

Z-Car Club of Washington
18505 Alderwood Mall Pkwy. Suite # 1-419
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TO:



The *NewZletter*

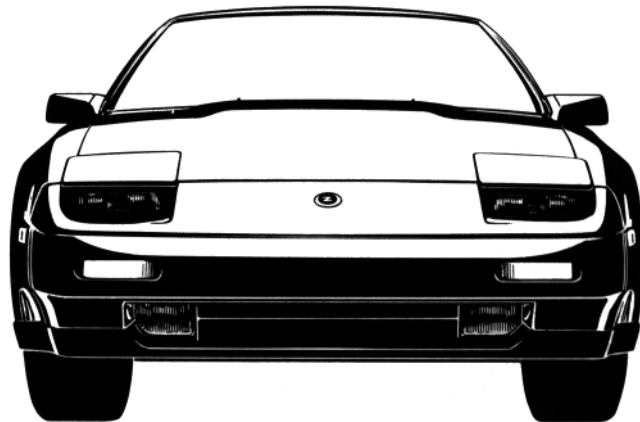
of the Z-Car Club of Washington

Vol. XXVIII, No. 1

August, 1998

Next Meeting: 5th Annual Pacific NW Meeting of the MindZ, Port Townsend • 21-23 August 1998

5th Annual Pacific Northwest *Z* Meeting of the MindZ



Nissan 300 ZX 2-Seater

— *What's Inside* —

Presidents Corner	2	Rear Brake Findings.....	9
A Route to the Meeting of the MindZ	4	Activities Calendar	10-11
1988 All Nissan Show & Shine ..	5	The Ultimate P90-A	12
Review: Datsun Z - Fairlady to 280Z	6	Quick Bits	14
		More on the New Z	17
		ClassifiedZ	18

Prez Sayz

Continuing where I left off in last month's column, the activities calendar is still looking rather slim for the remainder of the year.

Since there were not many who were going to Leavenworth over the weekend of August 1st & 2nd, that activity was cancelled (more on that later). To that end, there was not the intended conversation surrounding the idea of a cruise down to Mt. St. Helens. So, since we are going to be having a meeting over the weekend at the Meeting of the MindZ, let's discuss this and get some activities on the calender through the remainder of the year.

As there was only two of us that showed up that were "ready" to go to Leavenworth - Mark Mullen and myself - Mark offered to come up to my house so we could do some work on my Z. As many of you know, my Z has been absent from any Club outings since last year. The weekend turned out to be a weekend long tech session that covered topics from swapping cams to adjusting valves, to fan clutches, to distributor adjustments, as well as carb adjustments. Now, with the truly appreciated assistance of a fellow Club Member, I now have a Z

that runs! There are still a couple of bugs to work out but I might actually be driving the Z to Port Townsend next weekend!

Mark, thank you!

Speaking of Port Townsend, in case you haven't noticed - kinda hard unless you only saw the back of *The NewZletter* - the 5th Annual Pacific Northwest Meeting of the MindZ is coming up the weekend of August 21-23. For those who are newer to the Club, it is a Z-Car gathering co-hosted by the British Columbia Z Registry and the Z-Car Club of Washington in Port Townsend. Gives us all a chance to get together for a weekend, talk Z's, get out and enjoy the comraderie as well as the scenery.

This year, from the feedback that Adrian and I have heard, it looks like we are going to be having a great turnout. We are even going to meet some of our out of state members from Oregon and New Mexico. We may even be getting some coming up from California.

So, bring your Z and your tent and join us for a Z weekend!

-Z

The NewZletter

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

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Vice President:Mark Mullen & Greg Cagle
Secretary:Jeff Wieand
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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.:

Table with 3 columns: Membership Type, [January - June], [July - December]. Rows: Individual (\$25.00/\$15.00), Family (\$30.00/\$20.00), Associate (\$15.00/\$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 selection box with options: Individual, Family, Associate

Form with checkboxes for 'New Member?' and '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: 360.856.5185 or email: mwhite@sos.net

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> .

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>.

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

Parting out 71 240Z. Dismantled, no body parts except rear hatch. Brad 425-745-5482

I have a 1977 Datsun 280Z, new deep red paint, stick shift, original motor, this car has not been driven since new paint in 1990! Needs to be buffed out. Fabric cover included. Multiple sclerosis has stopped any hope of completion. Needs most everything but paint. Have owned it since 1981. Will sell cheap. Good start on a project Z. My loss can be someone's gain. Located in North Seattle/Shoreline. (206) 363-2884

'71 240Z for sale. Recarro's - need seat covers. Racing steering wheel. \$7,000+ invested in front end rebuild, tranny, rear-end, radiator, brakes, etc. Have receipts for work done. Still needs some work. Comes with extra parts. Will let go for \$1,900. Runs good. Pete Rossi 425.831.5850

'73 240Z Project Car - not a parts car. Body good, paint mostly good. Engine runs, not drive-able. \$750 obo. Adrian 425.453.9552

Ready for a transplant? '81 Maxima engine/tranny. New injectors. \$500obo. Adrian 425.453.9552



I am selling my 1983 280ZX. I have spent many dollars and hours fixing it up (and loved every minute of it). Here is a partial list of the upgrades done to the 280ZX since March 1997: Replaced Rear deck seal, 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!), New clutch, master and slave cylinders, 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. Make offer to Greg by e-mail <kelly@lightningweb.com> or phone (206) 213-0964.



