

Z Club of San Diego



From the Steering Column

by Dennis Darnall
President



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NOTICES

Established in 1991 by the owner of Z-Whizz, 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: 102		
Z type	# in club	percent
240Z	46	37%
260Z	5	4%
280Z	15	12%
280ZX	19	16%
Z31	18	15%
Z32	17	14%
GTO conversions	2	2%
Total	122	100%

It's time to head back to CoCo's for our monthly meetings

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We have some fun events planned for the next couple of months. We have an east county drive scheduled for Sept 10th and it will include a stop at the Olympic Training Center. In October we are going to try something new, a evening at the drive-in. We will be going to the Santee Drive In and I hope there is something good playing. We will meet before the movie starts and vote on which movie to watch then drive over as group. Now if we could reserve a section just for Z cars that would be cool. We also have the Vintage Auto Races at Coronado and the Surfside car show in October. What a way to wrap up the summer !

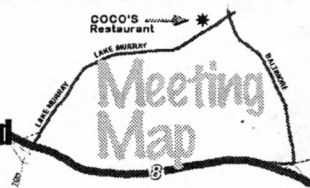
I would like to start a for sale/wanted discussion at every monthly meeting. We all have a few extra parts laying around that we really don't need and you never know who might need something you have. At the August meeting one lucky club member picked up a complete air conditioning system with a rotary compressor for \$150. Please don't bring any parts into CoCo's unless they are small and clean. If you need something for your Z stand up and tell the group, you might be surprised with a response. I could use a good ZX 5-speed, if anyone has one let me know.

Zee Ya @ the Meeting

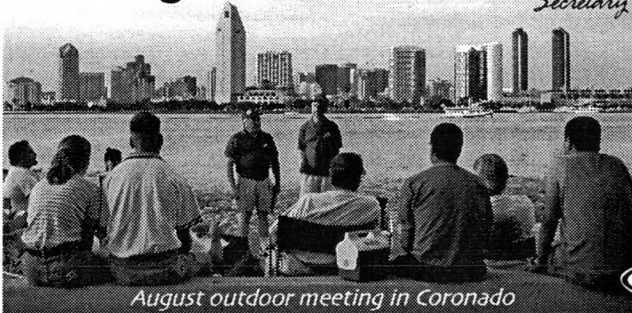
Dennis

NEXT MEETING:

September 5 @ 7 PM
@ COCO's Restaurant
5550 Lake Murray Blvd
La Mesa

**Meeting Minutes**

*by Mic Halbert,
Secretary*



August outdoor meeting in Coronado

August was the third and last of our outdoor meetings, and as last year, we held it on the beach at Coronado. The parking lot seems to be little known, because I think most people assume that it is part of the condos, but it lends itself very well to a club or group atmosphere. The interaction and conversations after the actual meeting was as much fun as the meeting itself.

Dennis opened the meeting at 7:00 PM. The Treasurer's report by Ed Peterson indicates that we have \$2,678. Evan Cabot was not present so Dennis estimated that we have 100 + or - members. Our competition coordinator, Al Peterson, couldn't make it either so here again Dennis "did the duties". He reported that SCCA is working with the marines at Miramar trying to get an autocross course set up. Long range planning for an oval and road course at Lake Elsinore was also reported, and some members said an old course near Temecula has been re-opened.

The next item Dennis brought up was the subject of benefits for the officers, since being on the board does take additional time and effort. The idea was to pay for the meals of two members at the monthly Board meeting. It was put up to the membership for a vote and approved.

Next up was the topic of a fourth non-COCO'S meeting, possibly at the auto museum restoration facility, but it didn't pan out. We then went over the August events, Dyno Day on the 12th, Cajon Speedway on the 26th, and a third, an invitation from the Datsun Roadster Club to join them on August 20th for a Palomar Mountain run.

The July Idyllwild run was a great time and many want to repeat it next year.

Z Car 30th anniversary stickers were handed out.

Future events discussed were September-an East County run; October-vintage races and possible drive-in movie event.

There was a call by Dennis for anyone with car parts for sale to speak up and one or two sales were made on the spot.

Door prizes: \$28.00: Cliff Yaussi
 \$11.00: Joe McLachlan
 \$50.00 rebate coupon for tires: Billy Cast
 Pliers set: Al Attig
 T-Shirt: Lenny Arnoth
 Convention Dash Plaque: Akihisa Yamaura
 2002 Z car pictures: Darren Kirkpatrick;
 Akihisa Yamaura; Adam Parsons

The last item was a vote on changing the location of the August outdoor meeting, but the majority wanted it to stay as is. Dennis adjourned the meeting at 7:40 PM.

