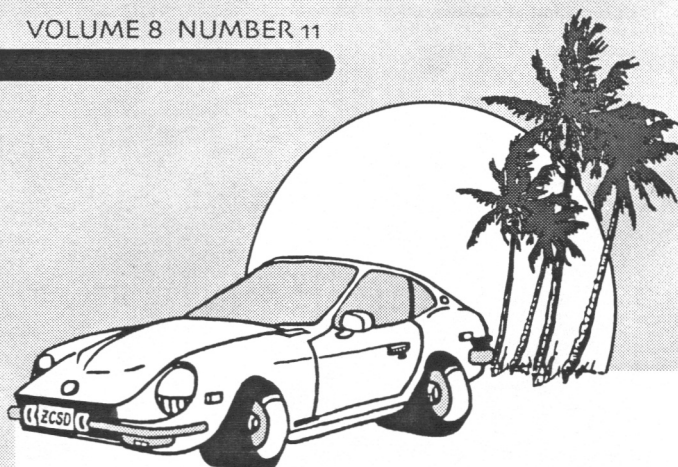
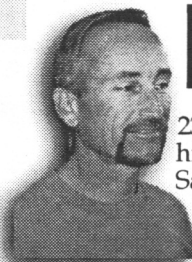


The Z-Club of San Diego Newsletter



A MEMBER OF THE Z-CAR CLUB ASSOCIATION

Words From the Pres



It's been another exciting month for Z activities and we start with a visit from the one and only Yutaka Katayama. Mr. K had a meeting at Nissan Design International on Friday the 23rd and a few club officers were there to meet him. After his meeting Mr. and Mrs. K, Mr. Sato (his traveling companion), Johnnie Gable and Carolyn Dudley were escorted to the Balboa Park Auto Museum for a tour and to meet some club members. Next we took

Mr. K and his friends out to dinner. We had over 20 people at the restaurant and I think Mr. K enjoyed seeing more of his fans. The club gave Mr. K an appreciation plaque for being inducted into the Automotive Hall of Fame that Ed Peterson made. We also made Mr. K a lifetime member of the Z Club of San Diego, complete with club shirts and a badge.

Next was the Surfside Classic Datsun Car Show at Doheny State Beach. We had 5 club members take home awards this year. There were more roadsters and 510's this year and lots of gorgeous Z cars. Mr. K was also there but I think he spent most of the day signing autographs. See the article on page 5 for more details.

Its time to start thinking about club elections. We will have nominations for all club positions at the November and December meetings, voting will be in January and the newly elected officers will start in February. Now is the time to step up and help the club prosper. I will not be running for president

next year so we are looking for someone to take over as president of the club. Due to changes in my employment I will not have as much time for club activities and I think its time for someone else to take over. I have enjoyed being the president for the last two years and I plan on running for vice president so I can help the new president ease into office. If you are interested in being nominated or have any questions about any of the positions give me a call.

Dennis

Upcoming Events

November 3 - Tuesday
Club meeting @ Coco's

Sunday November 15
Chrysler Classic Speed Festival

(see page 3 for more info)



inside.

President's report
October meeting minutes
Next Meeting
New Members
November Birthdays
Z'tailed upcoming events
Tech Articles
Local & Regional Events
Classic Datsun Show
Mr. K's Induction Page
Classifieds
How To section
Holtville Track Report

page

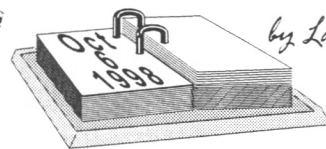
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*"The 200SX-dead;
the 240SX-dead.
Listen up, people,
this is enough: The
more you go ga-ga
over trucks, the
more companies
kill their sports
coupes. This is
nonsense." - Car &
Driver magazine*

Want to see what the 1999 Z might look like?
Point your browser to <http://www.300z.com/1999>



Meeting Minutes



by Lance Wills, Secretary

Dennis called the meeting to order at 7:35. There were 35 members attending.

Treasury: \$2175

Membership: 116 plus three this week. Dennis called for a vote: *Do we keep having summer meetings at outdoor sites or have all meetings at CoCo's?* 13 in favor of outdoor meetings, one in favor of CoCo's, 21 abstaining.

Dennis summarized the Palomar run up to the point that we split and some went home, others went to the desert; Ben summarized the desert run.

Events: November 14 and 15 - the Coronado Speed Festival, vintage sports car racing. ZCSD will try to be part of the car corral, see elsewhere in the Newsletter for details. November 28 and 29, vintage sports car racing at Palm Springs, no plans are set for ZCSD yet. Watch for more details about the annual ZCSD run for a children's charity/holiday party/light tour.

The 50/50 drawing was won by a visitor (sorry, didn't get his name).

