

February, 1997

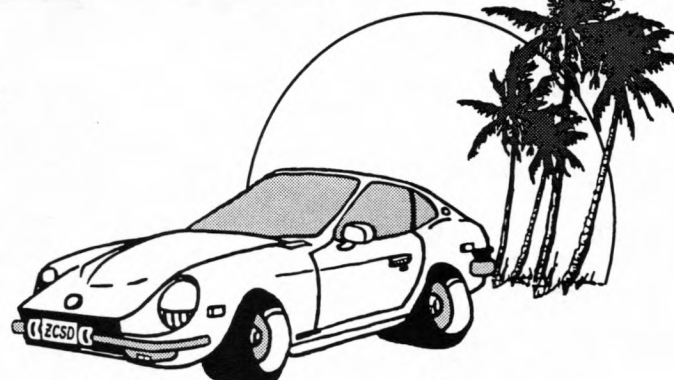
ARM REST

PETER KEZIOS

293-1529 W

258-0388 H

# The Z-Club of San Diego Newsletter



**Z Club of San Diego**  
*a member of ZCCA*

## Calendar of Events

(see page 3 for more info)

- |          |  |
|----------|--|
| March 4  | Meeting @ COCO's @ 7:00 PM                                       |
| March 22 | Grapefruit/Flower run to Borrego                                 |
| April 1  | NISSAN Corporate will be at our meeting to present a slide show. |
| April 19 | Z Exhibition & Garage Sale @ Motorsport Auto, Orange, Ca         |
| May 22   | Indy Night @ Malibu Grand Prix                                   |
| June ??  | Casino Run   |

## Z-Club of San Diego Officers

President	Dennis Darnall	581-1992
Vice-President	Ben Pila	462-8651
Secretary	Lance Wills	566-2936
Treasurer	Ed Peterson	447-9585
Newsletter Editor	Ed Peterson	447-9585
Events Coordinator	Dave Platt	462-0258
Membership Coordinator	Yvonne Platt	462-0258
Member-at-Large	Kevin Ham	439-0087
Historian	Evan Chabot	697-2843
Webmeister	Philip Childs	pchids@geocities.com



CHARTER MEMBER

## From the Prez

by Dennis Darnall, President



I would like to thank all the club members elected to office, your efforts to keep this great car club running smoothly will be appreciated. I am looking forward to my new position as president and I will strive to continue the high quality of leadership that Cliff has provided has provided for the last two years.

The sweetheart winery tour was fantastic this year. The weather was absolutely perfect for the twelve cars caravan to Temecula and we had six cars join us from Group Z. As a added surprise one member of Group Z showed up in a 280Z with 300ZX twin turbo motor under the hood. The owner claimed it had almost 400 HP at the rear wheels. We had a very interesting and comical tour at the Mount Palomar Winery. The tour guide had us all

*I am  
looking  
forward to  
my new  
position as  
president*

laughing with her funny remarks as she explained how the different wines are made and stored. Do you know what gives red wine its red color? Why are grapes picked at night? What is the difference between French oak and American oak wine kegs? These are just a few of the topics discussed during the tour along with some history of the Temecula Valley.

After lunch we stopped at three more wineries for tasting and socializing. At this point the group split up and several of us went to the Temecula Rod Run to check out some cool non-Datsun rides. The place was packed with cars and people, everything from model A's to muscle cars.

Next month is the Borrego Desert run and we are trying to coordinate this with Group Z and the Miata Club so mark your calendar for this fun run.

Membership renewals are due this month so get those checks in the mail and I hope to see you at the next meeting or event.

Z Ya Later  
Dennis Darnall

## ZCSD Club Info...

Established in 1991, the Z Club of San Diego is a group of Datsun/Nissan Z enthusiasts dedicated to the NISSAN marque. As a charter member of the National Z Car Club Association it's sole purpose is to promote interest in Zs through social activities, touring outings, and charitable events.