1971 240Z. Build date 9/70. 89,000 miles. New paint, chrome exhaust. Everything original except new items listed above. Mint condition. Second owner - have owned since 1974. Estimated value by Z-Sport is \$6,500. Contact Gary by phone after 4:00pm at 425.338.4194 or by email at <gwfrancois@aol.com>.

5th Annual Pacific Northwest Meeting of the Mindz

Co-Hosted by the Z-Car Club of Washington and the British Columbia Z Registry

A Z-Car Gathering August 21-23

Port Townsend, WA

Jefferson County Fairgrounds

Join us for a weekend of Z's on the beautiful Olympic Peninsula. Bring your tent and camp-out or stay at one of the many facilities in town. Camping at the Fairgrounds is \$15.00/car/night and shower facilities are available on-site.

Join in the Scavenger Hunt, check out the sites, and win prizes!

For more information, contact Michael S. White by email at <mwhite@sos.net> or by phone at 360.961.3615.

A Route to Meeting of the MindZ

What follows is a route that those leaving on Saturday can take to get to the Fairgrounds courtesy of Jim Boemler.

Below is a route that Karen and I will be taking, leaving from Z-Sport (3532 Smith Ave. In Everett) at 0900, Saturday August 22. Join us at Z-Sport, or we'll see you at Port Townsend. The route should put us at the fairgrounds in Port Townsend at either 12:30 or 1:30, depending on ferry timing. Between the routes over and back, we'll be seeing lots of scenery, including Washington's three most famous bridges.

Mile 0.0: Leave Z-Sport, heading North. Right onto Pacific Ave. Left onto Maple. Right onto Everett Ave. Left onto I-5 North.

Mile 28.7: Take Hwy 534 East toward Lake McMurray (turn left at top of offramp). Bear right onto Fir Island Rd.

Mile 34.3: Left toward La Connor (small sign, flashing yellow light)

Mile 37.4: Left onto Chilberg Rd.

Mile 39.8: Left at Stop sign

Left onto Maple St., and pass La Connor Police Department. Slowly. Pass over the orange bridge [aka Rainbow Bridge], and look to the right to see Tourist La Connor.

Mile 47.7: Left at Stop sign, onto Hwy 20 (not marked). Be careful crossing divider!

Mile 49.5: Turn left at second signal, onto Hwy 20 West toward Oak Harbor.. Bear Left 2 miles later, follow signs toward Oak Harbor

Mile 55.4: Cross Deception Pass, admire the view. Passengers watch for eagles. Drivers watch for pedestrians (it's summer, and some are even better-looking than the eagles!)

Pass Whidbey Island Naval Air Station

Mile 66.2: Right at signal, continue on State Route 20.

Mile 75.9: Right at signal, just beyond pedestrian overpass (Coupeville). Pass Fort Casey (great kite flying, another time)

Mile 79.8: Turn right into ferry holding lot. Toll is \$8 for car and driver, \$1.80 for each addi-

tional passenger. The ferry holds all but about four lanes of the holding area, so if there are four lanes or more open when you show up, you should be on the next ferry. We should make the 11:30 ferry, unless the lines are outrageous. Even if they are, we should still get on the next ferry at 12:30.

Mile 80.0: same mile goes all the way to Port Townsend. Great gas mileage! Off the ferry, turn left at the signal. Only three miles left.

Right onto Kearney St. (mile 80.7). Left at stop sign, onto Blaine (aka 19th St.). Right onto San Juan Ave. (first right). Take forced left turn onto 49th St. Left into second Fairgrounds entrance (mile 83).

The Trip Home

This route has no ferries, so no waiting. In time it's slightly shorter than a route over the water, and I'd rather be driving than sitting anyway. The route crosses both the Hood Canal Bridge and the Tacoma Narrows Bridge. We'll plan to leave some time early Sunday afternoon; travel time back to Everett is about 2.5 hours; points South are less, of course.

Mile 0.0: Right out of the Fairgrounds parking. Take forced right turn onto San Juan. Right onto Discovery Ave (mile 1.3). Bear right at stop sign, onto Old Discovery (mile 2.1).

Mile 3.7: Left at stop sign, then quick right at signal, onto Hwy 20 West. Bear left onto Hwy 19 (mile 5.7). Continue through stop sign toward Hood Canal Bridge (mile 10.8)

Mile 20.0: Left at stop sign, onto Hwy 104 East. Cross Hood Canal Bridge (mile 25.2). Immediately after bridge, turn right onto Hwy 3 South.

Mile 52.5: (in Bremerton) Bear left onto Hwy 16 toward Tacoma. Cross the Tacoma Narrows Bridge (mile 73.5).

Mile 79.8: Bear left onto I-5 North toward Seattle. For the East Side, bear right onto I-405 North (mile 102).

