

Z Club of San Diego

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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 JULY 3rd at Denny's
Restaurant in the Clairemont Square Shopping Center (see page 2)**



SEIZ THE PREZ



ZCSD OFFICERS

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Happy 4th of July

Can you believe that the year is half over?! Time flies when you're having fun. We had a fun day auto-crossing on June 9th this past month. We had our best turn out ever at our annual ZCSD picnic at San Dieguito Park this past June 24th. Almost 50 people and about 15 Z cars made it a fun filled day. Some very nice cars showed up.

So this July meeting is our now famous Pizza Party on the Bay on the 3rd. It will be at De Anza Cove at the further most part of the park by the golf course. On the grass so you won't be far from your z car, and plenty of pizza for everyone. The meeting starts a little bit earlier at 6:30, and we will have a guest speaker. Don't be late.

We are also bringing back our drive-in movie night on the 28th. For more info, come to the meeting or look for an email blast later in the month.

We will be doing our drive to Idyllwild on August 11th. The Triumph club is planning on joining us, hope they can keep up!

That's about it for now, let's make this a great summer of fun! If you won an award at the picnic, make sure you come to the meeting to pick it up.

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
David	Gonzalez	07/03
Greg	Day	07/13
Donn	Austin	07/14
Howard	Nissgnoff	07/15
Kenny	Ueda	07/16
TK	Kisiel	07/21

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



The clubs picnic at San Dieguito park was great. Saw some new faces that attended with great weather. Hope to see everyone at De Anza cove for our outdoor meeting at 6.30 pm. Pizza will be served by the club.

Z ya there Chuck



June 2018 ZCSD General Meeting



Summer is here get your Z car ready for action



Great turn out and beautiful Z cars display in the parking lot



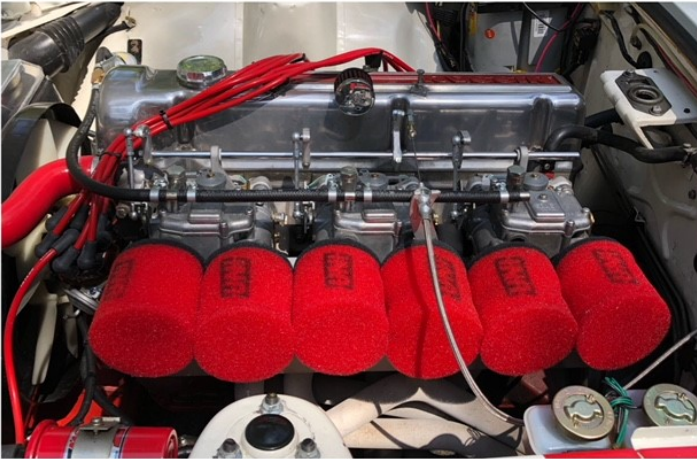
We had a great video presentation on the BRE Racing History



Great attendance, nice to see so many Z car enthusiast gather together!!! We had a show and tell by Lenny Arnoth on a rust removal product called "EVAPO-RUST"



28th ZCSD Anniversary Picnic



ZCSD 28th Anniversary Picnic was a great event thanks to all that attended. We had plenty of food , games and Z car stories. San Dieguito Park is the perfect spot for this awesome summer days ahead of us.



We had a good sample of z car models and food on the grill from hotdogs, burgers, brats and yes veggie burgers too



ZCCIV was represented by their President ,Rob Calderhead and his lovely wife. We also had a nice Austin Healey.



Great turn out and awesome 28 years of z car club stories and friendship. We are and extended family.

ZCSD Car Show Award Winners



Congratulations to all that participated in our 28th ZCSD Anniversary Car Show, specially to the winners. Thanks to Sheri Arnoth for organizing and hosting as MC .

