The Z-Club of San Diego Newsletter

November, 1995

Calendar of Events:

> December 5	Monthly meeting, 7:00 PM @ Automotive Museum, Balboa Park
> December 17	Third Annual City Tour and Toy Drive to benifit Children's Hospital
> January 2	Monthly meeting, 7:00 PM at Sally's
> January ?	Run/visit to air museum at March AFB
> February 11 or 18	Temecula Valley Wine 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

CLIF'S NOTES on...

What a great event we had going to Palm Springs for the vintage sports car races. Wish all of you who enjoy driving your Z car could have made it. We got started bright and early, had 9 cars join us at the pick up points along the way, Ben Pila and a friend, Lance Wills and his son Tom, Bill Black, Don Beasley, Donn Vickrey, Rob Valerio and friend, Dave Platt, myself and a prospective member Robert Horton and his wife Diana. The day was gorgeous and the drive was trouble free, except for the momentary desire of Dave Platt's car to head for the scenic view overlook without his permission and in a 4 wheel slide to boot. I bet the flat spots on those tires will even out in no time Dave! I was too far behind to verify this, but I'm told Don and Donn harassed a Porsche so bad it pulled off and let the other one of them by rather than be sandwiched between. What a great drive at that time of morning.

We got to the races with plenty of time to spare and toured the exhibition hall with it's magnificent array of classic sports cars and other vintage autos. There were lots of vendor booths with tires, toys, and t-shirts for sale. The race course looked challenging enough, and the drivers had a great time with 9 races in all the usual classes. Of course we were rooting for the Team Nissan guys John Morton and O'Connell in the big boys race with IMSA and GTP cars. There were lot of Corvette's, Cobra's, Alpha's and everything that man has raced over the last 40 years. What a fun time.

Jerry Petersen of Group Z in Orange County invited us over for a hamburger bar-b-que afterwards, he and wife Carolyn have a great place only minutes from the races. We all gabbed, told tall tales and ate and drank until reason got the upper hand and we decided to head back to San Diego. Of course we chose the same route we had taken over, and was it fun in the dark too! Thanks guys for letting me lead the way. It was a hoot to come screaming up on some family stationwagon and see them head for the nearest turn out when all those headlights came out of nowhere. The CB radios helped too and aided in our safe trip. Hope all of you drivers can exercise those cars of yours with us the next time we head out. In fact:

Our next monthly meeting will be at the S.D. Auto Museum in Balboa Park on Tue. Dec. 5 at 7:00pm and the Children's Hospital Toy Tour will be Sunday Dec. 17. Bring an unwrapped toy and join us as we tour the town at night to see the Christmas Lights.

Thanks to Ben Pila for arranging last months guest speaker, Jim Wolf. And a great speaker he was. Lots of technical info was gleaned.

THE MAROON MARAUDER

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 August 1, 1995 Meeting

Clif called the meeting to order at 7:10 with a round of introductions. We had 16 members and 3 visitors, several of whom were making return appearances. We hope to see them at all of our future meetings. The minutes were approved as printed in last month's Newsletter.

President's Report : Nominations for officers for 1996 will be at the December 5 meeting, elections will be held at the January 2 meeting, officers will hold office from March thru February, to coincide with the membership year. We have been asked by the national overseeing board to contribute $2 per member per year for dues to support the national Z movement - i.e. standardization of car show rules, helping new clubs, communications, etc. The matter will be discussed by the dexecutive board and a recommendation presented at the Dec. meeting. The 10th Annual Z Car Club Convention (1997) will be hosted by the White Rose club of York, PA.

Treasurer's report: None.

Membership report: Three new members since last month; Bev La Rue, Bob Mashman, Mike Shimsky - welcome.

Events: Reminder about the Nissan car show at Surfside, the Palm Springs Vintage Races, December 17 Annual Toy Run, and more [see front page].

Old Business: Dennis reported the shirt supplier had a delay in delivery, next month we should have shirts. They will be maroon with the ZCSD logo embroidered on the left breast, no pocket. Cost will be $20, sizes available will be large and extra large, medium will be available for the next order.

