

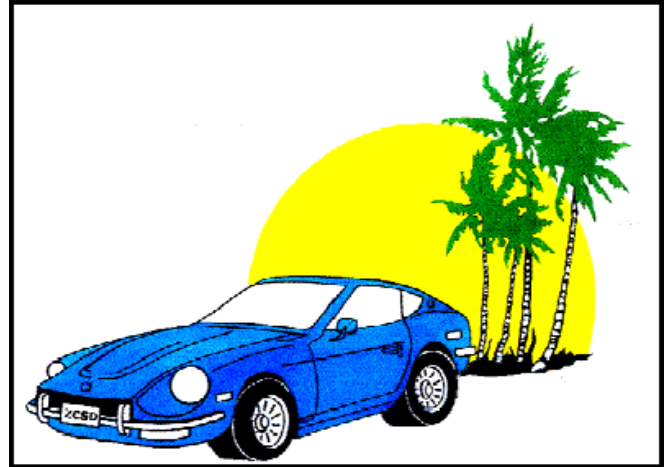
# Z Club of San Diego

JANUARY Vol. 21 No. 1

Est. 1991

Yahoo Group: <http://autos.groups.yahoo.com/group/zcsd/>  
Facebook: group and page "ZCSD"

Serving the  
County of San Diego  
since **1991**



**NEXT GENERAL MEETING IS JANUARY 3RD AT DENNY'S  
in the Clairemont Square Shopping Center (See Page 2)**



# SEZ THE PREZ



## ZCSD OFFICERS

### BOARD MEMBERS:

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Wallace@captscook.com

#### **Vice President**

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Davidgonzalezmen@yahoo.com

#### **Secretary**

**Patty COOK**

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#### **Treasurer**

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mtmontag66@cox.net

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**PETER GRUBB**

#### **Newsletter Editor**

**DAVID GONZALEZ**

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#### **Production**

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revrobret@gmail.com

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**MIC HALBERT**

(858) 270-9277

#### **Club "Store"**

**MICHELE RUPPERT**

ccheless@earthk.net

I started my 2011 term as Vice President with a commitment to have a speaker at every meeting and to have a drive every month. I hope that you feel that I have met that commitment. On two meetings, I have had to fill in for a speaker that did not show up, and a few months we had a different event in place of a drive.

I am making the same commitment for 2012 and hope that all of you will be able to come out and enjoy the camaraderie of a good car club. This is your club and I am open to any suggestions to help make it a great club.

I hope that you had a Merry Christmas and will have a Happy New Year driving your Z car.

Your Prez– Wally

## Z CLUB OF SAN DIEGO

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 marquee. As a

Charter member of the National Z Car Club Association its 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 ZCSD. Annual dues for new and continuing members, are \$36. Members receive ZCSD discounts at participating parts and/or service dealers, receive the monthly newsletter, and may participate in monthly club events.

**Monthly meetings** are held the first Tuesday of each month starting at 7:00 pm at **Denny's Restaurant** located in the **Clairemont Square shopping Center**, just a stones

throw from Krispy Crème donuts, unless otherwise posted. Come early and socialize!

Club event ideas and advertising submissions are welcome. Items to be placed in the classified section of the newsletter are listed at no charge to paid members and run for three months unless cancelled or renewed.

Submissions should be received by the 10th of the month prior to publication. Send submissions to:

Z Club of San Diego

P.O. Box 710886

Santee, CA 92072

Email: zcsd@zcsd.org

Website: www.zcsd.org

Come to the meetings OR CONTACT AN OFFICER

should you need more information



### *Our monthly meeting place:*

**DENNY'S**

**4280 Clairemont Mesa Blvd.**

**San Diego, CA 92117**

### **Driving directions:**

**From 52, take the Genesee exit south to Clairemont Mesa, go west just past Clairemont Drive, and it's on the right**

**From 5, go to Clairemont Dr and go east a couple miles 'til you get to the Clairemont Square Center. Turn right on Clairemont Mesa Blvd. Then look for the Denny's. on your left. We park in back of Denny's**

# ZCSD EVENTS

## 2012

- January 21st** ZCSD Campo Drive, Transportation Museum Tour and Lunch and possible train ride, organized by Clif
- February 25th** Dyno Day and BBQ, organized by Lenny
- March 10th** Avocado Run and Casino lunch, organized by Empire Z.
- March 18** Palomar Mountain Run
- April 23rd-25th** Bottom Buster Motor Tour for all "Classic" cars
- April 27-29** Motorsport Auto Z car West Nationals- back on Collins Ave in OC.
- May 6th** ZCSD Annual Picnic at Santee Lakes, organized by Sheri Arnoth
- September 18th To the 22nd** ZCCA National Convention in Phoenix, AZ

