
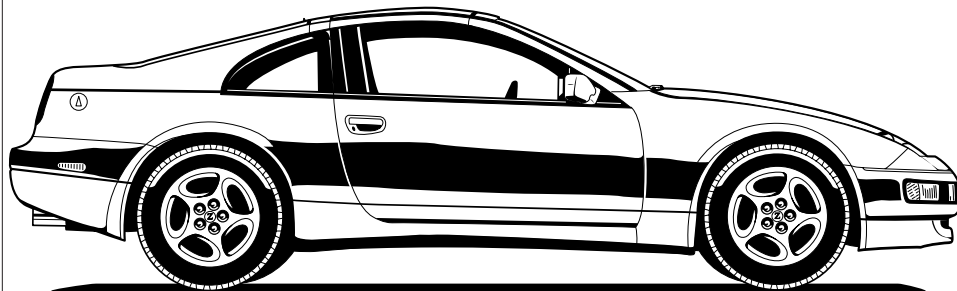


Z-Car Club of Washington  
18505 Alderwood Mall Pkwy. Suite # 1-419  
Lynnwood, WA 98037-8013

TO: 



1994 Nissan 300 ZX® 2+2

# The *NewZ*letter

of the Z-Car Club of Washington

Vol. XXIV, No. I

March, 1998

Next Meeting: Lake Washington Grillhouse & Taproom - Kenmore • 28 March 1998 at 3:30



## — *What's Inside* —

|  |   |   |        |
|--|---|---|--------|
| Presidents Corner .....                        | 2 | Activities Calendar .....                                   | 10-11  |
| Letter from Children's Hospital .....          | 3 | List of Engine Bolt Sizes .....                             | 13     |
| How to Set Up and Run a Driving<br>School..... | 4 | Quick Bits .....  | 14     |
| Car Locks .....                                | 6 | Safe Driving Checklist.....                                 | 15     |
| ZCM Staff Updates.....                         | 7 | Obsolete Nissan Parts Availability ....                     | 17     |
| Do Ya Wanna Party in Vegas<br>in 2000?.....    | 8 | My 300Z .....   | 17     |
| WA-SAAC Open Track at SIR .....                | 9 | ClassifiedZ .....   | 18     |
|  |   | Fiesta de Albuquerque Z-Car<br>Convention Registration..... | Insert |

Hello Everyone!

As I'm sitting here trying to figure out something exciting and/or inspiring to say in this month's column, I am finding myself at a bit of a loss. Guess finals have zapped the creative juices. To that end, I will make this column short this month.

As you may recall from last month's issue of *The NewZletter*, we are working on having more activities during the month. So far, it is working well and we are planning activities for the upcoming months. Don't forget to check out the Club Phone-line for information on activities for the month.

Plans are underway for the caravan down to the Fiesta de Albuquerque in New Mexico this summer. Earlier today I received a message from Adrian from the BC Z-Car Registry about the trip. Look for more information to be coming through in next month's *NewZletter*.

If you are looking for more information about the convention this summer, the New Mexico Z-Car Club has their Fiesta website up and running at <<http://www.swcp.com/~nmzcc>>. For members

without WWW access, I'll try to see if Michelle will allow some replication here in *The NewZletter*.

Speaking of websites, I have heard that with the recent revisions to the ZCCW site that Windows 95 users using Navigator 3.0+ have been experiencing problems with the pages not loading properly the first time. I will be working to find out what the problem is and get it fixed as soon as possible. If anyone finds any problems while visiting the website, please let me know.

If anyone has any Z-related topics that they would like to be touched upon in *The NewZletter*, let me know. I'm always looking for articles to include. There has been interest expressed for having articles on the '90+ 300ZX's. Unfortunately, I don't really have any articles along these lines. If anyone does have anything that they would like to share about these fine automobiles, please get them to me and I'll get them in an upcoming issue.

Well, as I see the bottom of this text box, I see that I am about done. Guess I had a little more to mention than I thought. I'm sure I'm forgetting something that needed to be mentioned. Forgive me please.

Z-Ya!

### The NewZletter

A monthly (usually) publication of the Z-Car Club of Washington

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## ZCCW Membership Application

Annual dues: Individual = \$25; Family = \$30; Associate = \$15\*

First year membership dues prorated if joined after first 1/2 of the year for new members. i.e.:

|             |                          |                           |
|-------------|--------------------------|---------------------------|
| Individual: | [January - June \$25.00] | [July - December \$15.00] |
| Family:     | [January - June \$30.00] | [July - December \$20.00] |
| Associate:  | [January - June \$15.00] | [July - December \$10.00] |

\*Associate membership is for those whom it would not be feasible to be able to attend any meetings or events.

Associate members in the United States will receive the printed version of *The NewZletter*

To join, fill out application and send with payment to:

*Z-Car Club of Washington*

18505 Alderwood Mall Pkwy. Suite # 1-419  
Lynnwood, WA 98037-8013

|                                     |
|-------------------------------------|
| Membership Type                     |
| <input type="checkbox"/> Individual |
| <input type="checkbox"/> Family     |
| <input type="checkbox"/> Associate  |

New Member?  
 Update?

Name(s): \_\_\_\_\_ Birthdate(s): \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Phone: \_\_\_\_\_

Z-Car 1: Color: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_

Z-Car 2: Color: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_

Z-Car 3: Color: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_

What area(s) of the club are you interested in?

Technical/Mechanical: \_\_\_\_\_ Showing my Z(s): \_\_\_\_\_ Rallying: \_\_\_\_\_

Cruises: \_\_\_\_\_ Autocross: \_\_\_\_\_ Other: \_\_\_\_\_

Do You Have Z Parts or Z's For Sale?  
Are You Looking For That Certain Part or Z?

Advertise them here in *The NewZletter!*

Call Michael at: 360.424.8643 or email: [mwhite@sos.net](mailto:mwhite@sos.net)

(4) Enkei (eight-spoke Panasport/Minilite style) wheels w/ mounted 215/60-14 Goodyear Eagle GT+4 tires with only 10K miles. Four-bolt pattern for 240Z through 280ZX. All in excellent condition. Retails at \$1400. \$600 obo. Leigh L'Heureux <[leigh.lheureux@pss.boeing.com](mailto:leigh.lheureux@pss.boeing.com)> 425-294-7445.