Welcome New Members

John Williams '77 240Z & '78 280Z
 Mari Lewis '75 280Z
 Greg Day (2) '77 280Zs & '86 300ZX
 Jim Jessup '72 240Z



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

We have September Birthdays

Ed Lantz	2	Sandy	19
Kyoko Lentz	5	Cindi Ramirez	28
Thomas Garrison	9	Harry Graham	30
Mary Jane Hubbard	10	Bill Lentz	30
Gary Renaud	17		

September's Z'tailed Events

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

**September 10, Sunday
"RUN FOR THE GOLD"**

9:30am will be a scenic tour of the winding roads of the east county, with a stop at the ARCO OLYMPIC TRAINING CENTER and time to browse the giant gift shop for your pre Olympic memorabilia.

9:30am

12:00 Depart for Imperial Beach and a run up the Silver Strand into Coronado. We'll decide on a lunch stop before departing the training center. You'll have more of an appreciation for the Olympic games in September after this visit and can watch the games while wearing your official Olympic gear.

OCT. 7, SATURDAY NITE DATE AT THE SANTEE DRIVE IN

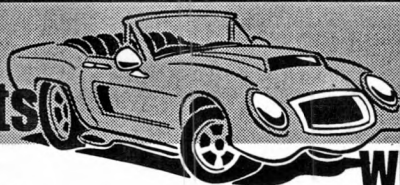
Join the Z Club as we relive our youth with a date at the drive in. Details in the next newsletter or on the hot line.

OCT. 22, SUNDAY, VINTAGE RACES AT NORTH ISLAND.

Time again for this great event. Details in the next newsletter, but we need a head count for the special parking pass, so call Dennis Darnall if you won't be at the Sept. meeting but want to be in on the race event.

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

Oct 22, Nov 19, Dec 17
Oct 15, Dec 3
Oct 28

What

Stadium Auto Swap
Pamona Swapmeet
Surfside Classic Datsun Show

Where

San Diego Qualcomm Stadium
Pamona County Fairgrounds
Doheny Beach - Dana Pt., CA

Autocross Schedule

Date	Location	Sponsor	Event
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 in taking part in this novice school.

PLEASE NOTE:

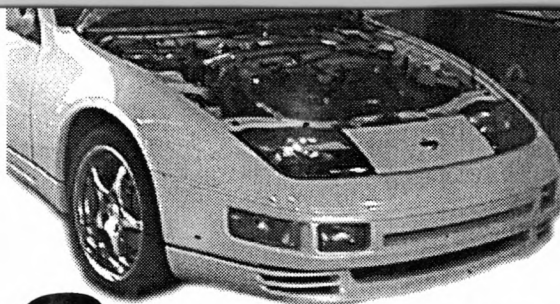
Events are open to the public at no charge, however to enter the pit area you must sign a release and waiver form at the entry gate. You will be given a wristband which must be worn at all times. There is no seating provided so bring a lawn or beach chair!

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

Day #2

by Philip Childs, Events Coordinator

Attendees that didn't dyno their cars were, Don Schasac, Evan Chabot and Erik Johnson, thanks for coming out to this event.



On Saturday August 12th the Z Club of San Diego had it's second dyno day at The Dyno Shop 10042 Prospect Ave., in Santee. At 8:30 AM Z cars started lining up around the building, by 9:30 they were doubling up to make room for more. Miles Gray was the first to go with his five cylinder Z dynoing a whopping 98.6 Hp and 120.1 ft-lbs torque, Michael Lee got top honors with his 90 300ZXTT putting out 347.8 HP and 394.6 ft-lbs torque. 21 Z cars were dynoed in all making this one of our best attended Z Club of San Diego events ever. Thanks again to Paul and Mark of the Dyno Shop www.thedynoshop.com and Alan Andrews for arranging this event.

