please, etc., call Clif or the Hot Line. Remember - the Club Officers are here to work for you and make the Z-Club better. We can't read your mind, so you have to call or come to the meeting to let us know what you want. Writing is good too!! We could add a "Letters to the Editor" section, if we had a letter, but so far we got no letters.

Next month's meeting
December 6
At Sally's (see map to Left) .

SUNDAY , SUNDAY , SUNDAY !!

THE Z-CLUB OF SAN DIEGO'S GIMMICK
RALLYE IS BACK ONCE AGAIN.

NOVEMBER 20TH

THIS YEARS RALLYE IS "NEW AND IMPROVED" WITH
TWICE THE DRIVING PLEASURE AND ONLY HALF OF
THE CALORIES.

(DOES THIS SOUND LIKE A SALES PITCH OR WHAT?)

THE RALLYE WILL TAKE APPROXIMATELY 3 HOURS AND
COVER 70 MILES OF SAN DIEGO COUNTY.

TROPHIES AWARDED FOR 1ST, 2ND, 3RD AND "WE
WOULD HAVE WON, BUT..."

THE RALLYE WILL START AT THE CINEMA 21 PARKING LOT
1440 HOTEL CIRCLE NORTH

CHECK IN IS AT 10:30a.m.

FIRST CAR OUT 11:00a.m.

DRIVER AND NAVIGATOR REQUIRED. IF YOU NEED ONE OR THE
OTHER, WE CAN TEAM YOU UP WITH SOME ONE.

ENTER FEE PER CAR: \$8 FOR Z-CLUB MEMBERS
\$10 NON-MEMBERS

INVITE A FRIEND. ANYONE WITH A CAR CAN ENTER.
DON'T MISS THE FUN!!

PLEASE CONTACT GARY AT 589-5104 IF YOU ARE COMING SO WE
WILL HAVE A COUNT ON CARS PARTICIPATING.

Classified Section advertising automotive related items for Z-Club members, spouses, significant others, friends, neighbors and casual acquaintances.

**1983 280 ZX 2+2, 5 Spd, AC, T-Tops, Custom Wheels, Metallic Brown paint, Tan Interior. Recently rebuilt transmission, meticulous maintenance for the last 5 years, always garaged. High mileage but excellent shape in and out. \$2850.
Dennis 581-1992.**

76 280Z for parts. Good rebuilt 5-speed, car not driveable.

\$600 / offer. Carol 284-7678

Restoration Manual for 240/260 Z chronicles Bill Regan's restoration of his Z; the saga was printed as a running series in the Z-Club of Texas Newsletter "Z EXTRA". Copy of complete series for \$8.00. Contact Bill Regan, 1210 Cardigan St, Garland TX 75040

Wanted:

73 240Z with Automatic, AC, Good Body.

Chuck Graham 487- 4784

72 240Z Dismantling for parts. Functioning AC, 4 sp, Running motor; White hood, fenders.

Parts Cheap. Chuck Graham 487-4784

Oldest 240Z for sale (#000016)

\$15,000 will buy you a piece of history!

#HLS000016, No Rust, New paint, 4-sp, factory air.

Steve Register (513) 821-2017

217 Hillcrest Dr.

Cincinnati, OH 45215

Update on Z Car Magazine: I recently got a letter from Seacoast Publishing stating that the premier issue is at the printer and will be mailed the second week of November. The premier issue is scheduled to have an article about the 7th National Convention. You can get the introductory price of \$15.97/ year (six issues) by sending a check to Don Hazen, Seacoast Publishing, P.O. Box 2736, Florence, OR, 97439 or call (503) 997-6092.

What's happening with Nissan in the News?

Autoweek Oct 31 reports that Nissan will market two 300ZX 25th Anniversary specials. One will be an "S" version with price reduced by about 10%, the other will be a higher cost luxury edition. [My guess is the sales results will indicate which direction the next version of the Z will go. - ED]

Will a video help sell a car?