Parts for sale. 240Z: chrome plated steering gear housing, side rods and compression rods. \$25.00; 4-sp transmission (includes shift lever, clutch cylinder etc) \$25.00; pressure plates (2) \$5.00 ea.; clutch/brake pedal assembly. \$10.00; half shaft (1). \$5.00. 260Z: elect fuel pump assy. \$5.00; Jim Phelps, Arlington, WA, 360-435-6845 <[JimTrish@worldnet.att.net](mailto:JimTrish@worldnet.att.net)> .

For Sale, set of 7.5 by 16" Centerline aluminum wheels with Yoko 225/50-16's. Wheels need cleaning but no dings or curb rash. \$600. Consider part trade for band saw or wire welder. Located Seattle area. Don't want to ship them. Can deliver as far south as Portland, OR. Jim 360-221-3170, <[jameslux@whidbey.com](mailto:jameslux@whidbey.com)>.

Wanted: I am looking for a 3-piece rear spoiler for my 280z, locally only please. Contact Shawn at <[vman@seanet.com](mailto:vman@seanet.com)>.

280Z Engine, Tranny and Wheels - 1976 280Z fi engine and 4 speed tranny. Runs fantastic, hear it run now, will be available about end of January. Includes complete fuel injection system, starter, alternator, 4 speed manual, clutch, pressure plate, manifolds. \$800.00. 4 -14x5" slotted directional alloy wheels with 195/70r14, includes "3 bar Knock off" center caps, tires still in good shape. \$300.00 for the set. Nothing wrong with this gear, I'm just converting to V8. Contact Dana by email at <[danag@fidalgo.net](mailto:danag@fidalgo.net)>.

Wanted: a Nissan or ZX mechanic that does side work at a good resonable price! I'm not down to pay the dealer or some shop a lot of good money to take care of my car! The 300ZX is not a cheap made car, but maintaining it is not so cheap! Or if you can, refer me to somebody! 1990 300ZX GS coupe (not a TT) -Tam <[TeeeLeee@aol.com](mailto:TeeeLeee@aol.com)>.



I am selling my 1983 280ZX. I have spent many dollars and hours fixing it up (and loved every minute of it). I am keeping my 240z (the next project) and I am buying a 1990 300ZX Twin Turbo. Here is a list of the upgrades done to the 280ZX since March 1997:

Replaced Rear deck seal (it was rotted and leaking), Replaced various lights, taillight lens, Complete lube job/oil change/radiator flush, New spare tire and cartridge/rear wiper fixed, BRAND NEW STRUTS AND SHOCKS (and 4-whl align), Body work (rust prevention, scratch removal, dings fixed), \*\* BRAND NEW PAINT JOB (very nice too!), Warrantied for 2 years!, New clutch, master and slave cylinders, New top-of-the-line Sears Die hard battery, Recovered various interior panels with new vinyl, Brand new carpet installed, Repaired Air Conditioning (IT blows very cold), Replaced alternator, starter, and fuel injectors, New spark plug wires, Various screws, plastic pieces, and emblems to perfect the interior of the car.

This car is PRIMO now, and runs smooth and like a dream. There's a lot more, I just can't think of them while I'm writing this. Not to mention all the TLC I've put into the car. :). E-mail me at <[kelly@lightningweb.com](mailto:kelly@lightningweb.com)> if you want to make me an offer for it. You can also call me, Greg, at 213-0964.

# Children's

Hospital & Regional Medical Center

January 5, 1998

Z-Car Club of Washington  
18505 Alderwood Mall Pkwy., Suite #1-419  
Lynnwood, WA 98037-8013

Dear Friends of Children's:

It is my pleasure to thank you on behalf of the Board of Trustees of this hospital and the patients and their families for the fantastic assortment of toys and the candy that you recently donated to our hospital. Your thoughtfulness and generosity brought smiles to many little faces.

For over 90 years it has been the mission of this hospital to care for all children regardless of their parents' ability to pay. This year alone we expect the need to extend over \$35.9 million in uncompensated care in order to give the highest quality medical care to all these children of the Northwest needing our services.

You all are an important part of this team helping us to care for these precious children in this special way.

Our hospital is richly blessed to have such generous and caring friends.

Very sincerely,

Mrs. Robert J. Habegger  
Corresponding Secretary, Board of Trustees

MJH/hg

## How to Set Up and Run a Driving School

From the 1988 Year End issue of the Z Club of America's Bulletin. By Joe Casella.

Driving *n*: management of a vehicle on the road. School *vt* 2a: to teach or drill in a specific knowledge or skill.

Webster's definition explains the basic premise we use at our Driving Schools, teaching people how to manage their cars on the road course and by means of repetition (drill) develop driving skill. In April 1973, Lime Rock Park Connecticut was the scene of the first Z Club Driving School. Since then we have conducted an average of six schools a year in the Northeast. At first the schools were exclusively for Z cars but times change and now the schools are open to all cars. Last year only 10% of our students were Z car drivers.

Over the years we have assisted many members and local clubs in running driving schools this is the first time we have documented the procedures we have used. We would like to familiarize members outside of the Northeast with what it takes to conduct a school. We realize that because of geographic differences many of you can not possibly participate in our schools. This outline will serve as a useful tool for those clubs who want to try their hand at a motorsport event.

What is needed to conduct a driving school? A race track facility; instructors; students (with their own cars); help (corner workers, people controlling pit traffic, technical inspectors, timers, etc.); flags; insurance and communications. I will address each of these areas in this article. The event organizer or club official should discuss basic driving techniques, track layout, rules of the road, insurance regulations, the day's schedule, the different run or driving groups, assigning instructors, registration, and conduct inspection of all vehicles before any wheels turn on the track.

Track Facilities-Race tracks are scattered throughout the country and chances are you know the one closest to you. Only road race courses should be considered for a driving school since it is

the only track that offers turns in both directions. The length of the track is not in itself important except that the more turns you have the more people you will need to cover the corners.

