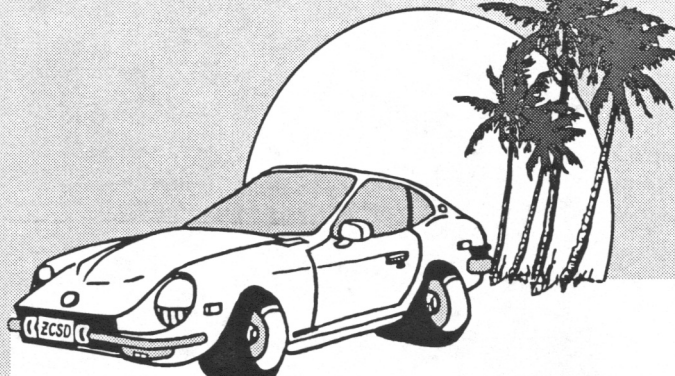


July, 2000

VOLUME 10 NUMBER 7

The Z-Club of San Diego Newsletter



A MEMBER OF THE Z-CAR CLUB ASSOCIATION

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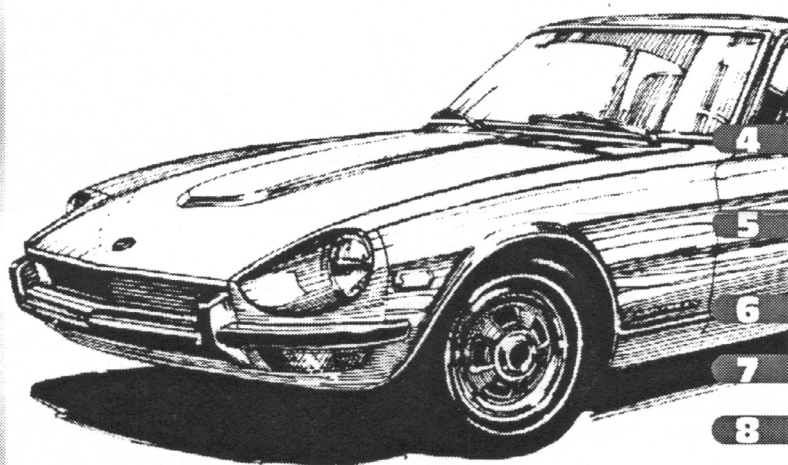
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Advertisements



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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		Independence Day				
2	3	4	5	6	7	8
9	10	Club meeting at De Anza Cove, Mission Bay, (see map, 6:30pm)	12	Officer's meeting at COCO's (7:00pm)	14	15
16	17	18	19	20	21	Drive to Idyllwild
23	24	25	26	27	28	29
30	31					

UPCOMING:

July 22
Aug 5
Aug 12

Idyllwild Run
Cajon Speedway
Dyno Day in Santee

SDZ



From the Steering Column

by Dennis Darnall
President



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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
website: www.zcscd.org

Club Statistics

Active members: 92		
Z type	# in club	percent
240Z	41	37%
260Z	5	5%
280Z	10	9%
280ZX	19	17%
Z31	17	15%
Z32	17	15%
GTO conversions	2	2%
Total	111	100%

Happy 4th of July! I hope you are enjoying the summer. I love the long days but with all the projects I have on my plate it seems like the days are shorter not longer. If one of your summer projects is to clean out and organize the garage then we can help. We are going to have a parts swap meet at the next club meeting. Do

July meeting will be the second Tuesday of July at De Anza Cove, Mission Bay

you have a pile of Z parts from all those modifications and upgrades? Bring them to the July meeting and sell them or donate them to the club for us to sell. If we get a good response from this we can have another parts swap at the August meeting also.

Its time for another Club Participation Contest drawing. Yes we are still keeping attendance of club members at events and its time to give out another prize. The board has decided to give out coupons for \$100.00 of gasoline. You don't need to be present to win but we hope you are. We will have another drawing at our Christmas party in December. If have any suggestions for the next prize please let me know. Try to attend as many events as you can to increase your odds of winning.

We are planning another Dyno Day in August. This time it will be at the Dyno Shop in Santee. The owner made us an offer we can't refuse. Free Dyno runs! The first run is free but any additional runs will be a reasonable fee. They can also measure your exhaust for proper fuel mixture under load in your powerband. This is a great opportunity to see if your Z needs some tuning for performance.