-Z

More on the New Z

Katherine Yung. The Detroit News. Monday, August 3, 1998.

Slumping Nissan counts on Z car revival

Get ready for the return of the Z car.

Two years after the demise of one of the world's most popular sports cars, Nissan Motor Co. plans to introduce a more affordable and modern version of the popular two-seat sports coupe early in the next century. "The corporation has no choice," said Jerry Hirshberg, president of Nissan Design International, the automaker's U.S. design company. Hirshberg said Nissan has received thousands of letters begging the company to bring back the car.

Nissan, struggling to make a profit, badly needs the Z car to help revive sales, which fell 28 percent through the end of June.

"It would have a temporary positive effect, but long term there's a very thin market for sports cars," said George Petersen, president of the market research company AutoPacific Group.

Since the debut of the first Z car, the 240Z, in 1970, the sports coupe has generated a cult following, with hundreds of Z-car clubs around the world.

"The Z car had style," said Lance Dibble, 19, of Ann Arbor, who said he would like to see the sports car come back. "It was one of the faster cars."

The Z car will sell for \$25,000, a big drop from the nearly \$40,000 1996 300ZX, the last Z car. Engine choice is still to be decided.

Nissan recently showed off a rough clay model of the car to dealers and journalists. Expect a Z concept car at the North American International Auto Show in Detroit next January.

"We have people asking for used Z cars all the time," said Bill Cook, a Nissan dealer in Farmington Hills. "When we get one, it doesn't stick around for long."

From Autoweek Magazine August 3, 1998 - Vol 48, No. 32 <<http://www.autoweek.com>>

"Z right concept"

The sports car Nissan had under wraps at its road show looks like the Japanese-spec version of the 1970 Datsun 240Z.

Nissan took the wraps off to reveal the Z Concept, which Hirshberg [Jerry Hirshberg, president of Nissan Design International] says is one of two or three finalists for the next Z. Nissan has committed to building a new sports car, although that car probably won't be ready until calendar year 2002 or '03. Meanwhile, a running model of the Nissan Z Concept may appear at January's Detroit auto show.

The Z Concept revealed at the road show has some original Z cues, but it's not a retro car; it revoked the original Z the way that Porsche's Boxster evokes the 550 Spyder, or the way the New Beetle evokes the Old Beetle.

Nissan still must decide whether the next Z will be a lightweight sports car priced in the mid-\$20's, or a big-engined GT priced much higher. It also must determine the engine that the Z will have and which pair of wheels that engine will drive. Purists will demand rear-drive and a six-powering a lightweight chassis - no mean feat. The sky-line platform comes closed to meeting those demands.

A new Z might now be the only sports car Nissan has up its sleeve. Asked where NDI had proposed a convertible sports car design, Hirshberg said: "That would make a nice Infiniti, wouldn't it?"

-Z

I have put out tons of info on the P-90A, and I feel terrible. I am suprised that you guys haven't caught me. The only thing I can think of is that I was talking about the hydraulics, and few people have experience in that area. I said I wasn't sure on the spring pressures, and sure enough, I was wrong. So, after talking with three cam grinders, and two engine builders, I found out I have a non-hydraulic cam, and I had the wrong info on spring pressures. I was close, but on the wrong end. Here is what I said:

"If you can find a spring that has the required ~70lbs closed seat pressure, and ~120-130lbs max lift pressure, to work with your cam, then you will have no problem. Where people run into problems is they run, say a .480 lift cam, and put new springs on it. However, the springs they put on, have a seat pressure of , say, 190lbs at full lift. The hydraulic bosses are not capable of supporting that kind of load, and they will bleed down."

The whole idea here was that if you keep the spring pressures near stock, the hydraulics can support it. They bleed down because the check ball, that engages once the cam starts to ramp up, is overcome when the spring pressure is too high. This is of course compounded when the lifter is worn or dirty. I also said the following, thinking I might be wrong:

"(As a totally side note, I was thumbing through my How To Hod Rod and Race your

Datsun book, and ran across the section talking about seat pressures. It claims that a stock spring has almost 170-180lbs of seat pressure...."

Well, that book was right. But so was I, in a way. How? I was just refering to the wrong end of lift. A stock spring has about 70-80 lbs installed pressure. At max stock lift it is the 170-180 the book talks about. For aftermarket springs and cams, you need a little more pressure than that to keep the valve under control at high rpms. For the street type cams, the installed pressure should be about 100-110. Now, new springs will sag a little after a run or two, so that should be about 10% higher for the first install, or 120-125,(where I initially got my info and was confused). Really high quality springs won't lose as much, and should only be a few % above the 100-110. For the aftermarket cam, max lift will be anywhere from 200-250 or so. It depends on max lift, higher lift, higher pressure. So there is a limit to the cam, as I said before, but if you can make it work near the stock figures, with new lifters, you will have no problems.

I apologize for the errors in figures. Hang me out to dry and don't trust me anymore...

-Bob,(head hung in shame)

-Z



1998 All Nissan Show & Shine

Adrian DiPiazza from the BC Z Registry forwarded this for your information.

Any enquiry's to Mr. Bill Frizzle
1-604-987-4416 (6.00pm - 9.00pm) only.