Results	Horsepower	Ft-lbs Torque
Miles Gray	98.6	120.1
Joe McLachlan	113.1	146.1
Clif Yaussi	115.2	145.8
Lance Wills	117.7	137.9
Dave Platt	122.3	132.9
Akihisa Yamaura	122.1	143.8
John Fogle	126.4	147.5
Dennis Darnall	128.1	136.9
Billy Cast	132.0	177.0
Ken Ferguson	136.7	148.9
Rick Gutierrez	162.2	189.7
Lenny Arnoth	177.4	210.6
Alan Andrews	189.0	210.0
Philip Childs	191.6	175.3
Bryon Kibildis	192.5	176.8
Erik Anderson	196.6	179.2
Darren Kirkpatrick	203.1	282.4
Sandy	238.7	280.9
Rob Mashman	307.0	343.0
Al Peterson	322.0	367.3
Michael Lee	347.8	394.6



Tech Tip

Engine Overheating Tips

stolen from Smoky Mountain ZCC

1. Safety reminders before starting: Never open the radiator cap on a hot engine. Wear safety goggles to prevent antifreeze from splashing in your eyes. Keep your hands and clothing away from spinning fans. Remember that some electric fans may operate after engine shutdown.

2. Check for obvious problems first. Loss of coolant because of a leak is probably the most common cause of overheating. Possible leak points include the hoses, the radiator, heater core, water pump, thermostat housing, coolant reservoir, head gasket, freeze (or core) plugs, automatic transmission oil cooler, and cracks in the cylinder head(s) and block.

Checking for the presence of combustion products in the cooling system is the recommended procedure to determine a cracked head(s) or block. If the leak is bad enough then bubbles will be visible in the radiator while the engine is running. A simple compression check might also point to the same conclusion.

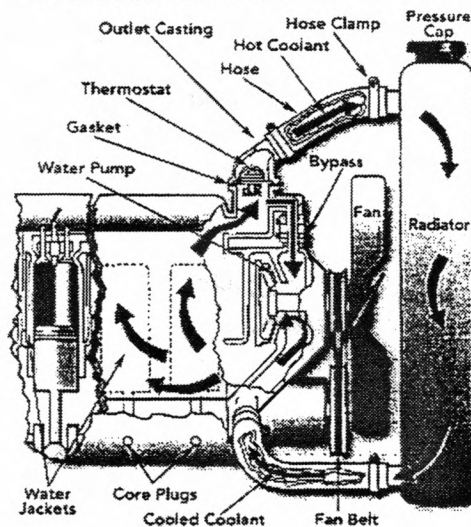
3. Make a careful visual inspection of the entire cooling system. Check belt tension and condition. A loose belt that slips may prevent the water pump from circulating coolant fast enough and/or the fan from turning fast enough for proper cooling. The condition of the hoses should also be checked. It is recommended to replace the hoses if they are more than five years old. Sometimes a lower radiator hose that has softened will collapse under a vacuum at high speed and restrict the flow of coolant from the radiator into the engine.

4. Attempt to better diagnose the problem. When a car overheats after only a few miles of driving, then suspect a thermostat stuck closed. If it gradually overheats only at idle suspect a faulty fan. If it overheats gradually as it's being driven at steady speeds, suspected the water pump. If the engine overheating gets worse during higher speed operation, then a plugged radiator or a plugged cooling system are primary suspects.

5. Remove the radiator cap and pressure test the system at the radiator. A pressure test will reveal internal leaks such as seepage past the head gasket as well as crack in the head or block. A leak free system should hold 15 psi for at least two minutes or more. Start the engine and check to see if the system builds up adequate pressure as soon as the thermostat opens, and that the pressure continues to build as you rev the engine.

It's important to pressure test the radiator cap because a weak cap (or one with too low a pressure rating for the application) will lower the coolant's boiling point and can allow coolant to escape from the radiator.

6. Remove and check the thermostat. Severe overheating can often damage even a new thermostat. If the engine has overheated because of another problem, then the thermostat should be tested or replaced before the engine is returned to service.



Typical Engine Cooling Circuit

One way to check the thermostat is to start the engine and feel the upper radiator hose (or use an infrared non-contact thermometer to read it's temperature). The hose should not feel uncomfortably hot until the engine has warmed up and the thermostat opens. If the hose does not get hot, it means the thermostat is not opening.

Another way to test the thermostat is to remove it and place it into a pan of boiling water (it should open). The exact opening temperature can be checked by using a thermometer.

If the thermostat needs to be replaced, install one with the same temperature rating as the original. Using a cooler thermostat in an attempt to "cure" a tendency to overheat can increase fuel and oil consumption, ring wear and emissions. On newer vehicles with computerized engine controls, the wrong thermostat can prevent the computer system from going into closed loop resulting in performance and emission problems because the engine failed to reach its normal operating temperature.

