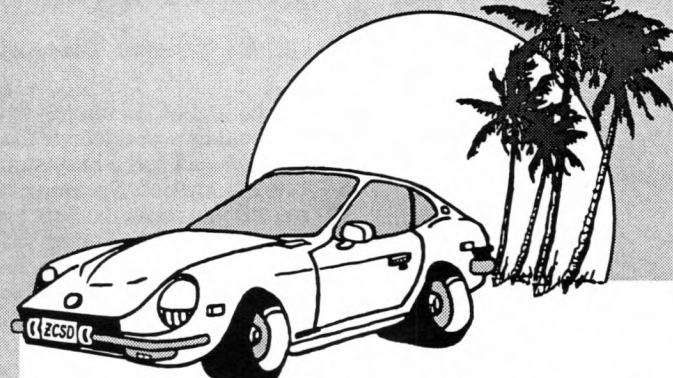


September, 1997

The Z-Club of San Diego Newsletter

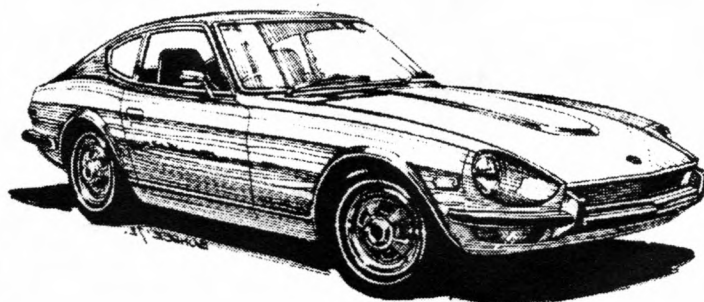


Z Club of San Diego
a member of ZCCA

Calendar of Events

(see page 3 for more info)

Oct	7	Meet at COCO's Restaurant
Oct	11	Les Cannaday's Classic Datsun
Nov	1	Halloween Party
Nov	4	Meet at COCO's Restaurant



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Z-Club of San Diego 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
www.geocities.com/MotorCity/6113/

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Words From the Pres

by Dennis Darnall, President

The end of summer is near and it feels like it should time to celebrate the 4th of July. I guess its because I had a busy summer with all those fun Z activities. Speaking of fun activities let me tell you about the Sept events, the Fast Food Fun Rally and the Spring Valley parade. We met at McDonalds on a warm Sunday afternoon for the start of the Fast Food Fun Rally. There were 10 cars that left for some very scenic driving around Fallbrook and Vista on some little used twisty roads. The directions were easy to follow but I guess there was more traffic on the road because nobody had a perfect score. Todd Conaway came in first with a 4 point error followed by Gary and Kerri Cawthon with a 19 point error (this is a second win in a row Gary and Kerri) and in Third place was Michael and Gloria Libonate with a 26 point error. After everyone had a chance to look around the Deer Park Winery we drove over to Terry Lau's house (of Terry's Nissan Specialist) for a barbecue and socializing. Terry has a beautiful place a the end of a narrow winding road in the middle of a avocado grove. The view of the valley from his back yard was stunning and we enjoyed the sunset while we ate, talked about Z stuff and gave away door prizes (donated by Terry's vendors).



The Spring Valley Parade was next and we had a good turn out of 11 cars. We met at CoCo's and drove over the staging area where we waited for our turn to drive down Campo Road. Finally it was our turn and the Z's hit the street with flashers blinking we zig-zaged down the road

honking our horns and revving our engines. It was a lot of fun and we even had several comments about all those pretty Z's. We didn't win the trophy for the automotive class, we were beat by the model A club and a antique fire engine so we will have to try it again next year. Maybe we need a Miss Z riding in a convertible Z car or maybe MORE cars participating.

We have a new Membership Coordinator. Todd Conaway has volunteered to take over the position and I would like to thank him, and welcome a new face to board of directors. Todd works at Z Whizz so next time you are have some work done at Gary's say hi to Todd.