ZCSD Car Show Winners



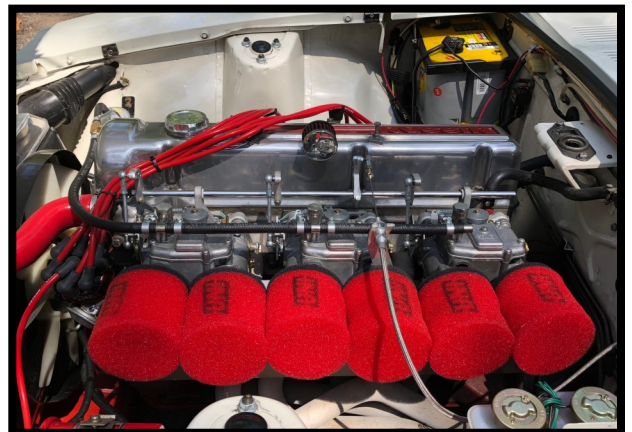
There were many beautiful cars present, but these are the people's choice

Michael Ryan AKA Mr.S30 Life: Best of Show and Best Engine Bay

Neal Thompson: Best Interior, this is the Z car built by Danny and his crew in the television show, Counting Cars

Dave Platt: Best Paint

Rob Calderhead: Best License plate "REV ZEE"



ZCSD Autocross



ZCSD Auto cross Day , a group of our member participate in autocross at the formerly known as The Q Stadium .

Patty Cook races her Jaguar and is a current champion on her category, Dennis Darnall had his 280Z and Clif Yaussi his 300ZX "Roadster". Our Prez had his trustworthy Pick up and I brought my 350Z for moral support.

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

July 3rd Meeting and Pizza Party

Don't miss our July outdoor meeting and pizza party on Mission Bay!! This is always a fun meeting and we get a great turnout because who doesn't like free PIZZA. This year it's the night before July 4th so it's even better. So come on out and share a slice with your Z car friends. We should have a guest speaker from SAE Motorsports this month. We will meet at De Anza Cove, on the grass. It's on the far north end of mission bay by the golf course. There is a nice big parking lot to protect your Z car and you can keep an eye on it because it's only a few feet away. The meeting will start a little bit earlier, 6:30 PM. We will also be talking about our up coming events and will have some raffle items. It should be a nice evening. Come out and see your old friends and make some new ones! And thanks for making this the most active Z Club in the western US.!!

Z you there!!

300ZX 1984-'89



After more than a dozen years of evolution, the Z would be all-new for 1984. Where the 280ZX was an evolution of a 1960s design, this new car started with a fresh sheet of paper.

The look was fully contemporary. The sugar scoop headlights were long gone, replaced by rectangular units hidden behind articulated covers—well, half covers, technically. The bodywork became even more chiseled, dominated by a flat, wide hood.

And beneath that hood was a 3.0-liter V6 engine. This was groundbreaking news from Japan. In base form that V6 delivered 160 horsepower; the turbocharged model initially produced 200 horsepower, with that figure eventually bumped up to 227.

That 3.0-liter engine, of course, warranted a new name: the 300ZX. Like its predecessors, the 300ZX was again available as a two-seater or a 2+2.

The 300ZX weighed a touch more than the 280ZX, but more power and a better suspension kept performance near the top of the heap. *Car and Driver's* initial review praised the performance, but was less kind to the overall package. "The emperor has no clothes," Don Sherman wrote, "and the ZX Turbo lacks a pretty face."

Prices and Values: The newest Z-car listed in the Hagerty price guide is the 1984 model. They say that an excellent base car is worth right at \$10,000; add another two grand for the Turbo.

This Car Here: For the 1984 model year Nissan celebrated another corporate mile-

stone with their 300ZX 50th Anniversary Edition; this one received all of the available extras, from the turbo engine and electronically controlled dampers to mirrored T-tops, digital dash display and leather seats. The Anniversary Edition also sported flared fenders, two-tone black and silver paint, and all of the obligatory badges. A few more than 5000 copies were produced and, of course, Nissan has one of these cars in their collection. To date it has only covered a tick more than 11,000 miles.

Behind the Wheel: Call this one of the biggest surprises of the day. While largely ignored by our world, the 300ZX still feels like a Z-car. Thin A-pillars don't obscure the view, while handling and acceleration easily feel on par with the first model. The touch of turbo whine is a welcome addition. This is a very lovable neo-classic that still delivers the Z-car experience.