Some clubs will use oval tracks for autocrosses and get away with it by using pylons to set gates. The gates are designed to keep speeds down and simulate turns. The skills needed to drive an auto cross course are nearly the same as road course driving except that road courses can be a lot more demanding on man and machine and relate more to roads that drives every day.

Most tracks have full racing schedules but will accommodate clubs on weekends which are not booked. Rental prices can differ dramatically between tracks depending on what part of the country you are in. We have had success in renting weekdays when weekends were not available and saved money. Tracks in warmer climates will have longer seasons and should have more dates available than tracks in the northern region with limited schedules.

Securing insurance used to be a major problem but now all tracks carry coverage for their events and add the cost in their rental fees. Having all participants sign an insurance waiver is mandatory and an added protection for both you and the track.

Where Do You Get Students? Students can come from local clubs and motorsports associations. Speedshops and car dealers may allow you to post flyers announcing your upcoming event (while you are there, ask them if they will sponsor the event by donating merchandise to use in drawings or to give away as prizes). Running an ad in the local paper(s) will reach the most people and will cost the most. Try sending a typed copy to the community affairs department and you may get your message run for free.

Registration- The first thing to do when you arrive at the track is to have all the students sign an insurance waiver form, collect money that has not been paid in advance and set up a "tech inspection"

## Obsolete Nissan Parts Availability

The following post came from Michael Spreadbury through the Z-Car List.

It seems that Nissan's new-found interest in their heritage and the voices of all us crazy enough to drive around in 30 year old technology is paying off. Here is a part of a Nissan Parts & Service Bulletin sent to all US dealers.

"Effective November 3, 1997, selected slow moving Genuine Nissan parts will be available through Dealer Parts Network (DPNI). On the basis of historical demand trends, NMC would normally scrap and no longer offer these slow moving parts. Through an agreement with Nissan, DPNI will con-

tinue to make this inventory available to authorized Nissan dealers. DPNI will warehouse this inventory at their own facilities in Beaver Dam, Wisconsin. These parts will continue to be covered by Nissan's applicable parts warranties."

"Parts included in this program will be identified in the Parts Price List through the use of Stocking Code 5 designation."

So if the parts that you are interested in have a code 5 they will be coming from the warehouse in Wisconsin.

-Z

## My 300Z

by Craig Channer

I purchased my '76 280Z in August of '95. After looking at many Z's for sale, most of which were nearly ready for the bone yard, this one was by far the cleanest and most rust free one I'd seen. A price was negotiated after a couple of problems were found. One of which was a leaking water valve to the heater core which I bypassed at the engine block so I could drive my new Z home. After having driven the 20 some miles home it was apparent the engine was pretty tired and puffed out a little oil from the exhaust as evidenced by my wife as she faithfully followed me home. The mechanical condition wasn't a major concern to me because other plans were in the back of my mind - ideas which will soon be revealed.

That drive home would be the last time I'd have my Z out on the road for nearly a year, as it became a permanent resident in my shop where I spent the better part of a day making room for it. Soon I began examining the body work for any signs of rust or damage that might be lurking beneath the carpeting which was the original sectioned pieces with jute underlayment that was still pretty soaked from leakage at the water valve. A new carpet set was ordered.

During removal of the old stuff, inspection of the floorboards revealed sound metal, only surface

crud needed to be cleaned off and a couple of coats of rust preventive paint was applied. The upper firewall directly behind the battery was another story. Someone cleverly coated the area around the battery tray, firewall, and fenderwell with paint. When I began scraping the paint away, extensive deterioration of the entire area - including a section of the firewall and fenderwell - were beyond repair. It was decided that the only thing to do was cut a section out of another car and try to fit it to my cutout. This was something I'd never done before so I wasn't quite sure what I was getting myself into but the effort would be worth it, I hoped.

Northwest Auto Wrecking has several wrecked cars to get parts from and they'll let you pull your own pieces. A cutting torch was used to cut a section out that was big enough so it could be trimmed down to fit, which I paid \$25 for. This seemed a real bargain to me because Z-Sport wanted \$125 for the same thing. The next few weekends were spent fitting and welding in the new section, while any other work on the car came to a halt.

So, why do I call it my 300Z? We'll talk about that later.

-Z



If you start to smell gas, you've probably flooded the engine, check the manufacturer's instructions on how to start a flooded engine.

There's no need to warm up the engine for a long period. Most manufacturers warn that an extended warm-up can damage an engine. They say the best way to warm up a car is to drive it at slow speeds.

## Gas-Saving Tips

Keep tires properly inflated.

Check your owners manual for the right gaso-line for your car.

Use a multi-viscosity oil that "thins" as the temperature warms.

Drive as smoothly as possible. Make your starts and stops gradually.

Drive at a steady speed.

Avoid congested roads.

Plan your trips in advance, and try to combine several errands in one trip.

Don't run on empty. Refill when the gas tank is one-quarter full. Bottom-of-the-tank sediment can clog fuel filter and gas lines.

## Driving on Rainy Days

Spring weather can vary from clear to drizzling to raining to snowing. Check the weather report so you can anticipate problems before you hit the road.

Reduce your speed to fit conditions.

Avoid changing your speed abruptly.

Anticipate lane changes, stops, and turns, and make them gradually.

Increase your following distance from two seconds to at least three seconds, so you can slow down or stop safely if the driver ahead slows down or turns without warning.

To measure your following distance, watch the car ahead of you pass a marker- a street sign, an overpass, a tar strip. Count "One-thousand-and-one, one thousand-and-two" to measure two seconds. If your car passes the marker before you count to 1,003, decrease your speed, drop back and measure your interval again.

Good rule of thumb: stretch your interval to two or three times what you'd maintain on a dry road.

## Braking on Wet Pavement

Squeeze the brake pedal down until you feel the brakes are about to lock up. Let off the brake, then squeeze again.

If you squeeze the brakes, you'll slow down very quickly, but you'll keep your wheels rolling, which is the the key to being able to steer. Squeeze-braking is the best technique for cars with either disc or drum brakes.

Never slam on your brakes. That will lock them for sure and take away your steering control.

## Skidding

The sooner you take action, the better your chance of correcting a skid.

The action to take: Turn the steering wheel in the direction you want the front wheel of the car to go.

Keep foot off both the brake and the accelerator.