Nissan magazine advertisements have the following numbers for free videos to help sell cars:

Altima	1-800-335-4691
Maxima	1-800-335-3516
G20	1-800-713-3169



We have that magic touch

(619) 589-5104

7482 El Cajon Blvd., La Mesa, CA 91941

Services Available

- Tune-ups and Services
- Carburetor and Fuel Injection
 - Brake Repair
 - Engine Work
- Clutch and Transmission
- Suspension and Steering
 - Locks and Latches
- Air Conditioning and Heating
 - Electrical Systems

5% - 10% Discount to Z-Club Members

Local and Regional automotive related events

<u>When</u>	<u>What</u>	<u>Where</u>
Jan 7-15	Greater LA Auto Show	LA Convention Center
March 18-26	San Diego Auto Show	Convention Center
April 9	Indy Car Race	Long Beach
July 25-30	8th Annual National Z Car Convention	Atlanta, GA
August 18-20	Monterey Historic Automobile Races	Laguna Seca

Borrowed from the Gateway Z-Club Newsletter:

Fixup-Z by Don Giovanoni

Don't trust the guy at the parts store when it comes to spark plugs for a 300ZX. Use the spark plugs that Nissan recommends, or be prepared to suffer the consequences. Of course the parts guy didn't have the NGK plugs called for in my owner's manual. Hey, if I couldn't get the exact plug, I wanted the platinum, which the parts guy supplied. So I went home and installed Bosch Platinum plugs in my 96 300ZX. Now anyone who has installed plugs in one of these understands that this is not a trivial job. It involves pulling boots that are buried and seemingly permanently attached, removing wiring harness brackets, fishing for spark plugs, threading in new plugs (which takes GREAT patience and the right tools). Some plugs responded nicely to the spark plug tool which comes in the factory tool kit, some need a long, wiggly extension, and some need a long, non-flexible extension. All required cursing.

The Bosch plugs were hard to gap (and measure the gap) due to their strange construction, but I got them in and the car seemed fine (in the driveway). But to my dismay, the car acquired a serious stumble under load and an intermittent hiccup at idle. I thought "Hey, these are super duper platinum plugs, it must be the way I gapped them". So, out came the plugs, and much time was spent getting each gap exactly right. I noticed that a couple of the plugs were loose during this process, but put it down to carelessness. Of course, once the engine warmed up, the problems were back, I had to drive it this way as this is my daily ride and you should never pull plugs on a hot engine with aluminum heads. After a couple of days, I checked the plugs for tightness, and again a couple (different ones this time) were barely tight. So I torqued each plug to 16 ft. lbs. Of course this didn't fix the symptoms

I finally scrounged the proper NGK plugs as specified in the owner's manual and went thru the drill again. Voila! The car now purrs like a kitten and never misses a beat. Lessons learned and tips:

- > Always use the exact plugs Nissan recommends.
- > Only pull/install plugs on a cold engine.
- > Put a little anti-seize on spark plug threads to keep them from sticking in the head.
- > Torque the plugs instead of relying on ratchet judgment.

From the Newspaper Editor: Please submit anything you find of interest, either written by you or from a magazine or another club newsletter. The cutoff date for publishing is the 15th of the month, so try to submit anything you believe worthy of publishing in the Newsletter to me at the Monthly meeting or by the 15th. If you have any fix-it tips for things that went right or any horror stories that might save someone else some trouble, we would like to print it. If you didn't get this newsletter, maybe we don't have your full, complete and/or latest address. Give Lance or Yvonne a call to correct this grievous oversight immediately.

From the Events Coordinator: Please yell it out at the meeting or call Dave Platt with suggestions for club events.

1970-77 DATSUN Z

Part E-Type, part 2000GT, part Big Healey and largely pure inspiration, the Datsun 240Z was intended to split the gap between entry-level European sports cars and their exotic, upmarket GT cousins.