One last reminder that the July meeting will be the second Tuesday of July. Look forward to seeing you at De Anza Cove, Mission Bay on July 11.

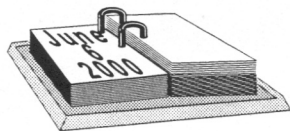
Dennis

We have July Birthdays



Denise Woerner	14	Glenda McKissick	6
Philip Childs	3	Calos McCray	5
Daniel Marks	22	Jennifer Wright	18
Pam Saxton	28	Michael Bliss	23
Roberto Gonzalez	7		

Meeting Minutes



by *Mic Halbert,*
Secretary

The June meeting was held at Griffith Park. When I heard where it was going to be, I thought, "Oh boy, we can go through the observatory and relive *Rebel Without A Cause*", but it was a different Griffith Park. It was still a great location though. Dennis opened the meeting at 7:30 and first up was the competition report from Al Peterson. There is an event at Buttonwillow in June and of greater interest, was the practice autocross July 8th at the stadium.

Membership report: 127 members, 94 renewed, and 33 checks in the mail (we hope).

Convention update: Dennis informed us that the drag races were dropped and the Shelby factory tour was moved to 10:00am to be a little cooler. Dennis then asked for input so he could vote on some proposed motions on the national level. The results:

1. Z only events or include
510's and roadsters.....10 nay, 12 yea.
2. Z Car Magazine for Z's only.....No vote.
3. Convention oversight
committee.....All in favor.
4. Maximum no of terms
for ZCCA officers.....All in favor of
status quo.

We learned Nissan is planning a full size V8 pick up. Possible Infinity engine for the new Z, and for a mere \$245K you can pick up Steve Millen's 300ZX Daytona 24hr race car, so save your lunch money kids.

Events: Clif Yaussi. gave the picnic/car show report and talked about the junkyard run.

Upcoming: July meeting/swap meet will be at De Anza Cove on the bay. Alan talked about his progress putting together a dyno-day, August 12th tentative.

FYI: Mic Halbert brought up a petition to sign at Napa dealers to defeat a California Senate Bill prohibiting us from working on our own cars.

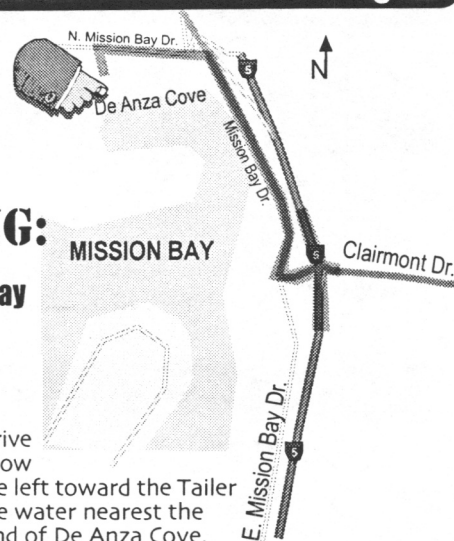
50/50 door prizes:

Mike Lee	\$24
Darren Kirkpatrick	\$15
Carolyn Kimber	T-shirt
Evan Chabot	Cordless screwdriver
Mic Halbert Tokico	Hat

Board meeting on June 15th at CoCo's.
Meeting adjourned: @ 8:10pm.

Meeting Map

NEXT MEETING:
July 11 @ 6:30 PM
@ De Anza Cove, Mission Bay
Bring your parts for sale



Directions:

Take 5 either north or south to Clairmont Drive. From Clairmont Drive go north on Mission Bay Drive. Follow Mission Bay Drive as it curves to the left toward the Tailer park. We will be on the lawn by the water nearest the trailer park entrance at the west end of De Anza Cove.

July's Z'tailed Events

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

JULY 11, Tuesday

"Monthly meeting and swap meet"

6:30 pm De Anza Cove, Mission Bay

93 '300 CONV

JULY 22, Saturday

"Drive to Idyllwild"

9:30 am Depart Coco's La Mesa. Travel east on I-8, north on Hwy 67 and meet at the Sizzler in Ramona.

10:15 am Depart Sizzler on Old Julian Hwy and continue on Hwy 78 to Santa Ysabel. Turn left on Hwy 79, past Warner Springs and on to Aguanga. Right on Hwy 371 and left on Hwy 74 to Idyllwild.

12:00 noon meet at Totem Pole in front of Idyllwild Inn on Village Center Dr.