## Fog

Fog also calls for reduced speed and increased following interval.

Keep your headlights on low beam. High-beam lights create more reflected glare of the fog.

Use your windshield wipers to keep the wind shield clear of condensation. Your defroster may help too.

Keep as far to the right in your own lane as you can.

## Pot holes and Road Damage

Keep a close eye out for sections of road damaged by winter weather.

Try to avoid potholes when you spot them. But when you go around them, be sure to stay in your lane.

If you cannot avoid a pothole without risking moving into the on coming lane, drive through it as slow as you can. This will reduce the risk of damage to your tires, wheels and chassis.

line. If possible post a schedule of the day's events with estimated times so the students do not go running off and miss their class or instruction period. This is also the time to make any announcements about changes that vary from a preprinted schedule. Registration and the inspection of vehicles can take place simultaneously providing there is enough help.

Tech Inspection - As the name implies, the participating vehicles must pass inspection prior to entering the race course. This will eliminate most of the mishaps that occur because of faulty equipment. Check for the following: battery connections and hold down frame; tires, look for cords or belts showing and recommend increasing tire pressure to at least 35lbs.; loose and broken suspension components; check for loose wheel bearing by rocking each of the wheels and listening for a metallic or knocking sound; under the hood look for any coolant leaks, loose belts, dry or frayed hoses, leaky fuel lines, poor wiring and most important oil leaks; check for a loose and noisy exhaust; step into the car and depress the brake pedal to be sure the car can stop and have someone see if the stop lights work; safety belts must be in good condition and in the case of an open car a five point racing harness; head lights should be taped to insure that no glass will get onto the track should a stone or other object break it; all loose articles from the car's interior must be removed especially any mementos hanging from the mirror. Be more critical of cars that appear to be in poor overall condition.

Create some form for this procedure so that you will know a car has passed tech inspection. We have a tech inspection sheet with a check off box next to each item. If the item is not marked "OK" the car will not be allowed to run. As a second check, we will not put a number on a car unless it has passed tech. A good idea is to mail out tech sheets to preregistered students so a basic inspection can be done by the student before traveling to the track.

Class Room Session - Once all the vehicles have been inspected, assemble all the participants and formally repeat all instructions and guide lines

for the day. This may sound redundant but the student drivers get brain fade real easy and need to be reminded of rules on a regular basis. Exposing people to a race track environment for the first time can be dangerous...they think they're at the Indy 500 and once their helmets are on watch out! Maintaining control is most important.

The inspection must have a high level of patience especially when dealing with beginners. They must display a "no nonsense" professional attitude towards driving, always stressing safety. Communicating in layman's terms is very important until you are sure the students understand track and race language.

When driving a student's car for the first time, do not go so fast that you frighten the student or hurt the car. Taking it easy allows the instructor time to: Explain the line he is taking and why; get used to the car he is driving; establish a sense of confidence for that student; and display total control of the vehicle. A slow start allows the student to hear instruction and make visual references.

Workers- Your club members can make up largest part of your track workers. We always ask for volunteers from the people who accompany the drivers. They are used at the most important corners, as flaggers and in the pit area to control traffic. Corner workers should always put out in teams of two, one to use the flags and one to use the radio or communications. Fire extinguishers are always at each station and are supplied by the track. Some tracks will require all corners to be covered while others require only critical corners.

A corner workers job is to observe the students, report any irregular driving and problems occurring and to warn oncoming drivers of a problem by displaying the yellow flag. The yellow flag means to proceed with caution and no passing. At the time the flag is displayed the second corner worker should be communicating with pit control as to the nature of the problem.

## Car Locks

From the August/September 1986 issue of the Z Club of America's Bulletin. By Roy Taurean.

Installers of security deal with car locks all time. Yet how many can tell you what goes on inside one? They have a kind of mystery around them. We'll dissolve that mystery by explaining how the parts interact.

First, let's start with a starting fact. There's no such thing as one key to one lock. People often believe that their car can be operated by one key alone, and that it is the only key that will work with that car. Sorry. On average, the key will fit in one out of every, 1,500 to 2,000 vehicles. With new car production in excess of 500,000 units, a single key might open more than 250 vehicles of the same model year.

Presently, there are three main types of automobile locks: pin tumbler, wafer, and wafer side bar. Each one is made up of three major assemblies: the outer body, known as the case of the housing; the inner body, called the cylinder or plug; and the internal mechanism.

In a pin tumbler lock, the inner body is called a plug. But the same inner body is called a cylinder when it contains wafers. The internal mechanism of a lock is made up of the pins or wafers, the springs, and any specialized control mechanism which affects the rotation of the inner body.

The lock cover, or cap, keeps the outer and inner bodies aligned so the lock operates properly. A tailpiece, usually a piece of a metal attached to the rear of the inner body, the lock to the locking mechanism and directs its operation. It releases the door or trunk, or whatever.

The outer body is really nothing more than a die-cast tube which has been machined to accommodate pin holes or wafer slots. This tube, when used in a pin tumbler lock, contains pin holes or chambers for the springs, top pins, and bottom pins to slide up and down.

The pins and spring lengths are designed so that their total length is greater than the height of the pin chambers in the housing. This restricts lifting all of the pins into the housing and rotating the plug. When it can't rotate, it's locked.

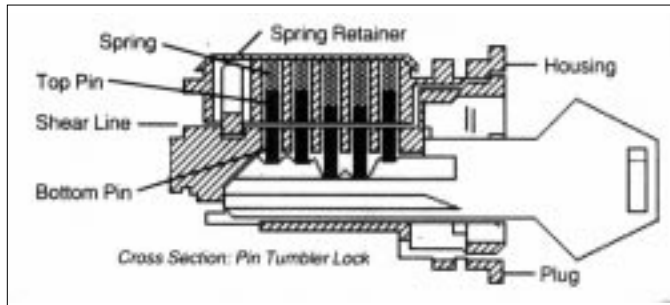
A wafer or wafer side bar lock's outer body contains broachings or slots which capture the wafers or side bar and do not permit the inner body or cylinder to rotate unless the key is

inserted.

