

Z Club of San Diego

JUNE 2018 Vol.27 No. 06

Est. 1991

Yahoo Group: <http://autos.groups.yahoo.com/group/zcsd/>
Facebook: group and page "Z Club San Diego" (ZCSD)



Serving the
County of San Diego

**NEXT GENERAL MEETING IS JUNE 5th at Denny's
Restaurant in the Clairemont Square Shopping Center (see page 2)**



SEIZ THE PREZ



ZCSD OFFICERS

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This past month, May was a bit quiet for the Z club. Out event on the 26th got cancelled by the SCCA and re-scheduled to June 9th. So that is when we will be running our autocross. If you haven't already signed up, it's probably too late. However, you can still come out and cheer on the club participants and see what all the fuss is about. We will be supplying a free lunch of pizza to all club members that show up. The event is in the Qualcomm parking lot and starts at 9 am.

This month we also have our annual ZCSD picnic on Sunday the 24th. It will be at San Dieguito Park picnic area #5 and starts at 10 am.

There will also be a show and shine contest with prizes so polish up your Z.

Hot dogs and hamburgers will be provided by the club, plus bottled

water. If you would like to bring a dish to share, please do. This is

always a fun event with a great turnout, games like bocce ball, croquet,

Frisbee, etc. So plan on spending the day with your Z club friends and make some new ones.

We have our outdoor meeting and pizza party coming in July and we are bringing back our drive in movie night at Santee Drive in on July 28th. More info to follow. Don't miss our meetings where we discuss these and many other things at Denny's on the first Tuesday of each month.

Z you on the road,

Donn

Established in 1991 by the owner of Z-Whizz.

The Z Car CLUB OF SAN DIEGO is a group of Datsun and Nissan Z enthusiasts and a Charter Member of the National Z Car Club Association.

Purpose: The Club is organized as a California Nonprofit Mutual Benefit Corporation formed to: 1) Provide its members with access to knowledge about their Z Cars;

2) Provide a forum for members and other interested parties;

3) Exchange Z Car information;

4) Organize events and activities for members which enhance their enjoyment of Z car ownership.

Persons interested in becoming a Member should fill out the Membership Form located on the last page of this Newsletter.

Monthly Meetings are held the first Tuesday of each month with dinner at 6 PM and meeting starting at 7 PM. See below for driving directions.

Contact an Officer: See the list of Officers on the left side of this Newsletter. Any Officer will respond to your Email.

Club Mailing Address:

Z Club of San Diego

P.O. Box 710886

Santee, CA 92072

WEB Site: www.zcsd.org

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

Chuck's Membership

Birthdays		
SO Name	Last Name	SO Birth Date
Marty	Peters	06/01
Walt	Bradfield	06/02
Dan	Williams	06/03
Glenn	Zuiderweg	06/10
Mark	Commins	06/18
Brian	Alexander	06/19
Tom	Branch	06/21

Cars Count	
ZCars	Model
27	240Z
4	260Z
10	280Z
13	280ZX
10	300ZX - Z31
10	300ZX - Z32
12	350Z - Z33
7	370Z - Z34



If you haven't sent in your membership dues in, please do. Welcome back Cliff Yaussi from successful knee replacement at our June meeting.

Inland Valley Z car club meets on the 2nd Tuesday of the month. They have changed locations due to available parking in Old Town Temecula. The new location is Denny's at 25365 Madison Ave. Murrieta, Ca 92562 which is across the street from Walmart on Temecula Pkwy or highway 79. Meeting at 7pm.



May 2018 ZCSD General Meeting



Auto Cross sign up for June 9

The Auto Cross for May 29th was cancelled, so we are doing it on Saturday June 9th instead. For those of you that want to participate, you must sign up now or there will not be a spot for you. Here is the link;

<http://sdrsc.ca.com/solo-schedule/>

If you wish to come out and cheer on your fellow club members, please do. It will be a fun day for all. We will have free pizza for lunch for all club members that show up.

Look for the ZCSD Shade tent in the QUALCOMM parking lot.

Z you there!!

ps. bring some sun screen and a hat.

and thanks for making the Z Club of San Diego

The Most Active Z Club In Southern California!