300ZX 1990-'96



The Z again got a redo, and Nissan hit this one out of the park. Dennis Simanaitis's *Road & Track* review started with the highest of praises: "I've just driven one of the best sports cars in the world."

The new 300ZX's sheetmetal could have come from Italy, while the suspension made no excuses—double wishbones up front paired with a four-link rear setup and meaty tires all around. The new 300ZX still relied upon a 3.0-liter V6, but it now featured twin overhead cams along with 24 valves. The non-turbo version produced 222 horsepower. But wait, there was more: a twin-turbo 300ZX to the tune of an even 300 horsepower.

Starting price for all of this goodness? About \$30,000 at launch. In today's dollars, that's about \$56,000—nearly twice the starting price of a new 370Z. But as the '90s got rolling, Nissan was simply on fire as the much-heralded Z shared showroom space with the 240SX, Sentra SE-R, Maxima SE and NX2000. Convertibles had joined both the 300ZX and 240SX model lines. In short, Nissan offered a performance car for seemingly every taste and budget, while on track their IMSA programs were dominating.

But there was trouble brewing ahead. The dollar-to-yen ratio was tipping against Japan, and in 1995 you'd pay at least \$41,000 for a new Z. Consumers had also become more interested in SUVs and the like. Nissan sold nearly 75,000 Z-cars in 1984, and a decade later that figure had fallen to fewer than 5000. While production of the 300ZX continued through 2000, U.S. imports ceased after 1996. Nissan marked the moment by importing 300 Commemorative Edition cars. The end of the 300ZX was just part of Nissan's problems, as the company had simply stopped turning cars into piles of cash.

Prices and Values: Bring a Trailer shows standard-issue turbo and non-turbo cars fetching less than \$10,000, with a 1996 Twin Turbo Commemorative Edition recently bringing in \$15,000. Last September another Commemorative Edition, this one sporting just 528 miles, sold for a whopping \$90,100 on eBay.

This Car Here: Nissan's private stash includes a Commemorative Edition car as well, and the odometer shows just 790 miles on the clock. The trip odometer displays 788.8 miles, and we resisted the temptation to reset it.

Behind the Wheel: Low side windowsills and lots of glass make this one feel smaller than you'd think, while the turbo engine is torquey and flexible. The gearbox is nearly perfect. The ride felt a little stiff, but we're going to blame that on the 20-plus-year-old tires.



FEATURE: FIVE DECADES OF Z CARS

350Z 2003-'08



At the 1999 New York auto show the news was made official: Nissan was bringing back the Z. Renault had righted the manufacturer with an infusion of cash, and after some long, dark days things were looking positive for Nissan.

The 1998 Volkswagen New Beetle ushered in a new era of retro styling, which the reintroduced Z fully mastered. Its new shape recalled the original 240Z, yet was modern at the same time. Call it an homage more than a gimmick. The interior also recalled past Z-cars, down to those auxiliary gauges propped on top of the dash. Power came from a 3.5-liter V6 that produced 287 naturally aspirated horsepower.

The 300ZX had priced itself out of the market, so the new car harkened back to the original 240Z with an MSRP starting at \$26,800. The base car was rather stripped, but optional packages added things like a limited-slip differential, bigger wheels and even Brembo brakes.

Buyers responded favorably, with Nissan selling nearly 40,000 units during the 350Z's first 12 months in the showroom. A convertible joined the lineup in the summer of 2003, further expanding the car's appeal.

We compared the 350Z to the 240Z in our May 2004 issue. While the 350Z offered superior performance, it didn't capture all of the charm. "Side by side, the oldest and newest Z cars illustrate the advances that have been made in the past few decades," we said, "but the 240Z still gets our vote as a superior package, taken in the context of when it was created."

Prices and Values: Right now we're seeing 350Z prices starting around \$5000, with the late Nismo cars topping out just north of \$20,000.