MORE EVENTS TO BE REVEAL AT THE GENERAL MEETING

## JANUARY RUN TO CAMPO TRAIN MUSEUM

WHEN : SATURDAY JANUARY 21,2012 AT 8:45 AM

WHERE: MEET at Carl's Jr. restaurant 2935 Jamacha Rd . Rancho San Diego. ( junction of Hwy 94) Depart : 9:00AM

ROUTE: HWY94 thru Jamul, Dulzura, Potrero, Campo and Cameron Corners.

WHAT: 10:00 AM Motor Transportation Museum of San Diego Hwy 94 east of Cameron Corners.

11:30 AM Lunch Campo Diner corner of Hwy 94 and Dewey Pl.

1:00 PM Pacific Southwest Railway Museum

Campo . Tour the museum and exhibits (\$5.00)

2:30 PM Golden State Train Ride 1 hr. round trip to border division tunnel (\$15.00 includes museum tour)

3:30 PM Depart for home

COME JOIN US FOR A GREAT SCENIC TOUR OF THE EAST COUNTY AND WONDERFUL HISTORICAL TRUCKS AND TRAINS



# PATTY'S REPORT



Vice Prez, Wally Cook opened the **General Meeting**, welcoming everyone. For change of pace everyone talked about their jobs during the introduction. The speaker was Wallace Cook Wallace Cook who talked about the importance of a proper electrical ground. The nominations were opened from the floor and hearing no new nominations the following slate was elected by acclimation:

- President	Wally Cook
- Vice President	David

Gonzalez

- Secretary	Patty Cook
- Treasurer	Michael

Montag

The officers and Chairmen gave their report including the progress of our 2014 Convention bid. The Holiday Party Menu for Seau's and the 2012 ZCSD Activity Schedule were passed out.

The **Board Meeting** was held December 20th at the Corvette Diner in Liberty Station so we could evaluate for a possible Holiday Party Site. The January and February speakers and events were discussed. Lenny and Clif updated the 2014 National Convention planning. Clif discussed the March membership drive. The rest of the meeting was devoted to discussing the Holiday Party and the need for a new venue in 2012. The next board meeting— open to all members— will be Tuesday, January 17th at 7:00 PM, Marie Callender's (6950 Alvarado Rd. I-8 Lake Murray/70th St. exit).

## ZCSD STORE



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Remaining stock**

# CLIF'S MEMBERSHIP

HAPPY NEW YEAR !!!

Welcome to the most  
Active club in San Diego

**Total Members: 119**  
Thanks for joining the most  
active Z-Club in Southern  
California



**Which Z car is the  
most popular in ZCSD?**

Z CAR	MODEL
23	240Z
4	260Z
14	280Z
11	280ZX
7	300ZX-Z31
13	300ZX-Z32
12	350Z-Z33
5	370-Z34

**JANUARY BIRTHDAYS**  
**Happy Birthday!**

Bob	Welty	01/04
Vicki	Nenner	01/17
Kim	Bradfield	01/19
Chuck	Campbell	01/29

**REMAINDER TO ALL MEMBERS MARCH IS MEMBERSHIP  
RENEWAL MONTH**

# Short note from your editor And Vice-Prez



Welcome friends to the January 2012 ZCSD Newsletter edition. Now I address all of you as your club Vice-Prez and Newsletter Editor, I have some very big shoes to fill after the great job that Wally did last year as Vice-Prez. We are lucky as an organization for having such an enthusiastic and energetic membership and hard working and dedicated Officers and Chairmen ,bringing together knowledge and experience to help make ZCSD the best club in Southern California. Want to thank all who attended the Holiday Party and despite of the unforeseen crowdedness that surrounded us we all manage to have a great time confirming what I always think of this club “is all about the people “ , rest assure we are already working hard looking for the next site to celebrate again as friends and family. Big plans for 2012 Prez Wally continue with his commitment to make us the most active Z club around: at least one guess speaker in our monthly meetings and at least one Drive/Run a month, and up to this point our event calendar is already full and we keep getting ideas and opportunities so come on out and rev your engines.