Door prizes: Yours Truly won a book about detailing [watch out Dave!!!], Gary Cawthon won a Z hat, Gerald Hines won a copy of A Car Magazine, Arnie Carter, visiting from the Tidewater Z Car Club in Northern VA won a

More news about the new Z: Autoweek, October 12, 1998 reports that NDI has penned a convertible version of the new Z to match the coupe. A new version of the coupe has been done that is less retro and much less Porsche-like. A running model is being built now that is scheduled to debut at the Detroit Auto Show in January. The engine is rumored to be the 3.0 liter V-6.

In the same issue is a full page add congratulating Mr. K on his great achievements on behalf of Nissan Corporation and on being inducted into the Automotive hall of Fame. (Editor - take a look at page 6 in this issue of the ZCSD newsletter)

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NOTICES

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.

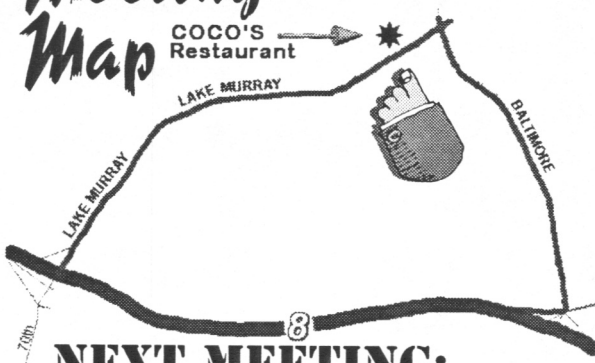
Monthly meetings are held the first Tuesday of each month starting at 7:00pm and are located at COCO's Restaurant, 5550 Lake Murray Blvd, La Mesa unless otherwise posted. See map on page 3. Come early to see other member's Zs and socialize.

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: zcstd@geocities.com
www.geocities.com/MotorCity/6113/

Meeting Map



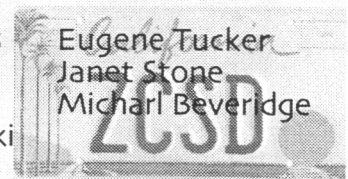
NEXT MEETING:
November 3 @ 7:00 PM
@ COCO's Restaurant
5550 Lake Murray Blvd, La Mesa.

Welcome New Members

Wilfrid Alvarez
 Michael Dozier
 Alicia Lampert
 Tom Carron

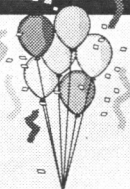
James Funtas
 Milton Hines
 Brian Parks
 Carl Chizewski

Eugene Tucker
 Janet Stone
 Michael Beveridge



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

We have November Birthdays



Al Attig
 Bill Black
 Pat Hubbard
 Doug Tracy

Bob Humphrey
 Mike Humphrey
 Corey Furniss

This Month's Z'tailed Events

Check the HotLine for
 updated information
 (619) 589-0975

PUTTING
YOUR
BEST
TURN
FORWARD



Sunday November 15 Chrysler Classic Speed Festival

Vintage auto racing in our own backyard. Join some club members as we caravan over to Coronado to watch vintage race cars relive the past. The track has been changed this year to make it more spectator friendly. This is the second annual race featuring 150 vintage race cars on a 1.6 mile course. Admission is \$12.00. We will meet at CoCo's restaurant at 9:00am and drive over to Coronado where we will have preferred parking for the club. Also there is a show at the convention center called Retromobile USA that is a collection of rare automotive memorabilia. The show runs November 13th +14th from 4:00pm to 12:00pm and November 15th from noon to 6:00pm, admission is \$5.00.

TECH ARTICLES



The Do It Yourself Wrecking Yards

(Or how to save bucks while using foul language as the bolts on the part you are trying to get are rusted solid.)

by Ben Pila, Vice President

So you've thought the Nissan dealer or a high priced wrecking yard is the only place to find parts for your Z (1970-86.) There is an alternative that can save you money and can be fun too. I'm talking about the do it yourself wrecking yards in San Diego County. Some of the members of the Z Club have already found out about the deals on used parts there. If you haven't found out yet, read on.

There are three Ecology Auto Wrecking yards (one is domestic only,) and there is one Pick-Your-Part which all are always full of complete cars and lots of parts on them. So how does a wrecking yard like these work? All the cars and trucks these companies get are either bought at auctions or bought from individuals for normally less than \$100 for the whole vehicle. What these do it yourself yards do is drain all the fluids and organize the vehicles by make and line them up in rows for easy access. The yards commonly use old steel wheels welded together to raise the vehicles in the air. Once the entrance gates are open (normally 7 days a week,) you bring your own tools and pay \$1 to get in. Once in, you just simply find the parts you want and remove them yourself and head to the cashier. You pay and then you exit with parts that are so low in price you wonder why you haven't gone there sooner.

