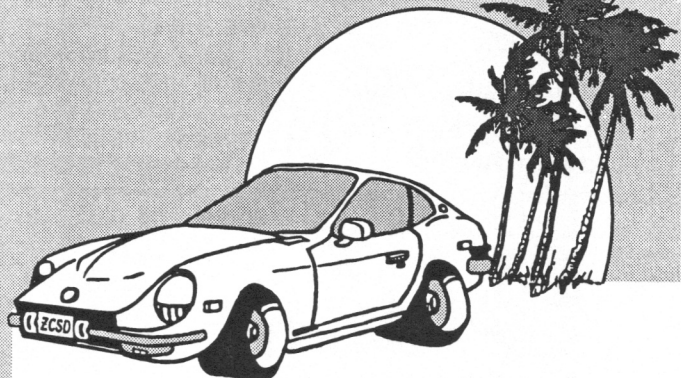


# The Z-Club of San Diego Newsletter



A MEMBER OF THE Z-CAR CLUB ASSOCIATION

## From the Steering Column

by Dennis Darnall, President



**D**o you feel lucky? Have you attended most of the events this year? Attend the July monthly meeting and you may go home with a \$100.00 gift certificate from Motorsport Auto. We will have our first event participation contest drawing and if your ticket is picked you win. The more events you attend the more tickets you have and the better your chances of winning.

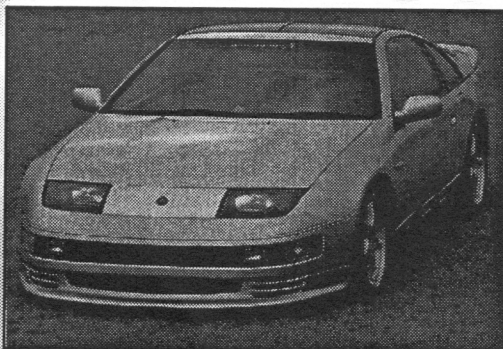
## Upcoming Events

July 6 - Tuesday  
Meeting at Kate Session's Park

July 15 - Thursday  
Officer's meeting at Coco's

July 18 - Sunday  
Fast Food Rally

(see page 3 for more info)



We start our outdoor meetings this month so don't go to CoCo's for the next 3 months. The July meeting will be at Kate Sessions Park in Pacific Beach. Bring a chair, something to eat and join us as we watch the sun set and talk about Z stuff. The August meeting will be in Coronado at a new location near 1st and Orange Ave. The September meeting will be at a park in Encinitas. Check your newsletter for maps and directions.

The tech session at my garage was well attended. I wish I could say the same for Dave Turner's open house. I guess he didn't get the word out because it was more of a Z gathering than an open house. We are planning another tech session at Al Peterson's house on August 7th. The next tech session will be on brakes. If you have a Z repair that you would like to make into a club tech session give me a call. We can arrange to have someone experienced to help you and we should be able to supply any special tools that are needed. You would need to plan the tech session a month or so in advance and the person that gets their Z worked on would have write a tech article on the job to share the experience with other club members.

We have new club polo shirts available now for \$20.00 each. These are high quality burgundy shirts with the logo embroidered on the front. I will have them at the meetings, just ask.

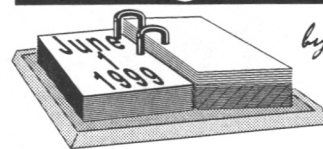
*Dennis*

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## Meeting Minutes



by Gary Cawthon  
Secretary

The meeting was called to order at 7:15 by Vice President Michael Lebanate (his first time). Dennis was not able to attend. There were 35 members present.

First order of business was to announce a change in the 50/50 and door prize drawings. There will be one set of tickets drawn, with no free tickets given, other than the usual 6 for \$5 deal has now been changed to 7 for \$5.

The introductory question was, "What was your most frustrating Z car repair?" Many helpful tips were learned.

**Treasury report:** \$2060.70

**Membership report:** 75 active members, with many more forms still out.

The locations for the summer outdoor meetings were finalized, and the convention in Tulsa was mentioned. Dennis appears to be the club's only delegate able to attend the Tulsa convention.

The Franklin Mint casting of the 240Z is available in the Fashion Valley store.

Cliff Yaussi told about the Palomar run and Tech session, and July's Fast Food Rally was also discussed. July will be the first member participation drawing, with a \$100 gift certificate to Motorsport Auto up for grabs. Member must be present to win.

Michael passed out Nissan's new "We will build it" decals.