7. Overheating at idle can also be caused by insufficient airflow past the radiator. With mechanical fans, most overheating problems are caused by a faulty fan clutch although a missing fan shroud can reduce the fan's cooling effectiveness, which may be enough to cause the engine to overheat in hot weather or when working hard. If a shroud is loose or was damaged and not replaced, it can be a contributor to overheating. While you're inspecting the fit of the shroud, also look at the condition of the perimeter seals around the condenser and radiator.

Defective fan clutches are a common and often overlooked cause of overheating. The shear characteristics of the clutch fluid gradually deteriorated over time. Eventually slippage reaches the point where effective cooling is no longer possible and overheating results. Look for a fan clutch that's running too slow when the engine is running hot. Typically clutch fan speed peak at around 2000 to 2200 rpm and you can use a photocell tachometer with some reflective tape to check for a slipping clutch condition. Rule-of-thumb is the life of a fan clutch is about the same as a water pump. If one needs to be replaced, the other usually does too.

Engine Overheating Tips continued

If the fan clutch shows signs of fluid leakage (oily streaks radiating outward from the hub of the clutch), spins freely with little or no resistance when the engine is off or wobbles when the fan is pushed in or out, it needs to be replaced.

With an electric cooling fan, check to see that the fan cycles on when the engine gets hot and when the air conditioner is on. If the fan fails to come on, check the fan motor wiring connections, relay and temperature sensor. Try jumping the fan directly to the battery. If it runs, the problem is in the wiring, relay or sensor. If it fails to run, the fan motor is bad and needs to be replaced.

8. Check the water pump. Any wobble in the pump shaft or seepage would call for replacement. In some instances, although rare, a pump can cause an engine to overheat if the impeller vanes are badly eroded due to corrosion or if the impeller has come loose from the shaft. The wrong pump may also cause an engine to overheat. Some engines with serpentine drive belts require a special water pump that turns in the opposite direction of those used on the same engine with ordinary V-belts.

So how can you tell if the system is flowing enough coolant? One way is to install a special tester, such as Hickok's Radicool, in series with the upper radiator hose and compare the flow with the rate in the manual (about 6 gallons per minute for engines less than 2 liters to more than 20 gallons per minute for big V8's).

If there's any reason to believe that the block may be plugged and could benefit from a flushing, then do it.

9. Check the radiator. The most common problems radiators fall prey to are clogging (both internal and external) and leaks. Dirt, bugs, and debris can block air flow through the core and reduce the radiator's ability to dissipate heat. Internal corrosion and an accumulation of deposits can likewise inhibit coolant circulation and reduce cooling. A good way to find clogs is to use an infrared thermometer to "scan" the surface of the radiator for cold spots. If clogged, the radiator should be removed for cleaning or be replaced. Back flushing the cooling system and/or using chemical cleaners can remove rust and hard water scale from the engine block, but do little to open up a clogged radiator.

If coolant flow is a question, you have to check the radiator separately. The most practical way is with a tapered cone rubber adapter that attaches to the radiator inlet neck and accepts a water hose. If you feed in a solid column of water and all that comes out the other neck is a trickle, then the radiator is obviously plugged.

10. Other causes, although rarer, of overheating include:

Excessive exhaust back pressure. A clogged catalytic converter is usually the culprit here, but don't overlook the possibility of a crushed exhaust pipe. Check intake manifold vacuum at idle. If it reads low and continues to drop as you slowly rev the engine then inspect the exhaust system.

Retarded or over-advanced ignition timing (may also contribute to detonation and pre-ignition).

Overheated incoming air. On vehicles with a carburetor or throttle body injection, check the operation of the heated air intake system on the air cleaner. If the temperature control valve is stuck so only heated air from around the exhaust manifold is drawn into the air cleaner, it may contribute to detonation and/or overheating. Also check the heat riser valve for manifold heat on older V6 and V8 engines. If stuck shut, it may be overheating the intake manifold.

Overworking the engine. The cooling systems in many vehicles are marginal and have little excess capacity to handle the extra heat generated by towing or high speed mountain driving in hot weather.

A brake caliper that's ticking or a parking brake that isn't releasing may be making the engine work too hard as well.