The October events include a visit to Les Cannaday's Classic Datsun Motorsports in Vista on the 11th and the Z club Halloween costume party at Phillip Childs house on the 31st. Start thinking about that wild costume you always wanted to try and I'll see you at CoCo's on the 7th.

Life is a journey,
enjoy it in a Z

Dennis

Meeting Minutes

September 2, 1997

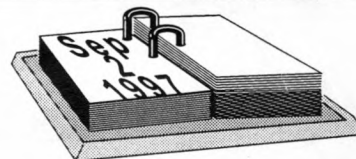
by Lance Wills, Secretary

We had an excellent turnout - 32 people. People obviously appreciate San Diego Summer weather.

Clif talked about the upcoming Fast Food Rally, Dennis talked about the Parade at Casa de Oro. Some potential future events were mentioned: October 11 - Tour of Classic Datsun (Les Cannaday's shop that restores roadsters, old Nissan's and 240 Z's); October 31 - Halloween party; November 15 and 16 - another tour of Bondurant's driving school; December ?? - Christmas party/toy run/tour of Hotel Del Coronado. Dennis suggested we have a party to celebrate when we reach 100 members (which actually may already have happened), if you have a suggestion - call Dennis.

The Georgia Z Club has a new website: www.georgiazclub.com (I tried the site and it works - they have a story by Lee Cobb about building a stroker motor), a new club has started in Austin, Texas; which makes four clubs in Texas alone.

We had a guest speaker - Janice Kain, who has a custom embroidery shop. Janice has done some work for Pat Connolly, and can embroider the



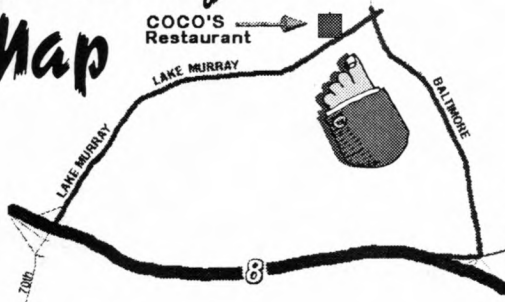
ZCSD logo, or just about anything, on jackets, tshirts, hats, etc. in your choice of color. Prices are totally dependant on complexity, quantity and other factors, but, examples of prices (not a quotation - you have to ask!) are: \$75 for a really nice jacket + embroidery, she can even digitize a picture of your car. One ZCSD logo would cost about \$11.50, \$8.64 for a quantity of four. We will check this out for the next order of shirts, hats etc., but if you have a favorite item you would like the ZCSD logo on, give Janice a call at (619) 940-1818 (Vista, CA).

Pat Hubbard told us about the National Convention in York, PA. He was most impressed with the national and international scope of the Z Car movement, and that Nissan promised \$25K to the New Mexico club to defray expenses for next years convention (ZCSD must make a strong show of support to a close convention and to Nissan).

Door prizes: Pat Connolly won a T Shirt; Ed Peterson won a set of Z America license frames, tried to decline, but was forced to accept them; Philip Child won a travel mug with Beer Nuts; the 50/50 drawing [\$48] was won by Steve Alba, a new member.

Lance

Meeting Map



NEXT MEETING:
October 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 Todd 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.

Welcome New Members

Jim Kutz	El Cajon	280Z
Luis Decastro	Spring Valley	240Z
Bryon Kibildis	San Diego	240Z, 300ZX
Michael Saletta	San Diego	280ZX
Corey Furniss	Escondido	280Z
Michael Lee	San Diego	300ZX
Jose' Torres	San Ysidro	280ZX

Welcome and thank you for joining the most active Z-club in Southern California



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

A Day of Fun & Games

Upcoming ZCSD events



Classic DATSUN Motorsports

October 11th - Open House at Classic Datsun Motorsports

Would you like to see a Datsun restoration shop and not drive up to L.A.? Then join us on October 11th when we visit Les Cannaday's Classic Datsun Motorsports in Vista.