Persons interested in upholding the same ideals toward Zs are encouraged to join the Z Club of San Diego. Annual Dues for new and continuing members is \$30, \$15 for associate members. Full members receive ZCSD membership discounts at participating dealers of parts and/or service, participate in monthly club events, and receive the ZCSD monthly newsletter. Associate members only receive the ZCSD monthly newsletter.

Monthly meetings are held the first Tuesday of each month starting at 7:00pm and are located at COCO's Restaurant, 5550 Lake Murray Blvd, La Mesa. See map on page 3. Come early to see other member's Zs and socialize.

Club event ideas and advertising submissions are welcome. Items to be placed in the classified section of the ZCSD newsletter are listed at no charge and run for three months unless canceled or renewed. Submissions should be received by the 15th of the month prior to publication. Send submissions to:

**Z Club of San Diego**

**7473 El Cajon Blvd**

**La Mesa, CA 91941**

**ZCSD Hot Line: (619) 589-0975**

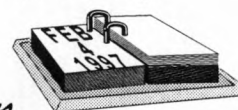
**Club e-mail: zcscd@geocities.com**

**Web: <http://www.geocities.com/MotorCity/6113/>**

## Meeting Minutes

February 4, 1996

by Lance Wills, Secretary



We watched a video prepared by Universal City Nissan while everyone finished eating. This video has footage taken from the "last Z party" at the Peterson Museum, Dave Platt's car is prominently featured including the magnetic door sign advertising ZCSD.

The meeting was started at 7:45 with introductions. 20 members and one visitor. We were happy to welcome Tom Diepenbrock president of the Oklahoma Z Club and treasurer of the national ZCCA.

Ben showed a video that appeared to be from the Home Gardening Channel and some footage of last month's run to March AFB.

Gary Anderberg, founder and president of ZCSD for the first four years, was presented a framed limited edition Z Car poster signed by Mr. K, in gratitude for starting the Club and his continued support. The Club would not exist without his efforts.

**Treasurer's report** - There is \$1124.34 in the club account.

**Membership report** - We have four new members since last month. This now brings our total membership to 80. That's 40 new members since last February!

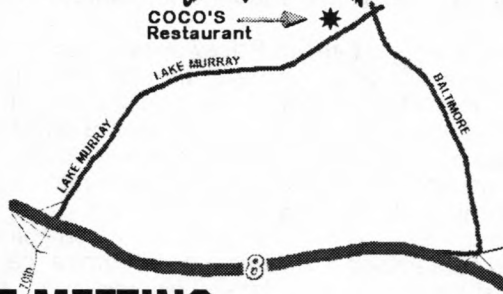
**President's report** - The annual "election" of officers approved the slate as printed in last month's neslter, the new officers are listed in this newsletter.

**Door prizes:** Philip Childs - Z America license plate frame; Dave Mihalko - Malibu GP tickets; Kevin Ham - Poster; Ed Peterson - poster; Lenny Arnoth - poster. Ed Peterson won the 50/50 drawing.

My thanks to Dennis Darnall for taking the minutes in my absense.



# Meeting Map



## NEXT MEETING:

January 7 @ 7:00 PM  
@ COCO's Restaurant  
5550 Lake Murray Blvd, La Mesa.

### From the 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 worth 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 Ed 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 new address for the Z-Club of San Diego and Z-Whizz.**

**The new 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**

# Let The Games Begin.

## Upcoming ZCSD events

### April 19 - Z Exhibition & Garage Sale.

Last year over 140 cars were on display or lining the streets at Motorsport Auto in Orange, CA. The ZCSD had a few members' cars entered in the show and we all had a great time talking with our friends from Group Z, checking out some great cars and buying some of the stuff Sal marked down to prices we could not pass up. It must have been good for Sal 'cause he's gonna do it again this year.