Next Month : The meeting (Dec 5) will be held at the Automotive Museum in Balboa Park. A short business meeting followed by a tour of the museum (ZCSD is a member of the San Diego Car Council sponsored by the Museum). Enter thru the door to the right of the main glass door. 7:00 PM sharp!!

Lance Wills

Last Months Fun Stuff

November 2 , Car Show at Surfside Nissan - Well, here is my promised report on the Surfside Nissan Car Show! There were only about 60 cars this year (as opposed to about 100 last year) which was a disappointment to some. There were 19 Z Cars, 15 or so roadsters, and the remainder were 510s. The highlight of the open cars (roadsters) was a 1960 Fairlady owned by Dr. Odomo, an all original (unrestored car). The original Datsun sports car came trimmed in red and white, with a beefy1200 cc pushrod engine. This was the beginning of the Datsun roadster series and came as a four seater. Another roadster worth mention was a beautiful silver 1967 2000... restored by Les Cannaday. This car won best of the roadster class. There was also a restored 1964 Datsun sport truck.....

Now for the Z Cars!

The car that attracted the most attention was without a doubt Herve Oulettes 1973 240Z called Silver Elegance. I first saw this car at the Z America Relay at Nissan HQ in LA, and I am sure that others noticed it as well. It was also at the National Z Convention in Atlanta and was featured in Z Car Magazine. I am sure that many people have seen it. This car took 4 awards, including best of show, best detailing, best Z and best paint! It is all chrome under the hood and you could swipe your best tie on the valve cover and not get any grease on it! I made the mistake of parking my rather ordinary 71 240 next to Herves car ! Im not sure if this brought more or less people to see my car.

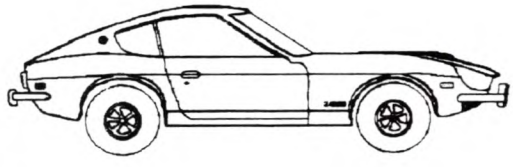
Ed Petersons red Ferarri Alpha-1 GTO took took the award for best custom. If you haven't seen one of these cars, it is a 240Z with Ferarri body panels and interior. No it doesnt come with a motor from Maranello!

There was Rick Johnsons V8 240, the only V8 in the show, two 260s , owned by by Neil Allen and Dan Constantine. John Harris brought a 74 Fairlady with a G nose. Jack Hill brought his yellow 240, which is coming along. Pable Romo brought a 72 SCCA solo Z. There was one convertible Z, a red 72 brought by Charlie Deved. The only 280 in the show was Don Vickreys and boy did he get a great buy on this car! it is clean and very original.

There were two very original Zs that deserve mention. First, Rich Seifert brought his white 72. I first saw this car at the Z relay and its very nicely detailed. Second, Rich Denno had a beautiful lime yellow 72 with Auto. This car took second place in the Z category. I am sure a lot of people voted for because of the excellent paint and bodywork, as well as the originality and engine compartment. It stood out, as the only Z car to have original wheel covers. Rich tracked down 4 original steel wheels and wheel covers in Seattle for his restoration. I looked the car over very carefully, and there were very few deviations from original. He had installed a 4 row radiator, to keep his trans and a/c working, and a vented hood ala 280Z... He also changed out the York a/c compressor for a rotary type. I got to talking to him for a while and was aghast at the fact that he was talking about putting on 15 wheels and a V8 into this rather pristine, original Z car. A few more details and this 240 could be a 100 point car!!

All in all, this was a great show and it was fun to connect some of the internet names with faces!

Doug Antelman, for the InterNet Z Car Club



Monthly meeting, November 4 - PV=nRT Jim Wolf and Clark Stepler know this physics equation well, as they demonstrated at our last meeting. They answered lots of questions and gave lots of insight to members who might be considering performance improvements to their Zs. Some of the insights involved the many different heads (and quench chambers

(Continued on page 7)

Clif is asking for suggestions to improve the Club. If you have any ideas, gripes, pretty pleases, 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!! Send letters to the editor or Clif or to the Club address.

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.