WHO: British Columbia Z Registry
P.O. Box 57066-2458 East Hastings Street,
Vancouver. BC V5K 5G6.

1-(604)-277-5705

WHAT: 1998 All Nissan Show & Shine - open to all Nissan/Datsun Vehicles.

WHEN: September 13th, 1998 8.30am - 3.30pm. (Gates open for setup at 7.00am).

WHERE: Waterfront Park - North Vancouver. (Corner of Chesterfield and Esplanade) 1 block west of Lonsdale Quay. Look for the marshals with the vests frantically waiving..

WHY: Because we love our cars!!!! Because we want to keep the Drive Alive! Because we want to keep showing out great Canadian hospitality.

Come one, Come all, have a day of family fun!!
The British Columbia Z Registry is hosting the 1998 All Nissan Show & Shine.

Everyone is welcome !!!!!!! Put your vehicle on display, or else just spend a day in the park on our beautiful harbor around some beautiful cars, talk with the proud owners - and simply "enjoy the ride."

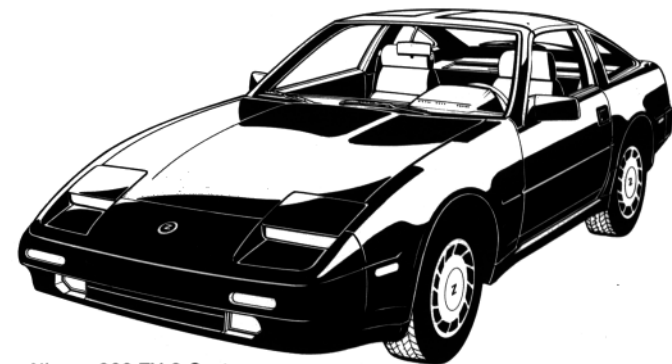
Our club (being a non profit organization) has decided on the BC Heart and Stroke Foundation as the charity this year. The setting is on the shores of our beautiful harbor, there will again be lots of prizes to raffle as well as our famous barbecue. Lots of trophies including:

- The Jeff Miron Memorial Cup for the best ground up restoration
- The Peoples Choice Award

Pre Registration is \$10.00 per vehicle. On-Site Registration is \$13.00 per vehicle.

All Registration packets and receipts will be issued on site.

-Z



Nissan 300 ZX 2-Seater

Review: Datsun Z - Fairlady to 280Z

Z-Car aficionado, Carl Beck, sent this review to the Z-Car List.

I received my copy of the newest book released on the First Generation Z's. I ordered it because Mr. K recommended it - and the book is dedicated to him. So I thought I'd give you my opinion - read on if interested..cjb

You can order it from MotorBooks International / Classic Motorbooks MBI #126277AE (you may need this number as it isn't in their Catalog yet!). 1-800-826-6600 (order line) \$39.95

The title of the book is "DATSUN Z - FAIRLADY TO 280Z" The Author is Brian Long. Published by: Veloce Publishing PLC. The ISBN # is 1 901295 02 8

From the dust cover on the book:

About The Author: Living in Coventry, the traditional heart of the British motor industry, Brian Long is a respected automotive historian with expertise in many marques. The author of several definitive automotive histories, Brian has a Japanese wife, Miho, and visits Japan on a regular basis; a fact which has helped enormously during the original research for this book.

This book is a hardback edition and about 8.5 inches wide x 10 inches high x 3/4 inches thick. 160 pages.

The book's primary focus is on the Datsun Sports Cars, which carried the "Fairlady" name - from the SP310 of the early 60's through the 280Z.

Chapter Outline (FYI):

Forward

Introduction & Acknowledgements

1. The Datsun Story (brief history of D.A.T. ect)

2. The Fairlady (starts with the roadsters)

3. Birth of the Z

4. The First Generation

5. The Works Rally Cars

COLOUR GALLERY - (great color photos)

6. The 260Z & 280Z

7. The Original Z In Racing

8. Buying & Restoring and Early Z

Appendix:

1 - General Specifications

2 - Engine Specifications

3 - Production Figures

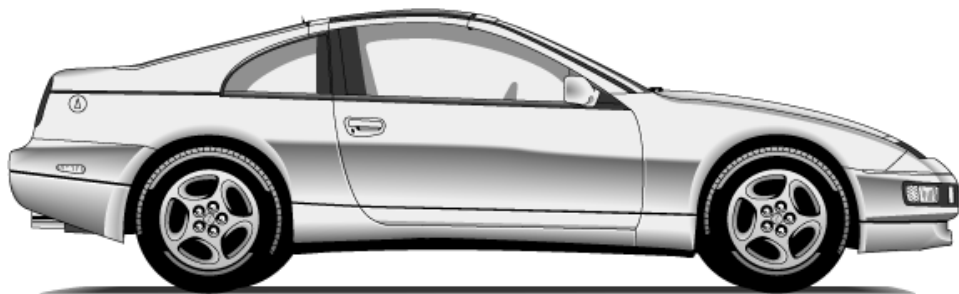
4 - Register of Works Rally Cars

5 - Colours (codes and numbers for all years covered)