This Car Here: Nissan's VQ35HR engine, dubbed the High Rev, became standard for 2007, bumping the 350Z's output to 306 horsepower. Solar Orange was also added to the options that year. If the Nissan collection is going to contain one 350Z, might as well be a Solar Orange 2007 model, with this one originally doing duty in the manufacturer's press fleet.

Behind the Wheel: While the 350Z felt totally new and modern to us more than a decade-plus ago, today it almost has a retro feel. We're going to credit some of that to the thin steering wheel rim: Where most everything today has a thick, meaty rim, the 350Z's almost feels like a '90s car in comparison. And we're not complaining.

Performance is still on par for today, and the gearbox still feels like a benchmark. Pedals and seats are right where you want them. If there's a blemish, while the A-pillars are nice and thin, over-the-shoulder visibility could be better; and that rear tie bar sucks up way too much trunk space.



370Z 2009-'18



The back-from-the-dead 350Z wasn't a brief flicker of reanimation: Nissan followed up with the 370Z for 2009. Engine displacement was upped once again, with the 3.7-liter V6 making 332 horsepower. The body also evolved with the times: lower, wider and just meaner. The look to the past was replaced with a stare into the future.

And after 10 model years, we're still sitting in the exact same place. Aside from some minor changes here and there, plus a very mild facelift delivered for 2013, the 370Z has carried on unchanged for a solid decade. It continues to be offered in both coupe and convertible guises.

Nissan hasn't tipped its hand about the Z-car's future, but its U.S. sales numbers do tell a story. Nissan sold 7391 units during the 2015 calendar year; the following 12 months, that figure dropped to 5913. Through the fall of 2017, Nissan shows 370Z sales down nearly 25 percent. (To put things into comparison, the Rogue is Nissan's best seller in the States, with sales climbing to more than 30,000 units sold this past October alone.)

Prices and Values: A brand-new 370Z coupe starts out at \$29,990—a mere \$60 increase since the model's 2009 release—with the higher-output Nismo version covering the top end of the lineup at \$46,690. Ten years of unchanged production means that earlier cars can be deals, with prices starting in the low teens.

This Car Here: We sampled a new 370Z Heritage Edition in Chicane Yellow. The \$790 Heritage Package

basically adds the '70s-tastic graphics along with some yellow interior accents and gloss black exterior mirrors. Like every other 2018 Nissan 370Z with a manual transmission, an Exedy clutch now is fitted as standard equipment.

Behind the Wheel: The 370Z basically transports the 350Z into modern times. The steering wheel is thick and contoured, the Exedy clutch offers smoother articulation, and the seats feature even deeper bolstering. While the 370Z's spec box lists more power, around town both cars are still plenty quick.

Those side sills have crept up a bit, though. Add in even less over-the-shoulder visibility, and the 370Z can offer a cocoon-like feel. On track, you learn who to trust; in downtown traffic, the result can be a little stressful.



PICKING A WINNER

After driving seven cars you'd think that it would be tough to pick a winner, but the star of the day was clearly the 240Z. It's the first, it's the most pure, and it's the one that will always serve as the genre's benchmark. The driving experience perfectly captures everything we love about the best sports cars of the day.

Thanks to all of its attributes, the 240Z has basically become the Converse All Star of the automotive world: Like the iconic canvas basketball shoe, you can take a 240Z anywhere. It's still a staple at all kinds of motorsports events, works well at a car show, and makes a fine get-away vehicle. Add a five-speed transmission from a later Z, and it can easily gobble up the highway miles.

Not interested in that vintage charm—meaning that you want a daily featuring air-conditioning and modern rustproofing measures? Then we're going to recommend a 350Z or 370Z. An earlier 350Z, especially one that you can find for \$7000 or so, seems like a lot of performance packed into a usable package.

And we have two honorable mentions, with the vintage sleeper pick going to the original 300ZX. Ignore its reputation as a boulevard cruiser for a moment, as even our own testing back in the day showed the 300ZX to nearly equal the 240Z on track. The 300ZX still delivers that vintage Z-car experience, yet does so with a dash of '80s style.

