The Z-Club of San Diego Newsletter

October, 1996

Calendar of Events: (see page 3 for more info)

>	November 5	Meeting @ COCO's, 5550 Lake Murry Blvd, La Mesa 7:00 PM.
>	November 9	All Nissan Show @ Surfside Nissan, Oceanside.
>	November 23	Vintage racing at Palm Springs
>	December 3	Meeting @ COCO's, 5550 Lake Murry Blvd, La Mesa 7:00 PM.
>	December 15	Annual Toy Drive/Party/Light Tour Meet @ 4:00 PM at Children's Hospital in Kearny Mesa
>	January 19	March AFB
>	February 15	Sweetheart Winery Tour, Temecula Wineries
>	March ??	Grapefruit/Flower run to Borrego

Z-Club of San Diego Officers

President	Clif Yaussi	445-5200
Vice-President	Dennis Darnall	581-1992
Treasurer	Ed Peterson	447-9585
Newsletter Editor	Lance Wills	566-2936
Events Coordinator	Dave Platt	462-0258
Membership Coordinator	Yvonne Platt	462-0258
Member-at-Large	Ben Pila	462-8651
Historian	Evan Chabot	697-2843

Yauzzi Sez.....

Hope you got word of our new meeting place, Coco's Restaurant, 5550 Lake Murray Drive at Baltimore. Nice quiet room with good service and food. We'll also use it as the east county starting point for driving events and such.

The club had a respectable turn out for the run up to Steve Millen's 10th anniversary open house and performance sale on October 5. Some people picked up a few needed accessories, got some free food, a poster that Millen autographed and rubbed elbows with other car enthusiasts. There were several Acura NSX's there, and they said they'd be up for getting together and running with us somewhere. Our member, Doug Tracy, led us to the Millen shop. It took us an hour and a half to get there, and he claims that's without using the nitrous. Doug has had a lot of work done by Millen, and they put his car in the FRONT ROW to show it off! A good time was had by all...

This month, in fact November 9, is the Surfside Nissan Car Show. Up I-5 in Oceanside, this show always attracts as many Z cars from Orange County as from San Diego. So, bring your entry fee of one unwrapped toy for the Marines Toys for Tots, and make a day out of it. Check out the cars and talk up our club to prospective members and other Datsun and Nissan lovers.

The November meeting will feature a guest speaker and a demo of the paintless dent repair by Ray Gross. He'll do a demo in the parking lot, so dress warm and check out his methods. He will offer the club a discount on future work.

If you are interested, December 28, 1996, a group from the Z Owners of Northern California ZONC are meeting at Hearst Castle for the special nighttime tour. Call me quick if you can join some of us for the drive up the coast after Christmas.

We will have some facts to share on the national organizations (ZCCA) success in getting liability insurance for all the clubs. Thank you Steve Vorenkamp for your hard work.

Finally, put the Vintage Auto Races in Palm Springs on your calendar for November 23. We will depart Coco's at 7:00 and Chevron Station on Via Rancho Parkway at 8:00 am. Hope to meet some of the Group Z people along the way, or at least over in Palm Springs.

ENJOY THE RIDE

THE MAROON MARAUDER

Note the new address for the Z-Club of San Diego and Z-Whizz.
The <u>new</u> address is 7473 El Cajon Blvd, La Mesa, CA 91941

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 3, 1996 Meeting

The October meeting was held at COCO's in La Mesa (see map, p 3). We had a really great turnout, and everyone seemed pleased with the new meeting place.

Clif started the meeting at 7:30 with a round of introductions. The minutes were approved as written, but it was noted that the Month on the cover of last month;s Newsletter should be September, not August.

Treasurer's report - $1068 in the treasury.