Carl's Opinion:

The Good News -

Over-all, this is a "Must Have" book for anyone interested in the First Generation Z Cars (S30 bodied).... (don't let my petty criticisms at the end



1994 Nissan 300 ZX* 2+2

time, give out. The only solution, locate the bad lifter, and replace it. It is best to go with all new ones if your budget can afford it. So with a good oil pump and good lifters, what else can cause the bleed down? It is partially from big cams. However, you can run as large of cam as you want, and not have a problem with the lifters. But you need to address the last issue - Spring pressure. This is usually up to the cam manufacturer. If you can find a spring that has the required ~70lbs closed seat pressure, and ~120-130lbs max lift pressure, to work with your cam, then you will have no problem. Where people run into problems is they run, say a .480 lift cam, and put new springs on it. However, the springs they put on, have a seat pressure of, say, 190lbs at full lift. The hydraulic bosses are not capable of supporting that kind of load, and they will bleed down. There is no problem when you are running a solid boss, other than decreased valve train life, (higher loads). There are many places that will custom wind springs to meet your needs, you just need to provide the specs for them.

(As a totally side note, I was thumbing through my How To Hot Rod and Race your Datsun book, and ran across the section talking about seat pressures. It claims that a stock spring has almost 170-180lbs of seat pressure. But everyone I have talked to says that is too high for even

solid lifter heads if you want long life, so I don't really know, but I thought I would put it out anyway. The common consensus seems to be about 120-130lbs of seat pressure at max lift will give you the longest life and best power, (no extra friction.)

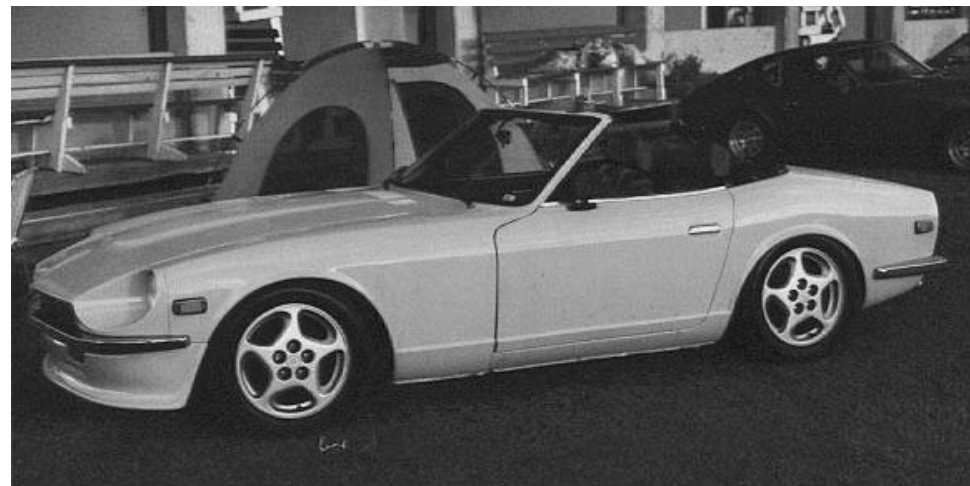
So what does my thesis mean? You can pick the cam you want, but you must find springs that will keep the spring seat pressures near stock at max lift. Theoretically you could run a .600 lift cam on a hydraulic head. However, if you found a spring that only had stock seat pressure at that lift, more than likely, it would not have a closed seat pressure high enough to keep the valve closed at higher rpms, (for springs rates are progressive). So it is all a trade-off, however, for the large majority of street/strip drivers, you can make the hydraulic head work as a performance head with a little planning, and a little more knowledge.

As long as this was, it still doesn't fully explain everything, I am more than glad to do that on a personal basis, for this is a lot to read for anyone. So if you have specific questions, please ask.

Thanks for reading my book,

-Bob Hanvey

Then a couple of days later...



Z Club Emblem Posters

Prez Michael White is *still* 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.

Test Your Datsun Trivia

We all, or at least a lot of us, seem to love trivia. We don't often get a true test of our Datsun knowledge, but here are some questions from Doug Antelmann that will tax your noggin:

How much do you REALLY KNOW about Datsuns?? Take this simple quiz....

- (1) A Fairlady is:
 (a) any woman between the age of 18-40 that looks good and is "fair" game.
 (b) a weird British musical play with cockney accents.
 (c) a tropical storm in Japan.
 (d) the rusted hulk in your driveway that hasn't moved in 10 years.
- (2) EGR (otherwise known as exhaust gas recirculation):
 (a) only came on 1973 240-Zs and 1974 260-Zs.
 (b) is activated in an early Z car by rolling down the driver's window.
 (c) was a design feature of the early style hatches in 1970-1 Z cars.
 (d) all of the above.

Top Fab Video

Scott Bruning, back from his temporary relocation to the Bahrain, has another video available. Here's his post to the Z-Car List. "Finally-the Top Fab video is ready to ship! 5 1/2 hrs long, it shows it all, including where the Trunk Fab video left off! Complete convertible top frame and fabric construction for the 240Z-280Z. May be used as a reference for other body designs. <<http://www.ztherapy.com/ZTopFabricationVideo.htm>>." (208) 587-0869.