### Drawing winners:

1st prize: \$20- Kevin Ham  
2nd prize: \$10- Kevin Ham  
3rd Prize: \$10- Lenny Armoth  
Tokiko hat- Billy Cast  
Nissan hat- Cliff Yaussi  
Screwdriver set- Gary Cawthon  
Nissan pins- Lenny Armoth  
and Tom Bernard

*Gary*

## BOARD OF DIRECTORS

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### Webmeister

PHILIP CHILDS  
(619) 695-1594  
pchilds@geocities.com

## 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: zcsd@geocities.com  
www.geocities.com/MotorCity/6113/



# Meeting Map



**NEXT MEETING:**  
**July 6 @ 6:30 PM**  
**@ Kate Session's Park, Pacific Beach**

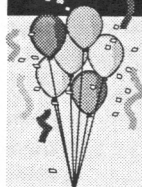
## Welcome New Members

Bob Knudsen  
 Michael & Andrea De Palma



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

## We have July Birthdays



Donn Vickery  
 Philip Childs  
 Daniel Marks  
 Chris Kempston  
 Jerry Dickinson

Brian Parks  
 Sherm  
 Michael Bliss  
 Denise Woerner  
 Cynthia S.

Pam Saxton  
 Julie Wilson  
 Glenda McKissick

# July's Z'tailed Events

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

## FAST FOOD RALLY #3

**When:** Sunday July 18, 10:00am  
**Where:** Jack in the Box, Santee, Mission Gorge Rd at Carlton Hills Blvd.

**What:** This is a 110 mile drive using the directions we provide, and stopping at the required fast food restaurants to get the time stamped receipt that provides the scoring for this fun event. Each year we have more cars join us for a great scenic drive, and lots of adventure along the way. Pat Connolly and Kevin Ham have put together this course and we'll end up at the Deer Park Auto Museum and Winery. Total time 3½ hours.

Call Clif at 619 401-0680 for more info, or the hot line.

## Upcoming Z Club EVENTS

August 7th	Tech Session #2
August 15th	Picnic at Balboa Park
Sept 18th	San Juan Capistrano run
Oct ?	Casino Run or Train trip to Tecate

# Dyno Day

June 19th

by Michael Lee

Well, for those of you who missed the ZCSD dyno day, here's a recap. June 19 was an exciting day for all that attended. Everyone was curious what kind of power was gained by modifications to their cars or how a 180,000-mile motor compares to a new one.

We had an interesting array of power combinations, all of which were in Z cars!!! There was a 3.2-liter stroker motor from Samboone Sengamphan, a 350 Chevy V8 from Al Peterson, an electric fan/header/exhaust setup from Darren Kirkpatrick, and of course my Twin Turbo/Nitrous setup.

Group 5 Motorsport was kind enough to endlessly devote one of their top mechanics, Roger. The day flowed smoothly. We broke for lunch around 1:00 PM and met at Acapulco's for some yummy Mexican food and drinks. Octane boosters and high-octane fuel were in heavy use, those who didn't had a mild ping which was quickly cured by joining the masses. Other problems included slipping clutches and erratic ignition, which yielded unsatisfactory numbers. All in all, the dyno is the best way to turn a car and makes the "seat of the pants feeling" a joke!!

Unfortunately, Group 5 Motorsport, one of San Diego's most complete and knowledgeable import performance center, may be going into "Research and Development" and will not be open to the public in the near future. In summary, our first dyno day was a success and we hope to have many more and Group 5 around. Also, I would like to thank Joe Luke, Roger, and all the guys at Group 5 for helping us successfully in such an exciting day.

Here's the have to know numbers for all that missed the live show:

• Alan Andrew (280ZX Turbo powered 240Z):	180 HP / 100 Lbs. Ft.*
• Erik Anderson (Z32 NA):	184 HP / 176 Lbs. Ft.
• Philip Child (Z32 NA):	191 HP / 177 Lbs. Ft.
• Dennis Darnall(280Z):	128 HP / 138 Lbs. Ft.
• Mic Halbert (280Z):	110 HP / 138 Lbs. Ft.
• Erik Johnson (Z32 NA):	198 HP / 179 Lbs. Ft.
• Darren Kirk (Z31 NA):	141 HP / 169 Lbs. Ft.
• Michael Lee (Z32 Turbo/Nitrous)	404 HP / 498 Lbs. Ft.
• Al Peterson (V8 powered 240Z)	258 HP / 313 Lbs. Ft.
• Ben Pila (510 Datsun)	135 HP / 148 Lbs. Ft.
• Samboone Seng (3.2 Stroker powered 240Z)	130 HP / 129 Lbs. Ft.**

Guest Cars:

• Allan from Twinturbo.com (Z32 Turbo)	306 HP / 331 Lbs. Ft.
• Sandy Chan ('98 Maxima SE)	158 HP / 175 Lbs. Ft.