The inner body of a lock is also die-cast, and contains the keyway into which the key is inserted. In addition, this assembly contains the remaining pieces of the internal mechanism. A pin tumbler plug, for instance, has an identical number of pin chambers which correspond to the holes in the outer body. Within the cylinder of a wafer lock are the wafers and springs. And the cylinder of a wafer side bar lock holds wafers, springs, and a side bar.

The difference between a wafer lock and a wafer side bar lock is that wafer lock's operation is controlled by the wafer themselves, and a wafer side bar lock adds a side bar which is in control.

A lock unlocks by the rotation of the plug or cylinder within the housing. The space between the plug and the housing where the pins, wafers, or wafer side bar are positioned is called the shear line. This imaginary line is the most important area of the whole lock. If it is crossed by one or more of



## Save Driving Checklist

From the April/May 1988 issue of the Z Club of America's Bulletin.

Spring is the season of change—changing weather, changing temperature and changing road conditions. You can start off driving on a sunny spring morning and find your self trying to steer through a blinding rain storm by noon. And after the storm you may still have to deal with wet pavements, gaping potholes and even low lying fog.

So how does a driver deal with the season of change? Start with a ...

### Pre-Season Checkup

Check for winter damage. Look at your car's undercarriage, especially the exhaust system, for salt damage.

If you used snow tires replace them with regular tires.

Get the engine tuned up for easier starting and smoother running.

Have your battery checked. Remove the battery cables and brush corrosion off the terminals with a solution of baking soda and water. Replace worn or loose-fitting cables.

Make sure all belts are tight. Replace any worn, glazed or loose-fitting belts.

Make sure that all fluids—power steering, brake fluid, oil and so on—are at proper levels.

Get ready for the hot days to come. Check that the cooling and air conditioning system work properly.

### Before You Go

Clean all the glass on the car—windshields, windows, headlights, tail-lights, and turn signals.

Position rear-view and side mirrors to get the best view of the road.

### Starting

The proper method of starting a car varies depending on the model and year. If you don't know the correct way to start your vehicle, check your owners manual. Meanwhile, here are some basic tips:

Turn off all devices that run off the battery—the radio, heater, defroster.

Start your car as recommended in the owners manual. If it doesn't start right away, don't grind the starter more than 20 seconds.

Allow at least 30 seconds before you try again.



## Z-Club T-Shirts



Back



Front

The Z-Car Club of Washington is pleased to announce the availability of Club T-Shirts! They come in ash-colored 100% pre-shrunk cotton in medium, large, extra-large, and double-extra-large sizes.

To order, send money order or check payable to the Z-Car Club of Washington for \$18.00 per shirt (\$15 for shirt plus \$3 for S&H) to:

ZCCW T-Shirts  
2212 Alison Avenue  
Mount Vernon, WA 98273

## A Pre-Fiesta Fiesta!

We can't wait to start the party! All Fiesta de Albuquerque 11th Annual Z-Car Convention guests who will arrive in Albuquerque in the days before the Convention are invited to join us for a pre-convention social on Sunday evening, July 19th from 6:00pm-9:00pm. Food, non-alcoholic beverages, lots of great company and a few surprises should make this an evening worth hurrying to Albuquerque for! Complete details and a map for the Pre-Fiesta Fiesta will be included in Convention registrants' confirmation packets. Give Michelle Forsman a call on the Fiesta Line at (505)323-2898 for information on this added offering or any other scheduled Convention event.

## Mr. K. Inducted into Hall of Fame

Charlie Dever, President of Group Z, shares this bit of info with us.

Mr. Yutaka Katayama was elected into the Automotive Hall of Fame on February 3, 1998. Along with eight other people, he will be inducted into the Hall of Fame in a special ceremony on Oct. 13, 1998 at the Ritz-Carlton in Dearborn, MI. Of those nine elected, only Mr. K and one other are currently living. We wish Mr. K. all of the best.

Look for more information in future editions of *The NewZletter*.

## Hub Caps (aka Wheel Covers)

Arnie Carter posted this to the Z-Car List.

On my return from the Mid-Ohio SCCA Valvoline Runoffs, I stopped at the billboard advertised worlds largest hub cap center (>50,000). I purchased a spare "Z" center for my 280ZX mags, and in response to my question about other styles, they brought out several boxes of Datsun and Nissan wheel centers, covers, etc., in all conditions from mint, to easily restorable, to not much better than nothing.

I copied some of the part numbers of "Z" and "D" centers, below.

Z Centers: 40343 P0000, 40343 P9000, 40343 N3200, 40343 P9500, 40343 P7100.

Late 300 Z Center: 40342 40P01

D Centers: 40344 N8800, 40343 W6600, 40343 W5710, 40343 W8300.

They did not have any of the original model 240Z "D" style wheel covers, but they did have one of the next style "Z" wheel covers. They said they usually have a few of both styles. Also plenty of Maxima "Wire Wheel" style covers (both Datsun and Nissan), and 200SX, etc. Obviously, other makes and models too.

If interested, The Hub Center is at the PA I-70 and US 40, Claysville exit. 412-663-4710, 412-663-4717, 1-800-750-4710. They ship anywhere.

## Z Club Emblem Posters

Prez Michael White is taking orders for full color posters which feature the logos of every known Z club in the world (as of July 1997) with the four generations of Z-cars (240, 10th Anniversary 280, 50th Anniversary 300, 25th Anniversary SMZ) from computer enhanced photos. The final color proof was seen at the Z Car National Convention in York. Each 24"x36" poster is \$10.00. The initial post to the IZCC, made by the Chicago Z Club, said that a limited number of posters was available, so act fast.



## Peter Brock and others join ZCM staff

Marc Sayer, Senior Editor/Marketing Director of Z Car Magazine posts the following to the Z-Car List.

We are VERY pleased to announce that Peter Brock has agreed to join the ZCM staff as a semi-regular feature/editorial writer. Peter will be talking about things near and dear to his heart as well as recounting stories from the glory days of Datsun. We have given Pete a free hand to write about whatever he wants, so the stories should be varied and interesting, and maybe even controversial! Look for Pete's first article in the May/June issue of ZCM!