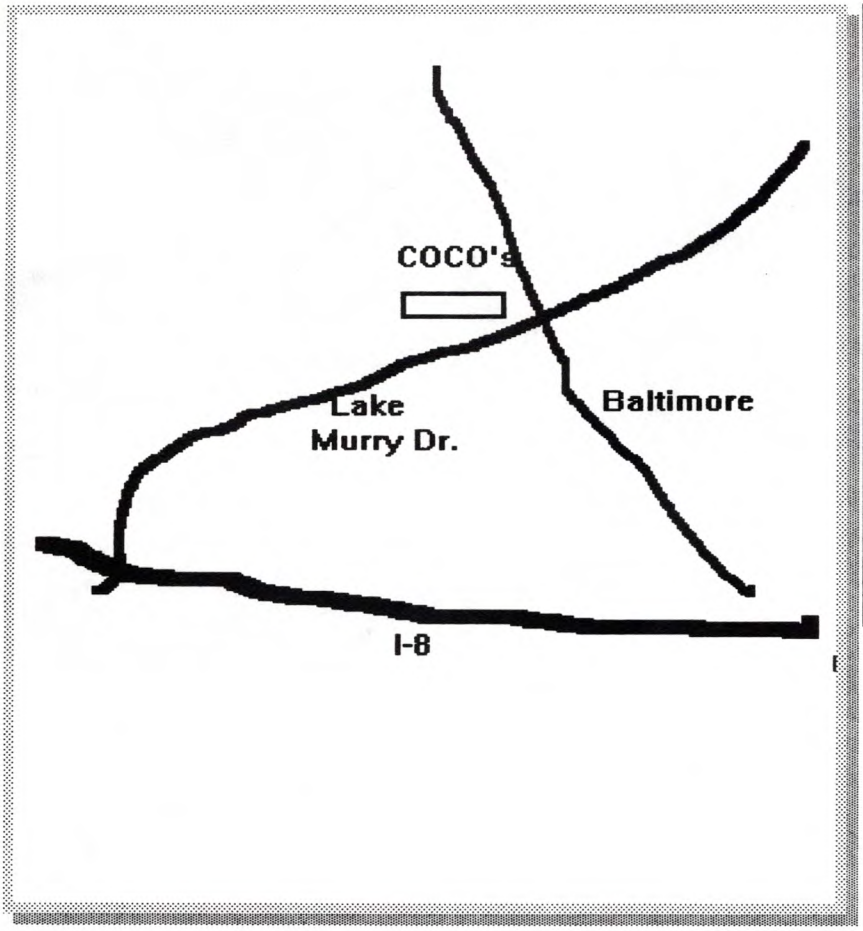
Events report - The Halloween party, Toy drive and March AFB run were outlined (see P3 for more info).

Membership report - We have seven new members since last month.

The winners of last month's Fast Food Rally were acknowleged to much deserved applause. Clif played a video of the Convention in Denver.

Door prizes: Z Car Magazine hat - Clif; Z screen saver - James Kerns; Dash map donated by Surfside Nissan - Evan Chabot 50/50 winner ($26) - Bill Black

Lance Wills



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.

Note the address change for the Z-Club of San Diego (and Z-Whizz). THE NEW ADDRESS IS 7473 EL CAJON BLVD, LA MESA, CA 91941

Upcoming ZCSD events

November 9 - All Nissan Show @ Surfside Nissan, Oceanside. Bring an unwrapped new toy valued $5 - 10 for admission. More than 100 Nissans including trucks, roadsters & Z's will be displayed and judged.

November 23 - Vintage racing at Palm Springs. Last year we had a great drive to Palm Springs over some very fun road, saw John Morton and Johnny O'Conell drive the IMSA GTP and GTS cars with CAN-AM cars, a whole day of class vintage sports car racing, and had a great night drive home. Join us, won't you?

