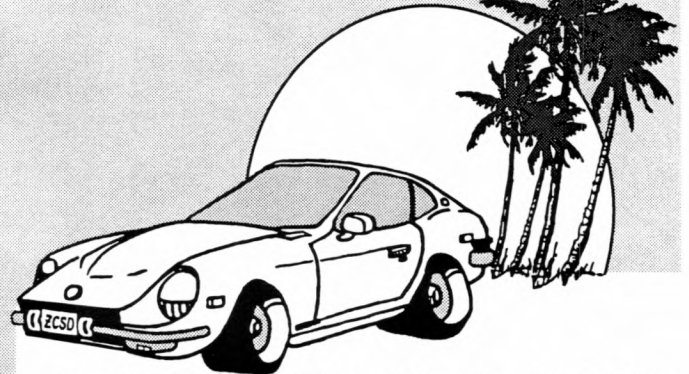


The Z-Club of San Diego Newsletter



A MEMBER OF THE Z-CAR CLUB ASSOCIATION

From the Steering Column



by Dennis Darnall, President

I love summertime, long days more activities going on than you have time for and outdoor Z club meetings. We had a beautiful location for the August meeting in Coronado thanks to Clif's suggestion. We were on the beach near the ferry landing and there was plenty of parking just a few steps away. When the sun went down and all the lights of downtown and Seaport Village came on it was very picturesque. We will be back to this location next year for sure. Our last outdoor meeting will be in September and we have another new location thanks to Michael Libonate. The meeting will be at Glen County Park in Encinitas, just north of

San Elijo Lagoon. I have asked Les Cannaday from Classic Datsun

You need to attend the events to increase your odds of winning

Motorsports to be our guest speaker. He has some new Z accessories that you might be interested in so I hope you can make the drive up north for the meeting. We will be starting the meeting early, around 6:30.

I want to thank Al Peterson for the tech session he had at his place. It was a fun drive to his east county home and what a beautiful place he has. He showed us his rear disc brake conversion and gave us tips on modifying the front discs to vented rotors with 4 piston calipers.

We have selected a prize for the second club participation contest and it is a \$100.00 gift certificate from Discount Tire. This could allow you to upgrade to some performance tires or help pay for some nice wheels. You need to attend the events to increase your odds of winning. We have a new event this month, a drive to San Juan Capistrano via the Ortega highway. We have invited Group Z to join us so come out and meet some fellow Z lovers from the L. A. area.