Local and Regional automotive related events

When	What	Where
December 8 & 9	Starlight Rally	Santa Barbera to Las Vegas
February 17 & 18	Big Three Swap Meet	Murphy Stadium parking lot
March 25 - April 6	San Diego Auto Show	Convention Center
April 14	Long Beach GP	Long Beach
August 18, 1996	Concours d'Elegance	Pebble Beach

Holtville Raceway

December 2,3 - Solo I

Autocross dates at Murphey Stadium
Call San Diego Autocross Assoc 441-1333

Nissan in the News

Autoweek October 30, 1995 issue has an article confirming it's prediction that the 300ZX would be discontinued after the 1996 model year. Get 'em while they're hot, folks. According to Nissan (per Autoweek), the sales numbers do not justify retooling the Z car to meet new U.S. federal crash standards. Who is killing the Z car? Let's not totally blame Nissan, OUR GUMMINT is out to protect us from ourselves again. The story is, incidentally, backed up by the latest issue (Winter, 1996) of Z Car Magazine.

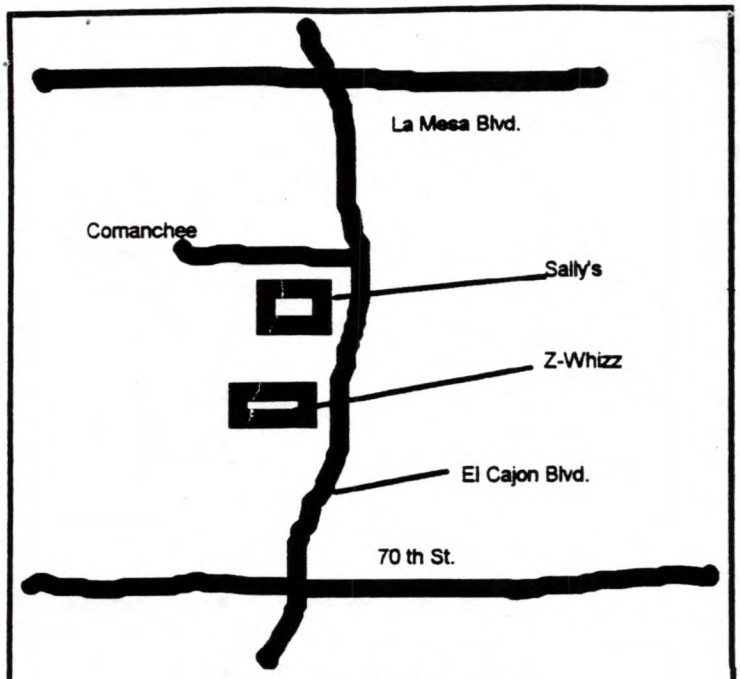
One of the members of ZCSD was published in a sister newsletter!! An article Donn Vickrey published on Internet was published by the Triangle Z Club, Raleigh, NC. Donn's article outlined some of the horsepower enhancements available to the 300ZXTT and available thru Jim Wolf Technology. Donn has first hand knowlege of this, being an owner of a 300ZXTT ,Stillen Stage three. Donn was one of the bulllies we sent ahead to clear the Porsche's out of the way on the Palm Springs run (see Clif's Notes On...)

Upcoming ZCSD events

December 17 - Third Annual City Tour and Toy Drive to benefit Children's Hospital. Join us this year as we cruise "America's Finest City" and stop to deliver Z's full of toys to Children's Hospital.

January ? - Ben will map out a backroads way to get to March AFB where we will check out the air museum. Fast cars, fast roads and vintage airplanes should be a lot of fun. the date will be announced at the December or January meeting.

February 11 or 18 - it will be time again for our annual Sweetheart Winery Tour of the Temecula Valley wineries. This is one of our most popular events. A quick trip up I-15 and we can sample wines at several of the 15 or so wineries in Temecula Valley, with atmospheres that vary from very commercial to homey to romantic. Bring your own picnic lunch or buy at one of the winery gift shops.