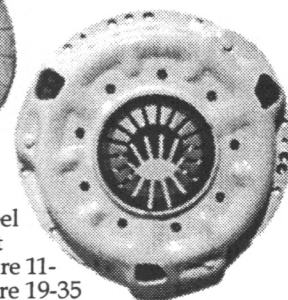
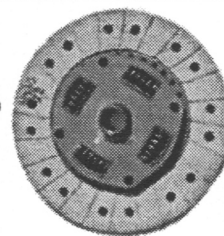
\*Alan had a slipping clutch which lead to a high HP but low torque number.  
 \*\*Samboone had some ignition and possibly mixture problem, which yielded a low number for a stroker.  
 (we will print the HP & Torque graphs next month)



## TECH ARTICLE

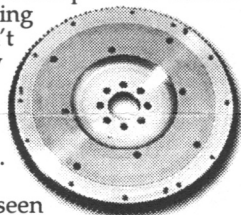
by Ben Pila, Member at Large

# Everything you wanted to know about Flywheels and Clutches But were afraid to ask



For this month's tech article, I will touch on two areas of performance often forgotten by the average Z owner. A lighter flywheel and the installation of a stronger clutch set-up can help improve your Z's performance. Only manual transmission Zs have flywheels and clutches, so you with automatics can read but none of this applies to you. The flywheel is a rotating plate that is attached to the back of the crankshaft by bolts. What does it do? It provides inertial storage and holds the starter gear and the clutch assembly. The clutch disc friction material makes contact on the flywheel as you let the clutch pedal out to get the car moving.

The reason Nissan chose the weight of the stock flywheel as it is, was to come to a compromise between ease of clutch engagement without stalling the engine and at the same time not being a boat anchor (heavier than needed.) When the flywheel on the engine is lighter than stock, it allows the engine to accelerate and decelerate much more rapidly. The benefit to this is a Z that accelerates more quickly and has crisper throttle response (which is great for back roads and autocrossing.) Another benefit is turbo Zs gain boost sooner with lighter flywheels. The only drawbacks might be in real heavy stop and go traffic, parking lots or on a steep hill. A little more rpm will be needed to get the car moving from a stop. With a lighter flywheel, it doesn't take long to make the adjustment to its new weight and the performance is noticed immediately.



There are many ways to get a lighter flywheel.

One way is to remove material from the backside (block side) of the flywheel. I've seen this done before but it must be done properly. Generally 5-10 pounds can safely be taken off and total end weight should not be less than 17-18 pounds. Early 240Zs and 1984-89 non-turbo 300s have fairly light flywheels so not much can be removed from them.

Another way to lighten the flywheel is to purchase a custom made light flywheel. Most custom flywheels are 11-14 pounds while stock flywheels are 19-35 pounds depending on the model. The last choice is probably the best as you get a light flywheel that is very strong and it bolts to the stock location. Custom flywheels are usually made of either aluminum with a hardened steel insert, ductile iron, or chromoly. The advantage of the aluminum flywheel is that the weight of the hardened insert is more toward the center rotation and that helps keep the inertial rotating weight down. The chromoly and ductile iron flywheels are the solid material all throughout like a cast iron flywheel.

Years ago, I used stock clutch replacements on one of my Datsuns. At that time as I made more upgrades, I found that I would break my clutch more easily. I was rough on equipment then (drag racing.) Later, I invested in a heavier duty clutch and my problems were gone. The 2 seater Zs from 1970-1983 used a 225mm diameter clutch disc. The 2+2s from 1974-1983 and 1982-83 280ZX Turbos all use a 240mm diameter disc. If you put the 2+2 or turbo flywheel with the 240mm disc onto a 2 seater Z, then you can use the larger disc which in effect gives you a heavy duty clutch. What you are looking for if you buy a performance clutch, is higher clamping force without significantly higher clutch pedal pressure. You also want to stay away from discs that have metal facings (especially the ceramic puck styles or button discs,) and opt for the organic facing if you use your Z primarily on the street. Metal disc materials can chatter and grab making them a chore to use in city traffic. There are other new materials on the market like carbon-kevlar. These work better when they are hot which makes them better for racing, but when they are cold, chattering or rough engagement is likely.