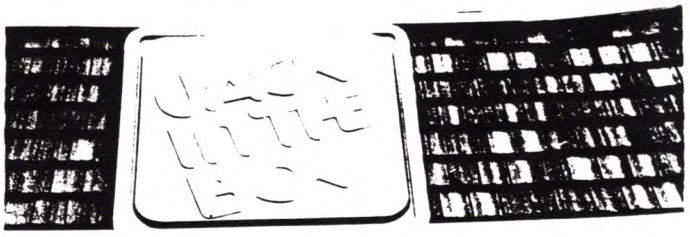
December 15 - Annual Toy Drive/Party/Light Tour - Meet @ 4:00 PM at Children's Hospital in Kearny Mesa. Bring unwrapped toys to Children's Hospital (a great cause) then follow the leader to COCO's in La Mesa for a party. Last year we started a tradition of having a gift exchange/swipe, where each person gets to open a new present or swipe an already open present from someone else - no one leaves empty handed, but some may leave happier than others!! Then to Coronado to see the Hotel Del decorations. Flyer to follow.

January 19 - March AFB. The weather skunked us last year, so we will try again.

February 15 - Sweetheart Winery Tour, Temecula Wineries. One of our most popular events, leave the kids home, bring your Sweetheart for a romantic tour of the wineries of Temecula.

March ?? - Grapefruit/Flower run to Borrego. If the Flowers aren't out the grapefruit will be, and the driving is always fun.

Our Fearless Leader contemplates greatness as he sits behind the wheel of Doug Tracy's 300ZX twin Turbo with Steve Millen upgrades, including nitrous. No, Clif didn't get to drive it, but it was nice to dream and conditions certainly were right for dreaming! seven ZCSD cars plus two more loners showed up at Steve Millen Design to celebrate 10 years of performance upgrades to Japanese cars. The Stillen staff was well prepared and very cordial to the 300 or so people who showed up. Some of the ZCSD cars were featured on the front row of the display area and gathered a lot of attention. We passed out more than twenty newsletters and chatted with an Accura NSX Club who wants to do a run with us. Also on display was the #75 Cunningham Racing 300ZX that Steve drove to three championships, several STILLEN 300ZX, a Suburban or two, and several Maxima's, Sentra's and a Q45 that had the STILLEN touch. Sure wish we could have test drove one or two of 'em. There were several vendor's booths set up, such as Brembo Brakes, HKS, Greddy and Eibach. Steve, being the gentleman that he is, graciously autographed posters of the Cunningham 300ZX and anything else those with foresight brought, then sprang for lunch!! Deliscious hamburgers, hot dogs, potato salad, macaroni salad, beans and soft drinks were served by the STILLEN staff to a crowd hungry for more than "more power". Our thanks to the STILLEN crew and hope that the party can happen next year too.



Winners of the First Annual Fast Food Rally Savor the ?Rewards? of Winning !!

The winners proudly display the ?trophies? awarded at the finish of the Fast Food Rally that took the adventurous road warriors from Encinitas to Escondido to Ramona to Barrona to Lakeside to Mission Bay in a quest for glory and indigestion, which was duly rewarded. The wieners and their tums were featured in last months Newsletter and announced at the October meeting, so I will not continue to brag about my third place win (yes, there were more than two competitors). Next year's challenge may be that the drivers must actually eat the food and drink the soda's !!

Bringing the Performance of Your 280Z Into the '90s - Part III

The 280Z has tremendous untapped performance potential that, when unleashed, can make the car perform like a sports car of the '90s. This article is the last in a series of articles focusing on suspension, engine, and weight reduction upgrades that will bring your 280Z into the '90s. While earlier articles focused on relatively mild upgrades this article discusses more extreme, but still streetable, "stage III" engine upgrades. For information on streetable suspension upgrades, see part II of this series.

First, before we get started - I have two disclaimers. The basic engine modifications discussed in this article focus on streetable, but not necessarily street legal changes. Also, due to their esoteric nature and limited useful life, race engines are not addressed.