We've been invited by Michael Libonate to use a cabin there for our base, with walks into and around town. Several places to eat lunch and then people can depart on their own schedule. Down the mountain through Hemet and back to I-215 and south toward Temecula has been suggested.

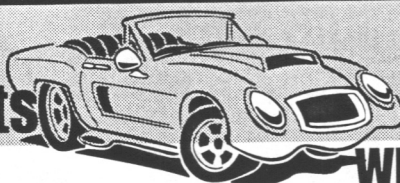
Join us for some cool mountain air, and some fun winding roads.

AUGUST EVENTS INCLUDE:

El Cajon Speedway night and a DYNO DAY

Call Clif Yaussi (619)401-0680 or Philip Childs (858)695-1594 for more info, or listen to club hotline (619)589-0975 for updates.

Local & Regional automotive related events



When

July 23, Oct 22, Nov 19

July 6-9

What

Stadium Auto Swap

8th Annual All Datsun/Nissan Meet

Where

San Diego Qualcomm Stadium

Willows - Mt. Shasta, CA

Autocross Schedule

<u>Date</u>	<u>Location</u>	<u>Sponsor</u>	<u>Event</u>
Saturday, Jul 8	Qualcomm West Lot	SDAD	Practice
Sunday, Jul 9	Qualcomm West Lot	SDAD	Championship
Sunday, Aug 27	Qualcomm West Lot	DCCSD	Championship
Saturday, Sep 23	Qualcomm Southeast Lot	SCAT	Championship
Saturday, Oct 7	Qualcomm Northeast Lot	SDAD	Championship
Saturday, Oct 21	Qualcomm Southeast Lot	TART	Championship
Saturday, Nov 11	Qualcomm Southeast Lot	TART	Practice
Sunday, Nov 19	Qualcomm West Lot	SCAT	Championship
Saturday, Dec 2	Qualcomm West Lot	SDAD	Championship
Saturday, Dec 17	Qualcomm Northeast Lot	*Tentative Novice School	Practice
Monday, Jan 1	Qualcomm West Lot	DCCSD	Practice

* Please contact Scott Baker at (619) 390-7492 (or at any event - he's head of the novice committee) if you're interested intaking part in this novice school.

PLEASE NOTE:

Events are open to the public at no charge, however to enter the pit area you must sign a release and waiver form at the entry gate. You will be given a wristband which must be worn at all times. There is no seating provided so bring a lawn or beach chair!

ALWAYS CALL THE EVENT HOTLINE AT (800) 360-4454 OR (619) 441-1333 TO CONFIRM DATES

Z STORY

BY MIKE MONROE

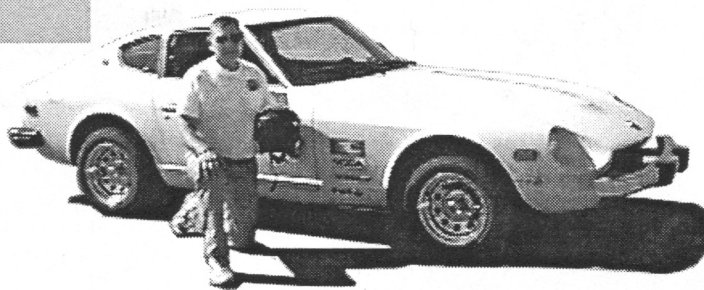
Z CAR CLUB OF OHIO

IN THE VILLAGE, NISMO, WHERE THE Z, THE SKYLINE, AND MAXIMA RUN FREE, THE PEOPLE WAIT FOR THE BIRTH OF THE NEW Z. THE ELDERS TELL THE YOUNG OF THE OLD DAYS WHEN THE 240Z CAME FROM THE FAR EAST LIKE THE GREAT WIND AND BEGAN A GREAT AWAKENING FOR THE WEST ABOUT THE EAST. EACH GENERATION BECAME BIGGER AND STRONGER, BUT NOT NECESSARILY BETTER. ALONG THE WAY, SOME SAY THEY LOST THE SUN AND THE HEART GREW COLD. SO NOW WE WAIT, BURNING INCENSE AND CANDLES WAITING FOR THE FIFTH GENERATION. WHAT HAS BEEN STILL IS. MAKE THE MOST OF WHERE YOU ARE AT, FOR TOMORROW IS NOT PROMISED. ENJOY WHAT YOU HAVE, FOR IF THE NEW Z IS NOT YOUR CUP OF TEA ALL IS NOT LOST. THE NATION OF Z REMAINS STRONG DESPITE THE FOUR YEAR DROUGHT OF NEWBORNS, 240S, 280S, 300S STILL ROAM THE LAND, FROM COAST TO COAST JUST AS THE SUN RISES AND THE WIND BLOWS. THE YOUNG CRAVE THE OLD AND THE DESIRE FOR THE Z REMAINS.