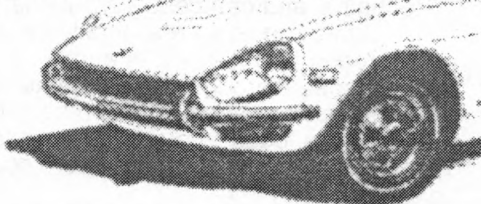
**April 1 - April Meeting.** This one's going to be a special meeting. NISSAN Corporate will come to San Diego to present a slide show on their restoration project. When Group Z was shown this presentation, 65 Zs showed up so we can expect a large turnout for this media-type event.

**April 22 - Malibu Grand Prix.** Last year we had a fun time driving these hot cars around a tight course. The best times wins a trophy for both the best men's time and the best women's time.

**June ?? - Casino Run.** This will be a new one this year. We will caravan to each of the three Indian casinos where games will ensue. We haven't ironed out the details yet, but expect it to be a lot of fun.

### March 22 - Grapefruit/Flower run to Borrego.

The flowers weren't out last year but the weather was fantastic and the grapefruit was abundant. Meet at COCO's at 8:00 AM, Caroll Canyon Rd at 8:25, Via Rancho Parkway Chevron at 8:45. Maps will be provided for the trip at the meeting places. We also plan to make stops at Dudley's Bakery (10:00), where we will meet Group Z people for the final dash to Borrego's Christmas Tree Circle (12:00-1:00). At Christmas Tree Circle park we will consume the picnic lunches you had the foresight to bring (or buy at Dudley's) followed by a short hop for the secret grapefruit spot. Oh Yeah, don't forget your CB radio or we will talk about you (we use CH 24).



## Tech Article

### Arizona Region, SCCA School

by Donn Vickery, contributing editor

Last month, I completed my "second" SCCA driving school. Well, actually it was my first SCCA school; the SCCA allows one approved driving school, such as Bondurant or Skip Barber, in place of your first SCCA school. Since I have taken up a second residence (actually a new business venture) in Phoenix, I chose to attend the Arizona Region driving school held on the north course at Firebird International Raceway. The north course is a fast and furious track consisting of 14 turns and one very long straight, which just happens to serve as an NHRA drag strip several times a year. It is definitely a fun track (more on that later), however, it is also very technical. As a result, it may not be the best track for your first SCCA school.

The SCCA school consisted of a two hour class session (Friday night) and a full day of on-track instruction (Saturday). The SCCA's approach is very different from that of the independent schools. The classroom instruction deals only with SCCA procedures for flagging, technical inspection, gridding, and so on. In fact, the Arizona Region school featured NO discussion of driving techniques whatsoever. Similarly, the on-track instruction is much more informal. The instructors really act more like driving coaches; they assume that you are already familiar with basic racing techniques such as heel-and-toe downshifting, trail braking, passing, etc..

Fortunately, I learned these techniques (except for passing, more on that later, he heΣ) at the Bondurant School.

Due to the wide variety of classes supported by the Club, SCCA schools typically group relatively similar cars together. The school I attended, however, was relatively small. So my group consisted of only closed wheel car - from ITC Rabbits to GT-1 Porshes. My rental for the weekend was on the slow end of this spectrum - a Spec RX-7. A Spec RX-7 is a '81-'85 single rotor Mazda RX-7, with a specific set of allowed modifications including TMC springs, Tokico struts, LSD w/ rear discs, and a modified exhaust (w/ no headers allowed). The cars must remain street legal (including catalytic converters) and no engine modifications are permitted. So, suffice it to say, the Spec RX-7 was one of the slower cars in the pack. To make matters worse, my rental ride was more Stock RX-7 than Spec RX-7. The owner had not yet installed the allowed 2 1/4 in. exhaust, rear discs, LSD, or brake ducting...