2018 Events Calendar

January 20 - Midway Museum with lunch at Hodad's Burgers

February 10 -Ruben H Fleet Movie, lunch at Bronx Pizza

February 16-19- Mr. K's Run

March 11-14 -Bottom Busters

March 24 - Nethercutt Museum

April 14 – Borrego Springs

June 9– Autocross and Pizza Party

June 24- ZCSD 27th Anniversary Picnic at San Dieguito Park

July 03- De Anza Cove General Meeting and Pizza Party

July 28 - Drive inn Movie and Brewery, Santee

August 11- Idyllwild Drive

September 15- Steam Engine Museum

October 16- ZCON

October 27- Dyno Day

November 3- Winery Run at Ramona Wineries

December 8 – Christmas Party 2018

ZCSD General Meetings are held the FIRST TUESDAY of every month

FEATURE: FIVE DECADES OF Z CARS

The Nissan Z-car has been part of our world for decades. With so many options, which one do you choose?



legendary **LINEUP**

We Drive Five Decades' Worth of Nissan's Iconic Z-Car

story and photos by david s. wallens

Grassroots Motorsports **48**

Wanted to thank Clif Yaussi for bringing to our attention this awesome article about our beloved Z cars from Grassroots Motorsports, credit to David S. Wallens for the photos and story, they did a fantastic job summarizing the history of the Z car. I will publish the rest of the story in the next Newsletter

240Z 1970-'73



The Z-car story starts with the 240Z. The first. The most pure. Thin bumpers. Plenty of performance from that 150-horsepower inline-six. The basics would form the recipe for years to come: long hood, lift-back rear, six cylinders, and three displays right in the center of the dash. They got it nearly perfect right out of the gate.

The 240Z's big change came for 1973: The original SU carburetors were replaced with some emissions-friendly Hitachis. Performance took a slight hit and, as a result, today those earlier cars are the ones that everyone wants.

Prices and Values: Hagerty says that a No. 2-condition 1970 Datsun 240Z—call that an example that's excellent, but not quite the best in the world—is worth about \$35,000. Prices bumped up in 2015, but have been flat since. Think you found a totally mint one? The classic car insurer says that it's worth closer to \$60,000 these days.

This Car Here: Let's hop in our time machine and jet forward a few years. In 1996, Nissan wasn't selling too many Z-cars here in the States, so they dropped the model—their flagship model, of all things. To fill the gap and retain a halo offering in the quiver, Nissan USA President Bob Thomas had a dream: Nissan would sell restored examples of the original 240Z, aiming to rebuild 10 per month. Each would be backed by a one-year, 12,000-mile warranty.

Long story short, between delays and a little something called reality, the project

didn't pan out as expected and only 38 cars were delivered. This 1971 model is one of those restored Datsuns.

Behind the Wheel: The driving experience alone is worth the price of admission. Nissan hit a homerun first time at bat. Without any revisions or updates, the 240Z offers everything you could desire: a comfortable ride, great steering and perfect pedal placement. It's not going to run down today's supercars, but for its day performance is spot-on. It's quick, willing and ready to deliver.

The gearbox might only offer four forward speeds, but the action is nearly perfect. Today we use the Miata's gearbox as a benchmark, but, really, we should be comparing everything to the original 240Z.



260Z AND 280Z

1974 (260Z) • 1975-'78 (280Z)



Things on the American automotive landscape drastically changed for 1974, with bigger bumpers and cleaner, more efficient engines becoming the new norm. Performance, as expected, took a major hit.

Datsun responded with the 260Z. As the name suggests, engine displacement was upped to 2.6 liters. The compression ratio was lowered, though, and horsepower fell as well—down to 140 on U.S.-spec cars.

The Z-car lineup was also expanded with the addition of the 2+2 model. A teeny-tiny back seat meant that technically four souls could enjoy the 260Z, provided that at least two of them were rather small.

The 260Z would be a one-year-only model, with the 280Z arriving for 1975. Its big upgrade: Bosch fuel injection feeding a 2.8-liter engine. This bumped the horsepower rating to 149, but new mandated bumpers added weight to both ends of the car.

Prices and Values: The collector market doesn't place the 260Z on the same plane as the 240Z, with Hagerty saying that an excellent one is worth about \$15,000; deduct a few grand for one of the slightly awkward looking 2+2 cars. The 280Z is more desirable than the 260Z, with an excellent one worth almost \$20,000.

This Car Here: Among Nissan fans, Yutaka Katayama needs no introduction. After 24 years in Nissan's home office, in 1959 he was dispatched to the U.S. on an exploratory mission of sorts. He planted the company's flag and was soon named presi-

dent of Nissan's U.S. operations—which carried the Datsun name. Mr. K's tenure in the States would run through 1977, and during that time Nissan grew into a major force. Two of the brand's biggest early successes, the Z-car and 510, can both be traced back to his desk.