Dennis

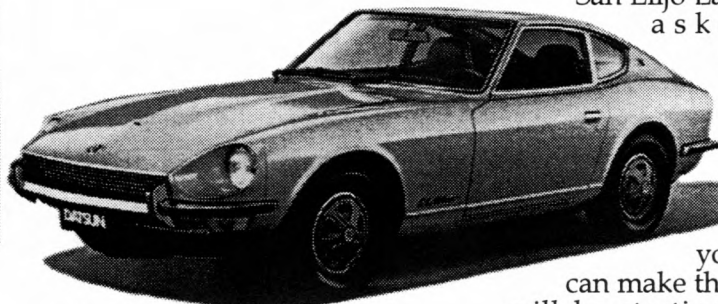
Upcoming Events

September 7 - Tuesday
Meeting in Glen County Park,
Encinitas

September 9 - Thursday
Officer's meeting at Coco's

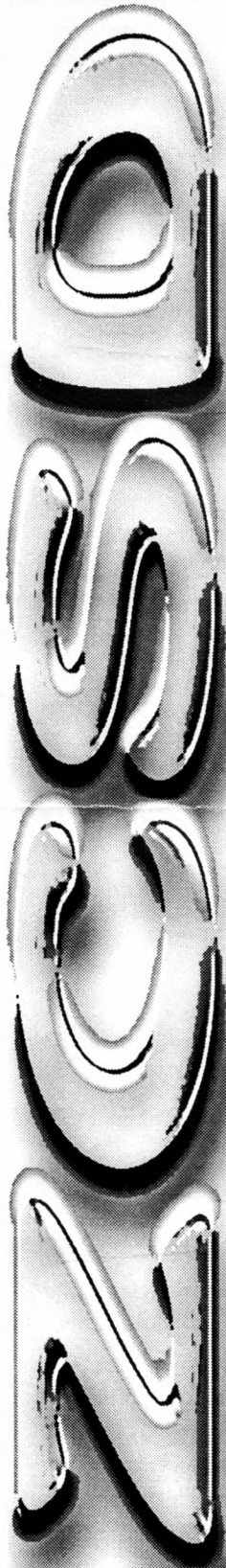
September 25 - Saturday
Ortega Hwy Run

(see page 3 for more info)



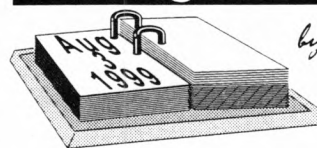
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Meeting Minutes



by Gary Cawthon
Secretary

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

August's outdoor meeting was held in Coronado, about 1/4 mile west of the Ferry Landing on the shore of San Diego Bay. This time the temperature was comfortable- a relief from recent heat. There were 35 members present. Dennis called things to order at 7:00pm. Introductions were the first order.

Membership: approx. 126, an unofficial total, as the membership coordinator's car broke down on the way to the meeting.

Autocross report: Al Petersom told of practice sessions at the stadium and NTC. Members were invited to come and watch or help pit.

Ben Pila then gave an account of the Mount Shasta meet and Willows run. He got 120 miles of track time, including some flat out running.

The state of Z Car Magazine was discussed. It was decidedly uncertain.

The Fast Food Rally was discussed by 2nd place winner Mic Halbert

The meeting location was approved by all present, with the only detraction being occasional helicopter noise.

The August 8 club picnic was mentioned, along with discounted admission to the Auto Museum with club ID.

The August 14 Tech session at Al Peterson's was also mentioned. This month's topic: rear disc brake conversion for older Z cars.

September's San Juan Capistrano run and lunch at Ruby's Diner was previewed.

The electric go-kart track formerly in Santee has relocated to Morena Blvd. Cost has increased, but so has track time. It may be the site of a future club event.

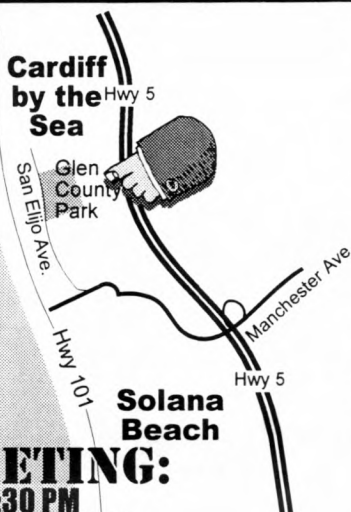
Cash Prizes:

\$15: Ed Peterson
\$13: Rob Calderhead

A Craftsman Screwdriver set: Dave Walker
An "Enjoy The Ride" T-shirt: Al Peterson
A Nissan hat: Lenny Arnoth

There was a Guest speaker, Joel Henson of Vehicle Security of Pacific Beach, a mobile custom installer. He gave a presentation on fully electronic, fully passive vehicle theft prevention systems. He also made an offer to members for a free automotive security system tune-up and tips to improve the system.

Gary

Meeting
Map

NEXT MEETING:
September 7 @ 6:30 PM
@ Glen County Park, Encinitas

Welcome New Members

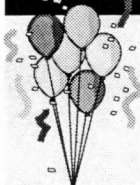
Samboone West
 Dennis Newell
 Akihisa Yamaura
 Carlos McCray
 Dennis Ramirez

Benice Ricci
 Ted O'Brian
 Dean Tilton
 Bob Graham



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

We have July Birthdays



Ed Lantz
 Mary Jane Hubbard
 Rob Calderhead

Sandy Chan
 Kyoko & William Lentz
 Chantz Lynn

September's Z'tailed Events

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

Saturday, September 25 -
Ortega Hwy Run

Run to Orange County via Old Hwy 395 and the Ortega Hwy. Join us as we meet Group Z (our Orange County Z Club friends) in Temecula and then head for San Juan Capistrano to see the mission, but first we'll detour for lunch at the Speedway Restaurant and Bar in Newport Beach.

