

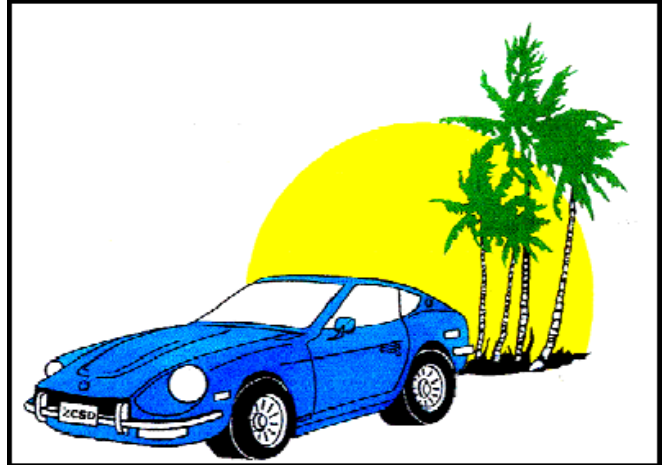
Z Club of San Diego

September Vol. 21 No. 9

Est. 1991

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

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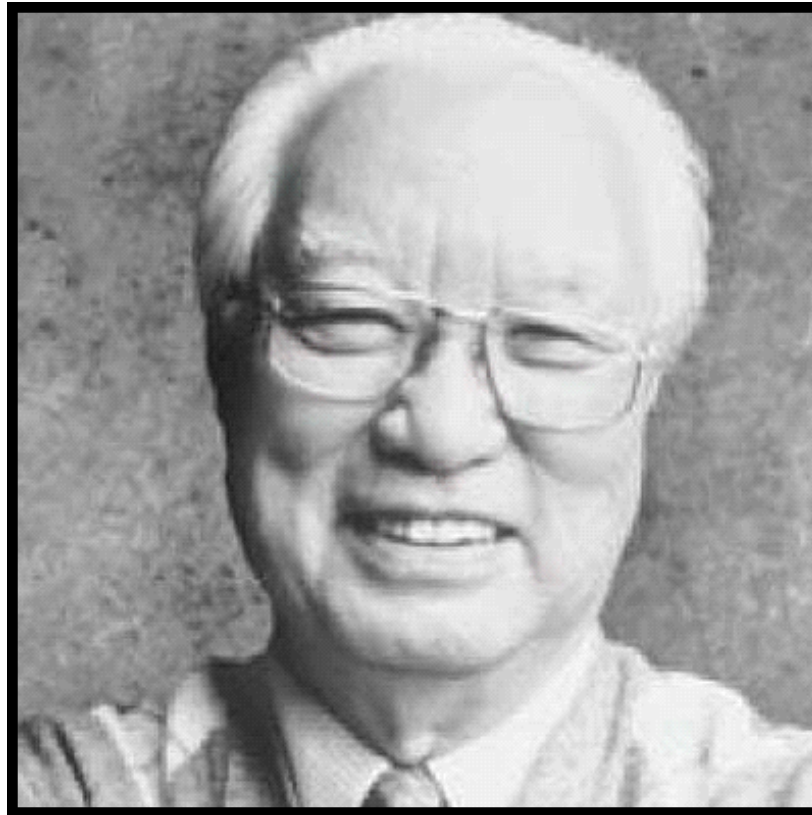


**NEXT GENERAL MEETING IS SEPTEMBER 4TH AT DENNY'S
in the Clairemont Square Shopping Center (See Page 2)**



Olympic Gimmick Rally

HAPPY BIRTHDAY MR. K



THE "Z" TARGETED THE AUTOMOBILE CAPITAL OF THE WORLD, AMERICA. THIS PHOTO SHOWS THE PROJECT MEMBERS WHO FLEW TO NORTH AMERICA FOR THE 1969 TEST-DRIVE OF THE EXPERIMENTAL VEHICLE.

SEZ THE PREZ



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Convention Chairman

Lenny Arnoth

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August was another great month starting with our general meeting where we had a guest speaker Charles Park from Powertrix show high performance suspension parts which he designs, manufactures, and sells. After the meeting, there was a quick Board meeting to finalize details for our new Newsletter displays that will be placed at Nissan dealers and shops. We have a Gimmick Rally that was real fun, a great drive with just a few gimmicks and about 7 questions, and trophies. Michele Ruppert won 1st place with Clif Yaussi as navigator, and David Gonzalez won 2nd place. This was a great drive over back country roads and a beautiful day, with lunch at the Money Pit where trophies were presented.