We are also very pleased to add Z car list member Donn Vickrey to our staff. Donn will be our new Motorsports Editor. And, as of our March/April issue we will be including coverage of the Roadster. Our first Roadster story is from

Roadster list member Barrie Strachan, welcome Barrie. Plus we have expanded our coverage of the late model 300's with the addition of Andy Woo. Andy's first article is also slated to be in our March/April issue. We are also pleased to announce that Morgan Fruitnicht has joined our ranks and has rounded out our coverage of the 1st generation 300's. Morgan first story will be in our March/April issue too. Due to popular demand we will be continuing and even expanding our Ask Mr. Goodtech column, and we are looking at offering folks a way to submit questions to Mr. Goodtech via our webpage. As you can tell, we have been busy this winter and we have made all sorts of improvements in ZCM. But more are yet to come, so be sure to keep an eye on our website for more upcoming changes!

-Z

## Car Locks - Continued

the pins or wafers or the side bar, the plug will not rotate and the lock will not unlock.

## Pin Tumbler Locks

As long as the key is not inserted in a pin tumbler lock, the springs hold the top and bottom pins down. The top pins cross the shear line. But when the correct key is pushed into the lock, the bottom and top pins are pushed up against the springs. This spring pressure maintains the necessary stability for the correct alignment of the pins.

The top pins are pushed up into the housing until their lower edges are lined up just above the body of the plug. Likewise, the tops of the bottom pins are all lined up along the body of the plug. The shear line is a imaginary line running between the plug and the housing, with the top pins above it and the bottom pins below it.

## Wafer Locks

In a wafer lock, wafers replace the top and bottom pins. When there's no key in a wafer lock, the wafers have pressure exerted on them by the springs. The wafers extend across the shear line, preventing cylinder rotation.

When the proper key is inserted, the wafers are pushed toward the springs. As with the pin

tumbler lock, this spring pressure allows for the correct alignment. The wafers are all raised into the cylinder until no part of any wafer extends beyond the body of the cylinder. The open area between the cylinder and the broaches in the housing makes up the shear line on this lock.

## Wafer Side Bar Locks

This kind differs from the standard wafer lock by the addition of the side bar, of course. Now the wafers are used only as locators for the cuts of the cylinder into a slot in the housing. Each wafer has a notch at a specific location that accommodates the edge of the side bar when the key is inserted. These notches permit the side bar to retract into the body of the cylinder.

Now you know how all three types work. We're not recommending that installers take up lock repair, just that you know what's happening behind the key.

[Bulletin] Editor: The Z cars are equipped with the wafer type locks. We include all three types because most of you have other cars. This article appeared in the *Installation New* June edition.

-Z

## Do Ya Wanna Party in Vegas in 2000?

The 1998 Annual Datsun/Nissan Z/ZX Car Convention will be held in Albuquerque, NM from July 20-25, 1998.

The 1999 Annual Datsun/Nissan Z/ZX Car Convention will be held in Tulsa, OK from June 14-18, 1999.

Announcing: Las VegaZ 2000! The "Millennium (Year 2000) Datsun/Nissan Z/ZX Convention In Las Vegas, Nevada, planning committee" needs you!

The current schedule is tentative, as details are being worked out based solely on the Las Vegas Motor Speedway's ([www.lvms.com](http://www.lvms.com)) availability and schedule. (We will know by early April 1998) We have many questions that need to be answered so we can make this happen. We need to be able to start planning well in advance, and we do not want any disappointed late-comers. How much of the facility we want to utilize? How many people wanna Autocross? How many people need rooms on Wed, Thurs., Fri., and/or Sat? How many people are going to show their cars? How many people want to see the sights in Las Vegas and the surrounding area?

The enclosed questionnaire [See page 12] is our first attempt at answering some of these questions, and we need your help. Please photocopy and run them in your newsletters and distribute them among your members and friends with Datsun/Nissan Z's, ZX's, 510's and roadsters.

As we get the responses in from people, we will continually update our records, and keep in contact with everyone in our database for future updates. E-mail addresses are almost a must to keep current info flowing, even if it's not your E-mail, as long as we can get an E-mail message to you, we'll take the address. As the \$0.32 that the U.S. Postal System charges to keep in touch regularly is beyond our current budget, snail-mail updates will be more spaced out than their electronic counterparts. Please respond by April 30, 1998.

On behalf of Group Z Sports Car Club of Southern California, Z Owners of Northern California, Z Car Club of San Diego, Z Car Club of Nevada, and the Arizona Z Club, we appreciate any efforts you can put forth to make it The Biggest Z event of the Century.

Thanx in advance for Z support

Contact #'s:

Charlie Dever - Group Z Prez - (818) 248 - 9449

Carolyn Dudley - ZONC Prez - (916) 961 - 8223

John Jorgenson - NZCC Prez - (702) 459 - 3838

-Z



**Fiesta de Albuquerque**  
**11th Annual Z-Car Convention**  
**July 20-25, 1998**

**Plan Now to Join Us for a Fun-Filled  
 Week in the Great Southwest!**

▼▼▼▼▼▼▼▼▼▼

**Datsun/Nissan Z and ZX  
 And All Classic Datsun Enthusiasts  
 Are Welcome!**

**For Registration Information Contact:  
 Fiesta de Albuquerque  
 Hosted by the New Mexico Z Car Club  
 Michelle & John Forsman, Coordinators  
 Fiesta Line: 505/323-2898  
 e-mail: nmzcc@swcp.com**

▲▲▲▲▲▲▲▲▲▲

**Online Information & Registration at:  
<http://www.swcp.com/~nmzcc/>**

## List of Engine Bolt Sizes

Steve Golik posted the following reply to the 240Z-Club List.

"I am rebuilding a '72 240z engine and would like to know if there is any documentation regarding the metric bolts used for all of the engine components."

In the re-assembly of the engine for one of my Z's I decided to replace most of the external factory bolts and so I measured each one as I removed it. The list below covers the '70-'72 engines, but most of the information should be applicable to any in-line Z engine. I did not keep track of any flat/lock washers that may go with some of the bolts and nuts (some of the bolts had "captive" washers anyway).

I make no claims that the list is complete (e.g., I lack the oil pump bolts and the air pump bracket bolts) and I encourage anyone with information on any nut/bolts I have missed to chime in!