continued on page 9

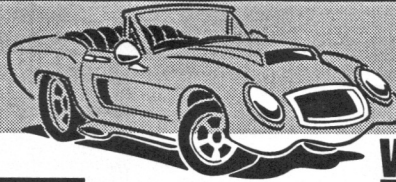
JULY 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
Independence Day 4	5	Monthly Z meeting at Kate Session's Park (7pm) 6	7	8	9	10
11	12	13	14	15	16	17
Fast Food Rally (10am) 18	19	20	21	22	23	24
25	26	27	28	29	30	31





## Local & Regional automotive related events



### When

Jul 18, Aug 29,  
& Oct 17, Dec 5

July 4  
July 8-11

### What

Pamona Swap Meet

Stadium Auto Swap Meet  
7th Annual all Datsun/Nissan Meet

### Where

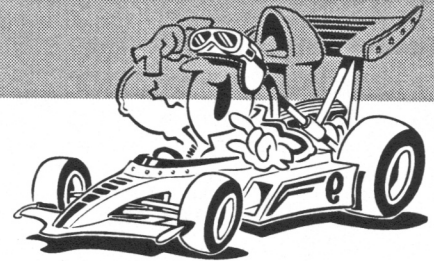
Pamona County Fairgrounds

Qualcom Stadium, San Diego  
Mt. Shasta, CA

## 1999 Schedule of Auto Crossing and related Events

### Autocross Practice days.

July 10th & August 28th at the old Naval Training Center (NTC).  
Contact Rick Perry @ 619-440-2689.



## Nissan's Messenger

The San Diego Union-Tribune - May 29, 1999

### Mr. J. from La Jolla steps into automaker's ad spotlight

By Mark Rehtin, Automotive News

**Los Angeles** - Goodbye, Mr. K. Hello, Mr. J. Needing a bridge between its March deal-of-the-week ads and its expansive launch of products that begins in June, Nissan is using Jerry Hirshberg, president of Nissan Design International in La Jolla, as its advertising messenger. No Mystical old Japanese man. No perky terriers. Just Jerry and the sheet metal. "Enjoy the Ride" has been replaced by the bolder slogan, "Driven."

A Three-month run of TV commercials in rotation will feature Hirshberg, clearly identified as Nissan's chief designer, describing product attributes and design decisions Nissan used in making its vehicles.

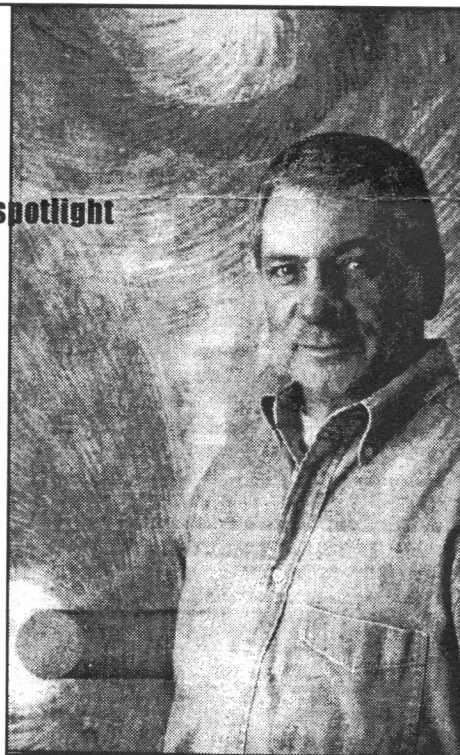
The first ads hit Monday, May 31, and are split evenly between existing products and teasers for the upcoming Xterra, Maxima and Frontier Crew Cab.

The use of Hirshberg was not an easy decision, says Mike Seergy, Nissan Division's general manager. Realizing the auto industry is an insular business, Seergy was worried that Hirshberg's growing status at Nissan might not carry over into the secular realm.

So, Nissan ran test footage of Hirshberg past focus groups - with surprising results.

"Jerry reeks of credibility and genuineness. He's not your typical corporate executive. You can't script him," Seergy says. "Jerry completely drew the focus groups into the products, about what Nissan is all about."

Seergy feels bringing a designer's perspective into the ads will make people understand where Nissan products come from.



MICHAEL WINOKUR/Copley News Service  
Jerry Hirshberg, president of Nissan Design International in La Jolla, will pitch Nissan products in a series of ads.

"No other company talks about how and why their cars are a certain way. People think cars just come out of a factory somewhere. People need to know why a car is so special that they should buy it. And Jerry explains all that," Seergy says.

The hope is that the Hirshberg ads will bring a new enthusiasm about Nissan to consumers, who have been pelted by pricing ads from Nissan this year and by whimsical but muddled messages from the Mr. K brand campaign before that.

Having Hirshberg deflect attention to Nissan products, and away from price, will bring a natural link to the launch ads that start in late June.