Typical prices (give or take a few bucks,) of Z parts are as follows. Aluminum wheels with tires \$20 each. S.U. Carbs about \$20 each. Complete cylinder heads \$55. Complete engines \$125. 5-speed transmissions \$89. Fenders \$29. Bumpers \$29. Hoods \$29. There aren't many parts more than \$100 and many items are \$30 or less. Small rubber, plastic or trim pieces are just a few dollars. Just about any parts for the early Zs can be found (as long as someone hasn't broke it there.) You can also have fun finding other parts from other makes that might work on Zs too. Like seats and wheels. I've also seen aftermarket parts on occasion like sway bars and air dams.

The few negatives of the do it yourself yards are the following. No one that works there is able to help you if you need it (pulling or finding parts.) There are mostly 1985 and older Zs there but no newer Zs yet. Cars get rummaged through pretty quickly right after they get put out. Especially clean cars or custom wheels and such. There was a '76 280Z with 25,000 miles that some how made it to Ecology. It was picked over quick. I got the engine.

So, grab a friend and some tools and get over the the do it yourself yards and have some fun.

Ecology Auto Wrecking
800 Energy Way in Chula Vista (619) 661-6575
1530 Heritage Road next to Brown Field (619) 661-6575
2315 Carpenter Road in Oceanside (760) 661-6575
(The phone numbers may not be correct)

Pick Your Part
880 Energy Way in Chula Vista (619) 482-3770

Other places to find Z parts are at All Z Auto wrecking, buying parts from someone parting out Zs or buy the whole car, or see the Z-Whizz parts cars they have on their lot.

Ben



Choosing the Right Plug for your Z

by Michael Lee, Contributing Editor

One of the most overlooked and less tended to part of keeping a performance car in tune is the spark plugs. If they are fouled, out of gap, are the wrong heat range for your application, or style problems may arise. Sometimes these problems could be simple: like hard starts in the morning or loss of horsepower (ahhh! We don't want that!). Other times it can be detrimental like the all feared - DETONATION (which can scrap a perfect motor within seconds).

The step is choosing the correct heat range. Spark plugs come in many heat ranges so the plug can be matched to the type of use an engine receives. For most low speed driving or short grocery runs (we do all have daily drivers, right?), the plug electrode must stay hot enough to burn away carbon deposits, so a hot plug is needed. On the other hand, for high speed driving at high RPMs, like at Holtville Raceway last month, a hot plug can glow like a diesel glowplug causing pre-ignition and detonation. To prevent this, a cold heat range plug is needed. But the evil to this is, at low speed driving, a cold plug can foul with carbon and become useless. You are the ultimate judge of what kind of driving you do most.

How do I choose a hotter or colder plug? Generally speaking, I don't recommend anything but NGK or NGK platinum plugs for Nissan and Datsuns. Don't get sucked into the "Splitfire" or any other style plugs that the current magazine ads hype up. When you use an aftermarket plug, its specifications can be different than your stock one (even with the same heat range). An example would be a shallower plug or an extended plug. Yes, these manufacturer's claim X-amount of gain or self cleaning plugs in their test labs not in your engine designed by NISSAN/DATSUN.

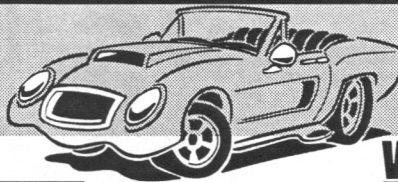
One theory is an extended electrode puts the plug in the more turbulent section of the combustion chamber, which helps to prevent fouling. In theory this is great, but in your Z this can sometimes put the electrode too close to the piston, screwing up the flame propagation and losing power (as much as 4%). NGK plugs were designed for our Z and generally speaking the higher the number the colder the plug (i.e. PFR5B-11 is hotter than PFR6B11).

Also, when you are adding a turbo, increasing boost, and/or adding Nitrous Oxide you should go to a colder plug. For example, a Z32 running more than Stage 4 should consider going to a colder plug, say PFR6B11 (stock for the Z32 is PFR5B11). The rule of "higher number is colder" only works with NGK. Check the plug manufacturer for their method of denoting hotter or colder plugs. Finally, don't let the infamous "maintenance free" type plugs fool you. You will usually see this in platinum tipped spark plugs. I was even fooled by my favorite plug manufacturer NGK. You figure spending \$15.40 a plug anything was possible, right? Wrong, strapping my car to the dyno with plugs only 10,000 miles old (both NGK and Nissan stated that the Platinum tipped plugs on the Z32s were good for 60,000 miles maintenance-free) I learned that I lost almost 27 hp. Upon inspection my maintenance-free plugs only needed to be regapped since they were out of spec. And there you have it, 27 horsepower, I don't know about you, but that's a lot of power to lose from some fairly new plugs that were just not tended after. If you do a lot of spirited driving and want your Z running at its peak - take care of your plugs, they are cheap for the returns they give. Happy Driving.