- 9:00 am Depart Coco's La Mesa
- 9:15 am Depart Carrol Canyon and I-15 (meet on S/E corner)
- 10:00am Depart AM/PM Arco Station Deer Springs Rd and I-15 just north of Escondido.
- 10:30am Meet Group Z in Old Temecula
- 10:45am Depart for Ortega Hwy and San Juan Capistrano
- 12:30pm Lunch at Speedway Restaurant and Bar 353 E. Pacific Coast Hwy Newport Beach.
- 2:00 pm Depart for San Juan Capistrano Mission. Open til 5:00pm \$5 adult admission.

Return times and routes subject to individuals or groups.

Call Clif Yaussi (619) 401-0680 for more info, or listen to club hotline (619)589-0975 for updates.



- October 5 Monthly meeting back at Coco's La Mesa. 7:00pm
Oct 9 EDWARDS MR FORCE MR SHOW
- October 17 Sunday Casino Run and Buffet 1:30pm - 5:00pm
Oct 23 DOHERTY 9-4
Oct 24 VINTAGE RACES CORONADO
- November 7 San Diego Grand Prix
- Late Nov. Vintage Car Races, Coronado
- December 12 Club's annual Christmas Dinner and gift exchange.



Z CLUB DOES BALBOA PARK

August 8



photos by Dennis Darnall

by Cliff Yaussi, Events Coordinator

The club's annual summer picnic was held August 8th in the Morley Field area of Balboa Park. Included in the picnic were the traditional Bochi ball game, with a great time had by all the participants, kite flying, bar-b-quing, car talk, sitting in the shade, sitting in the sun (optional) checking out members cars (we do that all the time anyway) and visiting with some of the Group Z people who drove down to join us. Many members brought their wives and kids, so

it was a fun filled day. A big, big thanks to Gary Cawthon for driving the bar-b-que all the way down from Ramona, even

though he couldn't stay for the day. Likewise thanks to Dennis Darnall who drove home to get his pick-up truck to

haul the bar-b-que home. Bill Black arrived early to save us a spot, likewise Fred and Betty Jordan and Corey Barber, thanks!! Corey's folks came later and Billy Cast also arrived with a large group of relatives. They joined in the Bochi Ball and kite flying. Philip and Barbara Childs,

Lance, Barbara and Amy Wills, Evan and Debbie Chabot, Alan Andrews and his family added to the fun and Gerald Hines stopped by to say hi.

Al Peterson and a friend were there and

as I said John and Jackie Harris from Group Z along with two others that I failed to get the names written down.

Come join us at our next event to meet new members or chat with old friends.

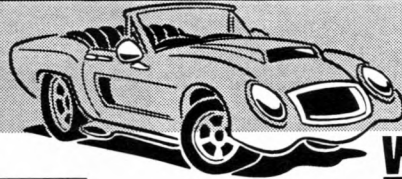
C.Y.

SEPTEMBER 1999

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	Labor Day	Monthly Z meeting at Glen County Park (6:30pm)	8	Z Officer's meeting at Glen County Park (6:30pm)	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	Ortega Hwy Run (details on pg 3)
26	27	28	29	30		



Local & Regional automotive related events



When

Sept 26
Oct 17, Dec 5

What

6th Annual Classic Car Show
Pamona Swap Meet

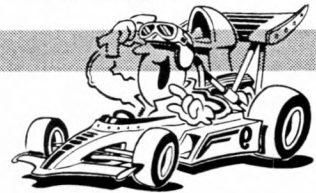
Where

Seaport Village, San Diego
Pamona County Fairgrounds

1999 Schedule of Auto Crossing and related Events

School & Open Track.