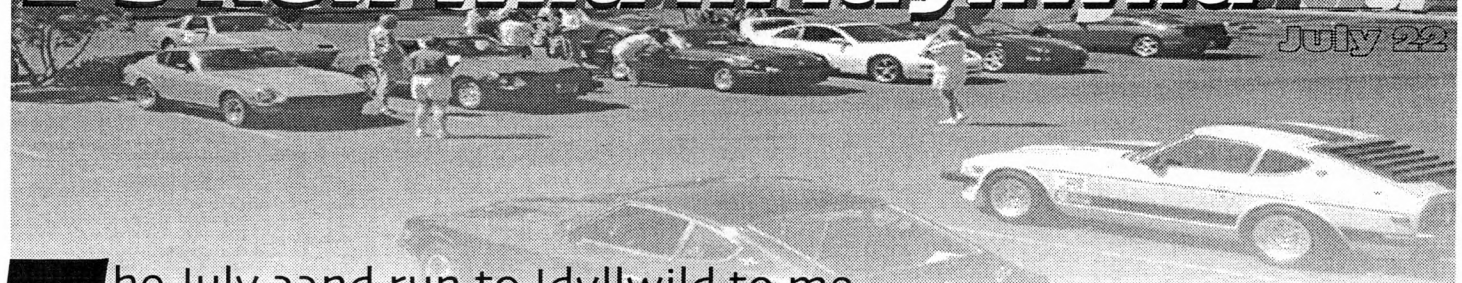
11. When refilling the cooling system, be sure you get it completely full. Air pockets in the head(s), heater core and below the thermostat can interfere with proper coolant circulation and cooling. If the cooling system has no bleeder valves to vent air, you may have to temporarily loosen a heater hose to get all the air out of the system. Remember never add coolant to a hot engine unless the engine is running.

Pure water is unequivocally the best coolant. Using only the minimum amount of antifreeze required for your climate. But add a corrosion inhibitor such as Prestone's Super Anti-Rust.



Z's Run Wild in Idyllwild

July 22



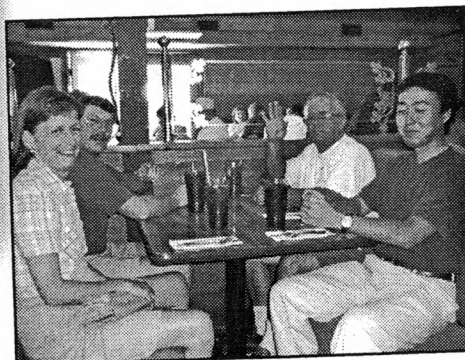
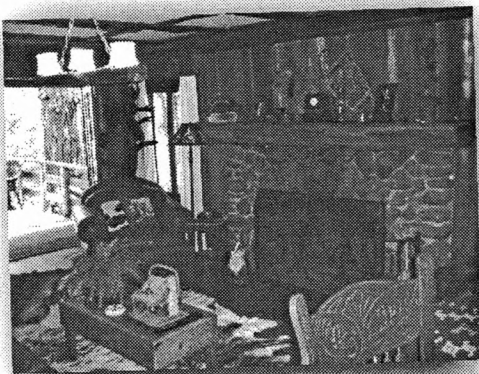
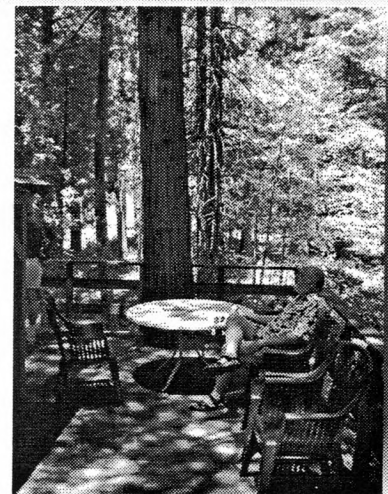
The July 22nd run to Idyllwild to me was the best destination of any of the Z Club trips I have been on. Fourteen cars started out from Ramona on one bright sunny morning for the mountains. Twenty-six lucky souls arrived. The town of Idyllwild offered lots of antique shops, restaurants and boutiques for us to visit.

*by Michael Libonate
Vice President*

The staging stop for our visit was a cabin on Strawberry Creek, two blocks from the town. It was available for our use, courtesy of Mr. and Mrs. Bob Dyson. It was stocked with cold drinks, a cool deck to sit on and a peek into a cabin that was built in the 1920's, complete with furnishings, charming quilts and a touch of old-fashioned western feel.

