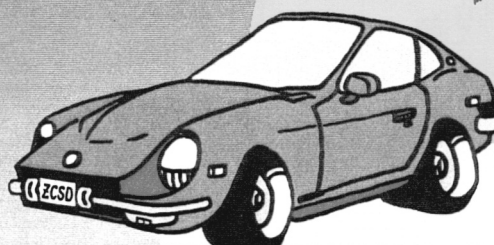


December, 1997

The Z-Club of San Diego Newsletter



Z Club of San Diego
a member of ZCCA

ZCSD HITS 100!!

MEMBERS THAT IS



Calendar of Events

(see page 3 for more info)

**Dec 13 Hotel Del Coronado Historical Tour,
Christmas Party & 100 member
Celebration**

inside:

	<i>page</i>
President's report	2
November meeting minutes	2
Next Meeting	3
New Members	3
Detailed upcoming events	3
Tech Articles	4
Local & Regional Events	5
All Datsun/Nissan Show	6
Classifieds	7
Historical Auto Races	7
SB-42 Smog Update	9

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Words From the Pres

by Dennis Darnall, President

We did it... we did it... we now have over **100 members** in the Z Club of San Diego! When I joined the club in 1993 we had around 40 members and for the next three years we would add a few new members but then we would loose a few and membership count would stay around 50 to 60 club members. All that changed this year with the publicity about the restored 240Z cars from Nissan and the end of the Z car production (temporary). There are many other reasons why our club has grown so much, like our Web page that has attracted Z car people that we would never be able to reach, and our newsletter is being delivered to more locations and looking great thanks to our talented newsletter editor. Also I want to thank all the club members that have spread the word about our club and attracted new members. I can remember when we were lucky to get 10 people to come out to our monthly meeting and now we have over 30 members most of the time.

I hope we continue to grow so keep telling everyone you see with a Z about the club and lets get the membership count up to 150 members by next year.



We have a guest speaker for the December meeting from the San Diego Police Dept. that is going to talk about car thefts and how to prevent them. Maybe we can get some inside information on how to avoid that speeding ticket or the best way to fight it.

The All Datsun Car show was a big success this year at Doheny State Beach Park. It was a great location and the weather cleared up for a beautiful day at the beach. We had 4 club members take home trophies, and they were Ed Peterson, Philip Childs, David Hadden and Ben Pila.

The Z Car Club Association has started a quarterly newsletter to keep us informed on news from Nissan, updates on future Z conventions and activities of other Z clubs. They need a name for the newsletter and if you submit the winning name your name will perpetually appear on the newsletter. The first newsletter will be available for you read at the next club meeting.

Happy Thanksgiving and I'll see you at the December meeting.

Dennis

Meeting Minutes

November 4, 1997

by Lance Wills, Secretary

Dennis opened the meeting with a round of introductions, and asked everyone to tell about their first Z. There were 28 members attending.

Dennis announced that in celebration of reaching 100 members the Club would have a photo shoot at Mesa College on Sat Nov 8, the photo will be on the cover of the December Newsletter.

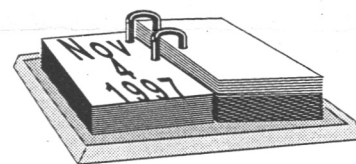
The Halloween party at the Childs' and the tour of Les Canaday's restoration shop were talked about.

Ben said to watch for a Franklin Mint 240Z model to be marketed soon.

Membership: We have 105 members

Treasurer: We have money (about \$1800)

Ch-ch-ch-ch-changes: The speaker we had lined up for tonight's meeting cancelled at the last minute. The "All



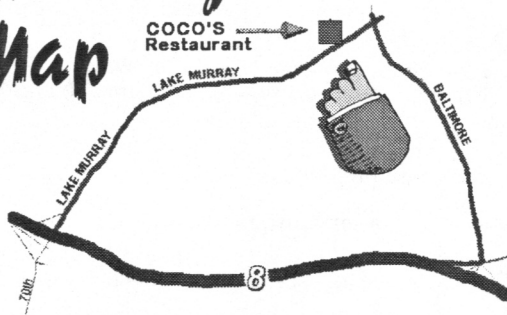
Datsun Car Show" sponsored by Les Cannaday was moved to Doheny State Beach Park after three Nissan dealers in the LA/San Diego area cancelled out [does this have anything to do with the recent changes in Nissan management? TW].