September will start with a general meeting with a guest speaker on the 4th. Then Clif Yaussi has set up a caravan to Phoenix for the National Convention starting on the 18th. Then on the 22nd in the Coronado Speed Festival with Mic Halbert as coordinator.

This is your club with great members and events. Come on out and have fun with the rest of us.

Wally Cook-Prez



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

ZCSD EVENTS

2012

September 15th Japanese Classic Car Show at Queen Mary in Long Beach

September 23rd Coronado Speed Festival– Mic , organizer

September 18th ZCSD's Caravan to Phoenix-Clif , organizer

September 18th ZCCA National Convention in Phoenix, AZ—
Desert Z, organizer
to the 22nd

October 7th ZCSD's Oktoberfest and Beer and Tasting –
Sheri, organizer

November 11th ZCSD's Winery Cruz—Sheri , organizer

November TBA Empire Z's Annual Car Show.

December 8th ZCSD's Annual Holiday Party-Sheri, organizer

Your Board in Action



Prez Wally Cook opened the **General Meeting**, welcoming everyone and asked the attendees to introduce themselves and say what was their first car before owning a Zcar. David introduced the guest speaker ,Mr. Charles Park from Powertrix. They specialize in performance parts for Nissan Z and Infiniti G cars. Charles brought some suspension parts and talked about the differences and benefits of an upgraded suspension system on your Z car. After the presentation the officers gave their reports.

Clif talked about the ZCSD road trip to Arizona for the Z National Convention and ask for a show of hands of members that were planning to attend the convention and be part of the caravan. Wally talked about the Olympic Gimmick Rally and explained the rules . Also presented the new plastic display for the new format of the newsletter hard copy. This is going to be use the newsletter at the club sponsors locations.

After the meeting was adjourned the Board Members had a mini board meeting to discuss future club agenda ,review the newsletter hard copy new format and finalize details of the caravan to Arizona.

Hope to see as many of you as possible at the Z Car National Convention. The next Board Meeting will be held at the ZCON in Arizona.

ZCSD STORE



See Michele for sales



NEW CLUB SHIRTS ARE IN !!!
\$ 25.00

Club Store Items

THE ZCSD Club Shirt: Short sleeve shirt in Maroon with ZCSD logo. <i>Available in men sizes: L, XL, 2XL. Women sizes and smaller men sizes soon.</i>	\$25.00
T-Shirt: Short sleeve shirt in Light Gray with ZCSD logo on back. <i>Available in men sizes: S, M, L, XL.</i>	\$15.00 SALE
T-Shirt: Short sleeve in Light Blue with ZCSD logo on back. <i>Available in women sizes: M, L, XL.</i>	\$15.00 SALE
T-Shirt: Short sleeve shirt in Light Gray with ZCSD logo on back. <i>Available in men sizes: S, L. Lightly soiled/discolored.</i>	\$10.00 SALE
T-Shirt: Short sleeve in Light Blue with ZCSD logo on back. <i>Available in women sizes: L. Lightly soiled/discolored.</i>	\$10.00 SALE
Hat Pin: ZCSD Logo.	\$3.00
Bags: White canvas tote bags. <i>Lightly soiled.</i>	\$5.00 SALE
<p>Note: Logos on Polo Shirts and Caps are embroidered.</p> <p>Logos on T-Shirts and canvas bags are silk screened.</p> <p>Samples are on display at all club meetings.</p>	
<p>Payment due in full with your order – cash or check!</p>	

CLIF'S MEMBERSHIP



Which Z car is the most popular in ZCSD?

<i>Z Car Model</i>	<i>240Z</i>	<i>260Z</i>	<i>280Z</i>	<i>280ZX</i>	<i>300ZX-Z31</i>	<i>300ZX-Z32</i>	<i>350Z-Z33</i>	<i>370Z-Z34</i>
# of cars	22	3	15	13	5	8	12	6

SEPTEMBER BIRTHDAYS
Happy Birthday!