MEMBER PROFILE

by Ben Pila, Member@Large



Mic Halbert is member #109 joined the ZCSD in April 1997 after seeing a brochure at the SD Auto museum. He joined as many of us for the driving events and sharing a common interest in Z cars. Mic is our current Secretary and actively attends all meetings. Mic bought his 1976 280Z in 1991 because he liked the styling and performance. Mic (originally from St. Louis MO) has lived in San Diego for the last 18 years and works as an equipment operator.

When Mic isn't operating equipment, he likes to race his Z in autocross events and track events. Mic is a graduate of the Bob Bondurant School of High Performance driving and ever since then, has been meticulously preparing his Z for the rigors of using the skills he learned in the driving school. Other hobbies or interest Mic enjoys is target shooting, scuba, sky diving, running and pencil sketching. At 62 years young, Mic doesn't seem to be slowing down. If you autocross against him, be prepared for some stiff competition.

One tip Mic has for others is to make sure your battery is well secured. On a Z Club run after taking a corner, his battery shifted and shorted out on the hood and burnt out the fuel pump relay.

Mic Halbert's white colored 1976 280Z features a modified engine, suspension and interior and is in a constant state up upgrading. See to the right for the current details.

Suspension/Brake mods:

All urethane bushings including steering rack and coupler, 1 1/8" front sway bar, 1" rear sway bar, KYB gas shocks, front and rear strut tower braces, Toyota 4 piston calipers in front.

Engine/Transmission mods:

Larger throttle body, K&N air intake system, 6 into 1 header w/ceramic coating, 2" exhaust system w/Dynomax stainless muffler, 5 speed w/short shift kit, 3.90 ratio differential.

Interior mods:

SCCA legal roll bar, "D" shaped autocross steering wheel, Corbeau racing seats, Simpson 5 pt. "cam lock" harness on driver's side, Auto Power 5 pt. harness on passenger side, complete set of OMP aluminum pedals w/clutch pedal moved 1" to the right to make room for dead pedal to the left, accelerator pedal refabricated for height adjustment and better heel/toe usage and left foot braking.

Future mods:

Limited slip differential, rear disc brakes and further front brake upgrade.

"Cloud nine" stuff:

DOHC (twin cam) Skyline turbo engine with intercooler, wild paint and graphics, racing wheels and tires.

Tech Article The Five Basic Rules of Detailing

According to top detailer Brad Herman, five basic principles lie at the core of successful detailing job. These are, he emphasizes, what can separate a top-notch detailer from a merely average one.

1. Detail the interior first - This is especially important if you're shampooing or using water on upholstery, carpets, or other absorbent materials. By initially completing the interior, you can leave the windows open during much of your exterior work, giving the interior time to dry. Another seldom-considered concern is that washing the outside first leaves a lot of water on the ground. Don't use a vacuum cleaner or other electrical device while standing in water, as there's an increased chance of electrocution.

2. Less is More - A common mistake is to use too much or too strong a product while dressing up a vehicle. It's easy to overuse vinyl protectant, leather conditioner, and upholstery shampoo in the interior. "Leather and vinyl should have a nice patina," says Herman. "It should look satiny, not wet and greasy. In addition, too much water and shampoo can leave upholstery and carpet wet for hours or even days, leading to mildew and a lingering musty odor. On the exterior, a polish with too strong an abrasive can create more problems than it solves. "It's better to start light. You can always go back over something or move to a stronger cleaner, but you don't want to have to spend time and possible extra money correcting a mistake."

3. Don't cross contaminate - Use a separate cloth for each different type product or area of the vehicle: paint wax and polish, chrome, wheels, tires, leather, vinyl, upholstery, and windows. Using the same towels for different products can contaminate them for certain areas. If the oils of a polish, Herman notes, get into a towel you use for windows, it'll be very difficult to ever get nice, streak-free glass. In addition, these towels should even be washed separately. Herman recommends a hot/hot cycle with bleach and detergent.