Now that the disclaimers are out of the way, we'll discuss the three most common (and proven) engine upgrades. Let's start with the mildest upgrade, the 3.0/3.1 liter stroker L28. The are several ways to go about finding the parts for a stroker L28 engine. The easiest way is to dial up Nissan Motorsports and order it's 3,098 cc. kit which includes Z24 STD pistons (cut .5), an LD28 "stroker" (or diesel) crank, and an HKS 1 mm. head gasket. A less expensive option is to purchase the pistons and head gasket from Nissan Motorsports (or your Nissan dealer) and find a used LD28 crank at your local salvage yard (look for an old diesel Maxima). While a new LD28 crank is very pricey (about $750), a used one can be purchased for $100-$300. Dyno tests show that a properly prepared, streetable 3.1 liter motor with a mild cam, header, and free flowing exhaust will generate approximately 240-275 HP at the flywheel. This gain is obtained while still running a very mild 9.16-9.45 compression ratio (depending upon which head you choose). As an alternative to the 3.1 liter motor, those that run their cars on the track may wish to go with a smaller overbore (to leave more material in the block deal with the stress and heat of track events) and run either Z22S STD. or Z22S +1.00 pistons. The Z22S STD (Z22S +1.00) in combination with the LD28 crank will yield a displacement of 2,960 cc. (3,028 cc.) and will still generate plenty of tire shredding torque.

If 275 HP is just not enough, there is only one way to obtain more streetable power from your L28 engine - forced induction. There are two approaches to forced induction: supercharging and turbocharging. Both methods have their relative advantages and disadvantages. Merely bringing up the subject at your local club meeting is likely to stir considerable debate. Suffice it to say that there are kits available for both approaches. Jim Cook Racing sells a bolt on supercharger kit for the L28. And, thanks to Nissan (and the 280ZX Turbo), your local junkyard sells a bolt on turbocharger kit for your 280Z. Since we are talking about maximum horsepower, I'm going to risk offending the supercharger crowd and recommend turbocharging (over supercharging) the L28. The reasons for this are: (1) it is possible to use all factory parts in the conversion and (2) dyno tests indicate that a properly built, streetable L28 turbo can generate 350-400 reliable horsepower. I am not aware of any supercharged cars that can make that claim. There are a variety of turbo L28 "recipes." However, for reliability and streetability, I would recommend installing a low mileage or rebuilt, factory L28 turbo engine from a 280ZX turbo. Next, I would upgrade the ECU and airflow meter using first generation 300ZX turbo parts.

Finally, I would upgrade the turbocharger to a more modern unit, such as a T-3. This combination will allow you to run an aftermarket chip that will optimize the fuel and ignition curves for up to 400 HP. Aftermarket chips can be purchased from Jim Wolf Technology in San Diego.

If maintaining your car's Nissan heritage is not a concern, your last option for a streetable engine upgrade is a V-8 engine transplant. While I've heard occasional rumors of Zs equipped with Ford V-8s, all of the conversions I've seen relied on Chevy power. Discussions on the Internet Z car mailing list indicate that the conversion is a fairly involved process. Many V-8 Z owners have opted to fabricate their own pieces to facilitate the conversion. However, I would recommend purchasing a V-8 conversion kit from Motorsport Auto. The Motorsport Auto kit is designed to work with a Chevrolet 350 CID engine and comes complete with all necessary hardware. Once installed, there are a wide range of possible performance upgrades for the small block Chevy engine. If you are interested in learning more about V-8 conversions, the Spring 1996 issue of Z-car magazine featured ten V-8 Z-cars. As shown in Z-Car Magazine, the performance potential is almost unlimited with two of the cars exceeding 700 horsepower.

If the engine modifications discussed above are not sufficient to get your heart racing, I'm afraid there may be no hope for you - short of a Nissan IMSA GTP racer. Hey, anything is possible. Not too long ago, I saw an advertisement in Racer Magazine offering several Nissan GTP engines for sale. (Of course, the price was not listed. But, if you have to ask...) It wouldn't surprise me one bit if some crazed Z-car enthusiast shows up for the national convention in Albuquerque with an 800-900 HP IMSA GTP engine in his/her street car. If you are interested, believe it or not I know people that are crazy enough to work with you on this one!