Michael



Local & Regional automotive related events



When

November 14-15
November 28-29
December 20
January 23, 1999

What

Coronado Vintage Grand Prix
Palm Springs Grand Prix
Stadium Swap Meet
Dave Turner Track Day

Where

Coronado, CA
Palm Springs, CA
Qualcomm Stadium, San Diego
Holtville, CA

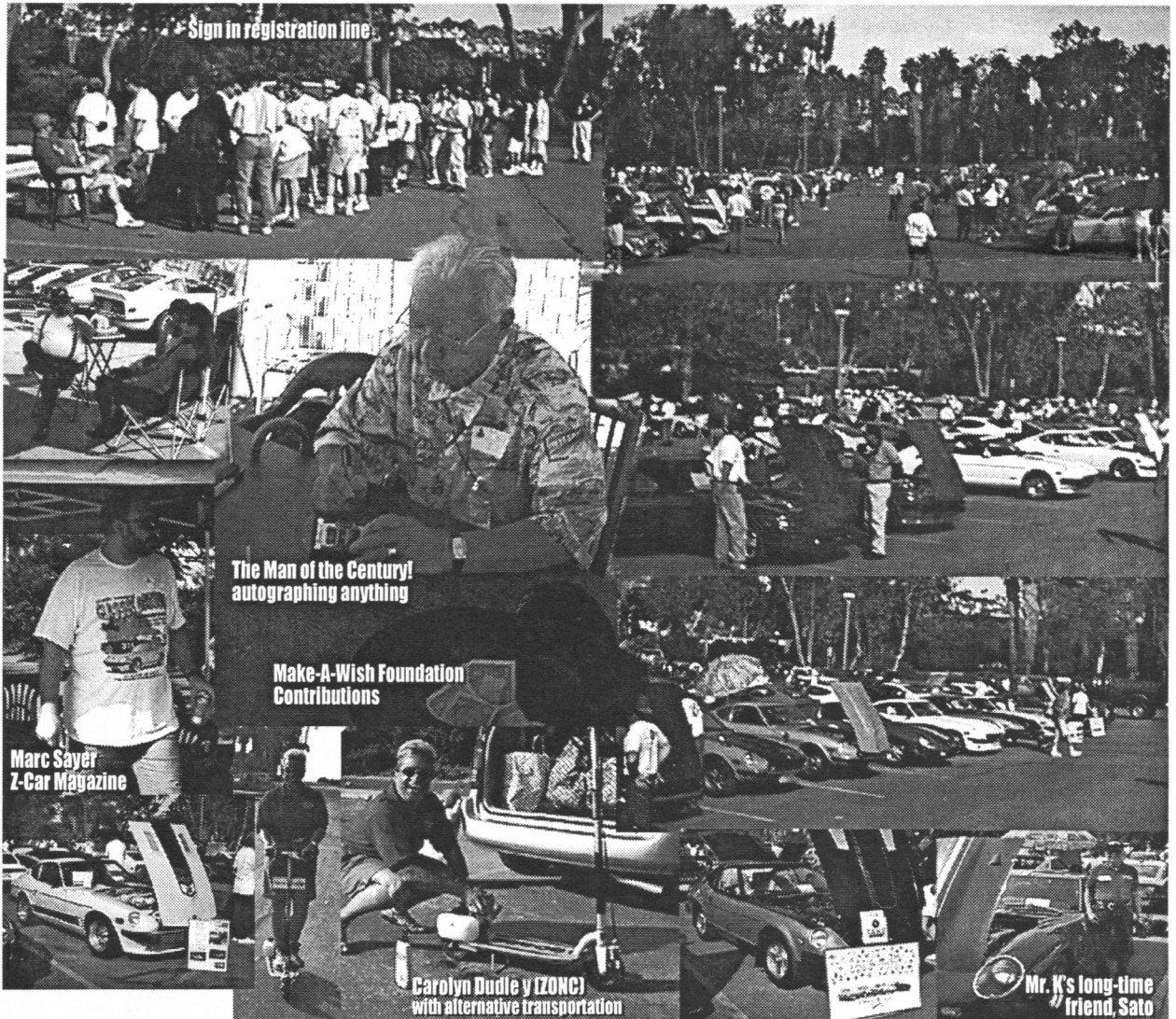
Classic Datsun Car Show

Donheny Park

Oct 24, 1998

by Dennis Darnall

This car show just keeps getting bigger and better. There were 140 cars registered and there were a lot more roadsters and 510's this year. Mr. K was there and he was busy signing everything from t-shirts to car parts. The club took home 5 trophies. Fred Jordan won 1st place for the 280ZX category and was also selected by Mr. K to receive the Fred Dudley memorial trophy. Ed Peterson won best modified in his Ferrari-Z car. Michael Lee won 2nd place in the 300ZX category class and Ben Pila won 2nd place in the 510 category. The car show proceeds totaled \$2000 to be donated to the Make A Wish foundation. To top off a beautiful day at the beach Group Z put on a barbecue in the afternoon. What more could you ask for, a parking lot full of classic Datsuns, Mr. K and a bunch of Datsun enthusiast to talk to. Don't miss this show next year because I bet there will be more cars and fun than this year.