(3) The cockpits of Early Datsuns were so hot in the summertime that:

- (a) they were called mobile coffins.
 (b) they didn't need heater cores.
 (c) the radiant energy could be detected from other solar systems.
 (d) drivers had to be peeled off of the vinyl seats.
 (e) All of the above.

(4) A 510 is:
 (a) a Los Angeles freeway.
 (b) a poor man's BMW.
 (c) usually stolen, taken to Mexico and disassembled for its parts.
 (d) all of the above.

(5) A MacPherson Strut is:
 (a) the sexy walk of an Australian SuperModel.
 (b) dangerous when loaded.
 (c) part of the reason your mechanic can afford a Maxima.
 (d) used for launching coil springs into your face.

Look for more next month...

-Z

of this post discourage you from buying a copy - its a Must Have Book).

It is great to see a new book written about the Z Cars and this one is packed with new pictures as well as lots of facts, not covered very well if at all, in other Z Car Books. - thus its a "Must Have" book!

Mr. Long has included a lot of information on the Japanese Market cars (the Fairlady Z's) and the Factory Works Rally Cars, all of which you would be hard pressed to find anywhere else - I know, as I have been researching the Rally Cars for the past three years! So this book is a gold mine of information in that regard.

The "Colour Gallery" of high resolution pictures in the center of the book is also a great addition to one's library.

Mr. Longs research seems to be pretty much in agreement with all the other DATSUN and Z Car books in most regards to the history of Nissan / Datsun.

My Recommendation is -"buy this book - you'll love it if you love the Z Cars! Now the fun part - The Bad News (if you can't write a book yourself - you should be able to at least criticize the work of others - right?).

Everyone Makes Mistakes - and there are a few in Mr. Longs book that I feel the need to point out. Also - there are some things I didn't like about the book, so I'll comment on them also (FWIW - it just my opinion).

Why point out petty mistakes? - because we publish a lot of the History related to the Z Cars, on our IZCC Z Car Home Page. We can and do up-date it constantly and we feel that it is "The Authoritative Source" - ie. the one with the most current and correct information. (if new research proves anything wrong - we can correct it in a matter of minutes - we are not frozen in time with hard copy:-). Also - for the most part on the Z Car Home Page you will find the work of Z Car Owners! - Not just

the work of professional technical writes.... Our "Owners" have the benefit in many cases of 30 years of Z Car ownership - and we know better than to just take the records of Nissan Motors Japan - as "Fact"...

OK - My Opinion Only:

The First thing I didn't like about this book - is that even though it did not intend too - it perpetuates the "Myth" related to the contributions of Albrecht Goertz to the design of the Z Car. A full double page spread of the BMW 507 was not needed in a book about Z Cars at this time - IMHO.

Mr. Long does indeed cover the factual information related to Mr. Goertz's employment at Nissan Motors - and he soft peddles Mr. Goertz's contributions to the final design of what we call the Z Car - (his contribution to the final design were IMHO zero!).

To Mr. Longs credit - he does cover the contribution of the Nissan Design Team headed by Mr. Yoshihiko Matsuo - the team that really designed what we would recognize as "the Z Car". I think this is a FIRST for a book about Z Cars..and its about time!

The second thing I didn't like about this book - was the fact that nothing was mentioned about the VERY SHABBY treatment that Mr.K received



from the Corporate Politicians - as he was shuffled off to forced retirement in 1978... nor the fact that the Corporate Politicians, wanting to erase any signs of Mr. K.'s huge success here in the U.S.A. - even changed the product name from DATSUN to NISSAN. Nor is there any mention of the Dealers response and reaction to this change.... I guess this is what happens when one has to depend on the Corporate People for historical photos ect.... But some day someone should write about that story! - "The Fall Of NISSAN USA" or "What Happens When You Kill The Goose That Lays The Golden Eggs" ..(to protect your own ego's - as displayed by the Nissan Corporate Staff).

Finally - twenty years later - someone at Nissan began to recognized what Mr. K. meant to us loyal DATSUN Customers here in the U.S.A. - and why we became "DATSUN" customers in the first place....

OK - some minor mistakes:

Minor Mistake #1: (page #89 & 91). Either the pictures or the captions are switched between pages 89 and 91. (which show the US and European Versions of the Z Cars) This is no biggie other than the fact that its one of the biggest pictures, across

two pages in the book!... Like I said - no biggie, we all make lots of mistakes!

Minor Mistake #2 (page #129). Mr. Long states that BRE received "the second 240Z to arrive in America" and that Bob Sharp Racing received the "sixth brought into the country". This is not the case.

Bob Sharp received the first car delivered to the race teams. Its VIN # was HLS30 00006. (the sixth car produced - but not the sixth car into the States - indeed it was one of the first three to enter the country).

Pete Brock has stated that they received their first Z Car at BRE several months after Bob Sharp Racing had received theirs. Indeed he has said that they received their first car around the end of Jan. 1970. This was also documented in the Road & Track article on BRE in the late 70's. (they weren't sure they could get a Z Car in the C Production Run-off's so John Morton had to drive a C-Production 2000 Roadster to qualify with enough points).