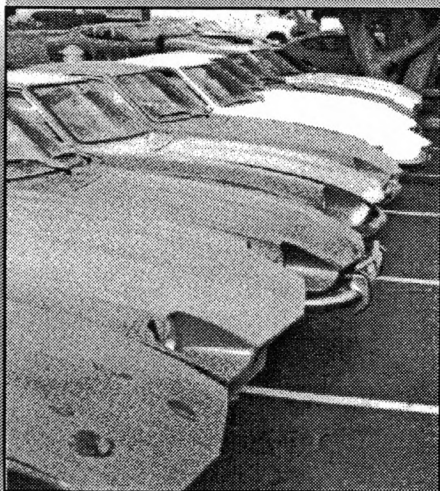
We managed to park at least 12 of the 13 cars in the driveway and walked the short distance to the shops and food, returning in the afternoon to sit on the deck and in the gazebo amongst the cool pines for a little conversation and camaraderie before parting and going our separate ways back home.

- Michael



Photos by Ed Peterson

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

AUTOS

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)

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)

PARTS

1975-1978 280Z Air Dam \$165, and 3 piece-6" high Whale Tail kit \$175. Both brand new, still in bubble packing. Call John at (619) 475-6160. (9/00)

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)

Billet Aluminum adapter plates. Will allow FWD wheels such as 90-96 ZX alloys to fit on 70-83 Zs. Coverts 4 lug to 5 lug with correct offset. Very High Quality. \$300 or trade for Nitrous System. Call Michael (619) 723-8846 (8/00)

Corey Barber's Z story

Corey Barber hasn't been to a Z Club meeting lately because his company moved him to Northern California follow a promotion-- and it's too far to commute. He misses everyone and sends a mixed message. He's happy with his job as assistant director of audio visual productions, but is very unhappy because his two tone beige and brown 1977 2+2 Z is no more. A very sharp curve jumped out at him and he lost control and lost the car. His Z was totaled, but he was uninjured. (He wasn't really concerned about this condition, he is just sick about his pride and joy, his car.)

He says "Hi and drop by." Look him up at the Hyatt Regency Hotel convention services department next time you are in San Francisco.

Hey Did you know...

stolen from the Oklahoma ZCC

- There is a letter in the Japanese alphabet that looks like the English "Z", and means "no limit" or "infinity".
- The oldest Z known to be in existence is currently owned by Dr. Allen Robins of Sharpsite Racing. It is serial #HLS30 000006.
- On October 22, 1969, the 1970 240Z went on sale for \$3,526. A year later, Kelly Blue Book valued used ones at \$4,000.
- Despite being called a "European" balance tube, this non-pollution-fitting 240Z manifold item was also used on the Canadian Z's, the Australian Z's and the Japanese domestic Fairlady Z's.
- The 1984 50th Anniversary Edition 300ZX Turbo has the longest list of standard features in automotive history.
- In 1990, American Z car sales reached one million, making it the best selling sports car of all time.
- In 1994, winnings at Daytona, Sebring, and LeMans mad the 300ZX the only car to accomplish such a record in the same year.
- The last 300ZX off the assembly line, with the serial number ending in 300 is displayed in the Petersen Auto Museum in Los Angeles.





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Motorsport Q&A

Once in a while we will have a Q&A section provided by Motorsport. We hope that they may provide you with valuable insight when you come across the same situation.

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\$10 off for club members

Q I rebuilding my 280 z. Im putting a p90 head on the motor what year block is the best?and what cam for carbs and what should i bore this motor?

A You would definitely use an L28 block, but understand that the P90 is a turbo head, and has a huge combustion chamber, about 53.6 CC's. Compare that to a stock 280Z head, which had about 44.6 CC's. The P79 head had the same size combustion chamber, and was used with flat top pistons to get some compression. With a P90 head and stock 280Z dished pistons, you would have very low compression and power. You can get a bit more power by boring to a larger size piston, .040 over performance flat top pistons are readily available from Motorsport. The camshaft decision is up to how you want it to behave. We would say to review the performance characteristics of the cams listed in our catalog, and decide from there.

Q I have an '83 280zx turbo body and an '82 280zx engine and drive train. How compatible are these for a restoration project?

A This has been a common type of question, normally people want to put the turbo into a non turbo, but the same in reverse applies here. The engine will fit the same, however the turbo will have different parts, the wiring, injection system, etc. Can the non turbo engine run with these? That would be hard to say, it is possible. There is no manual to interpret how the turbo computer will work without all the correct sensors and readings though. If you do not have the non turbo with complete wiring and equipment, proceed with caution. There may be someone out there who has already pioneered the way with a swap like this, hopefully if that is true you will find information somewhere on the internet for it. Happy wrenching.

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

Make checks payable to Z Club of San Diego
 Website form: <http://www.zcsd.org/>

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



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.

CHARTER MEMBER

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

The Z-Club of San Diego
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