What it also did, however, was introduce reliability, efficiency and true dollar value to the sports-car market, probably for the first time ever. Not surprisingly, Datsun/Nissan sold a ton, and that definitely affects how you should go about buying one today. *Be choosy*—there are so many Z-cars out there for so little money that a relatively minor problem is enough to warrant passing on one car and checking out the next.

An absolutely perfect Z can be found

but there are two famous flaws. One is the aforementioned hydraulic system, which seems to fail at both masters and the clutch slave with great rapidity. Master-cylinder rebuilds are within the shade-tree mechanic's ability; swapping out the clutch slave is such a greasy job you'd be happier letting a mechanic do it.

The other big trouble is the water pump, which is also a simple home repair: trouble is, a failed pump has serious side-effects if not caught in time. Any type of cooling failure leads to warpage of the long, 6-pot aluminum head, and then the dollar signs add up fast. Look for weeping around the pump and head and listen closely for death rattles. Should the cooling system fail completely a full engine rebuild can result, and it's just not worth it—you can buy another car for less money.

Headgaskets also tend to go out, often at around 120,000 miles. Replacement is a

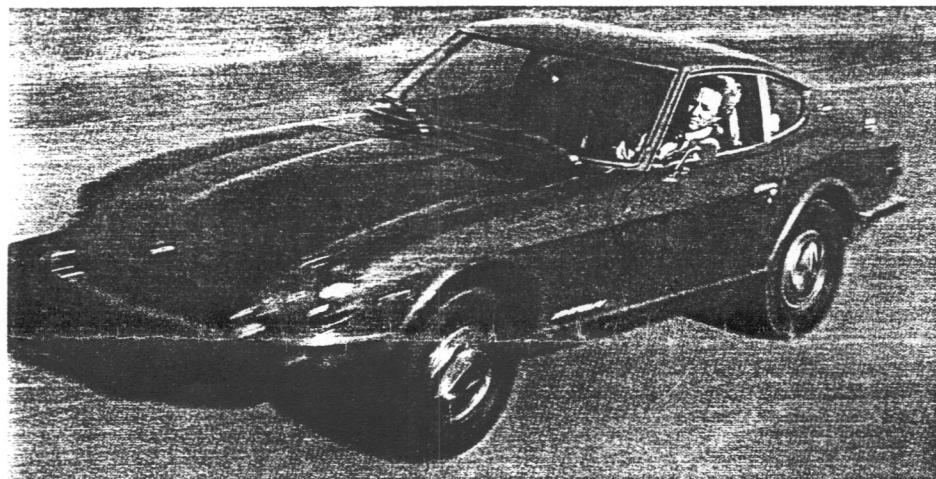
specialist simply as "a nightmare." All else being equal, these cars are best avoided.

➤ Within the first Z-car series there were three main divisions, the 240, 260 and 280Z. Each has its own ups and downs: 240s (1970-1973) are the lightest, most stiffly sprung and simplest examples. They're fastest off the line and (arguably) the best handling of the bunch. The 240Z forsook carpeting for glued vinyl and wasn't offered with factory A/C; the *ex post facto* air conditioning many received in America is junk, so don't expect it to last.

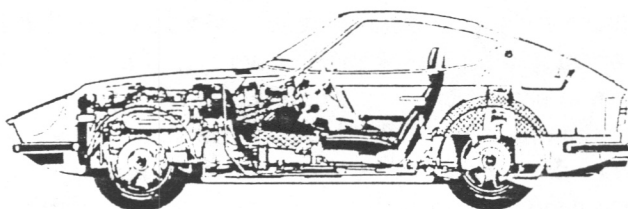
The 2.6-liter 260Z lived just one year—1974—and it's the least collected of the lot. Heavier and saddled with problematic carbs (both due to U.S. regs), 260s are at least the cheapest to buy. M. Y. 1974 saw the introduction of electronic ignition and an optional stretched 2+2 body (yuck).