Donn Vickrey
Contributing Editor

USES FOR TOOLS

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.
MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers.
ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling rollbar mounting holes in the floor of a sports sedan just above the brake line that goes to the rear wheel cylinders.
PLIERS: Used to round off bolt heads.
HACKSAW: One of a family of cutting tools built on the Quija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.
VICE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.
OXYACETELENE TORCH: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the socket drawer (what wife would think to look in there?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell.
ZIPPO LIGHTER: See oxyacetelene torch.
DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.
WIRE WHEEL: Cleans rust off old bolts and then throws them
somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar callouses in about the time it takes you to say, "&%(*)?/#@!".
HYDRAULIC FLOOR JACK: Used for lowering a 510 to the ground after you have installed a set of Mulholland lowered road springs, trapping the jack handle firmly under the front air dam.
EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.
TWEEZERS: A tool for removing wood splinters.
PHONE: Tool for calling your neighbor Chris to see if he has another
hydraulic floor jack.
SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.
E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.
TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.
CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.
BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.
AVIATION METAL SNIPS: See hacksaw.
TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good sourch of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.
PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt: can also be used, as the name implies, to round out Phillips screw heads.
AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 24 years ago by someone in Yokahama, and snaps them off.

Ben reported that Revell Models will be reissuing the 70's vintage BRE 240Z (#46) in its original box artwork and instructions. Scale is 1/24, cost about $16, look for it soon.

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 566-2936. I'll run your add for three months unless you tell me to cancel.*

1980 280ZX Garage Queen
Only 62K miles, 1 owner, T-Tops, 5 Speed, air, beautiful original paint & like new interion. All original, not restored. $3800 / B O
(619) 581-1992 Dennis

1971 240Z 4-sp, 114K mi !!
needs a good home. Same family owned since new !! CA. car, no rust, garaged, all original good cond. Orange/black. $3000/offer
Merideth 421-9398

Posters - 222 x 17, picture of

#46 240Z, #33 280ZX and

#75 300ZX **signed Mr. K.**

$25
Contact
Z Club of Texas:
3402 Century Circle,
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Phone (214) 438-8344

1971 240Z

Richard 741-3501

240Z parts - Datsun Competition, OEM, aftermarket, Body - Mechanical - Interior. SU Carbs, Recaro KR, European 5 -sp, Shelby mags 14X6, much more !!! Dan 297-8175

(4) 1981-83 six spoke factory cast wheels for 280ZX., painted charcoal grey $125. ~~$125~~ $100

(3) 240Z/260Z hubcaps $10

Call Ben 462-8651

E88 Head, complete.

Boge shocks (front).

Mulholland springs

Steve 538-1359 (H)
545-3730 (W, 7-3)

1971 240Z Red/Black 5 sp, 280 engine, High perf rebuild. No rust. $3K
Eric 874-8818
See the car at the next (Nov 5) meeting.

Classified Section - *advertising Z related parts and services providers that give Z-Club members a discount.*