The club will provide Pizza and Les will provide soda's and chips and we can spend the afternoon checking out some of his latest projects. There will also be a few visitors from Group Z so come out and say hi to our L.A. Z friends. We will be meeting at CoCo's at 11:00am and depart at 11:15am to the Governor Drive park and ride or met us at 11:30am at Governor Drive. If you would like to meet us at Classic Datsun Motorsports the address is 345 Olive Ave., Vista, CA. We should be there shortly after 12:00pm.

November 1st - Halloween Party

The Z club will have our 2nd annual Halloween costume party at Phillip Childs house in Mira Mesa on Saturday the 1st. This will be a "bring a favorite dish" type of party and the club will provide soda's. You don't have to dress in costume to join us but it is more fun and we will have a costume contest and other activities. I want to thank Phillip and Barabra for opening their house to the club. We will be going to a haunted house before the party and we will have more details later in the month on this.



Tech Articles

by Ben Pila, Vice President



There are many fluids that need to be changed every now and then. Brake fluid is important and needs to be changed when it gets dirty and as a preventive maintenance. A good interval to change the fluid is about every 30,000 miles or if it looks dirty or you are hard on brakes sooner.

Brake fluids are classified in three classes by the DOT (Department of Transportation.) Most of us use the DOT 3 fluid but Dot 4 offers a higher boiling point which is better for us who use our brakes hard on back roads. There is also a DOT 5 fluid which is also called Silicone brake fluid. This type of fluid is different from the DOT 3 or 4 in that it is made of silicones and doesn't absorb moisture (hygroscopic) like the other brake fluids do. It's the moisture and contaminants that break down the DOT 3 and 4 fluids which is the reason to change the fluid in the first place. If you don't change it, what happens is moisture enters the system via the vented fill caps on the brake master cylinder. This moisture along with dust, mixes and travels in the system eventually making it's way to the lowest points in the system. The lowest points would be the brake calipers and the rear wheel cylinders (for those that have rear drums.) If the moisture sits against the aluminum and chrome parts in the system, it corrodes until the seals of the wheel cylinder or caliper pistons get damaged then fluid begins to leak out and you know the rest. Also as the fluid get contaminated, it becomes diluted and the boiling point of the fluid gets lower.

This may not be a problem just around town but if you've ever driven down a mountain road like to Borrego Springs, you know how important the brakes are. It's when you use the brakes very hard, repeatedly that the boiling point may be a factor. DOT 3 fluid has a minimum wet boiling point of 284 degrees F. This is only if conditions are good and brake fluid is clean. The DOT 4 fluid has a higher boiling point and is an improvement over the DOT 3 for that reason. I've used the Castrol LMA DOT 4 and it's worked ok.

Brake Fluid and Why to Change It

Since I tend to have an aggressive driving style on the back roads, I've boiled this fluid and have since changed to the ATE Super Blue Racing fluid. This fluid is very reasonable in price and has a wet boiling point of 392 degrees F. I've tried hard to boil this fluid but it remained stable. My front pads just overheated and faded.

What happens when the brake fluid boils? It turns to a vapor and then your pedal goes to the floor and you have no brakes. Quite scary on a mountain road. My recommendation is to check you brake fluid by removing the fill caps on the reservoir and if you see a murkey, "muck" like dark fluid, then it's time to change. Once you change it, then you can stick to a regular schedule. Follow my steps below to change the fluid.