The 280Z ran from 1975-1978, and with it arrived heavier bumpers, more luxurious interior trimmings (most notably carpets and available factory A/C), a reliable fuel-injection system, an available 5-speed from '77 on, more horsepower and a higher top speed. From a usability standpoint, these are the most desirable Z-cars, though they suffer just a little behind the wheel due to all the added pounds.

➤ Like all Japanese cars of the era, the metal is a little thin and the plastic a little



➤ *Datsun's 2.4-liter OHC Six made 150 horsepower and carried the original 240Z to 60 mph in less than nine seconds.*



between \$1750-3500: beaters just aren't that much cheaper, and they can nickel-and-dime you to death. By the time you sink hundreds of dollars into new struts, seatcovers and the ever-failing hydraulic system, you've put more into a junker than a fine example would have cost in the first place. This is also a car that should definitely be checked out by a pro—cosmetic fixit parts are cheap, so many clean-looking examples have big problems under the skin.

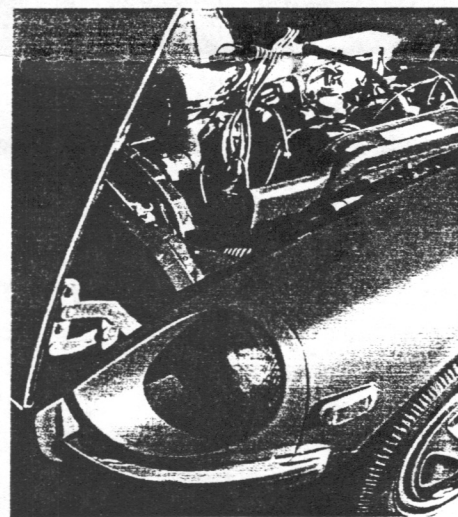
Just remember: Z's are meant to be purchased, not restored.

➤ Overall these cars are dead reliable.

straightforward fix if caught in time. (As with any car, check the headgasket by examining the flowing coolant for bubbles and look for water in the oil.)

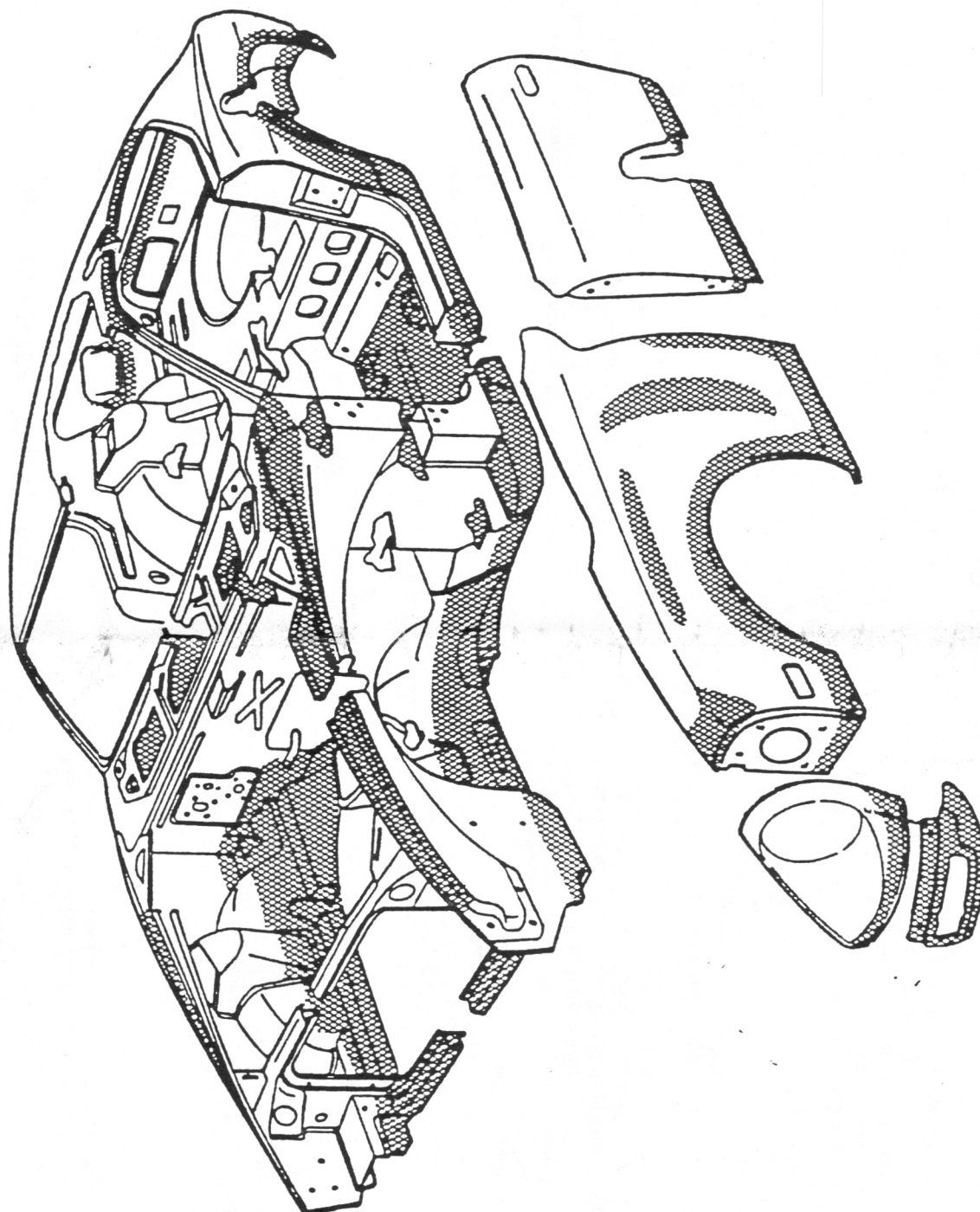
Steering and suspension parts are quite robust, though the rubber steering-column bushing often deteriorates and leads to play in the wheel. A new bushing proves a cheap and easy fix for many Z's steering woes. Have someone turn the wheel while you examine the column under the hood.