Now I want to share with you one of my vacation experiences, while sitting at my parents balcony watching my uncle get home ,suddenly realize that his rusted old Nissan (super Bee) sounded to powerful for its looks, so when I mentioned it to my brother he reply indifferently “ah yeah!!! It’s a turbo intercooler carburetor engine that he custom made” and needless to say took me two seconds to run down the hill and have my uncle pop open the hood an enlighten me. To begging this car is a **Hybrid**, of parts borrowed and custom (Nissan, Mazda, Ford) that come together to sound awesome and perform at 12 psi of boost to lurks around like a hungry shark ready to attack on any unsuspected victim on the road .When I asked my uncle ,why? He simply replied why not? So hope you enjoy the story and pictures and the ingenuity of a “Jibaro Boricua “ after all, Why Not?





# Z CARS AROUND PUERTO RICO



MY 1990 300ZX AND A LUCKY 280ZX  
RECUED FROM A JUNK YARD AND ON HIS  
WAY TO RESTORATION

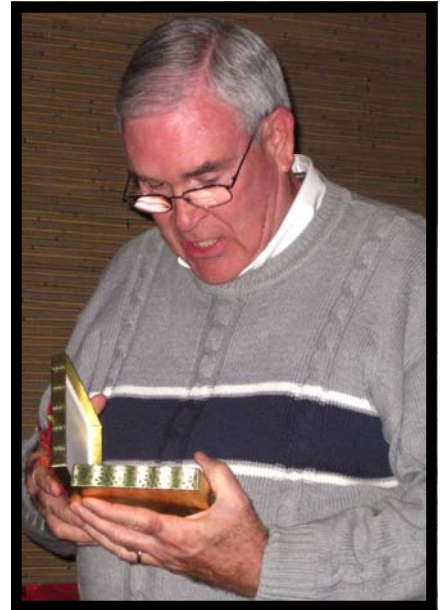
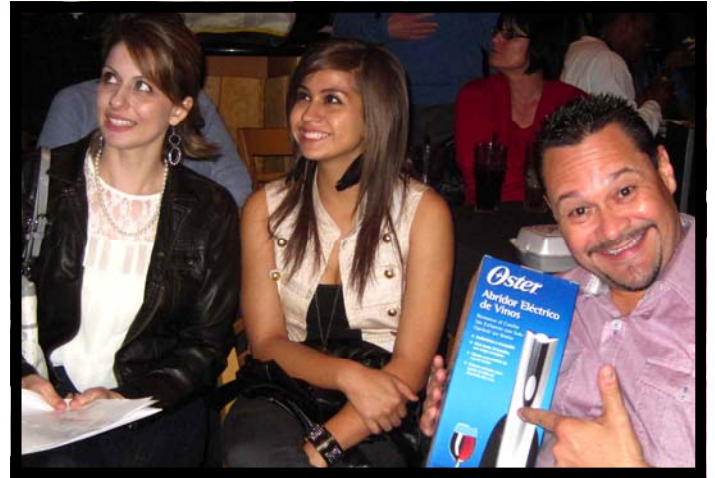


MY FR IEND WALDEMAR AND HIS BEAUTIFULL NISMO 370Z





# HOLIDAY PARTY













# WEB FINDS



ROLLES ROYCE 370 ?

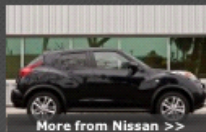


## 2013 Nissan Z - New and Future Cars

From what we've uncovered about the next-generation Z, Nissan is fully aware that this species must evolve if it intends to stay on top of the competition.

By Sam Mitani / Photo-Illustration by BestCar

February 7, 2011



One of the most popular and recognized Japanese sports cars ever is Nissan's Z car, and from what we've uncovered about the next-generation Z, Nissan is fully aware that this species must evolve if it intends to stay on top of the competition. Part of that evolution may include hybrid power as automakers are caught in the green wave of environmental responsibility that has become a priority.

Though nothing definite has been decided about the next Z, Nissan is experimenting with a number of different power options as you read this. Naturally, one approach on the table is a hybrid powertrain. If the next Z goes that way, it will most likely come in the form of the system currently in the Infiniti M Hybrid, which couples a 3.5-liter V-6 gasoline engine (known as the VQ35DE) with an electric motor. In the M Hybrid, the setup produces 360 bhp and about 450 lb.-ft. of torque, more than enough punch for a midpriced sports car. In the next-generation Z, fuel economy should be in the neighborhood of 30 mpg. There are rumors of a test mule of the Z with the M Hybrid's powertrain running around the U.S.