Another thing I did not keep track of was the code of each bolt which is stamped into the head of the bolt. Nissan bolts are classified into types by their tensile strength and the codes "4", "7" and "9" appear on the head of the bolt. With a "7" bolt being stronger than a "4", and a "9" being stronger than a "7". So, it's probably a good idea to say, replace a "9" bolt with another "9" bolt. Some of the bolts have no marking, and I have been told that these are not as strong as a "4" bolt.

-Z

| Location             | Length (mm) | Diameter (mm) | Pitch (mm) | Quantity |
|----------------------|-------------|---------------|------------|----------|
| <b>*Bolts*</b>       |             |               |            |          |
| distributor mounting | 25          | 6             | 1.00       | 2        |
| water inlet          | 25          | 8             | 1.25       | 2        |
| head to front cover  | 20          | 6             | 1.00       | 2        |
| water pump           | 16          | 6             | 1.00       | 2        |
|                      | 80          | 6             | 1.00       | 1        |
|                      | 90          | 8             | 1.25       | 2        |
| front cover          | 16          | 6             | 1.00       | 2        |
|                      | 40          | 6             | 1.00       | 3        |
|                      | 80          | 8             | 1.25       | 2        |
|                      | 70          | 8             | 1.25       | 1        |
|                      | 45          | 8             | 1.25       | 1        |
| thermostat housing   | 70          | 8             | 1.25       | 1        |
|                      | 30          | 8             | 1.25       | 1        |
| water outlet         | 25          | 8             | 1.25       | 2        |
| intake manifold      | 35          | 8             | 1.25       | 6        |
| fuel rail to head    | 20          | 8             | 1.25       | 2        |
| alternator mounting  | 25          | 8             | 1.25       | 3        |
| heater hose bracket  | 12          | 6             | 1.00       | 1        |
| fuel pump            | 30          | 8             | 1.25       | 2        |
|                      | 40          | 8             | 1.25       | 1        |
| valve cover          | 40          | 6             | 1.00       | 8        |
| inspection cover     | 12          | 6             | 1.00       | 3        |
| oil pan              | 10          | 6             | 1.00       | 31       |
| <b>*Nuts*</b>        |             |               |            |          |
| exhaust manifold     | -           | 8             | 1.25       | 11       |
| carburetor mounting  | -           | 8             | 1.25       | 8        |



## LAS VEGAZ 2000 QUESTIONNAIRE

Please fill out and send in this questionnaire by April 30, 1998. Fax it to: (818) 248-2457 or mail it to:

Viva Las VegaZ 2000  
c/o Group Z  
4455 Ocean View Blvd.  
Montrose, CA 91020

Each Head of Household planning on attending should fill a form out.

After you have filled it out and submitted it to us, we will keep you updated on the Las VegaZ - 2000 convention progress by E-mail (Internet) or by snail-mail (USPS) for the technologically challenged.

(It is almost mandatory that if you do not have E-Mail, find some Internet Fluent Acquaintance who will faithfully relay an E-mail message to you and put their name and E-Mail address on the appropriate line.)

| Name _____  | Datsun/Nissan _____ | Car 1 _____ | Car 2 _____ |
|---|---------------------|-------------|-------------|
| Address _____   | Year of Car _____   | _____       | _____       |
| City _____ St. _____ Zip _____  | Model of Car _____  | _____       | _____       |
| Tel ( ) _____ Fax ( ) _____   | Color int/ext _____ | _____       | _____       |
| Spouse _____ Children _____   | Engine/Trans _____  | _____       | _____       |
| E-Mail _____  | Options _____       | _____       | _____       |
| Club Member # _____ of _____  | Modifications _____ | _____       | _____       |
| (Datsun/Nissan Club)  |                     |             |             |
| I am not currently a club member, but am interested in info about my local club!! _____ |                     |             |             |
| Please, also get to me info about the 1998 Convention in Albuquerque, N.M.!! _____      |                     |             |             |

Please put a number on each line below for tally purposes. (0,1,2,3,...etc.)

You must be a registered participant to attend the eventz.

Registrationz \_\_\_\_\_ (total # of people) Poker Rallye \_\_\_\_\_ (total # of carz)  
Autocross \_\_\_\_\_ (total # of driverz) Drag Race \_\_\_\_\_ (total # of driverz)  
Track Tour \_\_\_\_\_ (total # of carz) Road Race Course \_\_\_\_\_ (total # of driverz)  
Car Show & Swap Meet - Carz \_\_\_ People \_\_\_ Awardz  
Banquet \_\_\_\_\_ (total # of people)  
Suggestionz for other eventz \_\_\_\_\_

Please check off the items below that interest your group, so that we may send you the appropriate brochures before the convention.

Local Stuff:

Lake Mead / Hoover Dam Tour \_\_\_\_\_ Grand Canyon Tours \_\_\_\_\_

Entertainment:

Star Trek and EFX @ the Hilton \_\_\_\_\_ Sigfried and Roy @ the Mirage \_\_\_\_\_

Lance Burton @ Monte Carlo \_\_\_\_\_ Other Performers @ Casinos \_\_\_\_\_

Amusement Parks:

Stratosphere Tower \_\_\_\_\_ Wet & Wild (Water Slide Park) \_\_\_\_\_ MGM \_\_\_\_\_

Circus-Circus \_\_\_\_\_ Luxor \_\_\_\_\_ Excalibur \_\_\_\_\_ New York, NY \_\_\_\_\_

Shopping:

Caesar's Forum \_\_\_\_\_ Fashion Center \_\_\_\_\_ MGM \_\_\_\_\_

Theme Restaurants:

Hard Rock Café & Hotel \_\_\_\_\_ Harley Davidson Café \_\_\_\_\_ All-Star Café \_\_\_\_\_

Planet Hollywood \_\_\_\_\_ Stratosphere Tower \_\_\_\_\_

## WA-SAAC Open Track at SIR on 25 June

c/o Paul Richer

Some of you have shown interest in driving your cars at a track event at SIR. The following message (which apparently originated on a Mustang mailing list) was posted to the local auto-cross mailing list. I am forwarding it on to our ZCCW mailing list. Looks like it could be a good opportunity to satisfy your "need for speed." If you are interested, contact David Sklover at v-davsk@microsoft.com

Paul \_\_\_\_\_

Howdy,

As event chairman I'd like to invite y'all to participate in an open track/driver training day at SIR, Thursday June 25 1998. Never too early to be making plans. This will be a more formal event than the Don Kitch lapping days, but not as structured as say a BMW club day. There will be free instructors available. Costs have not been finalized yet, registration is just opening, but I anticipate that it will be ~ \$70 for SAAC members and \$90 for non members. SAAC annual membership is \$20 btw.