Minor Mistake #3 (page 39). Here Mr. Long mentions that Mr. Katayama had "suggested" that


size anyway. And two, I didn't really understand why the lifters were bleeding down with larger cams,(but I do now, and it is explained way, way, below). If you end up running a bigger cam, you really compromise your lower-end, for a narrow, higher band of power. And remember, longer duration doesn't necessarily increase power, it just puts it in higher in the rev range, and in a narrower rpm range, i e a peaky engine. As always there is tradeoffs, and what you can live with only you can answer. But for someone who needs their bottom end, but wants more power up top, that is about the realistic upper limit,(those lift and duration numbers - for any head). As all of this is, just my opinion, (wasn't there some comment about those being like butt cracks and we all have them....?).

Well, a few weeks ago, I was talking with Ron at Nissan Motorsports about my car,(I was mainly calling to check prices on parts). I was asking about oil pumps and my hydraulic head. We got into the discussion about my cam and what I had found out about sizes, limits etc.. and I asked him if he thought I might have problems with lifter bleed down. Now, again, as some background, this is the reason many people say the hydraulic head is a poor choice for performance applications. What has been claimed,(and experienced), is that with a large cam, when you run the motor at high rpms for extended periods of time, the lifter "bleeds" down, in other words, it fails to keep its pressure and keep the follower in contact with the cam, preventing the cam from reaching max lift, changing the duration, etc.. lots of bad stuff, bottom line, loss of power.


At this point, it helps to understand how the hydraulic head works differently from the non-hyd head. I could explain why we have such a thing as valve lash, but this is already VERY long. I can do that if somebody really wants to know, just ask. Anyway, the hydraulic setup eliminates lash and all adjustments for such. Oil is directed up into the hydraulic boss, pushes the "lifter" up, making the follower stay in constant contact with the cam and valve. This accomplishes several things. One, you

will never have to open up the valve cover and adjust the valves again. Two, it is immensely quieter, for the cam is no longer slapping down on the follower every revolution, making that nice clicking noise we are so used to. If you have ever heard the turbo motor with the hydraulic head, all you can hear is the injector clicks, nothing else, very quiet. You also have the added benefit of less valve train wear. Because your cam is not slapping down on the follower god knows how many times every day, hence experiencing a high load every cycle, it lasts longer. Lastly you, because of that, you will have a small,(ok, VERY small), increase in power because you have reduced the internal friction in the motor.


SO WHAT DID RON SAY??? I started asking if I would benefit from running their competition pump. I was concerned that on some of my high speed runs, I might encounter the same problems many people had talked about with the hydraulic heads, lifter bleed down. What I failed to understand about the hydraulic lifter, is that once it has enough pressure to "lift" it, and keep it pressurized, it doesn't matter how much more pressure or volume you run, once its up, its up. He said DO NOT run the competition pump unless you have really big clearances, like in a race motor. I could run a pump that had 600gpm and 1000psi, but it still might not address the problem. There are basically three things that cause the lifter to bleed down. One, you are not running enough oil pressure. If you run the hydraulic head, you MUST have the turbo pump. Your oiling system now has the added demand of the lifters, and a stock pump will be marginal at best. The turbo gives you a higher volume and a slightly higher pressure. So the first easy fix if your lifters are bleeding down, change out the spring for a new, higher pressure one. If that fails, replace the pump. Of course, if your engine is worn, and your clearances,(i e main bearings, rods, etc...), are excessive, then the new pump won't help address the problem. All these fixes are assuming the motor is in good shape, i e rebuilt or new. So what else can cause it? Bad lifters. Ron said that is the most common cause of lifter bleed down. They are a wear item, and over



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
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Sedro-Woolley, WA 98284

The Ultimate P90-A

Bob Hanvey sent these posts to the 240Z List. Note the corrections at the end.

Ok, just wanted to get everyones attention. Well, it seems that the post that I took soooooo much time writing was somehow lost in someones computer. That is what you get for traveling all over the country and using other peoples computers and not knowing what you are doing.

Since I want it in my archives, and I really think there are a lot of you out there who will be interested in what I found out, I am going to type it all again,(deep bow). I initially typed this in response to someone asking if a SU manifold would bolt up to a P-90 head. My answer was yes, just as it will bolt up to any Z or 280ZX head. After that, I wrote about how I had found out how to run any size cam you want with the hydraulic head. This is a long post, for it contains most of what I know about the P90 series heads. If you have read my prior posts, the new, good stuff is at the bottom.

As many of you know, I have done lots of research and checking on what the possibilities of the P-90 and more importantly, the P-90A head are. Just as some quick background for those of you who have joined the list recently and missed some of my earlier posts, I will give all the cool stuff about the P-90A, my favorite head.