Total Members: 121

Ed	Lantz	09/02	Kathy	Welty	09/24
Diane	Svercl	09/04	Cindi	Ramirez	09/28
Jim	Canyon	09/10	Melody	Bakhshandeh	09/29
Kathleen	Barlow	09/12			
Jeff	Gatchell	09/14			
Mr.	K	09/15			
Vern	Cagan	09/17			
Rich	Scharf	09/18			
Rob	Calderhead	09/20			

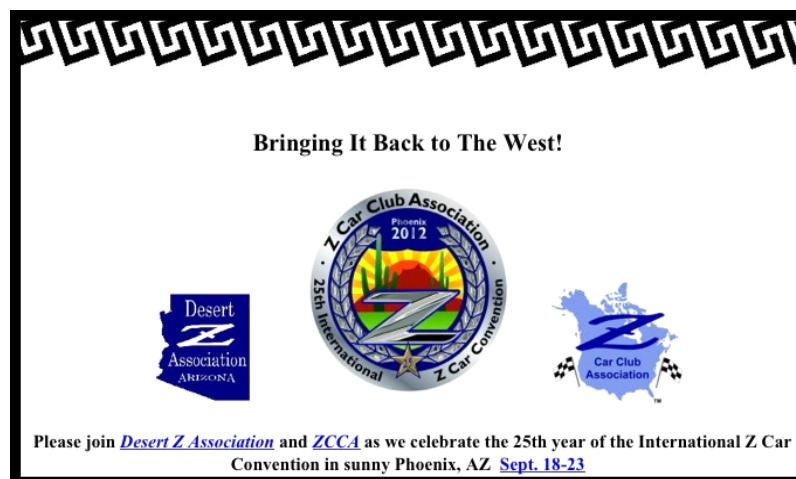
Rejoining the club this past month, David Mihalko, Rex Housman and Byron Kibildis. Thanks for continuing to enjoy your Z cars.

Road Trip to Z car National Convention in Arizona

The Z Club of San Diego has one of the largest groups of members from California going to the ZCON 2012 Convention in Phoenix. Many of the members have travel plans in place to go early, see friends and family in the Phoenix area, or sightsee on the way. For those interested in caravanning in a group, here is the club's plan. We want to leave the San Diego area and arrive around 2:00 p.m. at the convention hotel for registration and then hotel check in. Opening reception is at 5:30 p.m.

We will meet at 7:30 a.m. and depart 8:00 a.m. from parking lot at the Denny's Restaurant in El Cajon, n/o I-8 at Mollison Ave exit. Rest stop in Yuma, and lunch in Gila Bend. Continue on I-8 exit at #151 and take AZ-347 (Maricopa Rd.) north to Chandler and the convention headquarters.

If you plan to join this group, give Cliff a call at 619-401-0680. Have a safe trip!!



Short note from your editor And Vice-Prez



Hope you all enjoyed the XXX Olympic Games. ZCSD celebrated the closure of the Olympic games with the first ZCSD Olympic Gimmick Rally. This was a very fun and challenging event put together by our secretary Patty Cook. Lenny made some awesome trophies in gold, silver and bronze colors to commemorate the winners of the event. The participants were judged by the time, mileage and correct answers to the questions given. Our guest speaker was Mr. Charles Park from Powertrix. Charles explained and demonstrated some of the suspension products made specially for Nissan Z and Infiniti G vehicles. Special welcome to Bryon Kibildis a returning member of the club, nice to finally meet you and welcome again. In this edition we also have a couple of cars for sale on the "4 Zale" page and if I'm not mistaken our friend Rob Calderhead still has his awesome 280Z for sale too. This month we are featuring the Nissan 300ZX (Z31) on the page "Know where your Z came from". Don't forget the JCCS in Long Beach at the Queens Mary park. September's guest speaker is Mr. Stan White from San Diego Car Stereo. Stan owns a G35 and he will be talking about car stereos and latest electronic in-car gadgets, security systems and stereo upgrades for your Zcar. Hope to see you at the General Meeting, David

August Guest Speaker



Mr. Charles Park addressed ZCSD members during the General Meeting.

Powertrix prides itself in designing, R&D-ing, and manufacturing the best selection of components for your performance Nissan.