The focus will be on plenty of seat time. The track will be open for 8 hours, 9 - 5, and I expect everyone will get about 3 hours seat time. I haven't finalized how many run groups nor how long per group yet, this in part will depend on how many of what experience level register. This will be a fully supported event, turnworkers with radios and safety equipment, standby 2 man EMT transport ambulance, SIR concession open (never having eaten any racetrack concession food (nor wanting to) I include this facet for those culinary challenged amongst us).

There will be advance tech inspection the night before (location tbd, but likely a nearby motel nearby to SIR since we expect a number of our Oregon friends to come up for the fun day). If warranted we may have a local (Bellevue, etc) night before tech inspection. Of course there will be day of the event tech, but I encourage everyone to try to do the night before. The facility will open quite

early, (like 6am-ish), so folks can get setup before the 8:30 mandatory drivers meeting.

I'm giving out these details here just so you can get a flavor, everyone registering will receive an information packet via snail mail, and must return the (short) event registration form with payment. By the time I mail out the registration packets the prices will be finalized.

So, come on down. To request a registration packet, [see contact information below]. I expect (& hope) this event to fill up fairly quickly (especially at these not for profit prices), so get your request in!

NOTE - during April '98 SIR will be paving (and repaving the wrecked 3A - B complex) the track, so we can look forward to a first class facility. I myself am very excited at the prospect of a clean smooth track, for the whole lap. *Car & Driver* magazine recently called SIR one of the nations best tracks, and one of the most scenic, a description I'll agree with if they get the surface squared away. Let's hope.

David WA-SAAC open track chairman (whoopdeedo!)

To register for the event, please write (or email) and request the WASAAC Open Track registration packet. Please legibly include your full mail address.

David Sklover  
19218 91 Ave NE  
Bothell, WA 98011-2205

Day phone (425) 703-2255 ext. 18785  
Eve phone (not after 9pm) (425) 482-0848  
Email v-davsk@microsoft.com

-Z



# ZCCW Automotive Activities Calendar

| March |    |    |    |    |    |    |    |
|-------|----|----|----|----|----|----|----|
| S     | M  | T  | W  | T  | F  | S  |    |
|       | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
|       | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
|       | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
|       | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|       | 29 | 30 | 31 |    |    |    |    |

## March 14

ZCCW Fun Run- Meet at Harvey Airfield in Snohomish at 11:30 for a backroads cruise to Spuds Restaurant on Juanita Drive in Kirkland.

## March 28

ZCCW General Meeting - 3:30 - Lake Washington Grillhouse - North end of Lake Washington

| April |    |    |    |    |    |    |
|-------|----|----|----|----|----|----|
| S     | M  | T  | W  | T  | F  | S  |
|       |    |    | 1  | 2  | 3  | 4  |
| 5     | 6  | 7  | 8  | 9  | 10 | 11 |
| 12    | 13 | 14 | 15 | 16 | 17 | 18 |
| 19    | 20 | 21 | 22 | 23 | 24 | 25 |
| 26    | 27 | 28 | 29 | 30 |    |    |

## April 3-5

Portland Swap Meet, Portland, OR 503/684-3319.

## April 10-12

Great NW Rod & Custom Show, Lynden, WA 360/428-5973 (eve.).

## April 18

ZCCW Fun Run- Meet at Harvey Airfield in Snohomish at 11:30 for a backroads cruise to Spuds Restaurant on Juanita Drive in Kirkland.

## April 25

ZCCW General Meeting - 3:30 - Pyramid Brewery - Seattle

## April 25

Auto Swap Meet, Mount Vernon, WA 360/424-6278.

## April 26

JJ's Tulip Cruise, Skagit County, WA 360/856-0347.

| May       |    |    |    |    |    |    |
|-----------|----|----|----|----|----|----|
| S         | M  | T  | W  | T  | F  | S  |
|           |    |    |    |    | 1  | 2  |
| 3         | 4  | 5  | 6  | 7  | 8  | 9  |
| 10        | 11 | 12 | 13 | 14 | 15 | 16 |
| 17        | 18 | 19 | 20 | 21 | 22 | 23 |
| 24/<br>31 | 25 | 26 | 27 | 28 | 29 | 30 |

## May 1-3

Apple Blossom Car Show, Wenatchee, WA 509/884-7053.

## May 16-17

25th Seattle Swap Meet, Monroe, WA 800/645-4997.

## May 17

Anacortes Open Class Waterfront Festival, Anacortes, WA 360/299-9303.

## May 23

ZCCW General Meeting - 3:30 - Flying Pig Pub & Brewhouse - Everett.

## May 25

Rodrigues Herfy's Spring Opener, Everett 425/337-2246.

## — What's Coming Up... —

### June 27

ZCCW General Meeting - 3:30 - Flaming Geyser State Park - Picnic

### July 18(?)

ZCCW General Meeting - 3:30 - Red Hook Brewery - Woodinville.

### July 20-25

Fiesta de Albuquerque - 11th Annual Z-Car Convention, New Mexico

### August 21-23

Pacific Northwest Z-Car Gathering "Meeting of the MindZ." - Port Townsend

ZCCW General Meeting - Sometime during the week-end.

### September 26

ZCCW General Meeting - 3:30 - Lake Washington Grillhouse - North end of Lake Washington

### October 31(?)

ZCCW General Meeting - 3:30 - Location TBD

### November 28(?)

ZCCW General Meeting - 3:30 - Flying Pig Pub & Brewhouse - Everett

*The ZCCW draws its calendar information from many sources. If you would like to be one of those sources and have automotive events that you would like to have included, email Michael at [misubite@sos.net](mailto:misubite@sos.net).*