Another Z failing is isolated to 1973 and 1974 models—those years used smog-controlled Hitachi carbs described by one



cheap. Rust is therefore a real problem with Z's that haven't been taken care of, particularly in the sills, fenderwells, floorpan and around the drip rails. Be especially careful to check the frame near the motor mounts for corrosion, and reject any car with more than the most superficial rust; again, it's just not worth the bother. Inside, dashboards and seats are inevitably split; adjust your bid accordingly.

Local newspapers and Z-car clubs are the best places to start your search for this textbook example of an affordable sports car. —Mark Terrapelli.



Shaded areas on drawing indicate those most likely to rust. Courtesy Nissan.



1995 NATIONAL Z-CAR CONVENTION

25TH ANNIVERSARY CELEBRATION

JULY 25 - 30, 1995

ATLANTA, GEORGIA

Georgia Z Club

Welcome. Please complete registration form and mail with check to address provided below.

First Name _____ Last Name _____
Address _____ State _____ Zip _____ Phone () _____
City _____
Spouse/Guest Name _____
No. of children attending _____ Ages _____ Arrival Date _____
Bringing a Z-Car? Yes _____ No _____ Year _____ Model _____
Z-club Affiliation _____

Each paying registrant will receive a free T-shirt as part of the gift package for the convention. Please indicate T-shirt sizes below:

T-shirt size: Small _____ Medium _____ Large _____ X-Large _____
Guest shirt size: Small _____ Medium _____ Large _____ X-Large _____

Fees are indicated below for registration and activities. The date of registration is the date of postmark on your envelope. Please indicate the activities you wish to enjoy.