We currently manufacture products for the Nissan/Infiniti 240SX (S13 & S14), 300ZX (Z32), 350Z/G35 (Z33) and 370Z/G37 (Z34)

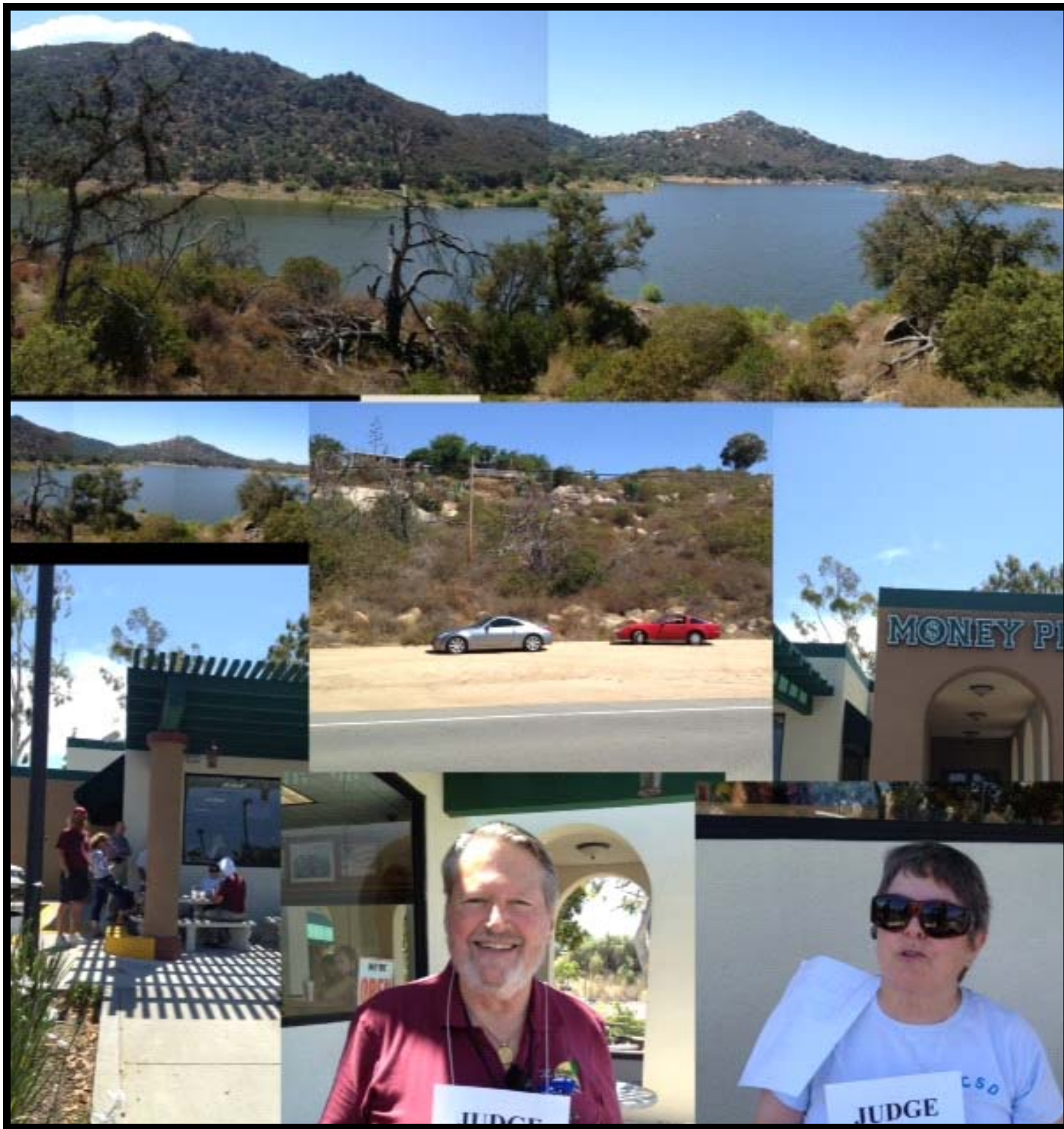
For products and services please contact Mr. Charles Park at: cpark@powertrix.com