My day started off on the queezey side. I had that same feeling that I had during the two races on day 3 at Bondurant. Basically, I was thinking to myself, "I wonder if these yahoos (referring to my fellow racers) know what they are doing?" I'm sure they were thinking the same about me. In any event, I was very aware of my mortality that morning... It didn't help matters that my instructor's

name was Bob Coffin. I really wondered if that was some kind of an omen. But hey, after surviving a Ph.D. program, I'll do all kinds of crazy and stupid things... And, after the first track session, the fears disappeared.

A lap around Firebird Raceway is ... well... a blast. You exit the hot pits right onto the NHRA drag strip and accelerate flat out through the concrete canyon, until turns 3 and 4 (turns 1 and 2, which form a chicane, are not used by the SCCA). By flat out, I mean flat out. Even in the Stock/Spec RX-7, I was well into fourth before reaching my braking zone. (Sorry, I didn't check my terminal speeds. There is just too much going on at the end of the straight.) Turns 3 and 4 form a "carousel" that must be apexed very late. This was by far my favorite passing spot on the course. With an extremely low HP car, I had no choice but to overtake in the corners and turns 3 and 4 presented the best opportunity for me. For

whatever reason, most of the school's participants were nervous at the end of the long straight (maybe my lack of HP made me more bold).

Making matters worse for them, turns 3 and 4 form an extremely technical corner (racer-speak for a place you are likely to screw up here).

On the other hand, for me, turns 3 and 4 seemed like an old friend; this section was virtually a carbon copy of the carousel at Bondurant and I used the exact same line I learned there. While at Bondurant, my instructor showed me the classic line, and a slightly earlier line that

seemed to work just as well. It proved to be a fantastic way of overtaking other cars. I simply braked a little later than the others, pulled along the inside, and turned in just a hair sooner. By the time I hit the apex, I could gain one position almost every time. Too bad I would often lose the position on the front straight due to the lack of HP ... But more on that later.

If you hit the carousel just right, your inside wheel is grabbed by the uneven pavement at the apex to turn 4. The uneven pavement sucks you in toward the apex then you are flung out toward the hill overlooking turn 5. Using all of the track, you let the car drift over to the FIA rumble strip, nail the brakes (hard if you have HP) and turn in for the apex. If you hit turn 5 right, you will end up on the inside of the course, set up perfectly for the most dangerous turn on the track - turn 6. Here, the new concrete walls recently mandated by the NHRA make the Firebird course a bit more hazardous than in previous years. To avoid kissing the wall as you drift out of turn 6, you must take a very late apex. Still, to maximize your speed at the exit, you come perilously close to the wall. Make sure to bring a clean pair of undies...

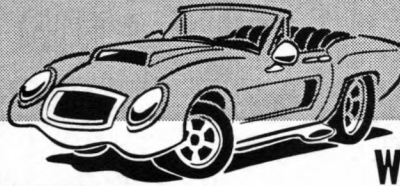
Turn 7 requires only a quick flick of the wrist to hit the apex to your right. However, Turns 8 and 9 are also very technical and can cause problems. I tried a number of lines through this area, finally settling on a fairly wide approach to 8, turning in a little early, and sacrificing a bit of speed through 8 in order to exit more quickly out of 9. However, no matter what approach I tried, the car always felt a little loose through here. In fact, I had two minor incidents in this area through the course of the day. The

*continued on page 5*

***You exit the hot pits  
right onto the NHRA  
drag strip and  
accelerate flat out  
through the concrete  
canyon... by flat out,  
I mean flat out!***