October 9/10 (NASA) \$100 per day. Contact Dennis at 619-465-3789.



DRAKES DTECH SESSION @ AL PETERSON'S

August 14

by *Clif Yaussi, Events Coordinator*

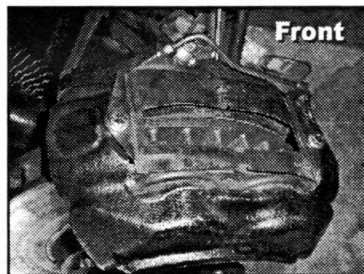
August 14th found the Z Club making it's way through the peaceful east county town of Jamul to join host Al Peterson for a tech session on brakes at his well equipped garage. He had his car on jack stands so we could view his innovative brake modifications and see first hand how to do our own jobs. Of course Al's car is a Z with the fiberglass body of a Ferrari GTO with V-8 power, so his need to stop has taken him on the quest for bigger and better disc brakes for the front and rear. Right now he's using the vented rotors off an old Ford Thunderbird on the front. The rears are more conventional if you consider an RX-7 caliper stock!! Chips and sodas made the time fly and we'd like to especially thank Al for the preparation he put into the session, and to Chuck Golden, a member of the club for 2 years and this was his first event, drove all the way down from the north county to join us. Great to see new faces along with the old like Gerald Hines (love your new motorcycle) Lance and Philip, Dennis Darnall, Ed Peterson, who just happened to drive his rebodied Ferrari GTO to the session. Clif, Billy Cast, Rick and Dee Epstein rounded out the group.



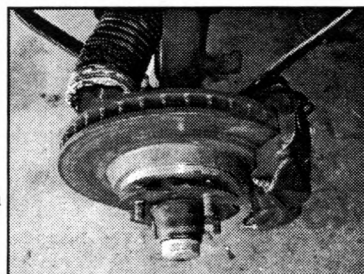
If tech stuff is what you want, let the board members know so we can plan a session around the topic you want to hear.

Fronts:

- 12" x 1.25 Vented Rotors from a 1966 Ford Thunderbird
- 4 Piston Steel Calipers (2.0" S.S. Pistons) from the 1966 Ford Thunderbird
- 3/8" Aluminum Spacer to adapt new rotor to 240Z hubs.



Front

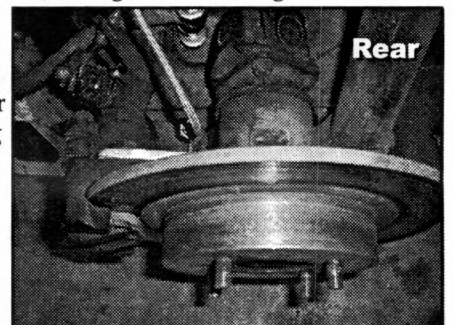


Custom Made

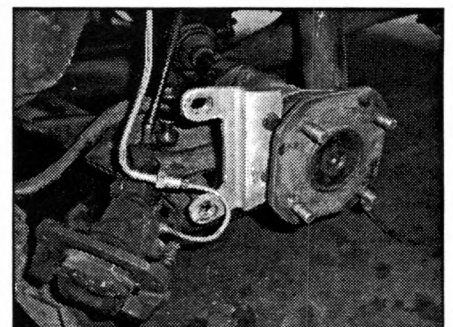
- .25" Steel plate adapter to mount calipers to spindles.
- S.S. brakeline from Earl's to go from 10mm Banjo to 10mm female.
- New brake pad, Abany PN. D1

Rears:

- 11.5" Solid rotor from a 1986 300ZX
- Single Caliper w/ integrated Parking brake
- Custom Aluminum Adapters to mount caliper to rear swing arm.
- New brake pads
- Total cost for parts: \$70.00