or by phone: office: (858) 566-5060 cell: (619) 944-6055

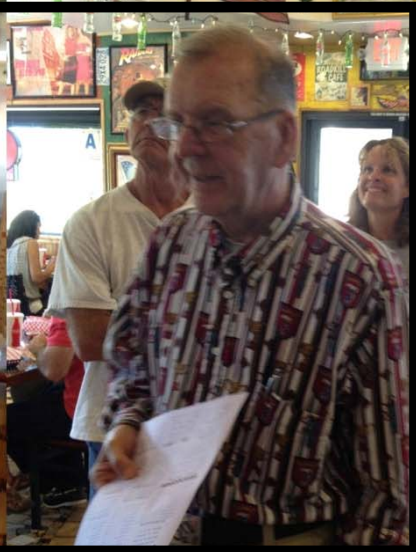
Olympic Gimmick Rally



August 12, 2012 was the first ZCSD Olympic Rally commemorating the end of the XXX Olympic Games in London, England. Five cars and 9 participants showed up to this great event. This was a lot more challenging than anyone could have anticipated. Kudos to our secretary and our president Wally for putting together such a magnificent Rally. It was a blast to follow the instructions and try to answer the questions along the way. Thanks to the navigators that made the drivers look good. Specially Chuck who drove by himself and completed the rally all by himself.



The Rally ended at The Money Pit . Patty and Wally where there waiting for us and ready to tally the results of the event. Michael and Gloria Libonate joined us at the restaurant and had lunch with us. The first place Gold Trophy went to Michele and Clif, the second place ,Silver Trophy was for Marisela and myself (she did all the work) and the third place was for Ginger and Dave for the Bronze Trophy. The food at The Money Pit was very good and affordable with a great variety of items in the menu.



Ginger & Dave :Bronze winners

Michele & Clif Gold winners

Marisela & David Silver winners



Hungry anyone?



Olympic Judges ward at work

August General Meeting



August General Meeting



The General Meeting was a full house, we had a great guest speaker and awesome cars



Know where your Z came from

RESPECT YOUR ELDER...

The Z31 chassis designation was first introduced in 1983 as a 1984 Nissan/Datsun 300ZX (the hatch lid had both a Datsun badge and a Nissan badge) in the US only. The 300ZX, as its predecessors, was known as a Nissan in other parts of the world. This continued in the US until 1985 model year when Nissan standardized their brand name worldwide and dropped the Datsun badge. A note can be made that all publications for the Z31 chassis 300ZX and its predecessors were copyright Nissan North America. Designed by Kazumasu Takagi and his team of developers, the 300ZX improved aerodynamics and increased power when compared to its predecessor, the 280ZX. The newer Z-car had a drag coefficient of 0.30 and was powered by Japan's first mass-produced V6 engine instead of an I6. According to Nissan, "the V6 engine was supposed to re-create the spirit of the original Fairlady Z.[5]"

This new V6 (2960 cc) Single overhead cam engine was available as a naturally aspirated VG30E or a turbocharged VG30ET producing 160 hp (119 kW) and 200 hp (150 kW) respectively. The engine was either a type A or type B sub-designation from 1984 to March 1987, while models from April 1987 to 1989 had a W sub-designation. The W-series engines featured redesigned water jackets for additional cooling, and fully floating piston wrist pins. The 1984 to 1987 turbo models featured a Garrett T3 turbocharger with a 7.8:1 compression ratio, whereas 1988 to 1989 models featured a low inertia T25 turbocharger with an increased 8.3:1 compression ratio and slightly more power—165 hp naturally aspirated and 205 hp (153 kW) turbocharged. Finally, these engines were equipped with self-adjusting hydraulic valve lifters. The transmissions were a 5-speed manual or an optional 4-speed automatic (contrary to popular belief, all Z31 automatics were the E4N71B equipped with torque-converter lockup INCLUDING turbo models.) All Z31's were equipped with a Nissan R200 rear differential, April 1987 and later turbo models received an R200 clutch limited-slip differential except 1988 Shiro Special's which had a Viscous-type limited slip. There were three trim models available: SF, GL and GLL. The SF model was only available in Canada.