Upcoming events: Christmas party December 13. We will have a tour of the Hotel Del at 11:00, then have lunch at the Mexican Villiage restaurant, yes, the gift swipe will be featured. Please bring an unwrapped new toy, which will be given the the Pulinski Center or St Vincent DePaul. January and February are not yet decided, suggestions were the Campo Train Museum, March AFB Museum, One Lap of the County; what do you think?

Door prizes: Philip won the "Essential Z" book; Don Pheiffer won a Tshirt donated by John & Jackie Harris (members of both ZCSD and Group Z); Pat Hubbard (on his birthday!) won the 50/50.

Lance

Meeting Map



NEXT MEETING:
December 2 @ 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

Norman Swanberg of Poway



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!

(619) 589-0975

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

Upcoming ZCSD events

IT'S A HOLIDAY
 TIME OF THE
 YEAR!



Christmas Party and 100 member celebration -

Its time for our annual Christmas party, gift exchange and toy drive. We will start with a private tour of the Hotel Del Coronado. This will be a tour for the Z club only and we will see parts of the Hotel Del that are not open to the public. They will tell us about the history of the Hotel Del and maybe talk about some of the ghosts that are still roaming around the hotel. The tour will cost \$10.00 and if you are not interested in the tour you can meet us at the restaurant. After the tour we will drive down the street to the Mexican Village restaurant for a late lunch and gift exchange. The gift exchange is a lot of fun because you can open a new gift from the gift table or you can take a gift that someone else opened. If someone takes your gift, you select a new one or take one that someone has already opened. The only rules are that a gift can only be stolen 3 times and you have to bring a gift to participate. The gift can be anything but try to keep it to the \$10.00 to \$15.00 range.

We are also asking that you bring a un-wrapped toy for our toy drive for the less fortunate. This year we are going to donate the toys from the toy drive to the St. Vincent De Paul Village help make the holidays a little better for kids that may not have any presents to open.

In addition to the holidays this party is to celebrate our membership that has grown to over 100 people. We have a few surprises for you but you have to attend the party to find out what they are. Here are the details:

Tour-

Meet at the main entrance to the hotel at 12:30 and the tour will start at 1:00. The tour should last about 1-1/2 hours.

Lunch and gift exchange-

We will meet at The Mexican Village Restaurant at 120 Orange Ave around 2:30pm to 3:00pm. Make a right on Orange Ave (main street in Coronado) and follow it to First Ave where you make a left. About 1 block down First Ave is a public parking lot that we can use. You will see the Mexican Village restaurant on the left side of Orange Ave about 1/2 block before you reach First Ave.

Tech Articles

by Ben Pila, Vice President



The old saying "It never rains in So. Cal. is partially true but if you know San Diego, the rain and the cooler weather can make driving your Z less comfortable. Maintaining your Z is more even more important when the weather changes. What I will cover in this article is safety related and good preventive maintenance.

If you follow the simple check list below, your Z should be ready for almost any conditions. If you don't feel competent to do the checks below, just bring your Z into your favorite repair shop and have them check the things on the list for you.

Getting the Z Ready for Winter or "El Ninoizing the Z."