The launch ads will have a confident tone, "Hopefully just short of arrogance," Seergy says.

The initial launch ads will begin with Hirshberg talking, but quickly switch to product-only spots. Hirshberg will reappear later in the year for the Altima face lift and Sentra redesign.

Another concern for Seergy was in keeping the message the same in the national, regional and dealer advertising.

"National is 'Buy Nissan,' regional is 'Buy Nissan now,' and local is 'Buy Nissan here,'" Seergy says. "But you're not going to be hearing about any cash-back deals."



# Member Profile

by Ed Peterson, (not Al's brother)

**W**hat can you say about a guy who doesn't follow the norm? Of course, this may be a prerequisite if you live in Southern California. Al Peterson, his wife, Cindy, and their two children, have lived in San Diego most of their lives. Previously owning a "normal" 1972 240Z he bought in 1987, Al finally decided he wanted something different. Something that would satisfy his craving for driving very fast around a race course and still be able to drive it to work on Monday. Well, I could go on about our Competition Coordinator, but I'm going to let him tell you about his project - after all, it helps when you're a Mechanical Engineer. - ed

This project started out like many other projects, to build something that was a little different from all the other cars out they're on the road. I finally decided on the GTO rebody kit from Blue Ray Engineering in Texas, to provide the fiberglass body panels. Then, I needed a nice Z car to use as the starting point for this project.... I found a low mileage (89,000 miles) '71 240Z that had been stored for at least 10 years in Santee, I bought it and drove it for a couple weeks before completely taking it apart.

It took about 6 months to strip the body and graft on the new body onto the 240Z and prep it for paint. The next phase of the project was to drop in a small block 350 ci. were the 6 cylinder once resided. I had talked to a lot of people about the merits of 6 cylinder "vs" small block, and decided that when it comes to cubic inches...more is better. So I built a 350 with aluminum head (to save weight) and all the other go-fast parts for it. The motor was mated to a Borg-Warner T-5 5 speed. The installation was not very difficult, I used the book Jaguar's that Run as a resource. It was extremely helpful. The rear end was upgraded to an R-200, and I just recently upgraded to Limited Slip unit to aid in traction.

The suspension has been upgraded to Eibach springs and Tokico 5 way adjustable struts. All the bushings have been replaced with urethane and strut bars brace the strut towers front and rear. An Autopower full rollcage was install to protect occupants in the off chance of an off road detour. The interior has been fitted with a custom seats / upholstery and a custom wooded dash insert.

Now that the GTO is running (projects are never finished!!!), I have taken to a few car shows. Which is fun, but I really like taking the GTO for some autocrossing and going out to Holtville. This is when you find out what the car and driver needs to go fast. I just complete the addition of rear disc brake from a 300ZX to replace the old drum brakes and I planning to add power steering this summer, this should help my autocross times this fall. Stay tuned in for future changes.....

*Al Peterson, Competition Coordinator*



## Exterior:

GTO Body Kit  
245/16 Fronts 255/16 Rears

## Engine:

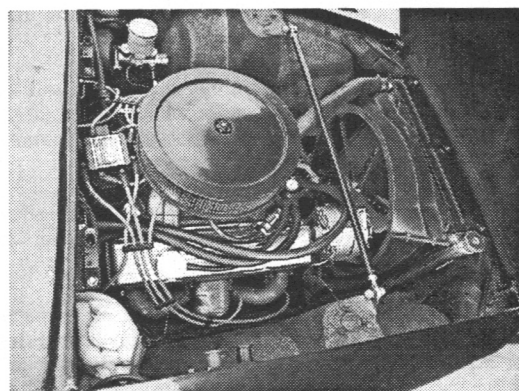
'72 350 Small Block  
Forged TRW Pistons  
Edelbrock RPM Aluminum Heads  
Performance Cam  
Edelbrock RPM Intake  
Edelbrock 750 cfm Carb.  
Howe Aluminum Radiator  
T-5 5 speed w/ Overdrive  
R 200 3.70 Nismo Limited Slip Differential

## Suspension:

Tokico 5 way Adjustable Struts  
Eibach Progressive springs  
Urethane bushing - all  
4 - Piston Toyota Calipers  
300 ZX rear disc brakes  
Strut Bars - frt. / rear  
24 mm Front Sway Bar  
20 mm Rear Sway Bar