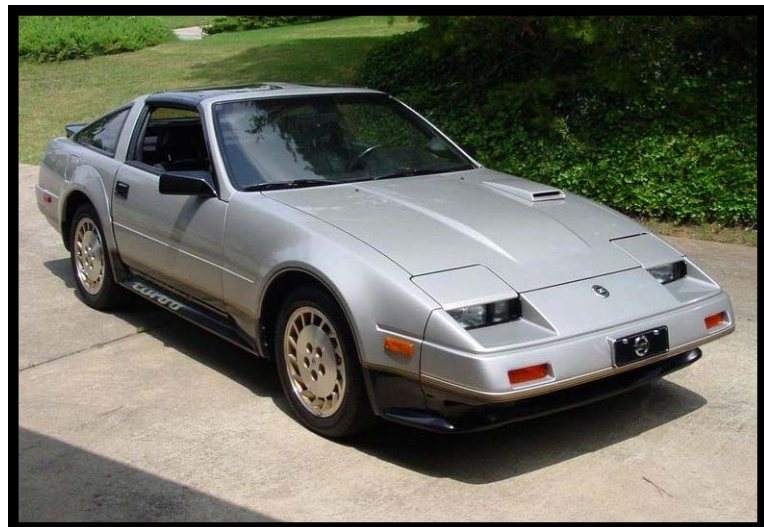
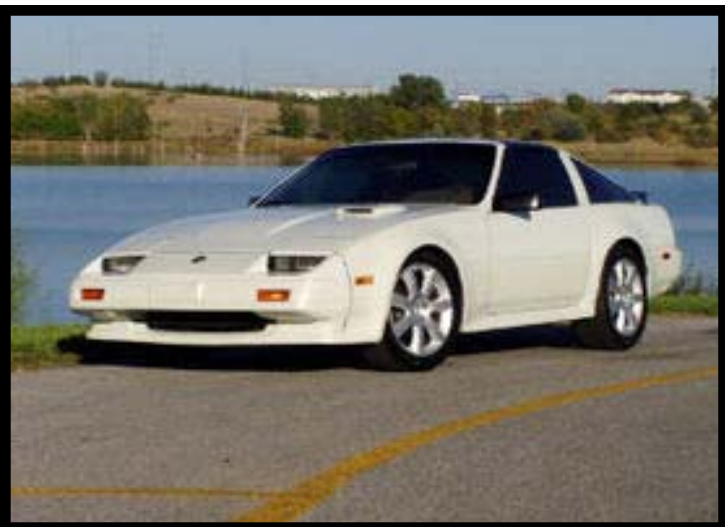
Similar to Chrysler's Electronic Voice Alert, the 1984-1986 Z31 GL and GLL models featured a voice warning system, called "Bitchin' Betty" by Z31 enthusiasts

Japanese market

The 200Z, 200ZG, and 200ZS used the VG20ET engine while the 200ZR came with the RB20DET. The 300ZX could come with either the VG30E or VG30ET. The only factory Z31 variant to use the VG30DE engine was the 300ZR

European models

The European models made 241 hp (180 kW) [13] in turbo form due to a better camshaft profile, also known outside of Europe as the Nismo camshafts. Some models were also equipped without catalytic converters. All European turbocharged models received a different front lower spoiler as well, with 84-86 models being unique and 87-89 production having the same spoiler as the USDM 1988 "SS" model.



Australian models

All Australian model z31 300zx's were 2+2 targa top body. The cars sold in 1984 and '85 were all naturally aspirated with no catalytic converter, while the turbocharged version was the only model available from 1986 to 1988. There was only one trim level in Australia, with the digital dashboard and climate control being an optional upgrade package, and leather seats only available in the redesigned series 3 "Californian" models. The Australian model Z31's factory specified power output has not been confirmed to this date. The turbo models are rumored to make the same 241 hp (180 kW) as the European model Z31's, but the presence of the more aggressive camshafts has not been confirmed. The Australian factory service manual provides camshaft measurements which do not match any of the known USDM or EDM camshaft profiles, the FSM states the exhaust valve has an open duration of 252 degrees, but the specified opening and closing angles add up to 258 degrees. [14] All Australian publication content express that N/A versions possess 166 hp (124 kW), along with the turbocharged versions as 208 hp (155 kW) .[15] The Australian 50th Anniversary Edition was more basic than the US version, the 50th AE was a normal n/a 300zx's with the digital dash package, a black interior, black velour seats and a 50th AE badge on the exterior. The exterior badge was fixed to the cars by dealerships, so the position of the badge is not the same on all models. There was no Shiro Special in Australia, and no models featured the adjustable shock absorbers.