Another one to watch is the second-generation 300ZX. Japan offered three iconic supercar darlings during the '90s: the Mazda RX-7, Toyota Supra and Nissan 300ZX. Supras have always commanded a premium, while the RX-7 has proved to be a bit delicate. If you're looking to relive those glory years, the sometimes overlooked 300ZX might be the logical pick.

We did learn one big thing from this exercise: No matter what the future holds for the Z, at least time has given us nearly half a century of favorites.



DON'T TAKE OUR WORD FOR IT: PETER BROCK, STILL CHAMPIONING THE 240Z

After his success with Shelby and General Motors, designer Peter Brock needed a gig for 1968. His new partner would be Yutaka Katayama, head of Datsun's fledgling American effort.

Brock put John Morton and Frank Monise behind the wheels of Datsun 2000 roadsters for the 1968 and 1969 seasons, nabbing an SCCA national title in their second attempt. For the 1970 SCCA American Road Race of Champions, Brock Racing Enterprises campaigned the just-released 240Z. Morton drove his to the checker.

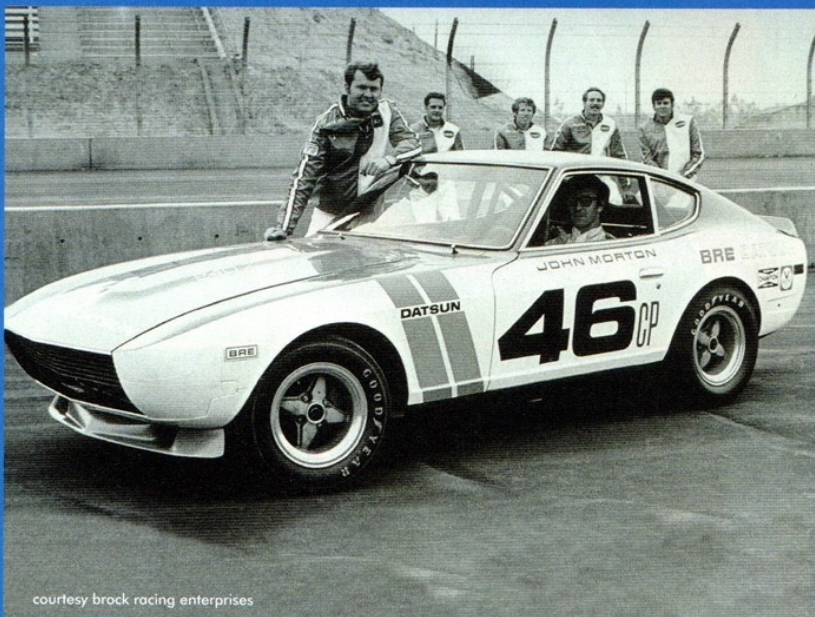
Why is the 240Z still so endearing? We posed that question to Brock himself.

First, the 240Z has the keys to any great design: stance, proportion and tasteful restrained lines. It's one of the best of its era. Second, it was designed—unlike the Toyota 2000GT—specifically for the physical proportions of the European and American demographic. Third, the price was incomparable to anything from Europe. How could it not fail to appeal to anyone who had the desire to own a fine piece of automotive art?

And fourth: management. Mr. Katayama understood what a good performance image could do in adding credibility to an unknown brand. Our BRE Datsun triumphed over Porsche and Triumph in a market they had owned for years, and gave Japanese cars the respect they'd never had previously.

What's interesting to me, as a designer, is the very strange tendency for Japanese management to keep replacing the winning combination in their design studios with younger, inexperienced talent. I see it over and over: a good, well proven, strong-selling design gets destroyed by young, unvetted talent trying to "improve" something that is already timeless.

As a comparison, look how long Porsche keeps a good design and works on making it a better product as opposed to retaining the same engineering and clothing it in a new skin simply to be different from last year's model. You've seen how 356s lasted forever and are still revered, while the newer 911 keeps getting better in spite of government/bureaucratic regulations—both European and American—that run counter to esthetic excellence.—Peter Brock



courtesy brock racing enterprises

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 _____