## Interior:

Custom Seats  
Full Roll Cage  
Custom Wood Dash  
Custom Upholstery



## Smog Check

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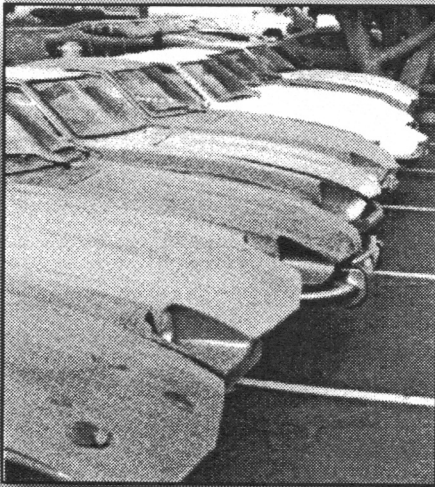
Send to:

Seacoast Publishing, Inc.  
1863 Pioneer Parkway East - #426  
Springfield, OR 97477





# 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.

## AUTOS

**1977 280Z**, auto, Ac, AM/FM/cassette, original owner, original condition, repainted to same blue, garaged, excellent condition. \$3,000. Call Gloria (619) 283-5068 (5/99)

**1978 280Z** 5spd, new fuel injectors, new trans/alternator/clutch/radiator and battery. Needs paint. 86K miles. \$3,000 OBO. Call Lou (619) 299-7344 (6/99)

**1982 280ZX** \$3,000: Brown metallic 2+2, mag wheels, Pirelli tires 3/4 new, trans rebuilt, a/c good, new cd and stereo, new clutch, passed smog recently, leather seats, louver on back window, 200k miles. Lance (619) 445-0918. (6/99)

**1985 300ZX** auto, T-Tops, Dark Pewter, extremely immaculate condition, original owner bought in Japan (left hand drive), California legal. \$11,000 or consider trade for van. Call Art (619) 421-6810 (7/99)

## NISSAN NOOZ

Nissan confirms it will bring out a sporty Z coupe in 2002 as a 2003 model but said that car won't resemble the concept Z on this year's auto-show circuit.

Jerry Hirshberg, president of Nissan design, concedes that consumer reaction to the Z proved people wanted a production model, only many didn't like the design of the concept, especially the Porsche-like rear end and too low-slung roof line.

"We did the concept in four weeks to learn if it was a good idea. We learned it was a risk, but seemed justified to help restore a tarnished image," Hirshberg says.

"After listening to folks on the auto-show circuit, we'll refine it and will work on the real Z - headlamps, tail lamps, proportions and dimensions. The car is evolving as we speak."

"We're looking at a couple of engines and haven't ruled out a six. It might be done on a new platform and may have a French accent," he says, alluding to Renault.

"It has to be an exciting car, but not a muscle car. It has to have speed and performance, but be in the mid-\$20,000 range. It probably will be a rear-wheel-drive car. And (noting the low roof line) someone 6 feet 4 has got to be able to get inside. We have three years to do it right."

- by Jim Mateja - Chicago Tribune

## 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

## PARTS

**WANTED** - (4) 15x7 or 14x7 alloy wheels to fit 240Z. Call Don at (619) 442-8572 (6/99)

**(4) 1986 300ZX 15X6.5 wheels**, original excellent condition. \$400. Call Volcano Metal Polishing (619) 588-6557 (3/99)

Original (mint condition Datsun 280ZX **carpeted floor mats** in original box! Silver/Black. Best Offer. Call Sharon (619) 538-6070. (5/99)

**280ZX bra**. Good Condition. \$50. Call Sharon (619) 538-6070. Leave message. (5/99)

**Parting out 240Z**, many parts available. Call Al (619) 287-4222 (6/99)

**Parting Out 1981 280ZX**, Offering a rebuilt five speed transmission with new clutch & resurfaced flywheel, set of original aluminum wheels, differential with shafts, good brake parts, body parts (straight with no rust), bumpers, & more. For more information please contact Eric at (619) 653-3693 daytime or evening (before 9:30 p.m. please). (5/99)

**280Z engine**. Still in car and runs good. Drive it before you buy it. Has an E31 head and carbs (carbs not included). Good compression. Will include a 4-speed trans for free. \$250.00 or \$300.00 with a set of headers. Call 581 1992 or ddarnal1@san.rr.com (7/99)

### Wheels for sale

- 1) One set of 14x6 Centerline solid dish style aluminum wheels with tires. \$100.00 for all 4.
  - 2) One set of 14x6 true spoke wire wheels with no tires. A bit rusty but could be sand blasted and painted. \$40 for all 4
- Call Dennis (619) 581-1992 or ddarnal1@san.rr.com (7/99)

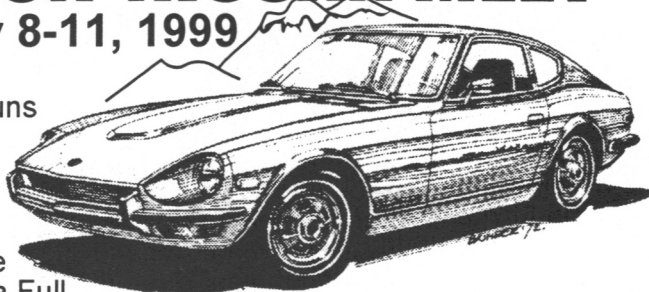


"Happiness is a warm six-cylinder."