Chassis

The Z31 chassis was based on the 280ZX, but improved upon it. Although the newer chassis had the same wheelbase and McPherson strut/semi-trailing arm independent suspension, it handled and accelerated better than the 280ZX it replaced. Turbocharged models, except for the Shiro Special edition, had an additional innovation: 3-way electronically adjustable shock absorbers.

Special Z31 releases

A 1984 50th Anniversary Edition 300ZX.

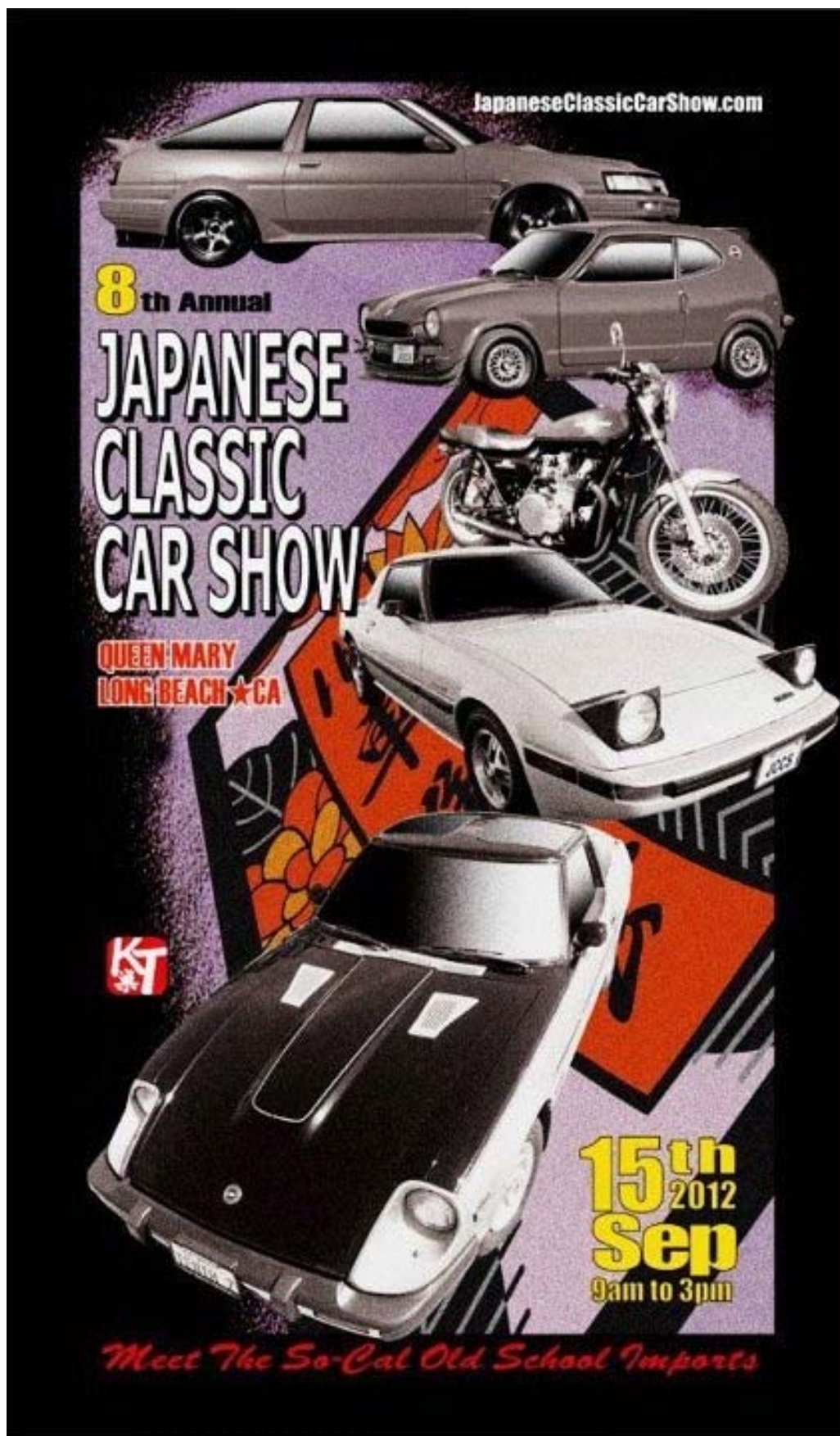
Nissan manufactured two special Z31 models. The 1984 300ZX 50th Anniversary Edition, released to celebrate Nissan's half-century, was a fully loaded turbocharged model with a Silver/Black color scheme. All 50th Anniversary Edition came equipped with a digital dash including MPG and compass readouts, in-car electronic adjustable shocks, *Bodysonic* speakers in the seats, cruise and radio controls in the steering wheel, mirrored t-tops, embroidered leather seats, embroidered floor mats, sixteen-inch (406 mm) aluminum wheels, rear fender flares, different front fenders, and 50th AE logo badges on the body. The only option available to the 50th Anniversary Edition was the choice between an automatic or a 5-speed manual transmission. 5,148 AE models were produced for the US market. Notably, 1984 also marks the last year of turbochargers cooled entirely by oil. 1985 turbo models are equipped with coolant passages to ensure turbo longevity. In 1988, the turbocharged Shiro Special debuted with pearl white paint, stiffer springs and matched shocks, heavy-duty anti-sway bars, a unique front air dam, paint matched wheels, Recaro seats with matching door panels, painted bumperettes, white painted door handles and a viscous limited-slip differential. No options were available for the Shiro, meaning all Shiros were identical. It was the fastest car out of Japan, capable of 153 mph (246 km/h) speeds, as tested by Motor Trend with the electronic speed limiter disabled. [2] A total of 1002 Shiro Special Z31's were produced for the US market between January and March 1988.[3]