Map to Sally's Restaurant

Next month's meeting December 5

At the Automotive Museum in Balboa Park **NOT** at Sally's (see map to Left to get to Sally's for the Jan. 2 meeting) .

Points update - the top six:

Clif	50
Ben	49
Dave	39
Dennis	38
Bill	31
Lance	31

Ex Libre - New Mexico Z Car Club

Z TECH TIP of the MONTH

by Mike McGinnis

Borrowed from the September 1995 issue of "Z Bits," the Maryland Z Club's Official Newsletter

FUEL INJECTED Z TEMPERATURE SENSOR

Is your fuel injected Z (1975 and up) consuming a lot of gas, fouling spark plugs, stumbling on acceleration, or hard to start? The fault may be with your temperature sensor.

The coolant temperature sensor (75-79) or cylinder head temperature sensor (80 and up) plays an important role in the performance of your Z car. The sensor "tells" the engine management computer the temperature of the coolant or cylinder head so that it, the computer, can adjust the injector pulse width (the length of time the injectors stay open and therefore the amount of gas that can enter the combustion chamber). The sensor talks to the computer by way of varying resistance (ohms). When the temperature is low, the resistance of the sensor is high and visa versa.

How can we accurately diagnose a bad sensor? First we need a couple of tools. The most important tool is a factory service manual. The factory manual not only shows the location of the sensor, but it also contains a graph and a chart that clearly indicates the relationship between temperature and resistance. We will also need an ohm meter. With the engine stone cold, disconnect the sensor from the harness. Using your ohm meter, measure and record the sensor resistance. Start the engine and allow it to reach approximately 120 degrees as indicated by the coolant temperature gauge. Stop the engine, measure and record the sensor resistance. This step is important because the sensor must be accurate not only at the temperature extremes, but also throughout it's range. Restart the engine and allow it to reach normal operating temperature or about 180 degrees. Stop the engine, measure and record the sensor resistance. If any of your findings vary significantly, you have a defective sensor.

It's important to note that if your car has a defective thermostat, stuck fan clutch or anything else that prevents the engine from reaching normal operating temperature, it CANNOT operate at maximum efficiency.

A word of caution, some models employ a short wiring harness between the sensor and the main injection harness. If you find that the sensor is OK, you may have a bad sensor harness. It too can be checked with your ohm meter. It should measure 0 ohms. Frequently the connectors at either end can, over time, become corroded, effectively blocking the resistance signal from reaching the computer. As a practical matter, whenever I find a bad temperature sensor and a sensor harness that's old and therefore suspect, I replace both simultaneously. It just makes good sense.

Good hunting!

Mike McGinnis

(Continued from page 3)

ascociated with each) supplied with inline sixe over the years, the manifolds available, the valve, cam and piston combinations, along with a diesel crank, that can add displacement and torque to the inline six. A few myths were debunked as well: 1) Square ports have more area, therfore get exhaust out better and 2) headers are better because they get exhaust out quicker. The answer to both, for turbo engines, is false!. Thermodynamics rules apply in a big way to internal combustion engines and the rules say there is energy in gas velocity and heat. Going into too large of a header/pipe/manifold can hurt performance because as volume increases, the pressure and/or temperature must change also, so you could loose some energy that could be put into the turbo impellers. If a header pipe carries exhaust too far from the exhaust port before getting it to the turbo the gasses could cool too much, resulting in loss of some of the valuable energy (ever notice that many turbo systems in race cars and good aftermarket systems have exhaust pipes wrapped in asbestos and aluminum foil?). The reason Jim Wolf Technology is worth the money is because they consider the details like these that most of us overlook when putting together a performance package.

Jim and Clark are also very conversant regarding the new digital fuel/spark management systems on later 300s. JWT offers a PROM that recalibrates the management computer and gives a substantial increase in power (60 HP). JWT can also rewire a digital system from a Z31 to replace the analog system in 280 FI engines . It was a very enlightening and thought provoking meeting.