Rear



See more on
Brake
Conversions
on page 8



Member Profile

by Michael Lee

Last month I talked to you about Z31s and how much fun they can be. Well, this month I found a member with a perfect example of what a Z31 can really do. The member I am referring to is Darren Kirkpatrick, ZCSD member #95. Darren resides in Poway and works as an Electronics Calibration Engineer. He drives his 300ZX daily to and from work, and makes nearly all the spirited driving events. In fact, on our last Fast Food Rally, my attention was focused upon Darren when we both were heading East on Valley Center towards Lilac Road. Darren was a worthy foe, as I tried to pass him up the long windy grade. It was a hot day, and his detonation and pinging was kept cool by a shot of Nitrous Oxide...

Darren owns a clean, naturally aspirated 1986 300zx (Z31). Well, it was naturally aspirated when Darren bought it in 1992 with 72K miles on the odometer. Today it sits, 7 years later and 197K on the odometer with more horsepower than ever. To start, Darren has your basic K & N open cone filter, remote oil filter, Electric fans, 2.5" catback exhaust, a custom header designed and fabricated from SCHNEIDER DESIGNS in El Monte, California.

At our Dyno Day, Darren made a respectable 142 horsepower & 169 ft. lbs. at the wheels. But what made him a worthy foe up a long grade? Although not disappointed by his numbers, my constant talk of going "chemically" supercharged (NOS) has finally rubbed off on Darren and he did so with an extra 50 hp shot of nitrous.



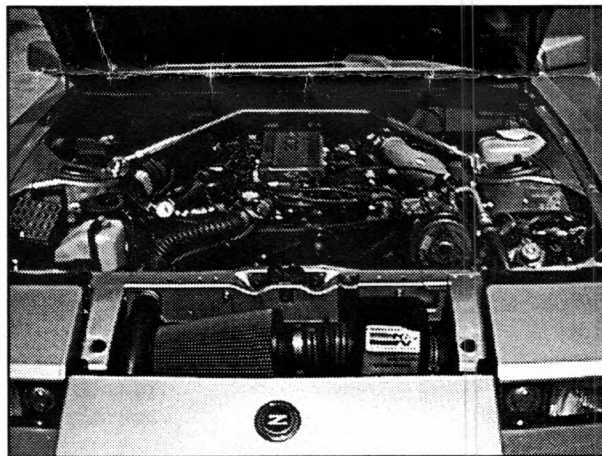
photos by Michael Lee

Fast in a straight line is not what a Z is all about; so Darren's upgrades continue. '86 Turbo Wheels wrapped in Nitto NT 450s, Motorsport Springs, Tokico Shocks and Metal Master Pads sit ready and willing on all four corners. In addition, Darren runs a "Super Blue" Dot 4 non-silicone based synthetic brake fluids to keep stopping power under control for those drivers who cannot judge speed and distance and jumps in front of Darren's tarmac eating Z.

To top things off, Darren has Urethane Bushings and a Greddy Strut Tower brace.

But wait, it's a daily driver with daily conveniences such as a heart throbbing 300 watt sound system designed and installed by Darren. Air condition and tinted windows, keep Darren cool during his daily commute.

How do you tell Darren's ZX from others? Look carefully for the amber and white turn signals Darren imported straight from Japan.



TECH ARTICLE

by Ben Pila, Member at Large

On 1970-78 Zs, having some exhaust fumes inside the cabin is quite common. These years of Zs all had the same body design and that original design is dated back at least to the late 60s. The way the fumes can get into the cabin is from one of the rear seals or a combination of some of them. If a seal is bad and you roll down a window, often times, more fumes come in. This is due to the low pressure area that is created from the air rushing over the top of the hatch and the air coming from under the body. The air directly behind the tail lamps is not moving and if a window is opened, then the air rushing by the open window