4. Never work on a hot surface - The surface you're working on whether it's outside or inside - should be cool before you begin. This keeps products from drying too quickly, make it easier to work with them, and provides better final results. Even if you're working in shade, the hood of a recently run vehicle could still be hot, so give it time to cool while you work on another area. Conversely, while most detailers warn against working in direct sunlight, it's okay if it's a cool winter day, as long as the sheet metal is not warm.

5. Wash from the top down - Since dirt flows down the vehicle along with the water, cleaning from the top will prevent dirt from above running across already cleaned areas. Aside from the hassle of having to repeat steps, unnoticed dirt could dry on the paint and cause scratches when you come back over the area for polishing or waxing. Since most of the road dirt thrown up onto a vehicle is along the lower areas, another tip is to work with two different wash mitts: one is used from the roof down to the door moldings and the other from the moldings downward. This prevents heavy dirt along the bottom from being swept upward onto higher dirt along the bottom - as can happen when using big sweeping motions to wash the entire side at once.



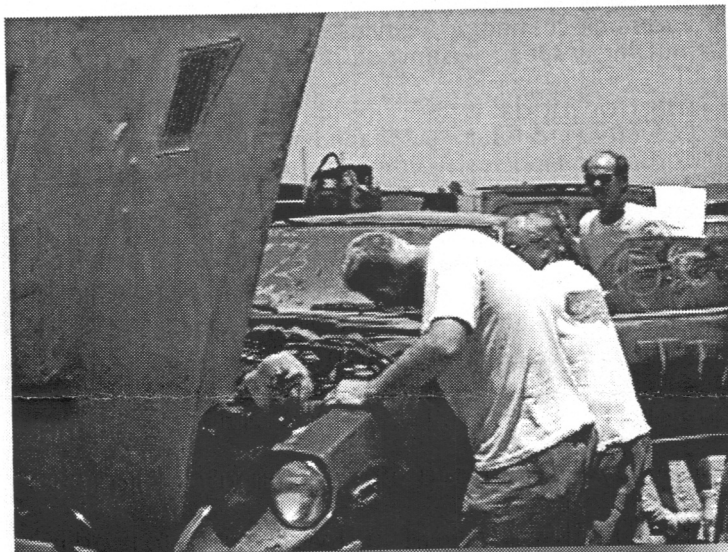
Junkyard

Sunday, June 11

by Philip Childs, Events Coordinator

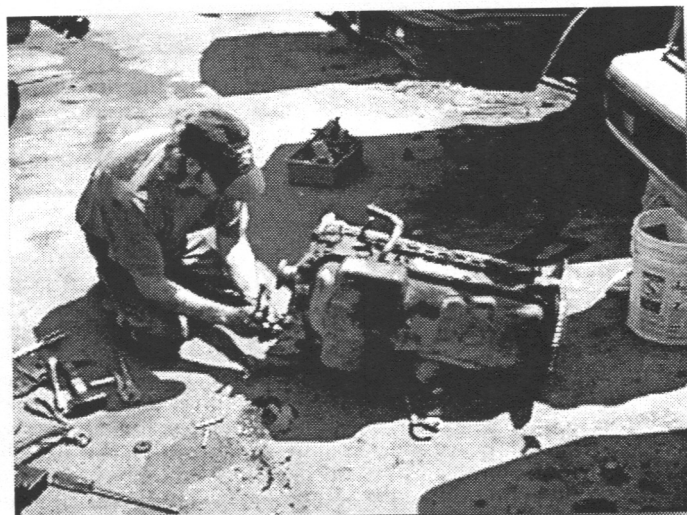
Run for the Parts

On Sunday June 11th the ZCSD had "Pick Your Z" at Pick Your Part in Chula Vista. Darren



Kirkpatrick was the big winner, bring me a Z gas for scavenger hunt, congratulations Darren. After covering the yard (I picked up a set of second generation RX7 5-lug front rotors and calipers for my rear brake upgrade.), everyone returned to assist Mike Libonate in the removal of a

brake/clutch paddle assembly, needed for a 5 speed conversion. When Mike was done about half of the group headed next door to Ecology for some more Z dismantling fun.



DOHC V6 3.0L
220 BHP (EST.)
0-60:6.6 SEC.



nissan
Z CAR



Latest News

Nissan Design International (US) and Nissan's Japanese Studio are in a competition to see who's design will be selected. The date of final selection will be June 30, 2000. Ironically that day is NDI President Jerry Hirshberg's last day as he enters retirement.