# 7TH ANNUAL ALL DATSUN-NISSAN MEET

Willows, CA - Mt. Shasta, CA July 8-11, 1999

The object of the weekend is to have some fun with Datsuns and Nissans. The Track day is on Thursday, July 8th, at Thunderhill Raceway, and is limited to 60 drivers. Non-drivers are welcome to come and watch at no extra charge. Afterwards, we caravan to Mt. Shasta. Swap Meet, Tour, Gymkhana, Left Coast Coast, Autocross I&II, Show'N Shine and Line Up for Group Shot are included in the Mt. Shasta Full Driver entry. Track Day entry on a first come first serve basis. AutoX run group is determined to event entry number, early entries run in 1st group.



Trophies will be awarded to Pre-entered participants only. Photo enlargement sold separately. Mt. Shasta single event entry price \$15/event, no preregistration. Entry purchased at the event is not eligible for trophy. See event rates below on coupon.

All Datsun Meet Logo Embroidered Sweatshirt: \$35/shirt. Avail in L, XL, XXL at meet.  
Brent's Custom Handpainted T-Shirts Base: \$12/shirt. Avail in M, L, XL, XXL. \$5 extra for colorization at meet.  
Shasta Driver Activity entry at the event: \$55/Driver. CASH ONLY No Meal Tickets will be sold at the event.

**EARLY REGISTRATION UNTIL JUNE 1, 1999 DEADLINE FOR MAIL IN ENTRY MUST BE RECEIVED BY SATURDAY, JUNE 26, 1999**

SEND COMPLETED COUPON TO: **ALL DATSUN MEET**  
8683 Glen Arbor Rd.  
Ben Lomand, CA 95005

for information call: (831) 336-2444  
Make checks payable to: NorCal UFO



## ALL DATSUN - NISSAN MEET 1999 Registration Coupon

Driver Name \_\_\_\_\_ Drivers License # & State \_\_\_\_\_ Co-Pilot Name \_\_\_\_\_

2nd Driver Name \_\_\_\_\_ Drivers License # & State \_\_\_\_\_ Co-Pilot Name \_\_\_\_\_

Child(ren) Name(s)/Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Prov/State \_\_\_\_\_

Country \_\_\_\_\_ Postal/Zip \_\_\_\_\_ Club Affiliation \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Car Model/Year \_\_\_\_\_

**For Track Day, list any racing history, # of events run.**  
(attach seperate sheet if necessary) \_\_\_\_\_

**Event Helpers - We need all we can get!**  
**Just check off what you can help with.**

Name \_\_\_\_\_

Thursday

- ☐ Thill Instructor  
☐ Thill Worker

Friday

- ☐ Registration  
☐ Left Coast (PM)  
☐ Gymkhana (PM)  
☐ Autocross (PM)

Saturday

- ☐ Registration  
☐ Photo Shoot (AM)  
☐ Swap Meet Crew (AM)  
☐ Show'N Shine (AM)  
☐ Autocross Ops (PM)  
☐ Trophy Pres. (PM)

Sunday

- ☐ Autocross Ops (AM)

Pre-entry	Cost Prior to June 1	Cost AFTER June 1	X# Entries	\$Total
Full Event Driver Entry:	\$150/Driver	\$175/Driver		
Track Day Driver Entry:	\$ 80/Driver	\$ 95/Driver		
Shasta Driver Full Entry:	\$ 75/Driver	\$ 90/Driver		
Shasta Driver Activity Only:	\$ 40/Driver	\$ 50/Driver		
Co-Pilot Activity Entry:	\$ 5/Driver	\$ 5/Rider		
Adult Meal Ticket:	\$ 45/Driver	\$ 50/Adult		
Child Meal Ticket:	\$ 15/Child	\$ 15/Child		
Extra Non-Driver Track Lunch:	\$ 6/Person	\$ 6/Person		
Group Photo (at event \$15):	\$ 11/Photo	\$ 11/Photo		

**TOTAL SUBMITTED**

UNITED STATES FUNDS ONLY

Note: Vegetarian Meals with V by meal#, or with a V by the Full entry quantity. If you're still confused, write us a note!