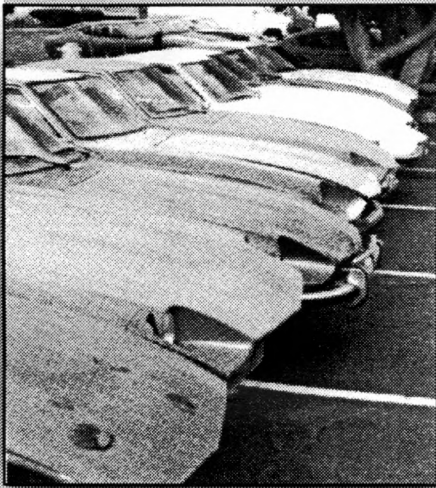
actually allows the air that is sitting behind the tail lamp area to enter by the bad seal and get into the cabin (which would be a low pressure area.) So if you do have fumes getting into the cabin, then it is better to roll all windows up and turn on the blower fan until you get the seal(s) replaced.

HOW TO: Fix Exhaust Fumes in Your Z Before they "Affixiate" You

The most common seal that allows fumes into the car is the rear hatch seal. That seal is the one that goes around the opening of the rear hatch. The rear hatch seal is a rather expensive seal but will last a long time if a new one is installed. Try to avoid buying the aftermarket rear hatch seal as they often don't fit well.

continued on page 9

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

PARTS

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

(8/99)

Wheels for sale

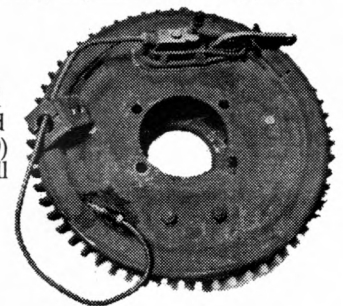
- 1) One set of 14x6 Centerline solid dish style aluminum wheels with tires. \$100.00 for all 4.
- 2) One set of 14x6 true spoke wire wheels with no tires. A bit rusty but could be sand blasted and painted. \$40 for all 4.
- 3) One set of 15x7 wheels with tires. Chrome rim with black center, excellent condition. 4 lug for 240-280ZX. \$185.
Call Dennis (619) 581-1992 or ddarnal1@san.rr.com (7/99)

Parting out 280Z, 2 rear window louver sets \$25 ea., complete set of US mags with tires all in excellent condition for \$60, hood \$50, running engine \$100, 4-spd transmission \$25, seats \$10. Call Jerry at (619) 423-3923. (8/99)

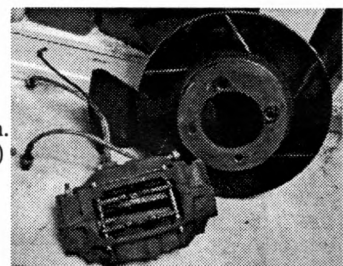
70-73 240Z tow hitch set up. Mounts under the rear and requires a hole in the rear bumper. Just \$10 and it's yours. Contact Ben at (619) 462-8651 or e-mail at zcarben@juno.com or see me at a meeting. (8/99)

(4) '90-'96 300ZXITT stock 16" chrome wheels with Goodyear Eagle tires, \$450. Call Gwen at (619) 225-8754. (9/99)

Both stock rear brake assembly, w/ new wheel cylinders (cost \$120.00) and Speed-Bleeders (cost \$15.00) Will sell for \$40.00 OBO. Call Al (619) 468-3693 (9/99)



Upgrade Kit to Slotted Rotors and 4 Piston Toyota Caliper, w/ Speed Bleeders. The rotor are slotted for better cooling. The caliper are rebuilt units, with Carbon Metallic Brake pads. Complete, ready to bolt-on. \$120.00 OBO. Call Al (619) 468-3693 (9/99)



AUTOS

1970 DATSUN 240Z - street legal SCCA Slalom CAR, 230 horsepower at the rear wheels, 0 to 60 in 5 seconds, \$26,000 invested, appraised at \$14,000, will accept any reasonable cash offer, call Dean (619) 481-1399 or acsdeanr@san.rr.com



1974 260Z, 4spd, 140K miles, 2nd owner, never wrecked, good engine and transmission, needs work, BEST OFFER. Call Elaine at (619) 286-0064 x103 or (619) 588-0880. (9/99)