Changing your brake fluid

1. Remove the fill caps off the brake master cylinder.
2. Using a turkey baster (.99 at any .99 store,) suck out the old fluid and put it into an old jar with a lid. Be careful not to get any on the paint as it works like paint stripper. Used water to neutralize any spills.
3. Remove the plastic filter screens from within the reservoirs and suck out the remaining fluid from the reservoir.
4. Take the plastic filter screens to a sink and rinse them with water and use your fingers to rub off any dirt as you rinse them in water. Shake them dry and set them aside on a paper towel to dry.
5. Using clean paper towels or shop towels (lint free rags,) wipe out the inside of the reservoirs clean of any dirt etc. If you want an extra clean job, you could use a 10mm wrench or socket and physically remove the plastic reservoirs off the master cylinder (note which one goes where if they are different.)
6. With the reservoirs and plastic screens clean, reassemble and top off with your favorite brake fluid.

continued on page 9

Fast Food Rally & BBQ

Sept 15



Praying to the Fast Food God...



Waiting for their start time...

...and the barbecue thanks to Terry & Von Lau owners of Terry's Nissan Specialist in San Marcos, CA.



Whadda view!!!



Ahhhh... and more food to eat at the BBQ..



Prizes were given away

Local & Regional automotive related events



WHEN

Oct 12, Nov 23
Oct 15, Nov 12, Jan 21, Feb 18
Oct 19, Nov 15
Oct 17-19
Oct 12
Oct 18
Nov 6-9
Nov 15
Nov 22-23
July 20-25, 1998

WHAT

Pamona Swap Meet
Dave Turner Tack Time Adventure
San Diego Swap Meet
San Diego Concours d'Elegance
AMA Del Mar Mile
Air Show
33rd Winston Finals
All Datsun/Nissan Show
Classic Speed Festival
11th Annual Z-Car Convention
Stay tuned: <http://www.swcp.com/~forsmanz/>

WHERE

Pamona, CA
Holtville Raceway, Holtville, CA
Qualcomm Stadium
Torrey Pines, CA
San Diego County Fairgrounds
Edwards Air Force Base
Fairplex in Pomona
Puente Hills Nissan, City of Industry
Coronado (See page 4)
Albuquerque, NM

A letter from Yutaka Katayama



8/13/1997

My dear friend in Z
From: Yutaka Katayama

Now I am sitting in my little office thinking of last 25 days of my great trip to USA to meet my friend in Z club. It took good 25 days starting Tokyo July 14 to Aug. 7 visiting White Rose t club York Pa. Tenth Anniversary Convention as a summit to visit, and to come back to my nest in Tokyo.

Visiting Z club friends across the great continent of America became somehow my annual program since 1995, Twenty-fifth Anniversary of Z Car in Atlanta, I feel so great every time I meet friends enjoying Z cars.

This time, my pilgrim of Z car club starting from Dallas Tex. meeting with Tex. Z club and had an opportunity to visit and run newly built race course in Dallas a real pride of the city, and San Antonio and Houston Z clubs met at the Yellow Rose of Texas restaurant in the midst of real BIG Texas, at Chicago with Windy City Z club and Road America t zone together with many other Z car members observed the vintage Z (#3 BRE) winning and still showing as good as new car vintage !!! It was a wonderful sight !!!

Not only that, I had a great chance to meet my old friends Mr. Carroll Shelby himself in good health and at the same time and same place Mr. Bob Bondurant and not only that Bob gave me a Z ride with him on the race course in good conditioned Z Car in high speed as used to be, What a reunion we three could make !!

Then I enjoyed vintage car show, by the beautiful water side concourse of Elkhart lake, and just happened to meet Mr. Harley Davidson the third among the vintage cars. It was really a day of the vintage in all respects.

At York White Rose Z car club, the host club of the Convention of this year, greeting hundreds of good Z car

members from ail over the country, was real exciting and fun, It was a nice reunion since 1995 Z club started the international organization as well as Denver Convention last year. The program was very nicely handled and successful, except one stormy day for the race which is no body's control naturally.

However we had another opportunity to visit historical Harley Davidson museum which is a prided of the country, and we were fortunately invited to the Franklin Mint HQ. for the lunch and had an special honor of permission to sit on the rocking chair of President Kennedy used at the White House, which was on display at the museum taking off the barrier specially for me.