This 260Z 2+2, fitted with the optional sunroof plus available three-speed automatic transmission, was Mr. K's personal car. It's easily spotted as an early 260Z, as the later ones adopted the bigger bumpers also seen on the 280Z.

Behind the Wheel: Where the original Z feels crisp and sharp, the 260Z, especially with the automatic box and extra length, feels kinda lazy. The ride is comfy, but much muted compared to the earlier car. The automatic box actually isn't that bad, and when placed in context—this car was owned by a Z-loving enthusiast who faced L.A. traffic—it makes some sense.



280ZX 1979-'83



The Z-car got a reboot for 1978. Yes, it still looked like a Z and followed the same story arc, but up close it was a new animal. And that animal loved disco, as interior options included a sea of velour upholstery punctuated with the latest high-tech gadgets.

T-tops, a popular option, made this an open-air affair. Two-tone paint jobs let everyone know that the party had arrived. In short, the 280ZX reflected the times: more emphasis on looking sporty than being sporty.

The Z got a new name, too: 280ZX. The brand itself also got a new moniker, with Nissan starting to phase out the Datsun name in 1981. Nissan, the parent company, would become the brand name as well.

Think of the 280ZX as a fleshed-out version of the original. The body lines were crisper. Nissan flared in the bumpers. The 2+2 version looked natural this time around.

Engine displacement remained 2.8 liters, but by now that block was covered in a net of hoses, lines and cables. Power was down to 135 horsepower, but remember that this is when a base Corvette made do with just 185.

One bright spot: A five-speed transmission, an option on the 280Z since 1977, became standard. Wait, let's make that two bright spots: Nissan started offering a turbocharged 280ZX starting in 1981, bumping engine output to 180 horsepower.

Prices and Values: Hagerty says that an excellent 280ZX is worth somewhere in the low teens. Add a few grand for the turbo version.

This Car Here: To celebrate the Z-car's first big birthday, Nissan sent over 3000

copies of the 10th Anniversary 280ZX for the 1980 model year. In addition to the requisite badges and stickers, all received leather seats, automatic temperature control, T-tops and two-tone paint—2500 wore black over gold, with 500 receiving black and red. We drove the very car that Nissan used for all of that model's publicity shoots, and it's bone-stock, down to the original, 38-year-old Goodyear Wingfoot tires.

Behind the Wheel: It's like a 240Z, but softer and cushier. The injected 2.8-liter engine revs smoothly, but delivers only decent, lazy power. The power steering makes the 280ZX easier to park, though, and the five-speed transmission is a welcome addition in today's world.

The interior also recalls the original Z-car, but now there are even more buttons, knobs and switches. We wouldn't call this a 240Z replacement, but it perfectly captures a time when sportiness took precedent over lap times.



New Club's Merchandise



Thanks to Jeff Smith from Tailored Customs for the Club's New Merchandise

ZCSD STORE

We still have some club and ZCON 2014 merchandize!!!!
Posters , beach bags T-Shirts and Polo Shirts.

Contact: SHERI ARNOTH
sherinlenny@cox.net



VINTAGE CLUB SHIRTS \$10.00
(1 limited size)



CLUB SHIRTS AND HATS ARE IN \$15.00



VINTAGE CLUB PINS \$5.00 each



NEW CLUB PINS \$5.00 each



Z Club of San Diego

Membership Form



Active Full Member Renewal \$36.00 _____

Military/Student Full Membership \$21.00 _____

Associate Member Renewal \$21.00 _____

Membership renewals are due in March. Please, return this form along with your payment.

Indicate level of membership, sign and return this form with check payable to:

Z Club of San Diego
P.O. Box 710886
Santee, CA 92072-0886

*Thank you,
Clif Yaussi
Membership Coordinator*

Member Number	Membership Type

Please update as needed.

First Name		Last Name		Nick Name		Birth Date MM/DD	
SO First Name		SO Last Name		SO Nick Name		SO Birth Date MM/DD	
Street Address			City		State Zip Code		Phone
E-Mail Address				SO Email Address			
Z Car #1 Year/Model/Color			Z Car #2 Year/Model/Color			Z Car #3 Year/Model/Color	

Waiver and Release from Liability

This form limits Z Club of San Diego's liability. 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 which 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 _____