Under Hood Items:

- ☐ All drive belts (Look for cracks, glazing, and deterioration.)
- ☐ All cooling system hoses (Look for weak, deteriorating hoses, swelling at clamps, cracking sound if squeezed and pressure testing for leaks is also important.)
- ☐ Condition of coolant (Use an antifreeze tester or if coolant is rusty or been in more than 15,000 miles, flush and replace with fresh.)
- ☐ Check all other fluid levels and conditions (Engine oil, auto/manual trans, differential, brake/clutch, power steering, battery fluid and windshield washer fluid levels. Replace any fluids that are marginal)

- ☐ Battery terminal/cable condition (Clean any corroded connections with hot baking soda and water mix, use a battery terminal/post cleaning brush for a good connection)
- ☐ Tune up (Check plugs, cap, rotor, points, air filter, fuel filter. Especially the spark plug wires as moisture can make old wires cause a poor running condition.)
- ☐ On 280Zs '75-'78 with the vented hood, check that the fuse link covers are intact as water in the fuse link area can cause problems.)

Under Your Z:

- ☐ Check tires for tread depth and uneven wear, adjust pressures and check spare.
- ☐ Check the condition of the brakes.
- ☐ Check the shocks/struts for proper operation

On the Outside of Your Z:

- ☐ Check all lights for proper operation. It's also important for the headlights to be aimed properly.
- ☐ Check the windshield wipers and washer for operation and blade conditions.

Inside Your Z:

- ☐ Check the heater/defroster for proper operation.
- ☐ Ensure the rear window defroster works correctly.
- ☐ Clean all the inside windows.

If you have any questions, comments or suggestions on this or other tech articles feel free to e-mail me at benpila@juno.com. Enjoy your Z!

Ben

Fixing your shifter

Have you noticed that your 4 or 5 speed manual transmission shifter lever is getting loose, that the action is sloppy, that maybe it twists a bit as you shift? Is that what's bothering you, Vern? Well, here's how to fix it in the privacy of your own home.

This problem is caused by the fact that the bushing on which the shift lever pivots is some kind of composition material that tends to wear out or disintegrate. In my case, the bushing is completely gone so I really don't have any idea what it was made of.

To get to this bushing, first remove the center console after unscrewing the shift knob. Underneath is a rubber boot that seals the shifter from the outside. Remove the 4 screws that hold it on and get it out of the way. You will see the snout of the transmission. There should be another small boot that seals the entrance of the shift lever into the transmission. Pull this boot upward and off. You will see a clevis-pin arrangement. The shift lever is held in place by a pin that inserts through a stamped clevis assembly and is held in place by a "C" ring. Remove this ring and the pin. The shift lever then just pulls up and out. There should be a cylindrical plastic bushing on the end of the shifter. It should be free to pivot but not sloppy.

Examine the hole where the clevis pin came out. There should be a bushing of some sorts there. If there is only the shift rod, then the bushing has broken up and disappeared. If any residue is in the hole, punch it out with a punch and hammer.

We'll now make a new bushing out of brass. At this point, a lathe is handy but a drill press or electric drill and some files will do. The raw material of choice is porous, oil impregnated bronze but since we're doing this at home, brass will have to do. I started with a brass double ended 3/8" male pipe coupling.

The procedure is simple. Chuck one end of this coupling in your drill press or electric drill clamped in a vise. Select a medium

grade file and, pushing it against the rotation of the drill, slowly square off the fitting and reduce its diameter until it is about 0.010 larger than the hole in the shift rod. Then select a fine tooth file and take an additional 0.005 off so that you have about 0.005 interference fit. If you don't have calipers or a mike, this fit is about when the part will almost start into the hole in the shifter but needs considerable force to actually go. Machine the part all the way up to and including the wrench flats on the coupling. When you finish, you should have a piece with threads on one end, a shoulder, followed by a finely finished cylinder on the other.

The part is pressed into the shifter rod all the way up to the shoulder. If you don't have a press, a vice and a socket will do fine. Invert the socket so the bolt end is out, place the shifter rod on top of the socket and start the new bushing from the other side. Squeeze the whole assembly in the vise until it snugs into place.