Next stop was Detroit, capital of the Automobile of the world , we had a great reunion of our past days friends, meeting old designers and young's. And we together with Mr. Sato had opportunity to visit GM and Chrysler Motors, at GM we were fortunately Invited to the Millford Proving Ground and enjoyed test drive some of the new cars coming in future.

And then to LA, Z club meeting, this time was planed to drive up to middle of the California, Santa Maria north of Santa Barbara at the Santa Maria Inn for the convenience of northern California Z car club members on the 2nd of August.

My greetings with my signature became more popular I was signing all to hats and brochures, T shirts and Posters ,even to the breast of worn T shirts. It was an enjoyable evening.

Next day we leisurely driving back on the coast line to LA. But it was not yet the end of touring show.

Still more in San Diego group of John Parker with Pete Brook, Les Cannady and the gangs were waiting, we have always no time to lose to enjoy meeting people !!!!

We drove back to LA in the midnight and the very next morning was a time to leave LA airport at last, as Johnnie Gable my great secretary planed this trip three month ahead exactly. Kenji with the dog Sate, we bade good bye to the Z friend till next year in Albuquerque to meet.

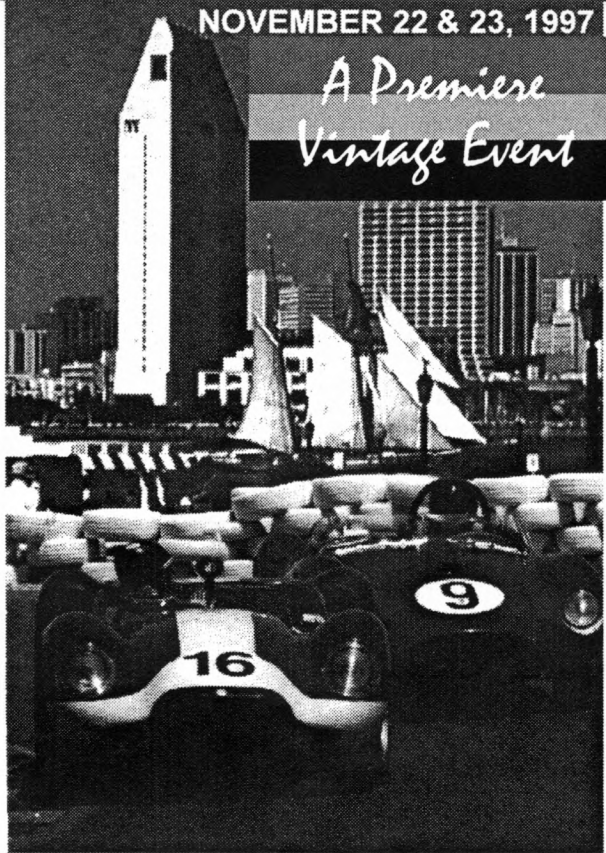
ALOHA !! ALOHA !!
SINCERELY !!

Mr. K turned 88
on Sept 15

Z Club of San Diego

NOVEMBER 22 & 23, 1997

A Premiere Vintage Event



CHRYSLER Classic SPEED FESTIVAL *Coronado*

Patterned after the world-famous Monterey Historic Automobile Races at Laguna Seca Raceway, the inaugural Chrysler Classic Speed Festival will take center stage in beautiful Coronado, California November 22-23, 1997.

Set against the stunning backdrop of sparkling San Diego Bay and the San Diego City skyline, Naval Air Station North Island provides an awesome venue for vintage automobile racing.

The Chrysler Classic will feature 150 of the world's top racing machines from years gone by competing on a 1.5 mile course directly adjacent to the runways where the U.S. Navy's finest fighter pilots teach and train.

For Southern California historic car buffs it will recall the days of the Torrey Pines Cup staged in the 1950's at what then was San Diego military base. It's a return to a time when camaraderie and love of the sport had equal importance to who received the checkered flag. The rare race cars are chosen to compete on the basis of their historical significance and certified authenticity.