Style and evolution

The Z31 body was slightly restyled in 1986 with the addition of side skirts, fender flares, and sixteen inch (406 mm) wheels (all directly from the 1984 50th Anniversary Edition with the exception of the fender flares). Many black plastic trim pieces were also painted to match the body color, and the hood scoop was removed to provide a sleeker look. The car was given a final makeover in 1987 that included more aerodynamic bumpers, fog lamps within the front air dam, and 9004 bulb-based headlamps that replaced the outdated sealed beam headlights. The 300ZX-titled reflector in the rear was updated to a narrow set of tail lights running the entire width of the car and an LED third brake light on top of the rear hatch. The Z31 continued selling until 1989, more than any other Z-Car at the time. Over 70,000 units were sold in 1985 alone. Cars produced from 1984-1986 are referred to as "Zenki" models, while cars produced from 1987-1989 are known as "Kouki" models signifying the change in body styling. [4]

Datsun Z C-ART





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4 Zale



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4 Zale



This 2004 350Z has under 32K on it. This is the best deal you will find anywhere. I have looked on KBB and auto trade and this is priced to sell. There is some bodywork that needs done but after getting it done you will still pay way under what this 350Z is priced to sell. Call Travis @ 858-five three one- one three one seven.

Nissan 1992 300ZX, in good condition. It's got about 160,000 miles on it. I've taken scrupulous care of it, but now find myself in a position when I really have to let the car go. I would like to sell it to a Z enthusiast who will take as good care of it in the future as I have these past 20 years.

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David Coddon
Barrettsd@aol.com
(619) 980-4183



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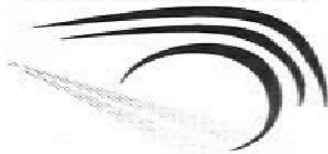
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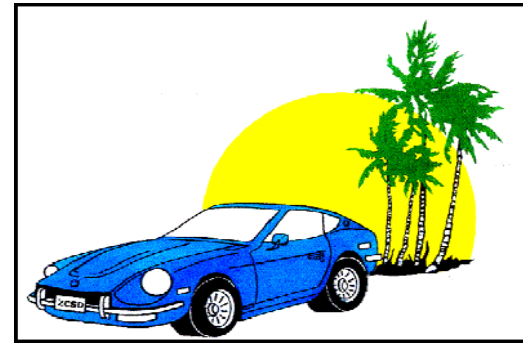
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Z-Club of San Diego Membership Form

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 Full Membership \$36.00 _____
One Year Associate Membership \$15.00 _____
Chapter Membership /Chapter Club fees _____



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