## Local & Regional automotive related events



### WHEN

March 12, April 19

March 16 (changed from 23rd)  
April 12, May 18

May 9

April 1-6

August 1-3

August 15-17

### WHAT

High Speed Practice Days

Swap Meet

KC HiLites Happenings

San Diego Auto Show

Tustin Thunder

Monterey Historic Auto Races  
featuring Cobras, honoring  
Carroll Shelby

### WHERE

Holtville International Raceway

Jack Murphy Stadium  
parking lot

Lake Havasu City

SD Convention Center

Tustin Marine Air Base

Laguna Seca

*Tech article continued from page 4*

first incident occurred with the GT-1 Porsche breathing down my neck. Seeing him in my mirrors, I tried to carry just a little more speed through 8 and the back end came around as I tried to turn in to 9. I got it sideways, but avoided spinning, and came to a stop on the outside edge of the course. Fortunately, I kept the engine going and I only lost one position. The second incident occurred with fellow Z-car owner/racer Erik Messley on my tail in a very quick ITS 240. There was no way the little ITC Rabbit I was driving at the time (Rabbit you ask? More on that later...) could keep pace with Erik's ride, and, as before, I tried to carry just a little too much speed through 8 and 9. This time, I ended up sliding sideways through the apex, over the natural terrain for a few feet during which time I managed to straighten her out, and back on course headed the correct direction. So, as it turns out, I gave up the position the hard way... After this, it dawned on me that I really didn't need to speed up for the faster cars (sarcasm intended) and that I would be far better off to continue on at my car's own pace :) rather than driving beyond its limits.

Turns 10 and 11 form a quick chicane before the most important corner on the entire course, turns 13 and 14, which lead onto the straight. Generally, turns 10 and 11 were fairly uneventful. However, you could use these corners to set you up properly for overtaking in turns 13 and 14. This turned out to be my second favorite passing spot. However, I did not really discover its potential until the third track session. After the second session, Bob Coffin, my instructor, said "you are much quicker than the others through the corners, I want to see you do more passing in 13 and 14." To which I replied, "but they will simply repass me on the straights... won't it piss them off if I pass them right before the straights?" He replied, "maybe, but that's how you win races..." So, that's what I did for the next two sessions. Pass people in 13 and 14, and see how long I could hold them off. I found that, if I exited with as much speed as possible and let the car drift out to the NHRA wall on the outside of the course, I could hold off the ITA-ITC cars, and the true Spec RX-

7s, until about half way down the straight. Then the game was afoot again. I have to admit, it was great practice! It was frustrating at first, but I truly felt that I ended up getting far more benefit by having to pass in the corners.

So, how did I end up in that ITC Rabbit? Well, it's a short story I promise. Bob Coffin was in charge of three drivers during the school. One of the other guys in my group had rented an ITC Rabbit for the school (from the same guy that rented me the Spec RX-7), but had never raced a front wheel drive car before. Half way through the school, he was struggling and feared he would "flunk" his second school. So, Bob asked me to trade cars with him. I had never raced a front wheel drive car either. But, I decided to give it a try since I was also considering ITC rides for the future. It turned out to be a blast, for a while. During the third session, the car was a screamer. I actually had more HP than the quickest Spec RX-7s so I could pass them both on the straights and in the corners. However, as luck would have it, in the last session (the race), the engine started to let go on my. So what happened in the race??? Well, it started off great. I started mid pack and was out running the Spec RX-7s, one of the ITS Zs, and an ITA CRX. But, on lap three, the engine started to let go... The temperature gauge started to climb and I lost HP. Fortunately, I managed to limp home for the finish. But, not before giving up numerous positions.

That's about all I have to report... except that my first race will be next month at Willow Springs in a rental ITC Honda. I also plan to rent a few more rides during the Spring. In the meantime, I will also be running the 280Z in Solo I (time trials) and II (autocross) events through the Winter, Spring and Summer. During the summer, I plan to transition the car from a BSP (solo) car to an ITS (road race) car. I hope to have the conversion complete by the Fall for the final two San Diego Region races.