1977 280Z Project car in process of restoration, rebuilt engine, new clutch. \$1,000 OBO. Call Tom Hanson at Pacific Nissan (800) 365-6429 or home 505-0748. (9/99)

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)

1981 280ZX Turbo, 160K miles, good shape, \$2,500. Call Gene at (760) 726-4752. (9/99)

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)

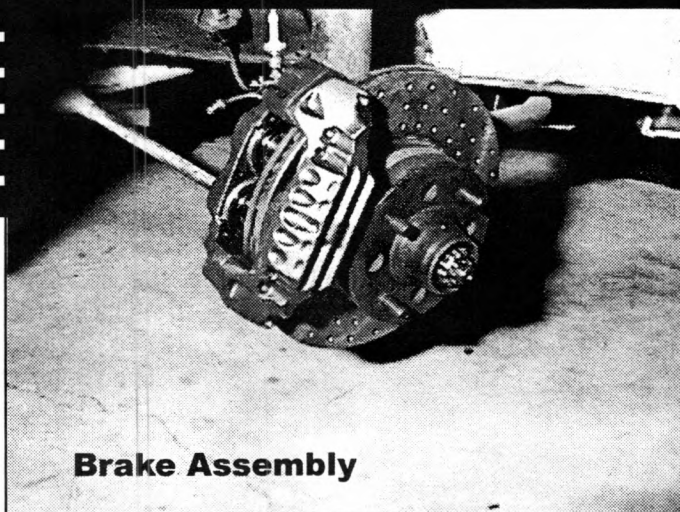
1993 300ZX auto, convertible, new transmission, 120K miles, burgundy, always garaged. \$15,500. Call Steve (760) 729-7619 (9/99)

Disk Brake Conversion Using the 1984 300ZX rotor and Toyota V6 4X4 Caliper

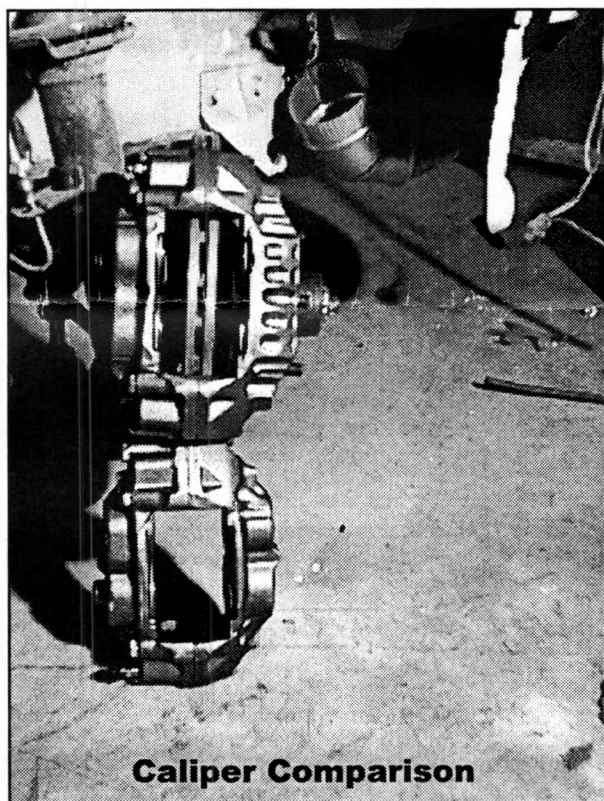
Reprint from <http://www.zcia.com/articles/dat74z/brakes>

by Mike Kelly, Kelly Racing Ltd.