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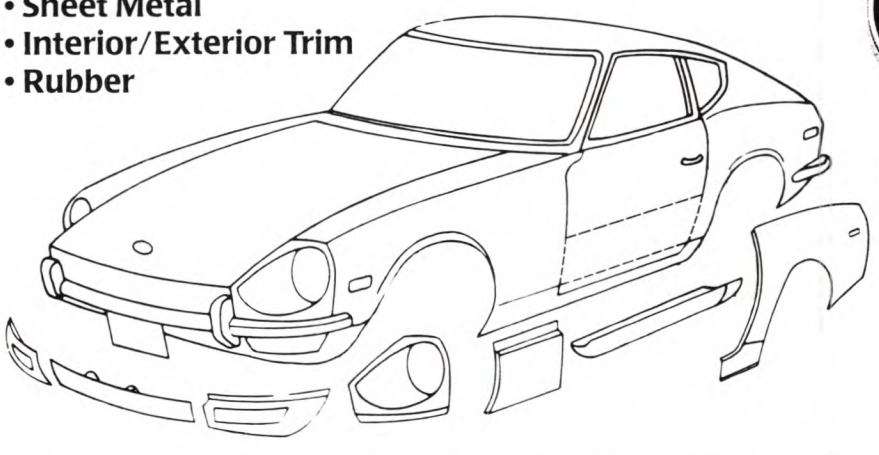

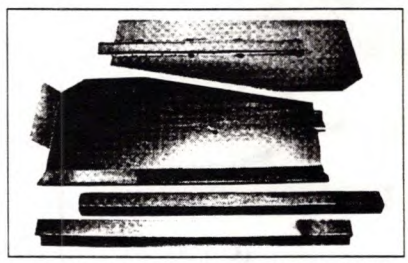

Floor Pan and Frame Rail Repair Sets

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 to performance improvement.

> **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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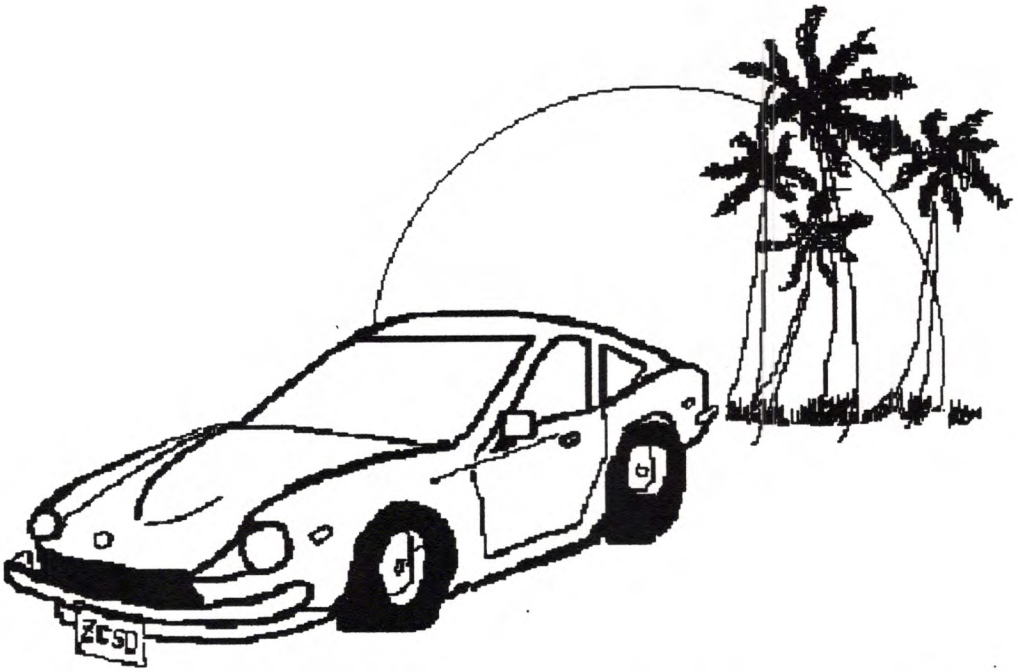
Please fill out the above form and send (with check for amount corresponding to level of Membership desired) to:
Yvonne Platt (ZCSD Membership Chair), 725 Garfield Ave, El Cajon, CA 92020. Make checks payable to the Z-Club of San Diego.
We will send your Membership Card, which will entitle you to discounts at our sponsors (full or renewal only).

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



Z-Club of San Diego

The Z-Club of San Diego
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La Mesa, CA 91941

Address Correction Requested