	By March 1	By May 1	By July 1
REGISTRATION	\$50	\$50	\$55
GUEST REGISTRATION	50	50	55
RALLYE	15 per car	17 per car	19 per car
AUTOCROSS SCHOOL	20 per driver	22 per driver	24 per driver
SOLO II AUTOCROSS	20 per driver	22 per driver	24 per driver
TRACK TOUR	20 per driver	22 per driver	24 per driver
SOLO I AUTOCROSS (SEE NOTE)	20 per driver	22 per driver	24 per driver
CAR SHOW	20 per car	22 per car	24 per car
EVENING AT STONE MOUNTAIN	15 per person	17 per person	19 per person

TOTAL ENCLOSED: _____
PLEASE MAKE CHECKS PAYABLE TO Z-CLUB OF GEORGIA.

NOTE: YOU MUST DO TRACK TOUR TO BE ALLOWED TO PARTICIPATE IN SOLO I AUTOCROSS.

THE MARIOTT GWINNETT PLACE IS THE LEAD HOTEL. ROOMS ARE ALSO AVAILABLE AT TWO OTHER HOTELS IN THE IMMEDIATE AREA. WHEN YOU CONTACT ANY OF THE HOTELS, INDICATE THAT YOU ARE WITH THE GEORGIA Z CLUB OR THE NATIONAL Z CAR CONVENTION TO OBTAIN THE SPECIAL RATES BELOW

MARIOTT GWINNETT PLACE	\$76.00	404-923-1776
MARIOTT COURTYARD GWINNETT	\$76.00	404-476-4666
FAIRFIELD INN	\$65.00	404-623-9300

1995 NATIONAL CONVENTION and 25th ANNIVERSARY CELEBRATION

The convention will be based at the Marriott Gwinnett Place. Overflow will be placed in the Marriott Courtyard and Fairfield Inn Gwinnett Place. Sightsees may come a few days early but we won't officially open until that night. The schedule of events is as follows:

Tuesday July 25 12 PM to 6 PM 6 PM to 9 PM 9 PM to 11 PM 11 PM to ----	Registration Opening Reception 25th Anniversary Beauty Pageant, Introductions of Convention Officials Chili Party hosted by the Texas Z Club National Committee Meeting, Nominations for Coordinator and 1997 Convention Location Transportation to Gwinnett Mall and Outlet Malls provided each day
Wednesday July 26 9 AM to 1 PM 1 PM to 6 PM 6 PM to 12 AM	Road Rallye through North Ga. Lunch in Helen Free afternoon Evening at Stone Mountain Catered Barbecue dinner Laser Light Show Transportation provided by chartered bus
Thursday July 27 9 AM to 12 PM 12 PM to 1 PM 1 PM to 5 PM 5 PM to ----	Autocross School, Road Atlanta Paddock Lunch at Road Atlanta Solo II Autocross, Road Atlanta Paddock Free Evening Transportation provided to Underground Atlanta and Buckhead
Friday July 28 9 AM to 12 PM 12 PM to 1 PM 1 PM to 5 PM 8 PM to ----	Track Touring and practice laps on Road Atlanta Lunch at Road Atlanta Solo I Autocross on Road Atlanta Keg and Klean Up Party, Marriott parking lot Soft drinks, beer, hoses, and music provided
Saturday July 29 10 AM to 4 PM 11 AM to 12 PM 1 PM to 4 PM 7 PM to ----	Car Show, Gwinnett Civic Center National Committee Meeting, Gwinnett Civic Center, Voting on Coordinator and 1997 Convention Location Technical Seminars, Gwinnett Civic Center Formal Banquet and Awards Ceremony (Tie and Jacket Required) Closing Breakfast
Sunday July 30 7 AM to 11 AM	



The Z-Club of San Diego

is dedicated to the enjoyment and preservation of Datsun/Nissan Z-cars. If you own a Z-Car or want to own one **you need the Z-Club and the Z-Club needs you!!!**

Call our information line at (619) 589 - 0975 to get information about upcoming events and meeting times, or to leave a message for the Club President. Call (619) 589 - 5104 if you can't wait and need to talk to someone right now!