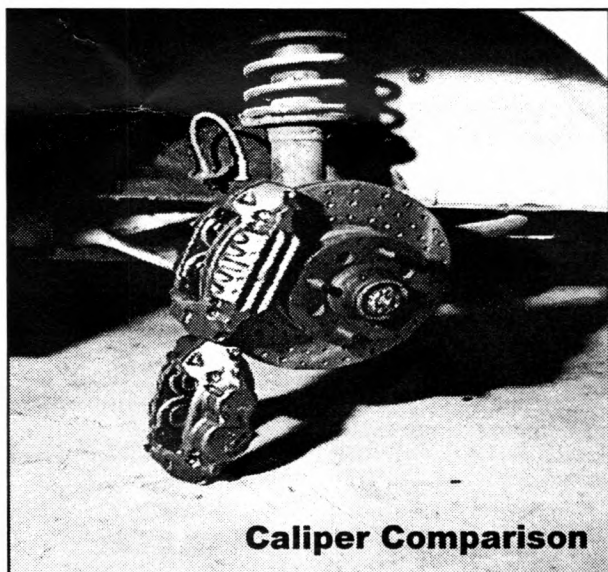
One problem High horsepower Z's really lack is braking ability. Stock Z cars suffer, but modified Zs really suffer from inadequate braking. One major problem is boiling fluid caused by the heat generated by the caliper and rotor. One major problem is the fact that the rotor on the 240-280Z is not very thick. Swapping to the Toyota 4X4 Caliper solves some of the clamping force issues, but the caliper never really was the problem when set up with the right pads. However, rotors did and still do suffer. One way to get away from this problem is to buy a Wilwood racing brake upgrade, which will cost you about \$800. A more cost effective way would be to purchase a set of 1984 300ZX vented rotors and a set of 1988 Toyota 4X4 V6 calipers. You will need to have a 1/2 inch aluminum or steel spacer machined to fit between the Hub and Rotor. Usually you can find companies that make wheel spacers from T6061 aluminum for about \$50 and those can be machined to fit for another \$35-50. Companies can be found on the web or in the back of Grass roots Motorsports. Once you have all the parts you need only a few different thickness washers to use as shims to align the rotor within the gap of the caliper and you are set. A few other tips that I use



Brake Assembly



Caliper Comparison



Caliper Comparison

are the braided brake lines, a Wilwood Proportioning valve, 4 inch brake ducts running from the spoiler, a good Hi Temp rated fluid (Does not have to be Dot5), and good Performance friction or Ferodo pads. Once you have installed everything and bled the brakes (Russel Speed Bleeds are another good addition) you should give the pads time to bed in. 300 to 500 miles of non aggressive driving should do it. Now you can go hammer. Next month I'll address the rear brakes.





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HOW TO: Fix Exhaust Fumes in Your Z

continued from page 6

Another area that can let fumes in is the seal between the tail lamps and the body. This area is often overlooked because you can't directly see the seals without removing the rear trim or tail lamps themselves.

At the underside of the rear hatch are two rubber plugs about 2" in diameter. These plugs should not have any hole in them. The rear interior panel that attaches to the underside of the rear hatch should also be fastened securely and if necessary should be sealed with a foam weatherstrip or clear silicone sealant.

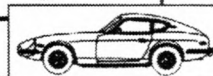
A few other things to check is for any major rust holes in the back side of the quarter panels which could let fumes in and the muffler/exhaust system itself should be in good shape too.

If the fumes you smell are a raw fuel smell, then there could be a cracked fuel filler tube, vapor recovery hose, fitting or in some cases (on 240s,) a cracked vapor recovery tank. The vapor recovery tank is located behind the passenger side rear most interior panel behind the rear strut tower. Removal of both the panel behind the right rear strut tower and the rear interior panel may be necessary to do a careful inspection of the vapor hoses and associated parts.

So, hopefully this article will send you looking carefully for the culprit of your fumes and keep you from fuming at the mouth about the fumes.

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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!!!**

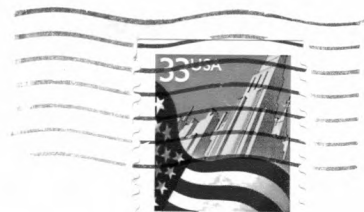
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