Next, take a hack saw and cut the bushing off flush with the sides of the shift rod. Take a fine file and smooth the surfaces until the bushing is absolutely flat with the rod. Polish with emery cloth. Next, the center hole must be bored to the correct diameter to accept the clevis pin. A 23/64" drill happens to be exactly the right size for this operations. You must work up to this size in several steps. If you try to get all at once, the soft brass will grab the bit and likely destroy the bushing if not the bit. Drill slowly and carefully, trying not to heat the part. I use 1,1,1 trichloroethane as a cutting fluid. Liquid dishwashing detergent also works well. Deburr the hole with a pocket knife and the job is done!

Reassemble the shifter mechanism and enjoy. You will find that the shifting action gains a precision you've probably never experienced in a Z before. It's absolutely great to be able to feel the gears engage on each shift. Plus there is no more buzzing in the lever at high RPM.

- John

Local & Regional automotive related events



WHEN

Nov 15, Dec 21, Jan 18
Nov 23
Jan 3-11, 1998
Jan 21, Feb 18, 1998
Feb 14-15, 1998
July 20-25, 1998

WHAT

San Diego Swap Meet
Pamona Swap Meet
Auto Show
Dave Turner Tack Time Adventure
Big 3 Auto parts exchange
11th Annual Z-Car Convention
Stay tuned: <http://www.swcp.com/~forsmanz/>

WHERE

Qualcomm Stadium
Pamona, CA
Los Angeles Convention Center
Holtville Raceway, Holtville, CA
Qualcomm Stadium
Albuquerque, NM

10 Best Tools of All Time

Forget the Snap-On Tools truck; its never been there when you need it. Besides there are only 10 things in this world you need to fix any car, any place, any time.

- 1. Duct Tape** - Not just a tool, a veritable Swiss Army knife in stickum and plastic. Its safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in an easy to carry package. Sure, there's prejudice surrounding duct tape in concours competitions, but in the real world, everything from LeMans winning Porsches to Atlas rockets use it by the yard. the only thing that can get you out of more scrapes is a quarter and a phone booth.

- 2. Vice Grips** - Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it falls-off tool. the heavy artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.



- 3. Spray Lubricants** - A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm, repeated soakings will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross eyed (one of the 10 worst tools of all time).

- 4. Margarine Tubs with Clear Lids** - If you spend all you time under the hood looking for A frendle pin that caromed off the petal valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward. (some of course chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

- 5. Big Rock at the Side of the Road** - Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

- 6. Plastic Zip Ties** - After 20 years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur quality wiring from a

working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.

- 7. Ridiculously Large Standard Screwdriver** - Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flat bladed screwdriver particularly when welded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stage in one side and out the other. If you break the screwdriver-and you will just like Dad and your shop teacher said-who cares if it has a lifetime guarantee.

- 8. Bailing Wire** - Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well you'll never need to replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.

- 9. Bonking Stick** - This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod separator, but how often do you separate tie-rod ends? Once every decade if you're lucky. Other than medieval

combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be use to separate Tie-rod ends in a pinch, of course, but does a lousy job of it).

- 10. A Quarter and a Phone Booth** - See tip #1 above

- Peter Egan
ROAD&TRACE

Fiesta de Albuquerque

11th Annual Z-Car Convention
July 20-25, 1998

Plan Now to Join Us for a Fun-Filled
Week in the Great Southwest!

▼▼▼▼▼▼▼▼

Datsun/Nissan Z and ZX
And All Classic Datsun Enthusiasts
Are Welcome!