- > **Learn more about your Z-Car** from other enthusiasts and automotive professionals.
- > **Save money** by taking advantage of Z-Club member discounts on parts and services.
- > **Club Newsletter** once a month keeps you advised of planned events, what happened at the monthly meeting, service and safety tips.
- > **Monthly Meeting** lets you guide the club's direction for events and business. Speakers share knowledge on subjects ranging from detailing to theft prevention.
- > **Events** as varied as enjoying a day at the races to picnics to wine tasting.

Dues are: \$ 40 for a new membership. \$ 25 for a renewal. \$ 15 Newsletter only.

Name _____
Address _____
City _____ State _____ ZIP _____

☐ New member (\$40) *
☐ Renewal (\$25)
☐ Associate (\$15) *

Phone _____ (Home ☐) (Work ☐) Birthday _____

Check here ☐ if you do not want your name and phone number on membership lists sent to the general membership.

Car #1 Mfr. _____ Model _____ Year _____ Color _____

Car #2 Mfr. _____ Model _____ Year _____ Color _____

Car #3 Mfr. _____ Model _____ Year _____ Color _____

I am interested in:

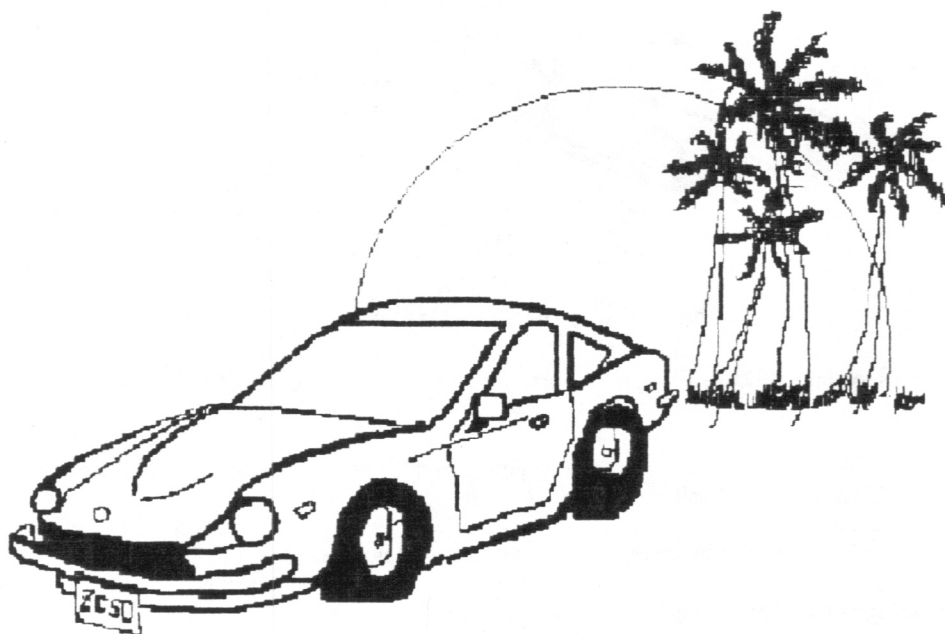
<input type="checkbox"/> Part/Service discounts	<input type="checkbox"/> Technical information	<input type="checkbox"/> Shows
<input type="checkbox"/> Rallys	<input type="checkbox"/> Autocross	<input type="checkbox"/> Tours
<input type="checkbox"/> Parties	<input type="checkbox"/> Picnics	<input type="checkbox"/> Hangin
<input type="checkbox"/> Other _____		

Please fill out the above form and send (with check for amount corresponding to level of Membership desired) to:

Yvonne Platt (ZCSD Membership Chair), 725 Garfield Ave, El Cajon, CA 92020

We will send your Membership Card, which will entitle you to discounts at our sponsors (full or renewal only).

New Membership includes ZCSD T-shirt and Name pin engraved with your name and car; Associate Membership includes Newsletter only, does not include Membership card and discount privilege.



The Z-Club of San Diego
7482 El Cajon Blvd.
La Mesa, CA 91941

Address Correction Requested.