The new Z was supposed to have premiered at the New York Auto Show in late April, 2000. Unfortunately, that's been cancelled. Our Nissan contacts just tell us that the new Z will be shown "soon" but won't give us a date.

Recent Quotes

"It (the new Z) will be a lot more wheel-oriented, with more testosterone and strength."
-Diane Allen,
NDI's Chief Z car designer
(March 27)

"We know it will be controversial...But I'd rather take risks and do a car we believe in. This will not be a polite car."
-Jerry Hirshberg,
NDI President
(March 27)

"If it's (the new Z car) performance reaches 75 percent of what the engineers say, then it will be the best performing sports car in the world, regardless of price...And ours will come in under \$30,000."
-Jerry Hirshberg,
NDI President
(March 27)

Above on the left is a computer enhanced rendering of the upcoming 2003 front-engine, rear wheel drive Z-car. On the top right corner of the page is the original NDI design. You may notice the significant difference from the original prototype designed and recently showcased by Nissan's American (Nissan Design International) studio.

What's different? The headlights have been trimmed down slightly and are aligned in a quad arrangement (à la Celica and Integra) instead of the original show-car's straight-forward, two-lights design. The intake grille is larger and the body work design is more muscular and bold. To us it's profile is a cross between the 240Z and (gasp) the recently defunct Toyota Supra! That's not a bad combination though.

A lot of enthusiasts wonder why Nissan didn't save some money and development time by using the Silvia rear wheel drive platform (known in the US as the defunct 240SX).

POLITICS BEHIND NISSAN?

According to our Nissan sources, a myriad of politics within the Japanese company responsible for the decision to develop a new Z platform.

There are two factions within Nissan. One faction lead by the executives and designers who developed the Skyline. The other headed by those who developed the Z (known as the Fairlady Z in Japan).

Even though the Skyline was hugely popular in Japan and still gaining recognition worldwide, the political strength of the Z bloc prevented a possible U.S. version of the automobile. This despite the Skyline being technologically superior to the Z.

THE TECHNICAL POSSIBILITIES...

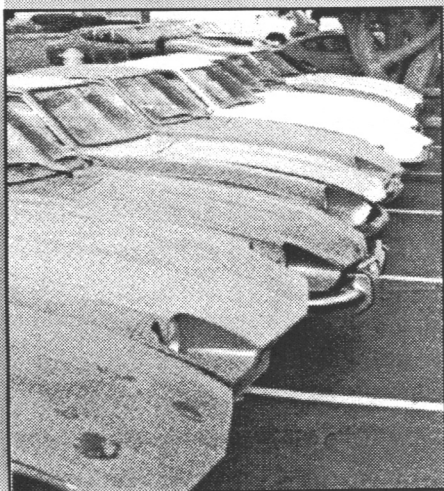
Going back to the new Z, you may recall that the power train for the drivable prototype was based on a 2.4L DOHC inline-4. That drove the hardcore Z fans in the U.S. into a frenzy because all previous Zs were powered by 6 cylinder engines.

Nissan listened up, realizing the new Z should be powered by one of Nissan's fabulous 6 cylinder engines - the Skyline powered inline 6 RB series or the V-6 VQ series (used in the front wheel drive Maxima). Latest word is that the new 3.5L version of the VQ with variable valve timing on both the intake and exhaust valves will be used to power the new Z with over 300 bhp. The all alloy DOHC 24-valve VQ is considered one of the world's best V-6 engines. A close source to Nissan claims that the new Z will have over 300 bhp. Nissan's 5-speed or possibly 6-speed transmission co-developed with Getrag. If Nissan wants to keep the costs down, the 5-speed is the favored transmission.