For Registration Information Contact:
Fiesta de Albuquerque
Hosted by the New Mexico Z Car Club
Michelle & John Forsman, Coordinators
Fiesta Line: 505/323-2898
e-mail: nmzcc@swcp.com

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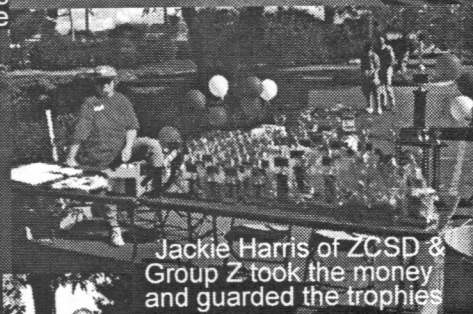
Online Information & Registration at:
<http://www.swcp.com/~forsmanz/>

Z Club of San Diego

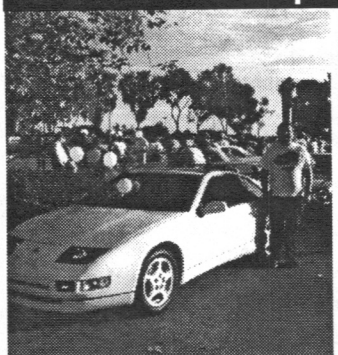
After several location changes the All Datsun Car Show was held at the beautiful Doheny State Beach Park in Dana Point. This location was perfect for a car show so this will be the location for future All Datsun car shows. There were more Z's than 510's and roadsters this year but that could be due to all the location changes and it was difficult to contact everyone at the last minute. The weather was questionable all week but on Saturday the sun came out and it was warm and beautiful. I want to thank Art Brown for all the hard work he did in finding a location (and dealing with those Nissan dealerships that didn't want the car show at their location) and getting trophies at the last minute too. Next year the car show will be bigger and we hope to attract more people.

The Z Club of San Diego had a caravan of about 12 cars drive up early Saturday morning. We went up I-15 so we could take the Ortega highway (I-74) over to the coast. It is a great little 2 lane to drive with lots of turns as long as you don't get stuck behind slow traffic. We had 4 club members take home trophies and they are below:

Les Cannady of Classic Datsun Motorsports was a passenger in one of the roadsters he built for Bob Bondurant



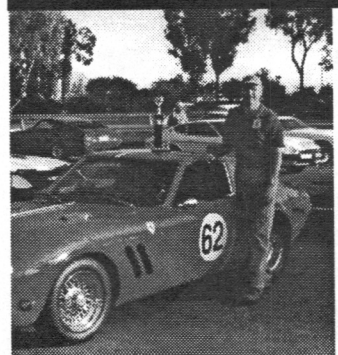
CONGRATULATIONS to some of our club's members in taking a few trophies home.



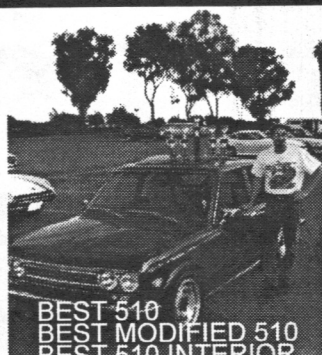
BEST MODIFIED Z
Philip Childs



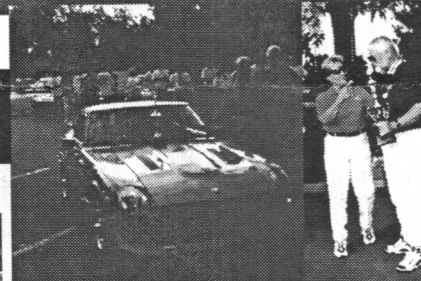
BEST Z INTERIOR
Dave Hadden



BEST SPECIAL INTEREST
Ed Peterson



BEST 510
BEST MODIFIED 510
BEST 510 INTERIOR
BEST 510 PAINT
BEST 510 ENGINE
Ben Pila

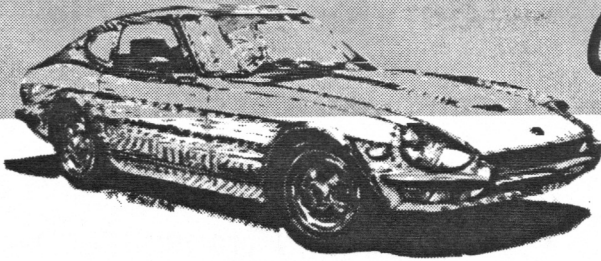


Carolyn Dudley awarded the "Fred Dudley Memorial" trophy for this beautiful red 240Z. It also took the People's Choice award