Sign in registration line

The Man of the Century!
autographing anything

Make-A-Wish Foundation
Contributions

Marc Sayer
Z-Car Magazine

Carolyn Dudley (ZONC)
with alternative transportation

Mr. K's long-time
friend, Sato

Dennis

Correction to October's tech article:

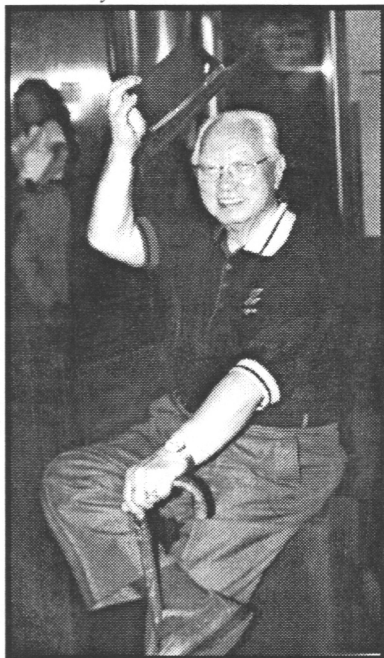
In the fourth paragraph, Ben mentioned that the 1981.5-1989 Turbo ZXs didn't have water cooled center housings. The correct years should of been 1981.5-1985. 1986 and up had water cooled center housings on their turbos. One other thing of interest is that Nissan makes a retrofit kit to allow installation of a 1986 and up water cooled turbo on the 1984-85s. So this is something to consider if replacing your tired turbo. Also, the same retrofit kit can be used along with some other parts to put a water cooled later style turbo on the 81.5-83 Turbo ZXs.



A Tribute to Yutaka Katayama

Oct 23, 1998

Yutaka Katayama came here to sell a few cars. Little did he know he would end up changing the way we drive forever. Consider where he started. The year was 1960, and just about the only Japanese product an American would buy was a transistor radio. But Mr. K, as he quickly became known, aimed to change all that. He saw a need for a small pickup truck - one that was easy to maneuver and fun to drive, that could be used for play as well as work. Mr. K had just such a truck. He had one little problem, though. He had nobody to sell them. Most of the established dealers he approached about selling Nissans (they were called Datsun then) weren't interested. But a handful of small businessmen - independent, entrepreneur-types, were just crazy (or visionary) enough to give Mr. K and his little truck a chance. Then a funny thing happened. Just about everyone that drove one, bought one. Word spread.



*"Love people
Love car
Love life"*

Y. Katayama

Pretty soon, we couldn't build 'em fast enough. More models followed - the 510 sedan, the 2000 Roadster, the Patrol SUV - but Mr. K's greatest triumph was yet to come. By the late 60's, there was no shortage of sports cars on the road. Just about every car company made one. A reliable sports car, however, was another story. Mr. K pushed, prodded and cajoled his designers to build such a car. And so, in 1970, Nissan unveiled the legendary Z. A car so magnificent, it inspired fan clubs all over the world. A car so magnificent, it won close to 50 championship races. A car so magnificent, if he had done nothing else in his entire life, Mr. K would still deserve the honor he's receiving today. But, as anyone who knows him will attest, Mr. K made much more than cars. He made friends. He was on a first-name basis with every single Nissan employee in America. His loyalty to his dealers was unwavering. And in return, they'd run through walls for him. After building Nissan into the number one import brand in America, he retired in 1977. But we like to think there's still a little bit of Mr. K in every Nissan we make. Mr. K has always lived by a simple philosophy: "Love people. Love car. Love life." You might think that's kind of a touchy-feely way for a car guy to think. But just look what it did for him. He wound up in the Automotive Hall of Fame.