Another option that Nissan is strongly considering is a diesel engine. With Nissan's recently announced cooperation with Daimler, it has the option of putting one of Mercedes-Benz's BlueTEC engines under the hood. The most likely candidate would be the 3.0-liter turbodiesel that's currently in the Mercedes-Benz GL, or something a little bigger. There's also the chance that Nissan will offer the next-generation Z, which should hit dealerships in 2013, with a number of powertrain choices that include hybrid, diesel and gasoline-only versions. There's no word on what the car would cost just yet, but expect the price to increase slightly, especially if the Japanese yen stays at its current level, and the car continues to be built in Japan.

### MORE ON THIS VEHICLE

Find R&T reviews, specs, and more on this vehicle.

#### Nissan Z >>

- >> Overview
- >> Photos & 360° View
- >> Specs
- >> Prices w/Options

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### GENEVA AUTO SHOW

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2011  
Geneva  
Auto Show

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AND ACCESSORIES MARCH 3-13 2011

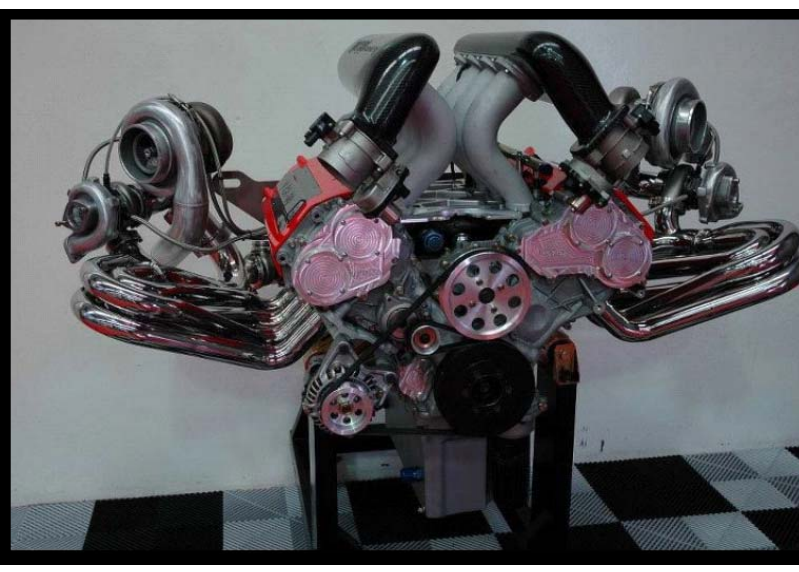
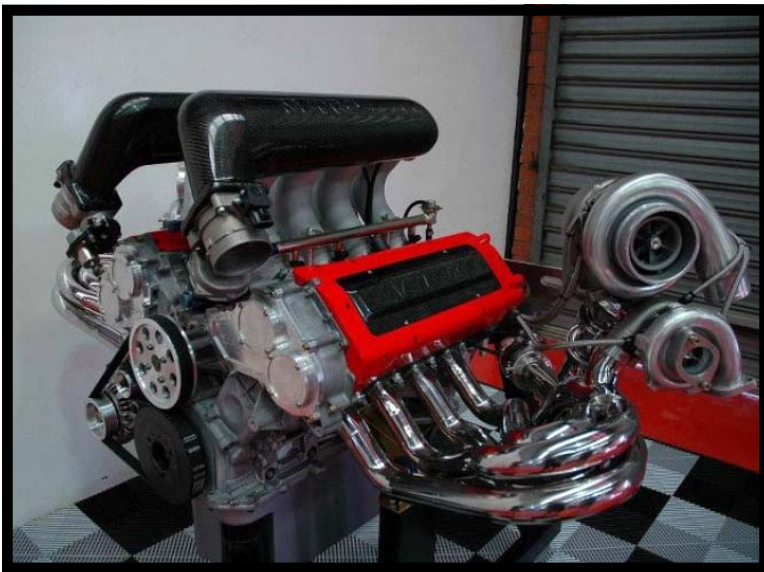
More 2011 Geneva Auto Show News, Photos and Video >>

## 2013 NISSAN Z CAR?





# ENGINES





# Tech Article: Catalytic Converters

by Larry Carley

*Tire Review, December 1996*

It's been awhile since we've covered an exhaust topic in this column, so let's look at the one item that's the most profitable to replace: the catalytic converter.

Every vehicle built for the past 20 years has one. Original equipment catalytic converters are designed to last the "life" of the vehicle. But many converters never go the distance for a variety of reasons. Some succumb to rust and corrosion. Others are "road kill" victims, damaged by pot holes or other objects. The most common causes of failure, though, are ignition or mechanical problems that cause the converter to overheat.