The P-90A is as far as I know, the only L6 hydraulic head that Datsun produced,(I'll let everyone know if I find out otherwise). There is information out there saying that the hydraulic head is the P-99. I cannot refute this claim, however, I have never seen one. Those same sources have told me that there is no such head as a P-90A. I have one, therefore I know it exists. The P-90, the P-90A and the P-79 all have the same combustion chamber, in both design and size. The advantage of the "turbo" heads, or the P-90 and P-90A is that they have the squish combustion chamber of the P-79,(better power, etc...), and the same size SQUARE exhaust

ports as the earlier, E-31, E-88, N-42 heads. To the best of my knowledge, the valve lengths are all the same, for I used oversize valves I had laying around from an E-88 in my P-90A. As always, you should have a machine shop check the length before you order any valves or try any mods, like the one listed on the Datsun Garage homepage, written by Brian Little, where he talks about using longer valves on the P-79 head, and shaving to get higher compression. I see no reason why you can't do this on the P-90 heads.

As a quick comparison, the difference between the hydraulic heads and the non-hydraulic heads is simple. The adjusting boss,(where we spend hours adjusting the valve lash on non-hyd. heads), is different. The normal heads, there is what amounts to three "nuts" if you will. There are two adjustment nuts,(one to move the boss up and down, which is actually a bolt, and one to lock that bolt down), and the bottom of the boss is nut shaped allowing removal of the entire boss. BTW, the boss is the part that the follower,(under cam, touches valve top), sits on top of. There are many names for that part, but that is what I have chosen to call it. Anyway, on with my book. The hydraulic boss, one, is physically larger, so there can be no interchanging of solid and hydraulic bosses, and two, it only has the nut that allows it to be removed from the head. Beyond that, it is really hard to tell the difference between the heads. No matter what anyone tells you, if it says P-90A, it is hydraulic.

Ok, before, I had put out what I had found out about the cam sizes you can run. Motorsport auto did some research,(now note, they are the ones that told me that the P-90A didn't exist, and I had a P-99). They said that I could safely run up to a .480 lift and 280 duration cam. The reason I was concerned with this was because many people slam the P-90A head as not being viable for performance applications. And I agreed with them to an extent. I believe, one, that for a true daily type driver, or a street driver, that you shouldn't go over that cam

Rear Brake Findings

Mike Gholson sent this post to the 240Z list for your consideration.

Okay, ladies and gentlemen. I've done the homework for a rear-disc conversion for a 1971 240z. I called Eric Chapman and a brief conversation with him about this swap.

By the way. He sells the brackets that are needed to hold the calipers over the disc. Here's what he had to say:

Q: What is included in the kit?

A: 2 brackets and bolts that hold calipers to bracket

Q: What else will I need to purchase?

A: 280zx - calipers, rotors, & master cylinder (240z not compatible, not strong enough)

Q: What year discs to use?

A: 1979 through 1981

Q: How do they fit? Over the existing spindle?

A: Bolt right on existing spindle.

Q: How does the installation work?

A: Take drum brake cover off. Custom bracket bolts on to brake cover 4-bolt pattern. Use lock-tite. Remount spindle.

Q: Will my existing system remain unharmed and unmodified?

A: yea

Q: What calipers to buy? Nissan wants \$350/ea for new ones

A: Get 'em from junkyard. Try to find some that are good looking shape. Minimal rust. Look at dust seal. If it's good, get it. If it's leaking, don't do it. Check for movement (don't want seized calipers).

Q: Is there a Toyota 4-piston setup for the rear?

A: Too much brake for the rear. Not compatible. It will make your rear-end lock up. The 280 setup is the best candidate for street.

Q: How does the emergency brake connect?

A: Connects up just fine. Reverse (flip) the cables at "y" junction. This will make them shorter. Doesn't affect operation.

Q: Do I have to modify master cylinder?

A: No, but you MUST get the 280zx master cylinder. Don't even try your existing master cylinder.

Q: Where do I get a 280zx master cylinder (besides Nissan)?

A: Nopi auto parts (turbo mag) huge import place 800-277-6674. Tell 'em your with a z-car club for discount.

Q: Do I have to modify hydraulic braking system at all?

A: I'd remove the pressure switch under the master cylinder.

Q: Any modifications by me such as welding or sawing required?

A: No.

Q: Do you have any recommendations for part manufacturers?

- Wheel bearings

A: Buy stock. SKF are good too. NSK are very very good! They add more balls to bearing.

- Brake pads

A: Call Nopi. Lucas Gurling (maybe called Axis now)

Hope this information is useful to some of you. I will also post this message to the 240z-Club web site here in the next day or so.

ZCCW Automotive Activities Calendar

August						
S	M	T	W	T	F	S
	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

September						
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			

October						
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

August 1-2

"July" General Meeting - Janene's Family Cabin in Leavenworth. Meet at Z-Sport at 10:00 on Saturday for a cruise along the North Cascades Highway to Leavenworth for the weekend.

August 2

BCZCR Whistler Run

August 21-23

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

ZCCW General Meeting - Sometime during the week-end.

August 22

Port Townsend Kiwanis Classic Car Show. Port Townsend Memorial Field. 360.385.1375. (Note: They are inquiring about interest in participating in a rally the day after next year's show.)

September 13

BCZCR - All Nissan Show & Shine

September 26

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

October 31(?)

ZCCW General Meeting - 3:30 - Location TBD

—— What's Coming Up... ——

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.