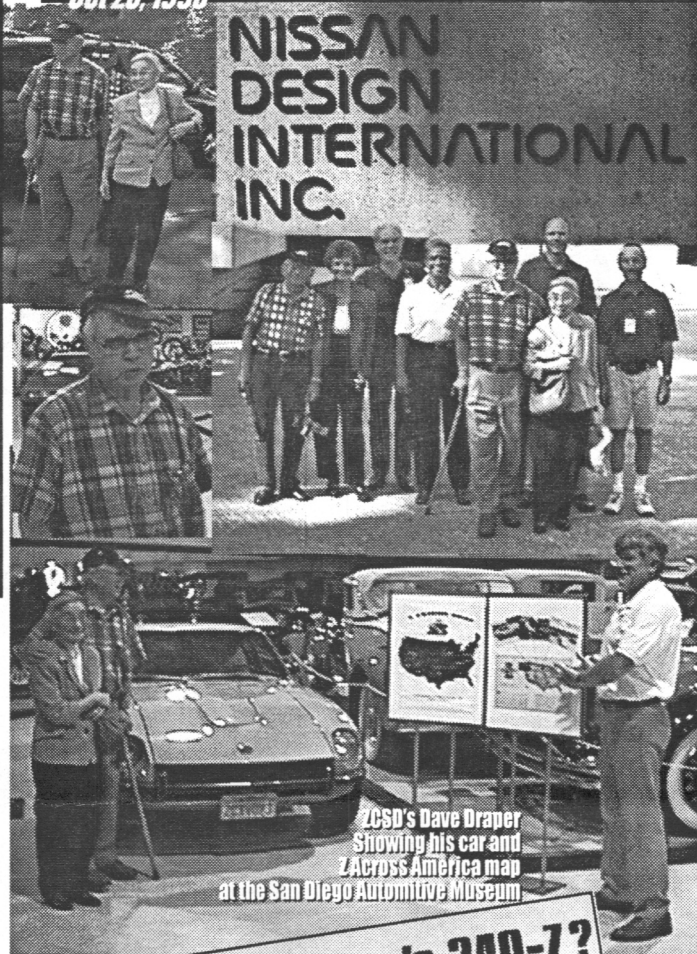
Nissan
Enjoy the ride.

*Congratulations
Mr. K.*

c. 1998 Nissan Motor Corp. U.S.A. "Datsun", "Patrol", "Z", "Nissan" and "Enjoy the ride" are trademarks of Nissan.

89 year old Mr. K. will celebrate his 61 years of marriage to Mrs. K. on November 23rd.

Congratulations!!



ZCSD's Dave Draper
Showing his car and
Z Across America map
at the San Diego Automotive Museum.

What Else but Datsun's 240-Z?

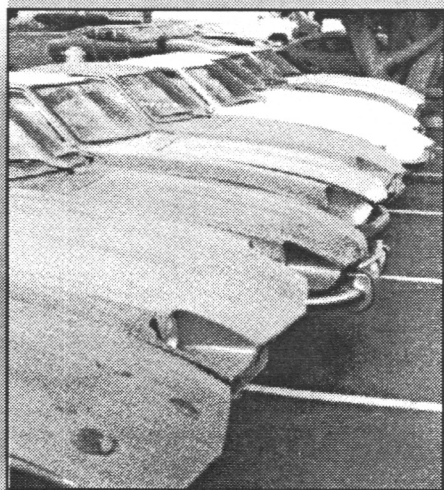


LEFT: Yutaka Katayama, President of Nissan Motor Corp. in the USA, accepts ROAD TEST's award naming the Datsun 240-Z, 1971 Sports Car of the Year.



January 1971, Road Test Magazine

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 (619) 553-6625 I'll run your ad for three months unless you tell me to cancel.

CLUB STUFF

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
Mouse Pads	\$11 for 8x9 \$9 for blems



AUTOS

1971 240Z needs restoration, rebuilt engine. Call Tim at (619) 447-6605 (9/98)

1971 240Z 4spd, 105K miles, HP exhaust, new HD radiator, new front suspension. \$4000. Call Tom (760) 753-2397. (10/98)

1971 240Z disassembled, unfinished project car with 1-1/2 cars worth of parts, '81 5 spd, over \$2000 in brand new/unused aftermarket performance parts, too much to list, \$3500 takes all. Call Steve at (619) 465-6911 (10/98)

1972 240Z, runs, call for info. \$500. Call Todd (619) 660-9552, 973-2797 pgr

1973 240Z stock condition, original engine, 4-speed, body is completely straight with no bondo anywhere and it is 98% rust free. Interior is complete and in good condition. It is not running and has been in storage for the last 6 years but registration is current (1999 tags). This would make an excellent project car because it is smog exempt and the body and frame is in excellent condition. Asking \$650 Call Dennis (619) 581-1992. (10/98)

1973 240Z 4spd, not running, carb problem, new fuel pump, BEST OFFER. Call Glen (619) 295-1859. (11/98)

1977 280Z 4spd, 2nd owner, all records, all original, excellent interior, low miles, runs great. \$2000. Call Kim at (760) 591-0757. (10/98)

1977 280Z PARTS CAR, all pieces available, must sell as complete car, ran before disassembly, no body damage. \$700. Call Kim at (760) 591-0757. (10/98)

1977 280Z auto, AC/PW, blue/blue cloth, 53K miles, new tires, all original. Call Kate Johnson w-(619) 447-0007 (10-4pm M-F) h-(619) 465-4165. (10/98)