Converters are essentially afterburners that re-burn carbon monoxide and hydrocarbons with additional oxygen from an air pump or aspirator valve. Three-way converters also break down oxides of nitrogen (NOX) into nitrogen and oxygen. All this produces a lot of extra heat in the exhaust, which the converter can handle as long as there are "normal" amounts of these pollutants in the exhaust. But when too much unburned fuel enters the exhaust because of a misfiring spark plug, overly rich fuel mixture, a leaky exhaust valve or head gasket, the converter's operating temperature can soar causing the converter's innards to melt resulting in a partial or complete blockage.

Converters can also fail because of contamination. As a converter ages, the catalyst gets "tired" because of a gradual accumulation of contaminants on its surface. The process can be accelerated by the accumulation of phosphorus deposits from oil burning (worn valve seals, guides and/or rings), or silicone deposits from internal coolant leaks (cracked head or block, or a leaky head gasket). As the contaminants build up, HC, CO and NOX emissions begin to rise. On a late model, well-tuned engine with a properly functioning converter, HC and CO emissions should be nearly zero. So if there's a jump in emissions, it usually means its time to replace the converter.

There's no way to rejuvenate a dead converter, so replacement is the only repair option. Up to model year 1995, converters were covered by a 5 year/50,000 mile federal emissions warranty (7 years or 70,000 miles in California). In 1995, the warranty jumped to 8 years and 80,000 miles.

The EPA's rules for replacement are quite strict: you can't replace a converter until it is out of warranty and a legitimate need for replacement has been established and documented (such as a blockage, failure of an emissions test, or to replace a converter that someone removed). You must also obtain the customer's authorization for repairs in writing, keep the paperwork for six months and the old converter for 15 days. The replacement converter must be the same type as the original and installed in the same location.

How do you know if a converter needs to be replaced? An emissions test will tell you if the converter is doing anything or not. Low intake vacuum readings are a symptom of excessive backpressure which may be due to a plugged converter. A complete blockage will prevent the engine from running after it starts.

A "thunk" test on the outside of the converter with a soft rubber mallet will tell you if the catalyst inside is loose. Older GM pellet style "bedpan" converters should rattle, but monolithic converters should not. If you suspect a blockage, disconnect or remove the converter and look inside with a trouble light. If you can't see through the honeycomb, the converter is obstructed and needs to be replaced.

If you're replacing a plugged converter, it's important to remember it failed because of overheating. Replacing the converter will eliminate the restriction, but the new converter will likely suffer the same fate unless you identify and repair the problem that caused the converter to overheat in the first place. Look for things like fouled spark plugs, bad plug wires, a cylinder with low or no compression, or a computerized feedback system that stays in open loop all the time.

The oxygen sensor may need also need to be replaced. To do its job efficiently, the converter needs an air/fuel mixture that is constantly flip-flopping back and forth from rich to lean. If the O2 sensor is sluggish or dead, the fuel feedback loop will either flip-flop too slowly or remain rich all the time. Either way it will increase CO emissions and converter temperature. A bad coolant sensor that always indicates a cold engine (or an open coolant sensor circuit) will also keep the fuel system in open loop, which means a steady diet of excess fuel and poor converter performance. A thermostat that's stuck open or is too cold for the application can also cause the same sort of problem.

It's also important to check out the air pump (or aspirator valve) and related plumbing since these components provide fresh air for the converter to re-burn the pollutants in the exhaust. If the air pump isn't working, or the air isn't getting to the converter in the right amounts at the right time due to a bad diverter valve or damaged or leaky plumbing, it can reduce the converter's operating efficiency significantly.

.

## **Background Information**

### **What is a Catalytic Converter?**

A catalytic converter is a device which cleans up the exhaust gases of a vehicle. The catalyst does this by enabling certain chemical reactions to occur under the conditions within the vehicle's exhaust system. Vehicle catalysts convert poisonous gases into harmless ones by the reactions below:

CO (Carbon Monoxide) --> CO<sub>2</sub> (Carbon Dioxide)

HC (Hydrocarbons) --> H<sub>2</sub>O (Water) + CO<sub>2</sub>

NOX (Nitrogen Oxides) --> N<sub>2</sub> (Nitrogen) + O<sub>2</sub> (Oxygen)

The catalyst promotes the above reactions, which in the case of the first two involve the addition of oxygen (Oxidation), and in the case of the third reaction involves the removal/release of oxygen (Reduction). The active components of exhaust gas cleansing catalysts are usually Platinum and Rhodium, although sometimes Palladium is used instead of, or in conjunction with, Platinum.