Auto Repair  
Servicing all makes  
Specializing in  
Nissan "Z" Cars  
and  
Mazda RX-7s

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**(619) 589-5104**

7473 El Cajon Blvd., La Mesa, CA 91941

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- Tune-ups and Services
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- Brake Repair
- Engine Work
- Clutch and Transmission
- Suspension and Steering
  - Locks and Latches
- Air Conditioning and Heating
- Electrical Systems

**5% - 10% Discount to Z-Club Members**  
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**10-25% discount**  
to ZCSD Members

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San Diego, CA 92126

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NISSAN**

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PARTS DIRECTOR

4433 Mission Bay Drive  
San Diego, CA 92109

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FAX 483-5715



Chris DeJesus  
Assistant Parts Manager

**20% discount**  
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AND DATSUN Z

**Discount to all ZCSD members**

Nguyen Lam (Lee)  
Manager

793 B & C Energy Way  
Chula Vista, CA 91911

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TERRY C. LAU  
Owner

**15% discount**  
to ZCSD Members

(760) 744-4084

(760) 727-1824

## Metric to SAE Conversion Chart

mm	in	Closest SAE equiv.
0.1	0.003937	
0.2	0.007874	
0.3	0.011811	
0.4	0.015748	
0.5	0.019685	
0.6	0.023622	
0.7	0.027559	
0.8	0.031496	
0.9	0.035433	
1	0.03937	
2	0.07874	
3	0.11811	#4=0.125
4	0.15748	#6=0.150, #8=0.170
5	0.19685	#10=0.203
6	0.23622	
7	0.27559	
8	0.31496	5/16 (.3125)
9	0.35433	
10	0.3937	25/64 (.3906)
11	0.43307	7/16 (.4375)
12	0.47244	15/32 (.4688)
13	0.51181	1/2 (.500)
14	0.55118	9/16 (.5625)
15	0.59055	
16	0.62992	5/8 (.625)
17	0.66929	11/16 (.6875)
18	0.70866	
19	0.74803	3/4 (.750)
20	0.7874	
21	0.82677	
22	0.86614	7/8 (.875)
23	0.90551	
24	0.94488	15/16 (.9375)
25	0.98425	1

**Bold = popular SAE sizes**

## TECH ARTICLE

continued from page 4

The latest trend in racing discs are using discs with an unsprung hub. These types of discs are the ultimate in grip for drag racing due to the lack of hub springs and instant engagement. The problem with them is that they engage so well that the shock of the engagement often breaks parts like transmissions and driveshafts. I recommend avoiding any disc that doesn't use hub springs as they should be used to cushion the engagement. Performance clutches and light flywheels can be purchased from speed shops that sell Nissan performance parts. Next time you need to replace your clutch, think about what was said here and make the upgrade. If you have further questions or are unclear on anything feel free to e-mail me (zcarben@juno.com) with any questions.

Sources for Z flywheels and performance clutches:

**Jim Wolf Technology**

(619) 442-0680

www.jimwolfttechnology.com

90+ 300-TT flywheels, clutches for 81+ turbo and non-turbo Zs

**Nissan Motorsports**

(310) 538-2610

Flywheels and clutches for many Zs

**Motorsport Auto**

(714) 639-2620

Flywheels and clutches for many Zs

*Ben*

## QUICK TECH TIP

Have you ever lent a metric wrench or socket to your brother-in-law never to see it again? Just when you need that tool, you just can't find it. How many of us have been in that situation? Well don't fret Zer, you can use your standard SAE wrenches in a pinch in most cases. To the right is a chart that you should mount right next to your tools the next time you just can't find your metric crescent wrench.



Name \_\_\_\_\_

Address \_\_\_\_\_

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

Phone \_\_\_\_\_ ☐ Home ☐ Work

- ☐ New member (prorated)  
☐ Renewal (\$30)  
☐ Associate (\$15)\*

Make checks payable to Z Club of San Diego

Website form: [www.geocities.com/MotorCity/6113/](http://www.geocities.com/MotorCity/6113/)

**For more detailed form and membership badge, send this form to**  
**Evan Chabot, 9934 San Juan Street, #4, Spring Valley, CA 91977**



**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.

- **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: New membership is prorated(\$30 or less) **\$30** for a renewal. \***\$15** Associate (Newsletter only)

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



|||||  
Clif & Marcia Yaussi  
1210 Vista Del Monte  
El Cajon, CA 92020

Address Correction Requested