1978 280Z 5spd, new fuel injectors, new trans, alternater, clutch, radiator and battery. Needs paint. 86K miles. \$5,000 OBO. Call Lou (619) 299-7344 (11/98)

1979 280ZX 5spd, clean body, clutch/trans need work. \$650 Call William (760) 612-6542. (11/98)

1979 280ZX 5spd, AM/FM CD, good body, needs paint, 200K miles. \$2500. Call Scott (619) 596-4783 (11/98)

1980 280ZX auto, excellent condition, like new, black/wine, 60K original miles, must see. \$10,000 OBO. Rita (619) 466-8367. (11/98)

1986 300ZX 5spd, AC/PW, white, 220K miles, good body, \$2000 OBO. Call Richard at (619) 461-8684 (10/98)

1986 300ZX 2+2, auto, black, Z-Whizz just did \$7K worth of work on it including engine rebuild, AC-compressor, AC-actuators, Radiator rodout, F/R brakes, tires, belts, hoses, the list goes on. The customer didn't pay so

you win. \$4,500 OBO. Call Gary at Z-Whizz (619) 589-5104 (11/98)

1989 300ZX Auto, AC, T-Tops, Black/Blue, Mint Condition, 89K miles. \$5500. Call Tom (619) 660-6869 or pager (619) 979-0742 (10/98)

1991 300ZX Twin-Turbo, Stage-III(396hp), Red, 5-sp, Yokohama AVS wheels and tires, Greedy exhaust, Bose, T-Top, garaged, over \$6000 invested, one owner, all

PARTS

Tokico Blue Spring set for 240Z, \$60. Found in attic brand new, still in boxes, **American Racing Wheels** for 240Z, \$80 for set. Call Andy (619) 216-3444. (11/98)

'90-'96 300ZX STILLER Pop Charger & adapter, gains 18HP on a twin turbo and 9HP on a non-turbo, replaces factory air box, eliminates possibility of engine failure due to snorkeling water during flood seasons. \$60 Call Ed (619) 553-6625 or edp@spawar.navy.mil. (11/98)

1984 300ZX T-Tops (2), anniversary floor mats. Best Offer. Call Wes or Joy (561) 947-3497 (11/98)

Flosser (German Autobahn) 9004 high output bulbs.... NEW 80/100 watt low/high beam. Fits '88-89 300zx. \$20 for pair. Michael (619) 538-3473 or email audio-phil@juno.com (11/98)

280ZX parts for sale:

Radiator out of an 82 280ZX. Recently rodged and in excellent condition \$50.

Stock muffler with chrome tip in good condition \$15.
T-Top storage bags (2), red, excellent condition \$35.
Call Dennis (619) 581-1992. (10/98)

Set of 15" turbo wheels with tires. Wheels are the early style (snowflake) that are gold color and have all four center caps. Two tires are 205x60 series that are like new and two are 215x65 series that are about 1/2 worn. Wheels are in excellent condition and the center caps are not available from Nissan and very difficult to find these days. Call Dennis (619) 581-1992. (10/98)



How-to: Vented-rotor Conversion *by Stephen Moffett*

The car:

1977 280Z, original strut assemblies w/ KYB struts (new), completely rebuilt front-end, 15x7 Fast Wheels w/ 225-50-15 Falken tires (my rims have 3.75" backspacing), 1988 Toyota 4x4 (4-Runner) brake calipers, 1984 Nissan 300zx rotors, steel braided brake lines

Disclaimer:

This is the car that I did the conversion on, it works and I've been driving around like this for approx. 5 months w/ no problems. Everything that I write was measured according to my car. Things could differ for yours.

YOU MUST DO THIS FIRST (if you haven't already). Go out and get front brake calipers for an 1988 Toyota 4-Runner.

Go through the process of fitting these onto your car FIRST. They will fit on without any modifications (except cutting the heat shield, and actually you might as well take this heat/dust shield OFF, because you probably won't be able to use it with these rotors!)

AFTER you have gotten these calipers to fit, that is - they clear EVERYTHING (i.e. struts, wheels, tires...etc.) Now you can go buy your nice new '84 Nissan 300zx front rotors.

These rotors look just like the Z's except that the "hat" section where the hub bolts to, is shorter, therefore you will need a spacer to go in between the hub and the rotor.

The hub I used was the original one on my 1977 280z.

The way that I measured to see what size spacer I needed was to just measure the difference between the "hats" of the two rotors (1977 compared to the 1984). This difference when I measured it was .5 of an inch. This lead me to believe that this was an exact difference (I mean that Nissan made these exactly .5" different). It may for some strange reason be different on your car (as far as position relative to the caliper mounting bolts or something) - take measurements and find out exactly what size spacer you need.