John Morton and his #46 car were on hand for pictures and autographs





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 4-spd, original owner; 100K California miles; all original equipment including engine, trans, & radio; racing green w/tan interior; body in very good condition; ran until water pump failed - pump rebuilt but not replaced; not driven for 15 years and not registered. \$1,500 OBO Call Tony at (619) 455-1115 x114 (10/97)

1971 240Z 4spd, restored for show and setup for rally racing, hi-preformance engine built by Jerry (pgr (619) 580-8532), excellent red paint job, low miles on motor. \$16K invested, extra parts available. \$7500. Dave (619) 447-2689. (10/97)

1971 240Z (12/70) 5spd, AC, original stock motor, 5-10K miles on top end, 200K orig miles, many new parts, great interior/exterior, drives excellent, \$3300 OBO. Scott (619) 578-3520. (10/97)

1974 260Z auto, AC, silver, slight body damage, interior needs TLC, mags, runs, registered & smogged. \$800. Paul (619) 421-9233 (10/97)

1974 260Z Auto, silver, 100K miles, mag wheels, passes smog. \$800 OBO or trade for 260Z w/4spd. Paul, (619) 421-9233 (10/97)

1978 280Z 4spd, runs perfect, painted 1yr ago, flawless body, custom stainless steel exhaust, front air dam. \$2495 Jesse (619) 270-1667 (10/97)

PARTS

'70-'71 240Z Dual SU Carburetors w/4 bolt round tops. \$250. Todd (619) 491-4346 or (619) 549-7700. (11/97)

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)

WANTED early '71 240Z ashtray/fusebox cover. Todd (619) 549-7700 or zcon@juno.com (10/97)

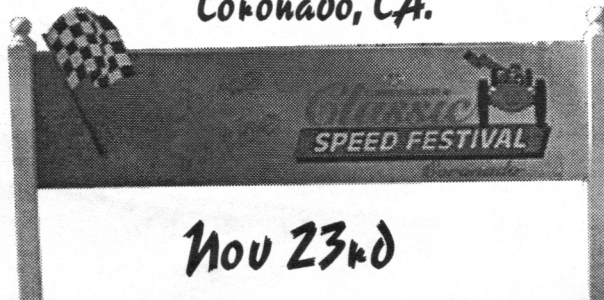
MISC.

NCR Microfiche reader, good condition, used to read the parts microfiche for Zs, etc. \$35 plus shipping. Ben Pila Jr. 462-8651 evenings till 10:30 or e-mail at benpila@juno.com

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

First Annual Historical Auto Races Coronado, CA.



This'll give you some idea of the type of cars racing here →

This was the only Datsun racing that day. I was a sweet sounding 510 though!





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ADVERTISEMENTS

UPDATE SB-42: The California Smog Law



I am sure all of us informed Z owners know by now that on January 1, 1998 us '73 and older Z owners will be exempt from the bi-annual smog checks we all use to endure. However, that was only the good news. What we failed to ask ourselves is "This sounds too good to be true. So what am I giving up and what's it gonna cost me?". Well welcome to the world of politics. The vehicles that are NOT exempt from smog checks and used to paying \$25-\$45 for that test will now be paying \$50-\$75 for a dyno-type smog check. These machines cost about \$50,000 a pop leaving fewer places that can afford them *and* that cost is passed on to you! The test cycle also limits the number to 17 cars per day per machine. So not only will it more expensive, you may have to wait longer as well.