The Chrysler Classic Speed Festival is a presentation of the Plymouth Holiday Bowl, a San Diego nonprofit, community enhancement organization that annually produces one of the Nations' premier collegiate football bowl festival of events

As a participant or spectator, you'll not want to miss this fun-filled, sun-filled weekend in Coronado, just across the bridge from San Diego, where visitors long have been drawn by the area's near perfect climate and its wealth of year-round activities and attractions.



Antique Auto Races Laguna Seca, Monterey, CA August 16, '97

How I spent my summer vacation - 97

by Lance Wills

Staying at the same hotel: Nissan Design International (did not see anyone I recognized as an NDI person), Masaratti Club, Viper Club, other assorted Cobras, Lotus Europa, AML Vantage, Porsche Club, Pinto Wagon, 64 Ranchero.

At the Cole Auction I saw banners announcing the restored Z program, but did not see the Z that was supposed to be donated with the proceeds going to charity.

Saturday, August 16 - Breakfast at the hotel with me and my son watching Vipers gather in the parking lot. Most were red, but there were black, yellow, jade green and two blue GTS and one red GTS. We left just at the right time to see them pull out (a string of about 15) and head toward Laguna Seca. We took the free bus to L.S. so the wimmin folk could have the van for shopping. When we got to the track, Tom and I headed first for the display area which included the new fiberglass replica Cobra made by Shelby American, which, I was told, will have serial numbers CSX4XXXX and be listed in the Shelby Registry.

On display in the Shelby area were: a GT40 MkIV, the flip nose Cobra that was the prototype for the 427 (though it had a 390), Cooper/King Cobra, Aston Martin DBS 1/2 that Shelby

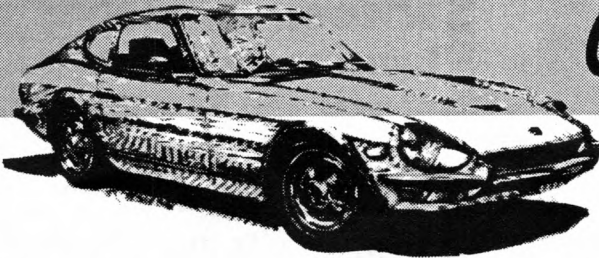
won the 1958 LeMans race in, a Toyota 2000GT that Shelby developed for racing, several other Cobras that were test mules or factory race cars; all were part of the Shelby American Collection, now housed in Boulder, CO.

Tom and I next strolled past rows & rows of famous race cars in the paddock area, among them: 3 of the 6 Cobra Daytona Coupes, two Tiger LeMans Coupes, Dan Gurney's Trans Am Cougar.

We next hiked a tremendous hill, at the top is the world famous "Corkscrew" set of curves that is one of the most famous racing curves in the world, and the signature of Laguna Seca. I was surprised to find all of the amenities up there - bathrooms (not portapotties), a souvenir store, and the Jaycees selling hot dogs, polish sausage, and other stuff as well as beer and soda (Fosters was available, but quite pricey). The view from the hill is truly spectacular. The Monterey Peninsula is at your feet, even as far as seeing some of the bay and larger hotels at Seaside. You can see 3/4 of the track from up there.

After the morning practice session Carroll did a few laps in the Aston Martin DBS 1/2 that was part of the Shelby American Display. After 2 or 3 laps he pulled on to pit road and changed to a Cobra roadster and did two more laps, after which he was joined by about 15 more Cobra race cars from the paddock area and another 75 or so cars that included Cobras, GT350's, GT500's, and Tigers from the south parking lot. The line of Shelby named cars literally stretched all the way around the track !!!!

continued on page 9



Classified Section



CLUB STUFF

ZCSD Shirts (Polo)	\$20
ZCSD Shirts (T)	\$12-14
ZCSD Hats	\$10
ZCSD Event door signs	\$15/pr
ZCSD window stickers	\$1 ea.
ZCSD Hat/lapel pins	\$1 for 2