You can make this spacer however you want to and out of whatever material you want. I chose to design the spacer on Auto CAD, just a 2-D drawing that I made into a .dxf file-type so that it could be cut using a CNC water-jet router.

I had a friend cut this for me out of .5" mild steel (I don't have any money, so you can certainly make this out of whatever material you think will withstand the shock, heat, etc.). This mild steel is a little heavy for me, but it was more than strong enough for the application).

***I still have the Auto CAD file of the spacer (like I said it's not that big of a deal), but anyway, if anyone wants the file I will send it to them. Or if anyone wants me to make the spacer for them I will do this.

After you have obtained this spacer you are practically done!! :) Just reassemble putting the spacer in between the rotor and the hub.

OH YEAH, I ALMOST FORGOT!! You will need to buy new bolts to secure the rotor-spacer-hub assembly together. You can take the original bolts to the store and just get the next size LONGER. I couldn't find the size of the bolt that I used (I had it written down) I believe they were 40mm long, they fit perfectly, they use all the threads in the hub and don't stick out at all. These were obtained at Pep Boys, they are a metric grade 10.9. Get some new lock washers too.

Completely assemble the rotor-spacer-hub assembly back on the car (like I said earlier I couldn't keep the hear/dust shield on...you may find differently).

Now try to install the calipers without the pads.....anything....any sparks....did the car thank you?...mine didn't either.

You may find that you need to shim the calipers a bit. By this I mean that the rotor needs to fit right in the middle of the groove/track of the calipers (i.e. if the pads were installed the rotor needs to fit right

between them). For some reason it may not fit perfectly. If you need to shim, just get very thin washers (good strong ones though) and put them between the caliper and the caliper mounting piece that is welded to the strut assembly. Make sure to put the same amount of shim at both of the caliper bolts so that the calipers stay straight.

Reconnect everything else, bleed brakes, and you're off.

I hope everyone is satisfied with the results, I have been.

Stephen Moffett is a Mechanical Engineering student at the University of Texas. He has a 1977 280z (turbo) intercooled with programmable EFI.

Holtville Track Day Report

by Ben Pila, Vice President

It was Saturday October 10th and one of the few times that I ever seen the sun rise in the morning. I was on my way to the Dave Turner Track day in Holtville and was wondering how things would go being my first time there. I actually had it easy as a passenger in my friends quick BMW M535i. I was planning on taking my '71 510 but couldn't get it ready in time. Anyway, as we pulled up to the last road that led to the track, we came upon Erik Bernstein with his V8 240Z (featured Sept. 98 Z newsletter,) in tow on a trailer and behind him another 240Z with triple carbs and yellow paint. Maybe this was his other car?

Once at the track, it was clear that fun and speed was in store. After getting things set up with my friend, I noticed Clif Yaussi in his maroon 300ZX and Philip and Barbara Childs (with white 300ZX) getting ready too. That made the Z count to four that actually made the drive out. Donn Vickrey was there too with his Spec RX7 racer. He brought his daughter along as passenger.

The rest of the day basically went like this. Register then find out run group. Got in our cars for a short hop to each corner and got out to listen to Dave Turner give tips on the best way through each turn.

As he explained each corner, a few driving instructors drove their cars to show the lines. Then we got into our cars for three laps to get a feel for the track. Then when our group came up (there were three,) we lined up and proceeded onto the track. Wow, what a rush. Even as a passenger, the speed was still fun as I tried to hold on as we cornered. Everyone's cars seem to run well although some would occasionally spin on tight corners. Philip drove a clean line although spinning once and Clif (I went one session with him,) kept his Z moving and enjoyed the ride. In the last session, Philip boiled his brake fluid. He said it was 3 years old and that makes sense. He'll have racing fluid next time. With only 38 entries, there was enough time for everyone to do lots of laps. The sessions were about 20 minutes long and I think we got at least 6 sessions minimum.

Don't miss the next Dave Turner Track day, January 23rd (Sat.) At least come out to watch and be a passenger. Yee hah!

Ben



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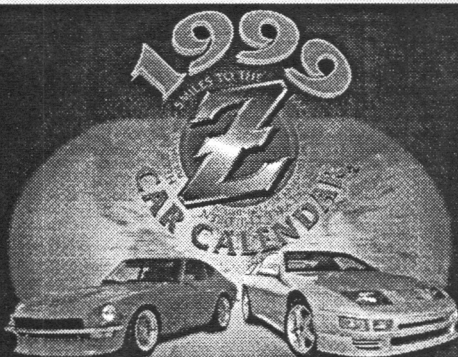
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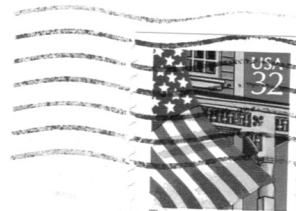
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