Here is an excerpt from the Automotive Technician's Association:

Mr. John Dunlap, chairman of California Air Resources Board (CARB) has stated in Senate Committee hearings that "MOBILE SOURCE SMOG" is only 50% of the total man made smog. Most people do not really know what this really means. To make it clear to you, I present the following:

- A. Natural smog is approximately 30% of the total smog. This comes from the sap from trees, decaying vegetable and animal matter. All kinds of fires and lightning (lightning creates ground level ozone).
- B. Stationary sources, large and small business, refineries, forges, manufactures, bakers, laundries, cleaners, printers, and homes cause approximately 35% of the total smog. Burning coal is a major source of NOx emissions.
- C. Mobile sources cause the remaining 35% of the smog. Mobile sources include:

- | | | |
|-----------------------------------|----------------------------|---|
| 1- Trains | 2-Trucks | 3-Busses |
| 4- Commercial Jet planes | 5- Private planes | 6-Lawn mowers |
| 7-Chain saws | 8-Fishing Boats | 9-Yachts |
| 10-Jet Skis | 11-Water ski boats | 12-Off road vehicles (ATV) |
| 13-Racing vehicles | 14-Racing boats | 15-Farm equipment |
| 16-Contractors equipment | 17-Potable generators | 18-Portable compressors |
| 19-Diesel vehicles | 20-Alternate fuel vehicles | 21-Leaf blowers |
| 22-Light trucks | 23-Passenger cars | 24-Motorcycles |
| 25- Other large and small engines | | 26- Military vehicles, planes, helicopters etc. |

NOTE: At one time passenger cars were responsible for 15%-25% of the smog, but our BAR84 and BAR90 programs have reduced the automotive emissions. Even though we have increased the number of passenger cars and the number of people in California, our smog level has been reduced over the past 17 years. My current estimate of automotive emissions would be in the neighborhood of 10% to 15% tops in some areas.

Smog Check II is hundreds of pages of regulations which can be and are being changed on a daily basis to divide and conquer the people of California. They are exempting vehicles '73 and older and exempting vehicles under 5 years old. This means that 40% of the vehicles will be used to remove 25% of the smog. It's bad enough that they are going to try to reduce more smog than vehicles emit, but now they are going to attempt it with only about 40% of the vehicle population.

Classic car and collector car owners are concerned about the "gross polluter" problems with the SMOG CHECK II program. The BAR is telling us that if our cars are less than 5 years old or '73 and older, we have nothing to worry about. They haven't been talking about the Remote Sensing Device (RSD) program. Part of the Smog Check II is the RSD program which will test vehicles on the freeways. If the vehicle fails the roadside test, it, (the vehicle) will be required to go to a State Contract Referee Station for testing. If, in fact, the vehicle is a gross polluter, then it will become part of the Smog Check II program, regardless of age. The way the regulations are written, no gross polluter may be driven on any highway or parked on any street in the state. What this means is no matter how old or dear your vehicle is, if you get caught by an RSD, you will again be part of Smog Check II program, and then remain as an annual test for a minimum of 2 and a maximum of 5 years.

HOW SMOG TESTS WILL BE PERFORMED

A. You will do an ASM test with the dyno. If the vehicle passes a certificate will be issued.

- (1) If the vehicle fails the ASM (dyno, BAR97) test, you must then do a complete BAR90 two speed idle test (Smog Check II that we're all familiar with).

- (2) If the vehicle passes the BAR90 test, a certificate will be issued.

B. No EGR or Timing test will be required on the ASM (dyno).

C. A two speed test on the dyno is required; 15mph and 25mph

What this all means to us Z owners is that even though your Z is in the exempted year range, we could still be caught by RSD and be snagged into getting smog checks every year. So don't just slap on those Mikunis without making sure they run efficiently and don't throw away those smog pumps and hoses just yet.

The Smog Police are just being more sneaky now that they think you're relaxed so WAKE-UP, the movie's not over yet!!!

-Ed Peterson, Editor

If you can't find that special book on your Z, try contacting one of these guys. If they don't have it, they'll find it for you.

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Z Club of San Diego



CHARTER MEMBER

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.

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

**The Z-Club of San Diego
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Address Correction Requested