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	\$10 SOLD OUT
ZCSD window stickers	\$1 ea.
ZCSD Hat/lapel pins	2 for \$1

AUTOS

1971 240Z V8 project car, runs & drives, 300+HP small block chev 350cid w/turbo 350 trans. Straight body, interior in good condition. No cracks in dash, needs paint. \$4,000. Call Mike at (858) 486-6689 (5/00)

1971 240Z- Great condition. Straight body, no rust, new paint, clean inside and out. Mechanically sound and reliable. Garage stored for past 3 years. Must see to appreciate. \$2,500. Call Ian at (858) 483-2573 or email: imccormack@kforce.com (5/00)

1972 240Z stock motor, 147K, 4-sp, white/white, lots of upgrades, very good original condition. \$5700 firm. Call Rob at (858) 487-7842 or RobCalderhead@aol.com (5/00)

1972 240Z Auto, rebuilt engine, new brakes, repainted Yellow, reupholstered, Chrome wheels, new tires, excellent condition. Call Denver at (760) 744-2266. (5/00)

1974 260Z No engine/trans, custom paint, some chrome, 10x15 Centerlines, Good body. \$650. Call Mike at (619) 596-4074. (5/00)

1975 280Z Auto, rebuilt engin, \$2K paint job, show room quality, American racing wheels. \$3,500. Call Ted at (760) 340-4826 (Palm Desert). (7/00)

1977 280Z Beautifully restored custom 280Z. Low miles, New Paint, New custom kit, New tires, New rims. Runs wonderfully, engine in excellent condition.

Always garaged.
Alarm. Yamaha
AM/FM Cassette pull
out stereo with Amp
and Kenwood
monster speakers. A
must see to believe
!! \$5,500

(Unbelievable deal at that price). Call Dan at (858) 268-5752



(6/00)

1979 280ZX, Runs good, needs transmission work. 230K miles, \$800. Call Kevin at (858) 456-5054 (7/00)

1982 280ZX 2+2 Fully restored, perfect int. and ext., forrest green paint, cold A/C, P/Windows, P/locks w/keyless entry, 116K orig.miles, all records, new tires, must see to appreciate. \$3,000, Call Mike at (619) 723-8846 (7/00)

1982 280ZX 2+2, A/C, P/W, T-Tops, Custom paint by Mercedes-Benz (blue). New upholstery and carpet. New exhaust manifold and front brakes. Rebuilt transmission. 148K miles. Relatively new tires. \$2,900 OBO. Call Ann at (619) 258-2699 (5/00)

1982 280ZX, 2+2, with 15,000 original miles. This car was bought new and garaged ever since by my mother who passed away last year. It is almost a brand-new car with standard transmission. She only drove it once a week to the hairdresser; thus, the mileage! You must see to believe. We are asking \$7,999 OBO. Make an appointment, you will not be disappointed. (949) 496-4525. (5/00)



1984 50th Anniversary Turbo. "Help, I need a new home! As ou can see, I'm clean and beautiful. I've had only one Mom, and boy has she cared for me. Always changing my dirty oil, tuning me up so I'd run faster and live longer. I've only lived for 183,000 miles so I'm still young. My Mom wants a caring home for me so I'll go to you for \$8,000. My home is in El Paso, Texas. Call my mom, Bea at (915) 855-0976" (5/00)



PARTS

1971 240Z Parts, deck lid, glove bax, doors, tail lights, gauges, head lights, wipers, inside door, chrome liners, various other parts all in very good condition. Call Al at (619) 287-4222. (7/00)





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Chris DeJesus
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to ZCSD Members

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continued from page 7

In typical sports car fashion, the Z will adopt 4-wheel, independent suspension, probably with macpherson struts up front (for economical reasons) and a multi-link rear. Wheels (easily predictable) will be either standard alloy 16" and 17" as an option. Stopping power will be provided by 4-wheel discs and standard ABS. It's unknown at this time if Nissan will offer any traction control and/or vehicle stability control. It is likely, however, that the new Z will have traction assist through Nissan's well-developed viscous, limited-slip differential used on most of their rear-wheel drive vehicles.

SURVIVAL OF THE FITTEST

For Nissan to expect any success, pricing should be held under \$30,000. Nissan's announcement in April, '99 to build a new Z stresses that affordability is one of the cornerstones of the new Z.

Reality slapped Nissan after its 90-96 Z succumbed to death; it's skyrocketing price - over \$40,000 - scared many customers away. The fact that the Z was slower and heavier than recent roadsters like the Boxster and Z3 didn't help its survival.

With Nissan North America's recent truck segment success in the Xterra and 4 door Frontier, they need to come back strong in the compact sports car market. This growing market for sporty cars ("near-sports car"?) is now coveted by Honda, Toyota, and Mazda which have well developed vehicles. The sports car market's been ignored too long by ironically the company that made Japanese sports car a reality with the 1973 240Z.

-Noel Saw

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Website form: 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
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El Cajon, CA 92020

Address Correction Requested