November 18, Palm Springs Vintage Racing - Great car, Great road, Great friends and a Great day - a quote from Bill Black on the CB radio halfway back from Palm Springs. No one argued, in fact there was unanimous agreement from the rest of the car drivers on the frequency. We had shared a wonderful experience: meet at 6:00 AM, drove a fantastic sports car road to Palm Springs; talked with John Morton, seen Brian Redman, Johnny OConnell and Trevor Howard in person; watched nine races filled with good racing, lots of noise and speed; walked thru the pits and seen scores of beautiful racing machines soon to do what they were created and maintained for; watched the 1989/90 #83 Nissan GTP come to life again and kick ass in racing conditions, as well as Steve Millen drive the #75 300ZX V8 from 9th to 3rd in a 12 lap race; had dinner (BBQ) with friends from Group Z at Jerry Petersons condo in Palm Springs. I think this is going to be an event that will be repeated in years to come. Since I am the Editor and writer, I can add a personal note: My son Tom came with me on the trip and had a fantastic time. It was incredibly special to share a wonderful day with Tom and to plant the seeds of automobile enthusiasm in a new generation. The other guys on the trip also really enjoyed indoctrinating the next generation and sharing some guy talk. Lance Wills

Classified Section *advertising automotive related items free for Z-Club members, spouses, significant others, friends, neighbors and casual acquaintances. To place an add or cancel an add, call Lance at 566-293. I'll run your add for three months unless you tell me to cancel.*

71 240Z, 80,000 mi Yellow, black int. Air, Dealer installed Mags, new Yokohama's.
Stored, very clean, CA car. $3300
Scott (619) 578-3520
(619) 6329 [pgr]

1970 240Z for parts.
Original dealer installed Mag Wheels
Make offer.
Chuck Webster 941-8186

'73 240 - 280 block, 5-sp, rust free, mechanically sound looking for someone to restore. Needs interior, struts, paint. Ask $850 obo, Ed Sweeney (805) 388-7240 or ed@netgroup.com

1975 280Z parts for sale

Doors, fenders, hatch, interior (black), suspension, 4 sp trans, & rear.
Make offer.
Dennis 581-1992

Engine (intact), trans, driveshaft, heads (ported & polished), triple webers, header, performance cam, polished valve cover, forged pistons, steel crank.
$600 for all or willing to part.
Tim Knutson (619) 698-3640 8 to 4

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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: $ 25 for a new membership $ 25 for a renewal. $ 15 Newsletter only.

Name _____
Address _____
City _____ **State** ___ **ZIP** _____

_ **New member ($25) ***
_ **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** _____

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__ **Technical information**
__ **Autocross**
__ **Picnics**
__ **Shows**
__ **Tours**
__ **Hangin**

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. Make checks payable to the Z-Club of San Diego.
We will send your Membership Card, which will entitle you to discounts at our sponsors (full or renewal only).

* Associate Membership includes Newsletter only, does not include Membership card and discount priviledge.

1995

Ninth Annual
Z Car Club Convention
Rocky Mountain RendeZvous

June 25-28, 1996
Denver, Colorado

Major Events:

- Autocross (Stapleton Airport Apron & Runway)
- Concours d'Elegance & Professional Photographs
- Fun Day at Heritage Square in Golden
- Buffalo Bar - Z - Que Picnic in Heritage Square Park
- Seminars
- Timed Laps on Road Race Course
- High Country Rally & Tour
- Awards Banquet

Convention Headquarters: Stouffer Renaissance Denver Hotel
3801 Quebec Street
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(800) 468-3571
Close to Downtown, Denver International Airport, and Motorsports Courses
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Hosted by: Z Car Club of Colorado
PO Box 260078, Lakewood, CO 80226-0078

Convention Chairperson: Gary Bracken (303) 526-2262

E-mail Convention Contact: Barbara Wagner at blwagner@tap.com

Send the form below to the ZCCC address above for your early registration form (available in early 1996).

Ninth Annual Z Car Club Convention
Rocky Mountain RendeZvous

Yes! Please, send me an early registration form when they are available.

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Z Club of San Diego

SAN DIEGO CA 921
PM
30 NOV
1995

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

Gary Anderberg
14380 Barrymore Rd
San Diego, CA 92129

Address Correction Requested.