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

1967 1600 Roadster, 4spd, fair condition, not running, needs headgasket, complete with hard & soft top, early model body. Natalia, \$1000 o.b.o. 287-7582 (9/97)

1971 240Z (8/71) auto, no dents, orig color, no dash cracks, runs great. Kris \$1400 291-4026 (7/97)

1974 260Z 4spd, excellent interior/exterior, mag wheels, rechromed, excellent shape, med met blue, 60-70K on engine, down draft webers, original owner, oil changed @ 3K intervals. Bob \$2500 (619) 794-0345. (8/97)

1976 280Z original owner, 120K miles, many new parts. \$2500 or best. Rick (760) 744-7176 (7/97)

1976 280Z Auto, wire wheels, repainted brown met. no rust, 127K mi, reupholstered black interior. Dan (612) 949-8757 (8/97)

1976 280Z 4spd, runs great but needs cosmetic work. Want to trade of big truck. Jeffery 530-8276 (9/97)

1977 280Z 5-spd, 74K miles, rebuilt eng, \$1200 Carrie 723-0315 or 414-5921 pgr. (7/97)

1977 280Z new 5spd, new '83 motor, new interior/paint, 1000 watt/10 speaker stereo system, plus many custom extras, over \$20K invested, a show winner. \$10K Corey (760) 741-3166 (8/97)

1977 280Z \$950 Marie 422-7516 (8/97)

1978 280Z 5spd, 15' wheels, reupholstery, heavy duty clutch, rebuilt trans, 4 piston Toyota brake upgrade, 5-way adjustable ilumina shocks, Eibach progressive springs. K&N air filter, maroon. Clif, \$2500 (619) 445-5200 (8/97)

1980 280ZX 5spd, T-tops, 65K mi, brown met, excellent exterior/interior. \$2750, Joe (619) 447-5140 (8/97)

PARTS

260Z Rebuilt long block, runs great in car, can drive. \$300 Gary 789-2834 (7/97)

240Z Parts - Body - Mechanical - Interior. SU Carbs, Shelby mags 14X6, and much more!! Dan (619) 297-8175 (8/97)

'73 240Z parting out. Mike 604-7316 Pgr. (6/97)

One pair of T-Tops for a ZX, complete with inside shade covers and storage bags for a tan interior. \$250 or best. These will not fit a 2+2 model. Contact Dennis at (619) 581-1992 or DDARNAL@COMSTREAM.COM. (9/97)

MISC.

Revell 1/25 BRE 240Z models \$20+ \$5.00 to ship in USA, European spec. H4 halogen headlamps for your Z made by Auto Pal for '70-'86Z. \$50/pair. 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
Phone (972) 438-8344



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ADVERTISEMENTS

Antique Auto Races *continued from page 6*

Tom and I went down the hill to see some of the vendor's booths we missed earlier. While going back through the Shelby tent I saw Phil Hill, and got his picture. A little farther along I realized that the infield track announcer was about 10 feet away. Since 1) if anything is planned to happen he will be there; 2) announcements were made of a special presentation to Carroll Shelby during opening ceremonies; 3) Bob Lutz was giving Shelby a ride around the track in a 1954 Cunningham LeMans race car; 4) opening ceremonies were to start when they came back into the paddock area - I decided it would be a good thing to stay right where I was for a while. Bingo !!! Fortune had placed me front row, 10 feet away from history !!

Tom and I witnessed the trackside interview with Bob Bondurant, followed shortly by the arrival of Bob Lutz and Carroll Shelby in the Cunningham. Then we saw the trackside interview with Carroll, and I heard him tell the tale of how the GT350 was named. I was about 5 feet away and I heard the story from Carroll Shelby's lips ! Not in print, not a recording, not a P.A. system - but from the legend himself !!! Then a Chrysler President gave the Shelby Children's Foundation a check and they all went into a tent, and Tom and I talked about that experience for a while.