### **How Long Have Catalytic Converters Been Used In The UK?**

Some manufacturers began fitting 'cats' as early as 1989, although they were not compulsory on new cars until 1st January 1993. This compulsory fitment was backed up by a new, more stringent, MOT emissions test applicable to all cars registered on or after 1st August 1992, and fitted with a cat

In theory a catalytic converter will last indefinitely - however....In practice catalysts have to be replaced as a result of physical damage. At the center of most catalytic converters is a ceramic core, which can become very brittle. Any sudden mechanical shock may crack the converter core - after which it will rapidly disintegrate. Incorrect functioning of other engine management systems: A faulty fuel injection or ignition system may give rise to excess unburned fuel in the exhaust system. This will ignite on contact with the hot catalyst and destroy the reactive surface. In extreme cases, the ceramic core may even melt thus restricting gas flow. This can also happen if the car is ever 'bump-started'. Often failures are only detected during routine servicing or when the vehicle is MOT tested. However a catalyst which has become blocked, due to cracking, meltdown, or obstruction with engine debris, may be hard to detect. Warning signs include poor performance and increased fuel consumption - which may justify replacement of the cat even if the vehicle is still meeting the necessary emission standards.

### **Looking After Your Cat**

To maximize the lifespan of your catalytic converter you should:

Never use leaded petrol or fuel additives containing lead.

Have your car properly serviced in accordance with the manufacturer's instructions.

Never bump-start your car (use of jump-leads is acceptable).

Avoid bumping the exhaust on rough ground, curbs etc. The cat may even be damaged if you reverse into a wall and the shock is transmitted through the exhaust system.

Investigate and correct any rough running of your car without delay.

It is however inevitable that failures will occur over time.

Hope you enjoyed this tech article it was taken from our web page. I will be bringing some of the articles into the news letter from time to time to refresh and circulate the information, also fell free to send me your own articles or any topic that you will be interested and I will research it for you and share it the rest of the membership.

Also we have some new sponsors that join us in the newsletter that had contribute with their time and expertise as speakers, Roger Daniels Brakes and Alignment, Summit Transmissions and US Wheels.



Please show your valid Z Club of San Diego membership card to receive your Z Club discount.



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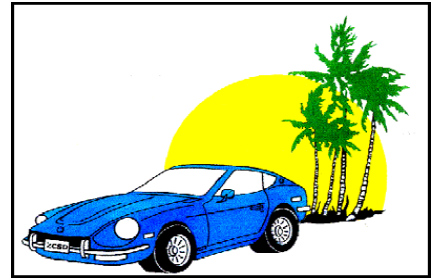




# Z-Club of San Diego Membership Form

Please fill out the requested information below and return this form with a check payable to:

Z-Club of San Diego P.O. Box 710886  
Santee CA 92072



One Year Membership \$36.00 \_\_\_\_\_

First Name		Last Name		Nick Name	Birth Date
Address			Member Type	SO Name	SO Birth Date
City	State	Zip Code	E- Mail Address		Home Phone
Car #1 Year/Model/Color		Car #2 Year/Model/Color		Car #3 Year/Model/Color	

## Waiver and Release from Liability

***This form limits Z Club of San Diego's liability. Please read it thoroughly and sign below.***

***As a Member of the Z Club of San Diego (ZCSD), I am solely responsible for any damage or injury to third parties, or myself resulting from anything connected with ZCSD Events/Activities. I agree to fully indemnify and hold ZCSD, its officers and representatives harmless for or in any claim, loss, damage, injury or liability that may be asserted against them by me or by any third party as a result of my activity. The foregoing covenants of exculpation and indemnity are intended to be and are complete, general and without restriction and include but are not limited to negligence (active or passive) or willful, reckless or wanton activity. I further agree that my car will be operated by a licensed driver and that the driver will comply with all applicable provisions of the California Vehicle Code. I further warrant that I carry automobile liability insurance on the vehicle, meeting or exceeding all California statutory requirements and that this insurance will be in force and effect for all ZCSD Events/Activities in which I participate. I will not participate in any Event/Activity under the influence of any alcoholic beverages or other drug or drugs that would impair my ability to perform at ZCSD Events/Activities. This release will be active for all ZCSD Events/Activities in which I participate.***

Member

Spouse (Significant Other)

Date