-Donn

**10th ANNUAL  
NATIONAL Z CAR CONVENTION**  
HOSTED BY THE WHITE ROSE Z CLUB - YORK, PA  
JULY 22-26, 1997

**SCHEDULE OF EVENTS**

\*\*\* Note: Classing of cars for the car show are done upon arrival to the convention \*\*\*

• **TUESDAY, JULY 22nd**

12 noon - 9pm Registration Desk open  
6pm - 9pm OPENING RECEPTION (CASH BAR)  
8pm - 9pm National Association Meeting  
9pm - Until ? Texas Club Chilli Party

• **WEDNESDAY, JULY 23rd**

12 noon - 9pm Registration Desk open  
8am - 4pm TRACK EVENT - SUMMIT POINT, WV  
6pm - Until ? Free evening

Note: Non-Track Attendees see Registration Packet  
for other area activities

• **THURSDAY, JULY 24th**

12 noon - 9pm Registration Desk open  
8am - 4pm "DRIVE HAPPY ROAD RALLY"  
LANCASTER COUNTY/AMISH/COVERED BRIDGES  
5pm - Until ? DINNER "GOOD N' PLENTY" - SMOKETOWN, PA  
(Casual: Family Style Dinner; Country Store)

• **FRIDAY, JULY 25th**

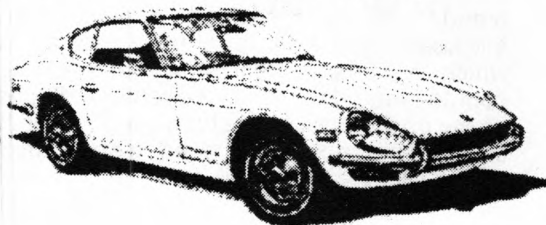
12 noon - 9pm Registration Desk open  
9am - 4pm CHOICE OF SIGHT SEEING TOUR OF  
GETTYSBURG OR  
TRIP TO HERSHEY, PA  
(Amusement Park and Chocolate World)  
4pm - 6pm Show Judges Meeting  
6pm - 10pm Keg & Clean Party (Dinner on your own)

• **SATURDAY, JULY 26th**

\*\*\* Product and Tech Demonstrations throughout the day \*\*\*

9am - 4pm CAR SHOW  
6pm - 10pm AWARDS BANQUET

\*\*\* Note: Schedule subject to change \*\*\*



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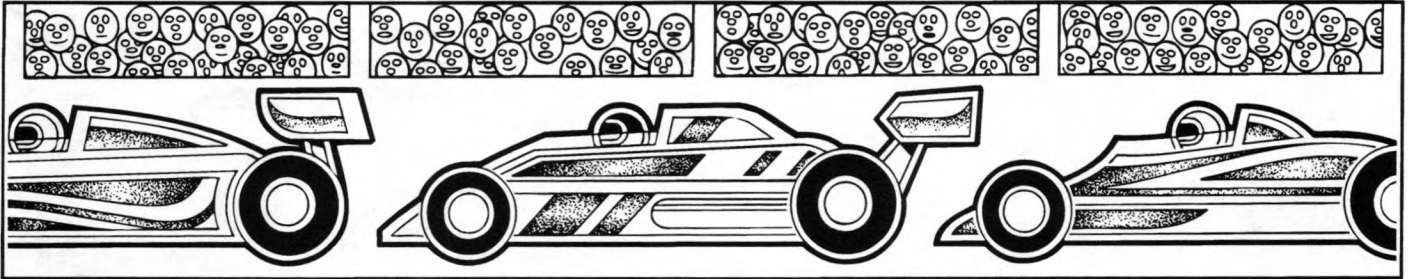
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5% - 10% Discount to Z-Club Members

## Classified Section

Advertising automotive related items free for Z-Club members, spouses, significant others, friends, neighbors and casual acquaintances. To place an ad or cancel an ad, call Ed at 447-9585. I'll run your ad for three months unless you tell me to cancel.