Tech Articles

Brake Fluid and Why to Change It

continued from page 4

Next comes flushing the remaining fluid in the lines and brake parts. It may help to have the car on jack stands and wheels off on some models that have the bleeder screws mounted high and hard to reach.

7. Beginning with the right rear wheel's bleeder screw (usually located on back of the drum or caliper,) take a 10mm or 8mm wrench and break the fitting loose first then attach a 3 foot piece of 3/16" clear polyethelene tubing to the bleeder valve nipple and put the other end into a clear container that has a lid. Try to set the container so that the tubing is higher than the bleeder fitting. This way any air will rise and not flow back into the system.
8. Open the bleeder about a turn then begin to pump the brake pedal in about 1" strokes or just enough to move fluid out into the tubing.. Reason you don't want to do full strokes to the floor is if the brake master is old and corrosion has started, you could possibly damage the piston seals of the master cylinder by the seals ripping over the corroded areas and ruin the master cylinder. So just pump the pedal enough to move fluid through the tubing. Continue pumping until the fluid comes out mostly clear (or blue if you use the fluid I do.) Pay attention to the brake fluid level in the reservoir as it will get low as you pump. Top is off before it gets too low or you'll have to bleed the master cylinder to get the air out.
9. Once the fluid comes out mostly clean, close off that bleeder and move over to the left rear wheel and continue the same process. Then do the right front and finally the left front.
10. Top off the brake reservoir, wipe down the caps (use some brake parts cleaner spray if needed,) then install the caps and wash off any spilled fluid with water. Your done!

If you have any questions, comments or suggestions on this or other tech articles feel free to e-mail me at benpila@juno.com or call me direct at (619) 462-8651 evenings 'til 10:30pm. Enjoy your Z!

Ben

We then decided to look for a friend at the Miata tent, so we wandered past rows of Ferrari's, BMW's, and Miatas and finally found her. After a beer and some chatting we hiked the hill again to watch some more racing. About 4:00 the Monterey Bay marine layer started rollin in and it got very windy and quite chilling. I was very glad I had the foresight to bring a light windbreaker (that was sufficient).

Because of the wind chill and time, Tom and I wandered down to Andretti Hairpin Corner near where we would meet the bus, and saw the second half of the Formula One race. As we packed in for the crowded bus ride back to the hotel we could see the Viper Clubs doin laps behind the Viper Pace Car.

August 16, 1997 is why I go to vintage races: seeing the cars that made racing history doing what they were made to do, seeing some of the drivers that made history doing what they were made to do, the overload that overwhelms all seven of your senses, sharing the experience with thousands that have a common interest, watching my 15 year old son intently watching the action through binoculars and asking questions like "what kind of car is that" and "why do they all go wide around the corners?" It is quite an expensive proposition to go to Laguna Seca, especially at the time the Pebble Beach Concours, the Ed Cole Auction and the Italian Concours are happening, but it is worth it. If you have ever thought about it and can afford it - DO IT !!!

"Enjoy the ride"

Lance

Comments on the tech article by Evan Chabot in last month's newsletter.

Evan did solve his electrical (really a mechanical) problem but the actual cause of the problem although it was in the distributor wasn't the entire distributor. When the tach bounces erratically on later model Z's it's many times a sign of bad distributor bushings. If the bushings go bad, the shaft tends to wobble and the magnetic trigger on the shaft begins to hit the stator (the opposite of the trigger wheel) and it's the two parts making contact that cause the tach to fluctuate and the engine to cut out erratically. The distributor can be rebushed rather than replacing with another as an option. As with any troubleshooting procedure, the object is to find and fix the problem rather than swap out parts one at a time. Parts swapping may fix the problem but it is costly and there may be a time when it just won't work. The key to finding and fixing problems is to know what's going on, and how the system works so you can narrow it down to the exact problem. My two cents.

Ben

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Online Information & Registration at:
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*Fred Dudley
passed away on
Sept 16 due to a
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Carolyn Dudley's
husband and she
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