### AUTOS

**1978 280Z** 5spd, 83K original miles, 2nd owner, excellent body/engine. Air dam, headlight covers, great stereo, original met. gold, no accidents, all maintenance records. \$5900.  
Donna 755-5277 (2/97)

**1980 ZX** Tenth anniversary  
#1126, 35K mi, Black & Gold.  
Bill (714) 675-4422 (2/97)

### CLUB STUFF

ZCSD Shirts \$20  
ZCSD Hats \$10  
ZCSD Event door signs \$15/pr



### MISC.

**Revell 1/25 BRE 240Z models**, special issue of a Japanese magazine featuring Zs (real cool), auto pal european headlamps with separate type halogen bulb, very nice lighting for your Z.  
Ben Pila Jr. 462-8651 evenings 'til 11pm

**Posters** - 22" x 17", picture of #46 240Z, #33 280ZX and #75 300ZX signed by Mr. K. \$25.  
Contact: Z Club of Texas  
3402 Century Circle, Irving, TX 75062.  
Phone (214) 438-8344

### PARTS

**71 240Z Parts** - Most new and in box, Front & Rear sway bars, Front & Rear urethane bushing kits, Spicer U-joints, Ball joints, Front white Euro-lenses, Rear amber lense assemblies, Solid diff mounts for R180 & R200, Metal HKS headgasket (280Z + 1mm), LD28 (diesel) Crankshaft balanced & polished \$300.  
Erik Prenton 874-8818 (2/97)

**Tires** - (2) Michelin XGT 245-45x16 for '90-'96 300ZXTT, 80-90% tread \$100  
Steve Becker 435-5180 (2/97)

**E88 Head**, complete  
Boge shocks (front)  
Hulholland springs  
Steve 538-1359 (H) or 545-3730 (w, 7-3)

**240Z Parts** - Datsun Competition, OEM, aftermarket Body - Mechanical - Interior. SU Carbs, Recaro KR, European 5-spd, Shelby mags 14X6, and much more!!  
Dan 297-8175 (2/97)

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# \$20

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The first in a series of seven ZCar Collectible Phone Cards is Now Available!  
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Mr Z of Albuquerque/Z-Car Collectible Phone Cards  
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**SORRY,  
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CONTEST  
IS OVER!!**





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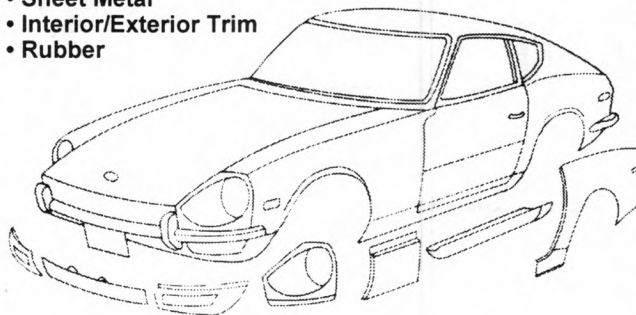
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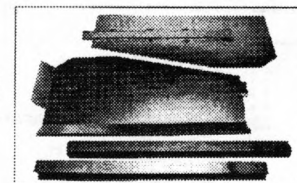
- Sheet Metal
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## Z Club of San Diego

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 to performance improvement.

- **Events** as varied as enjoying a day at the races to picnics to wine tasting.



CHARTER MEMBER

Dues are: **\$30** for a new membership      **\$30** for a renewal.      **\$15** Associate (Newsletter only)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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 #1 Mfr. \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Car #1 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"/> Other _____ |
| <input type="checkbox"/> Rallies                | <input type="checkbox"/> Autocross             | <input type="checkbox"/> Tours  |                                      |
| <input type="checkbox"/> Parties                | <input type="checkbox"/> Picnics               | <input type="checkbox"/> Hangin |                                      |

Please fill out the above 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 privilege.



# Z Club of San Diego

The Z-Club of San Diego  
7473 El Cajon Blvd.  
La Mesa, CA 91941



Clif Yaussi  
1372 S. Grade Rd.  
Alpine, CA 91901

*Address Correction Requested*

91901/2941

